

Final 2027-2030 Transportation Improvement Program (TIP)

For the Fargo-Moorhead Metropolitan Area

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



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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
REMAINS VALID**

WHEREAS, federal metropolitan transportation planning requirements provide that the Metropolitan Planning Organization (MPO) designated for an urbanized area shall develop and maintain a metropolitan transportation plan for the metropolitan planning area; and

WHEREAS, pursuant to 23 CFR § 450.324, the MPO is required to periodically review and update its metropolitan transportation plan to confirm the plan's validity and consistency with current and forecasted transportation and land use conditions and trends; and

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

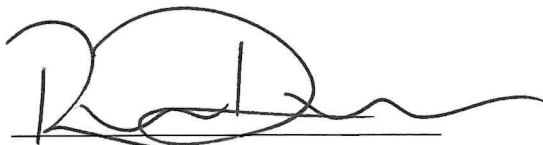
WHEREAS, Metro COG adopted *Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan* in April 2025, along with supporting modal and system plans, including the Metropolitan Bikeway & Pedestrian Plan (February 2022), the 2026-2030 Transit Development Plan (December 2025), and the Metropolitan Comprehensive ITS Plan (June 2023); and

WHEREAS, *Metro 2050* includes transportation system management strategies and short- and long-range project prioritization elements addressing the transportation needs of the metropolitan planning area; and

WHEREAS, Metro COG has reviewed *Metro 2050* and determined that the plan remains valid and consistent with current transportation and land use conditions and considerations; and

WHEREAS, the Metro COG Transportation Technical Committee recommends that *Metro 2050* continue to be recognized as valid and consistent with current transportation and land use considerations.

NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board hereby confirms that *Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan* remains valid and consistent with current transportation and land use considerations



Rachel Dwyer, Vice Chair
Metro COG Policy Board

9/17/26
Date



Ben Griffith, Executive Director
Metro COG

9/17/2026
Date

**A RESOLUTION APPROVING THE FY 2027-2030
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

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

WHEREAS, federal metropolitan transportation planning requirements provide that the MPO, in cooperation with the States and public transportation operators, shall develop and maintain a Transportation Improvement Program (TIP) for the metropolitan planning area; and

WHEREAS, Metro COG has developed the financially constrained FY 2027–2030 Transportation Improvement Program in accordance with applicable federal requirements; and

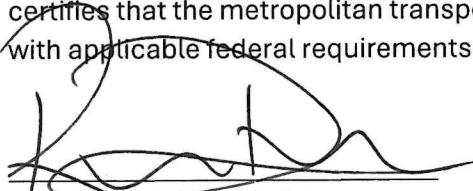
WHEREAS, the Fargo-Moorhead metropolitan area is in attainment for all applicable National Ambient Air Quality Standards and is therefore not subject to transportation conformity requirements under 40 CFR part 93, subpart A; and

WHEREAS, the FY 2027–2030 Transportation Improvement Program has been reviewed and recommended for approval by the Metro COG Transportation Technical Committee and has been made available for public review and comment in accordance with Metro COG's adopted public participation procedures; and

WHEREAS, the Metro COG Policy Board has given due consideration to the FY 2027–2030 Transportation Improvement Program and comments received during the public participation process.

NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board hereby approves the FY 2027–2030 Transportation Improvement Program and recommends that the program be forwarded to the appropriate state and federal agencies for incorporation into the respective Statewide Transportation Improvement Programs and subsequent federal action; and

BE IT FURTHER RESOLVED THAT, in accordance with 23 CFR § 450.336, Metro COG certifies that the metropolitan transportation planning process is being carried out in accordance with applicable federal requirements.



Rachel Dwyer, Vice Chair
Metro COG Policy Board

9/17/26

Date



Ben Griffith, Executive Director
Metro COG

9/17/2026

Date

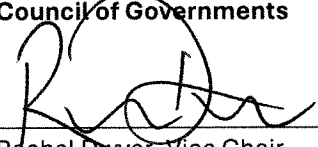
METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements identified in 23 CFR § 450.336(a), including:

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

This self-certification is made in accordance with 23 CFR § 450.336(a), as of September 2, 2026, in conjunction with Metro COG's FY 2027–2030 Transportation Improvement Program. Metro COG certifies compliance with the foregoing requirements to the extent they are applicable and in effect.

**FM Metropolitan
Council of Governments**

 9/17/26

Rachel Dwyer, Vice Chair Date
Metro COG Policy Board

Policy Board Chair

Title

**North Dakota
Department of Transportation**

 9/21/2026

Signature Date

Local Government Engineer

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): In accordance with 23 CFR § 450.334, this section identifies federally funded transportation projects for which federal funds were obligated during Federal Fiscal Year (FFY) 2025 (October 1, 2024, through September 30, 2025). The listing includes projects authorized or revised to increase federal obligations during FFY 2025 and is developed cooperatively by Metro COG, NDDOT, MnDOT, and applicable public transportation operators.

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.

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; 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

Funding Sources

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
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
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	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) 236-5622
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 Transportation Improvement Program (TIP) annually as part of the metropolitan area’s continuing, cooperative, and comprehensive transportation planning process (3-C process). The TIP is developed in cooperation with Metro COG’s planning partners, including the Minnesota Department of Transportation (MnDOT), North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS), local jurisdictions, and other transportation agencies and partners.

The TIP is a staged, multiyear, multimodal program of transportation projects and investments anticipated within the Fargo-Moorhead Metropolitan Planning Area (MPA) over a four-year period. It identifies federally funded projects, regionally significant projects, and other transportation improvements included for planning and coordination purposes. Projects programmed in the TIP must be consistent with Metro COG’s Metropolitan Transportation Plan (MTP), and the TIP must demonstrate fiscal constraint in accordance with applicable federal requirements. The Federal Fiscal Year (FFY) begins October 1 and ends September 30 of the following calendar year.

The TIP also includes an Annual Listing of Obligated Projects (ALOP) identifying federally funded transportation projects for which federal funds were obligated during the preceding program year. The ALOP included with the 2027–2030 TIP identifies projects authorized or revised to increase federal obligations during FFY 2025 (October 1, 2024, through September 30, 2025).

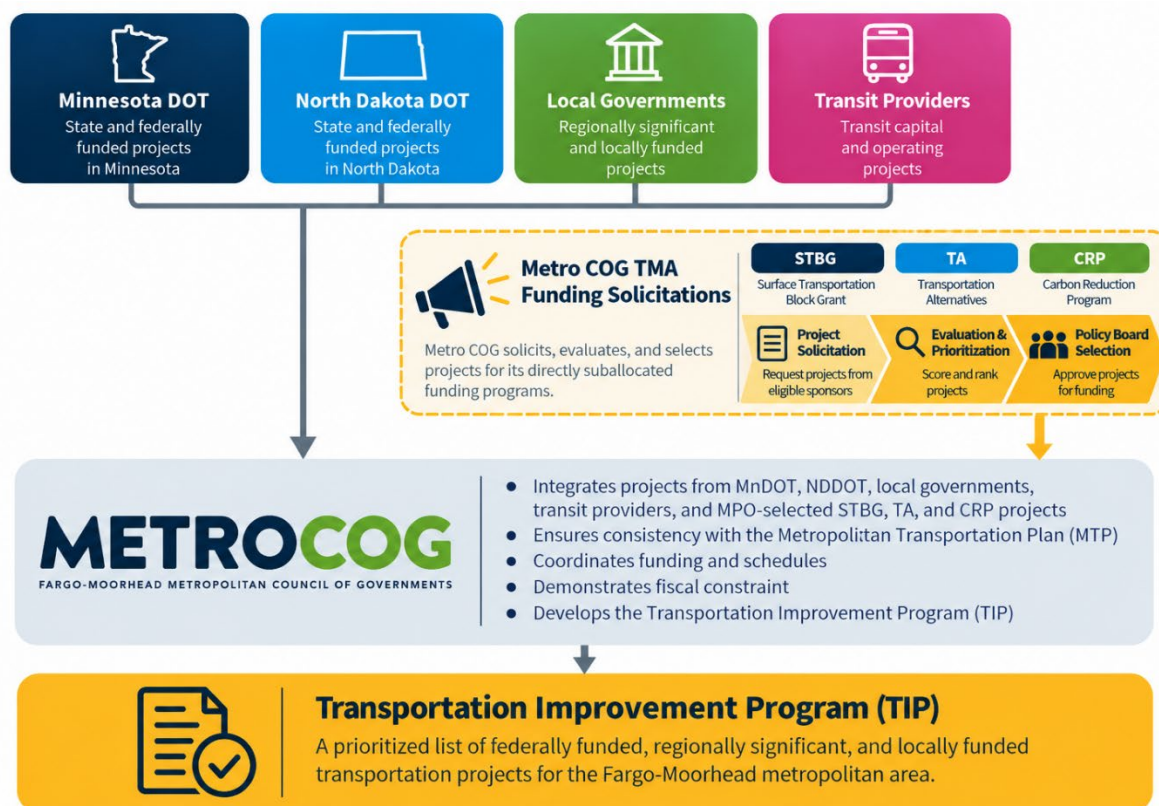
TIP Development

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

1. Reviewing and updating projects programmed in previous TIPs;
2. Soliciting applications for Metro COG’s directly suballocated STBG, TA, and CRP funding programs and coordinating applications for other applicable federal and state funding programs;
3. Evaluating proposed projects for federal eligibility, consistency with the MTP, and applicable technical and program criteria;
4. Evaluating and prioritizing projects through the Prioritization Committee, TTC, and other applicable Metro COG committees;
5. Selecting projects and approving funding allocations for Metro COG’s directly suballocated funding programs through the Policy Board;
6. Coordinating with NDDOT, MnDOT, MATBUS, and local jurisdictions to incorporate projects selected or programmed through state, transit, and other funding programs;

7. Reviewing local Capital Improvement Programs (CIPs) and coordinating with local jurisdictions to identify Regionally Significant Projects (RSPs) and significant locally funded projects, as applicable;
8. Developing a fiscally constrained draft TIP and conducting the required public involvement and comment process; and
9. Presenting the final TIP to the TTC for recommendation and Policy Board for adoption, followed by incorporation into the applicable Statewide Transportation Improvement Programs (STIPs) and subsequent state and federal review and approval processes.

Figure 1-1: TIP Development

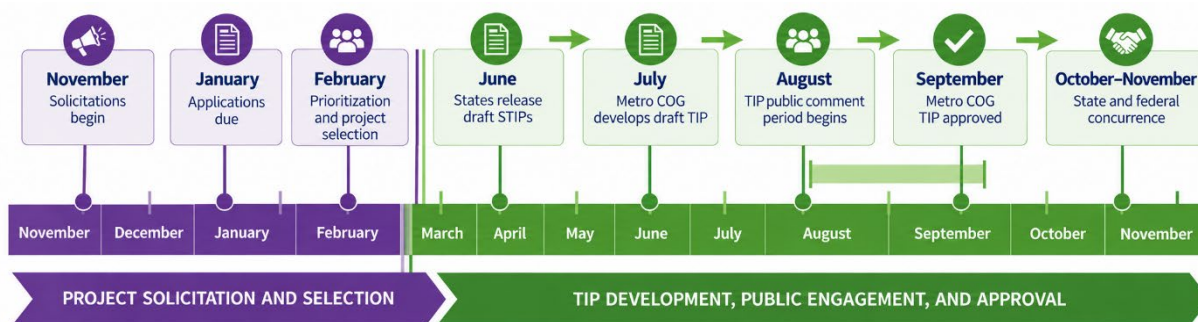


Source: Metro COG

Typically, TIP development begins with project solicitation in November of each year, with applications due in January and project evaluation, prioritization, and selection occurring in the following months. The state DOTs generally release their draft Statewide Transportation Improvement Programs (STIPs) in late spring or early summer. Metro COG uses information from the draft NDDOT and MnDOT STIPs, along with projects selected through Metro COG's directly suballocated funding programs and other project information, to develop the draft TIP.

Metro COG typically develops the draft TIP in July, followed by a public comment period beginning in August. Following public involvement and TTC review, the TIP is presented to the Policy Board for approval, typically in September. State and federal review and concurrence occur following Metro COG approval as part of the TIP/STIP coordination process. See Figure 1-2 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. Requirements for TIP development, content, and maintenance are established under applicable provisions of Titles 23 and 49 of the United States Code (USC), 23 CFR Part 450, and other federal laws and guidance, including the Infrastructure Investment and Jobs Act (IIJA). The TIP must include applicable capital and non-capital surface transportation projects or project phases within the MPA proposed for funding under 23 U.S.C. or 49 U.S.C. Chapter 53, as required by 23 CFR § 450.326.

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 updated and approved 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.

Table 1-1: Transportation Plans

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

Source: Metro COG

Projects contained in the TIP must be consistent with the MTP. Significant transportation investments programmed in the TIP must be identified in the MTP, while other projects must be consistent with the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a minimum 20-year outlook of regional transportation needs and investments, 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 applicable plans developed by Metro COG.

Relationship to the Transportation Planning Process

As the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead Metropolitan Area, Metro COG develops and maintains several key products of the metropolitan transportation planning process. The TIP implements near-term investment priorities established in the MTP and is informed by other regional transportation plans and studies. Federal law requires the TIP to be consistent with and reflect the investment priorities of the current MTP.

The MTP, Metro 2050, establishes the region's long-range transportation goals, policies, strategies, and investment priorities through 2050. It evaluates existing and future transportation conditions, identifies strategies and investments to address regional needs, and provides the long-range framework for projects subsequently programmed through the TIP.

The Unified Planning Work Program (UPWP) identifies transportation planning activities, studies, and tasks to be undertaken during the two-year work program. It documents federal, state, and local planning funds and provides a framework for scheduling activities, milestones, and products. UPWP studies may identify or inform projects subsequently considered for inclusion in the MTP or TIP.

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

Document Timeframe	MTP	PPP	TIP	UPW
	20 years minimum	Ongoing	4 years	2 years
Contents	Identifies regional transportation goals, policies, strategies, performance measures, and provides policy and planning framework for projects programmed in the TIP.	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 or maintenance areas)	Examined and updated when necessary	Every four years (Metro COG develops a new TIP annually)	Annually

Source: Metro COG

Federal metropolitan transportation planning requirements identify ten planning factors that MPOs must consider as part of the metropolitan transportation planning process:

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 nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized 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, housing, 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.

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

Metro COG serves as the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead Metropolitan Area. MPOs are required for Urbanized Areas (UZAs) with populations greater than 50,000 and are responsible for carrying out a continuing, cooperative, and comprehensive metropolitan transportation planning process in coordination with state departments of transportation, public transportation operators, local jurisdictions, and other planning partners.

Key functions of an MPO include:

1. Providing a forum for regional transportation decision-making and interagency coordination;
2. Evaluating transportation needs, alternatives, and investment priorities;
3. Developing and maintaining a fiscally constrained Metropolitan Transportation Plan (MTP) covering a planning horizon of at least 20 years;
4. Developing a fiscally constrained Transportation Improvement Program (TIP) that identifies near-term transportation investments consistent with the MTP; and

5. Providing opportunities for public and stakeholder involvement throughout the metropolitan transportation planning process.

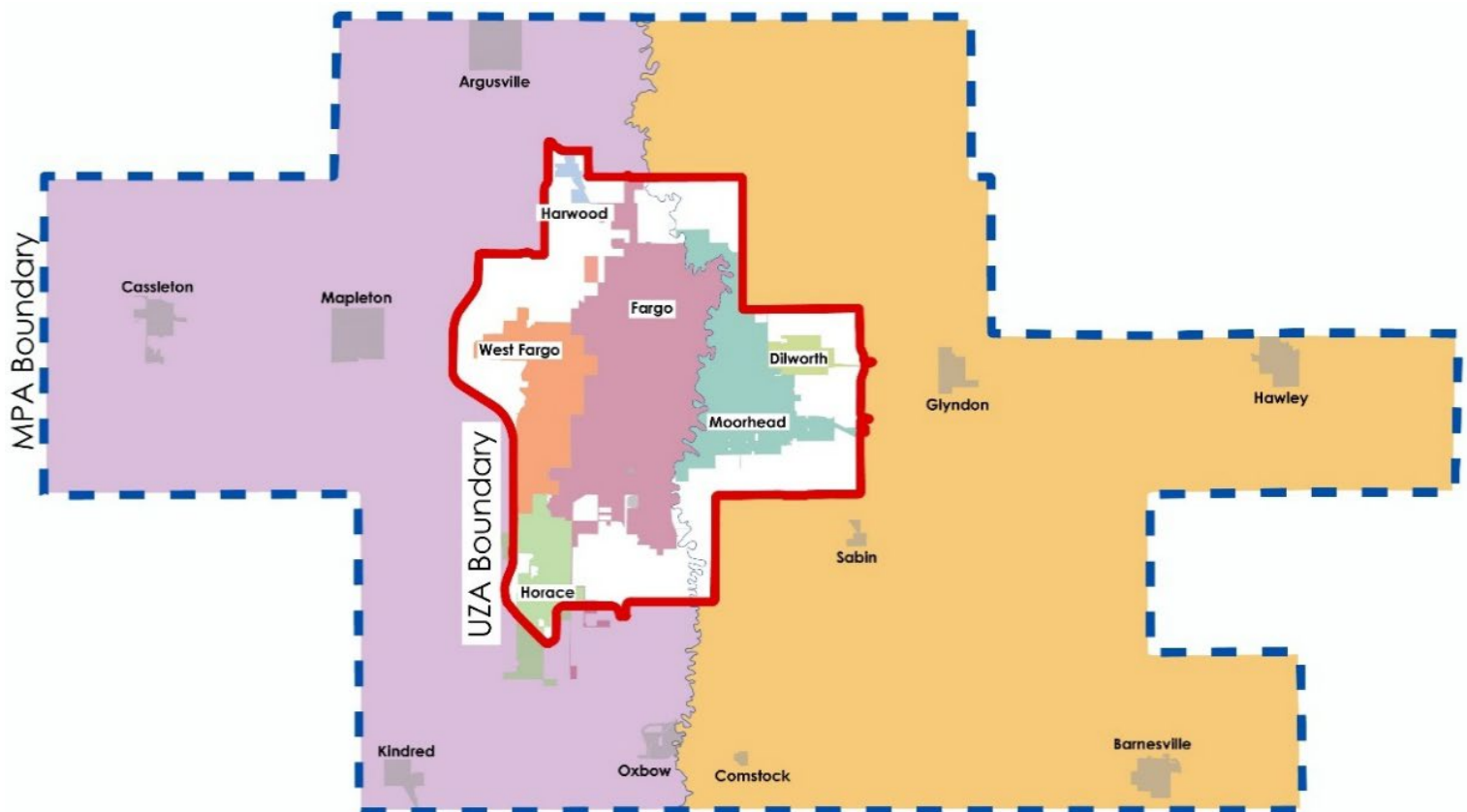
The metropolitan planning process also incorporates performance-based planning and programming to support progress toward established transportation performance goals and targets.

Metropolitan Planning Area (MPA)

The Metro COG Metropolitan Planning Area (MPA), shown by the dashed blue line in Figure 1-4, encompasses portions of Cass County, North Dakota, and Clay County, Minnesota. The MPA defines the geographic area for which Metro COG is responsible for carrying out the metropolitan transportation planning process.

Projects included in the Metro COG TIP are generally located within the MPA. The TIP may also include a project that extends beyond the MPA boundary when a portion of the project is located within the MPA, the project has a direct relationship to transportation planning or system performance within the MPA, or Metro COG participates in the planning or programming of a regional or statewide project.

Figure 1-4: Urbanized Area (UZA) and Metropolitan Planning Area (MPA)



Source: Metro COG

Urbanized Area (UZA)

The Metro COG Urbanized Area (UZA), shown by the solid red line in Figure 1-4, encompasses the majority of Fargo, West Fargo, Horace, and Harwood in North Dakota and Moorhead and Dilworth in Minnesota. The UZA is defined by the U.S. Census Bureau following each Decennial Census and may subsequently be adjusted through the metropolitan planning process for transportation planning purposes.

The UZA is important in determining the allocation and administration of several federal transportation funding programs. Metro COG receives direct suballocations of STBG and TA funding based on its status as an urbanized area with a population greater than 200,000. Eligibility to use these funds is governed by the requirements of the respective federal programs and is not necessarily limited to the UZA boundary. Additional information on Metro COG's directly suballocated funding programs is provided in Section 6.

Policy Board

The Metro COG Policy Board consists of 17 voting members, including elected officials and public agency officials who administer or operate major modes of transportation. The Policy Board provides policy direction for the metropolitan transportation planning process and is responsible for ensuring that Metro COG fulfills applicable federal MPO requirements.

The Policy Board certifies that the continuing, cooperative, and comprehensive (3-C) transportation planning process within the MPA complies with applicable federal requirements. The Policy Board reviews and adopts the TIP and authorizes its submittal to the appropriate state and federal agencies. The Policy Board also approves TIP amendments and is informed of administrative adjustments made through ongoing TIP maintenance.

As a Transportation Management Area (TMA), Metro COG receives direct suballocations of Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds. The Policy Board has final authority for project selection and funding allocations under these programs following Metro COG's solicitation and prioritization processes. Additional information on TMA funding and project selection is provided in Section 6.

Transportation Technical Committee (TTC)

The Metro COG Transportation Technical Committee (TTC) advises the Policy Board on technical matters related to Metro COG's transportation planning activities. The TTC consists of professional engineering, planning, and transit staff from local jurisdictions, as well as representatives from freight, higher education, economic development, and other interests involved in surface transportation. Representatives from Metro COG's state and federal planning partners also participate, with NDDOT and MnDOT serving as voting members and FHWA and FTA participating as non-voting members.

The TTC reviews projects proposed for inclusion in the TIP and provides technical review and recommendations to the Policy Board. The TTC also reviews proposed TIP amendments and other TIP-related actions, as applicable, prior to consideration by the Policy Board.

Project Solicitation, Prioritization, and Selection

As a Transportation Management Area (TMA), Metro COG administers a competitive process for soliciting, evaluating, prioritizing, and selecting projects for its directly suballocated Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds. Project applications are evaluated and prioritized through Metro COG's established processes, with final project selection and funding allocations approved by the Policy Board.

Metro COG coordinates with NDDOT, MnDOT, MATBUS, local jurisdictions, and other planning partners throughout the TIP development process. Other federal-aid projects within the MPA are selected or programmed through the applicable state, transit, or federal funding processes and incorporated into the TIP as appropriate.

Metro COG's solicitation, evaluation, and prioritization procedures may be reviewed and updated periodically to reflect available funding, regional priorities, and applicable federal and state requirements.

Transportation Management Area (TMA) Designation Impacts

Following the 2020 Decennial Census, the Fargo-Moorhead Urbanized Area (UZA) exceeded 200,000 in population and was subsequently designated as a Transportation Management Area (TMA). TMA designation provides Metro COG with increased responsibility for metropolitan transportation planning, programming, and project selection. Federal law identifies urbanized areas with populations over 200,000 as TMAs.

As a TMA, Metro COG receives direct suballocations of Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds. Metro COG administers the solicitation, evaluation, prioritization, and selection processes for these funding sources in coordination with NDDOT, MnDOT, local jurisdictions, transit providers, and other planning partners. Metro COG may also assist with project solicitations for state-administered programs outside of its directly suballocated TMA funding.

TMA designation also changed the administration of FTA formula funding within the Fargo-Moorhead UZA. The City of Fargo serves as the designated recipient for FTA Sections 5307, 5310, and 5339, with Fargo and Moorhead coordinating the allocation and use of these funds for MATBUS services.

Projects receiving Metro COG's directly suballocated funds must meet applicable federal eligibility requirements. If a programmed project is unable to utilize all federal funds allocated to it, Metro COG may consider reprogramming available funds to other eligible projects through the applicable TIP and project-selection processes.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, prioritization, and project selection and funding allocation for three directly suballocated FHWA funding programs: Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). MATBUS administers the allocation of three directly apportioned FTA funding programs: Sections 5307, 5310, and 5339.

For Metro COG's directly suballocated programs, the solicitation process begins with the Prioritization Committee, a subset of the TTC, reviewing available funding and applicable priorities established in the MTP. Following receipt of applications, the Prioritization Committee reviews proposed projects based on technical criteria, relevant MTP analyses, applicable planning studies, and other established evaluation factors. Metro COG also coordinates with the respective state DOT to identify eligibility, delivery, or other significant project concerns.

The Prioritization Committee develops project prioritization and funding recommendations for consideration by the TTC. The TTC may modify or recommend approval of those recommendations before forwarding them to the Policy Board. The Policy Board has final authority for project selection and funding allocations, considering recommendations from the Prioritization Committee and TTC, public input, and other relevant factors. Additional information is provided in Appendix D: Solicitation Process.

For federal and state funding programs administered by NDDOT or MnDOT, project solicitation and selection follow the applicable state processes. Metro COG coordinates with its member jurisdictions to solicit and prioritize candidate projects within the MPA for submittal to the appropriate state agency. Where applicable, projects may first be reviewed and prioritized by Metro COG modal or technical committees, such as the Metropolitan Bicycle and Pedestrian Committee or MATBUS Coordination Committee. The TTC reviews the resulting prioritization, and the Policy Board approves the prioritized list for submittal to the appropriate state agency. Final project selection for these programs remains subject to the applicable state program requirements and selection process.

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 Metropolitan Bicycle and Pedestrian Plan (2022) and the Transit Development Plan (2025). 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 2050 Transportation Goals

METRO 2050 TRANSPORTATION GOALS



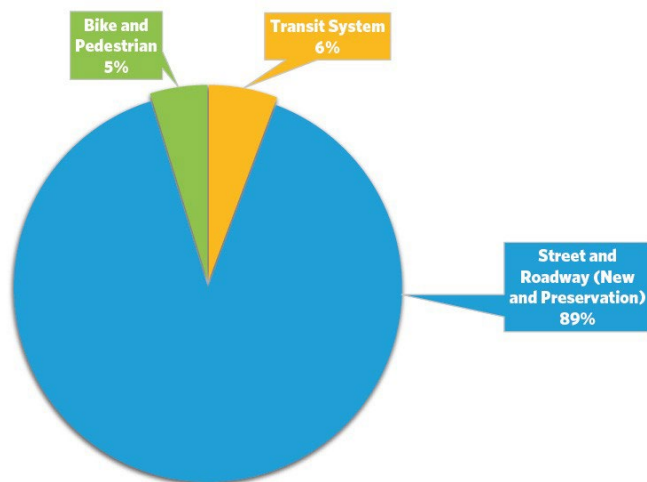
Source: Metro COG

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 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 future updates to the MTP, local jurisdictions will have opportunities to participate in refining 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

A major responsibility of a TMA is to solicit, technically evaluate and prioritize, and select projects funded through its direct suballocation. FFY 2024 was the first year in which Metro COG selected projects for its directly suballocated TMA funding programs.

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)

A Regionally Significant Project (RSP) is defined as a project that meets one or more of the following criteria:

1. Construction of a new interstate interchange or the addition of through-lane capacity on an interstate;
2. Construction of a new federally funded roadway on new right-of-way that is not an extension of the existing urban roadway network resulting from urban expansion; or
3. Construction of a new transit building on newly acquired real estate.

All projects meeting the RSP criteria are included in the TIP project listings and identified as “RSP” in the project description. For each RSP, individual project phases must be identified by federal fiscal year and may not be included within Lump Sum project tables.

RSPs must also be accounted for in the TIP financial plan and fiscal constraint analysis, included in the applicable State Transportation Improvement Program (STIP), and processed in accordance with applicable Metro COG and state TIP/STIP modification procedures.

Significant Locally Funded Projects (LFPs)

With direction from the TTC and Policy Board, Metro COG coordinates with local jurisdictions to identify significant locally funded transportation projects within the MPA. LFPs included in the TIP are generally identified through local Capital Improvement Programs (CIPs) and reflect the latest available information when the draft TIP is developed.

Select LFPs are included in the TIP project listings for informational and coordination purposes only. Projects may be selected for inclusion based on factors such as project scale, regional significance, anticipated impacts to the transportation network, potential overlap with other programmed projects, impacts to parallel corridors, or relevance to regional transportation modeling and planning efforts. Additional local- and state-funded projects are identified through the local CIPs included in Appendix C.

Including significant LFPs helps identify overlapping project schedules, coordinate construction in localized areas and along parallel corridors, and account for anticipated transportation network changes in Dynamic Traffic Assignment (DTA) modeling.

Illustrative Projects

Illustrative projects are generally not included in the fiscally constrained project list because funding has not been identified or is not reasonably available within the TIP period. Metro COG limits their inclusion to projects with a strong potential for regional significance or for which a reasonable opportunity for future funding exists.

If funding becomes available, an illustrative project must be incorporated into the fiscally constrained TIP through the applicable TIP modification process before federal funds may be obligated.

Advance Construction (AC) Projects

Advance Construction (AC) may be used to maximize the region's ability to effectively utilize available federal funds. AC allows an eligible project to proceed using state or local funds while preserving eligibility for federal reimbursement in a later FFY. When AC is used, project sponsors may initially fund all or a portion of eligible project costs with state or local funds. The project may then be converted to federal funding in one or more subsequent FFYs as federal funds become available.

Use of AC must be requested through NDDOT and is subject to NDDOT review and approval. Several factors are considered in determining whether AC will be authorized. AC is not guaranteed and should not be relied upon as a source of funding flexibility. Accordingly, AC should be used on a limited basis.

Section 2 | Project Locator Map

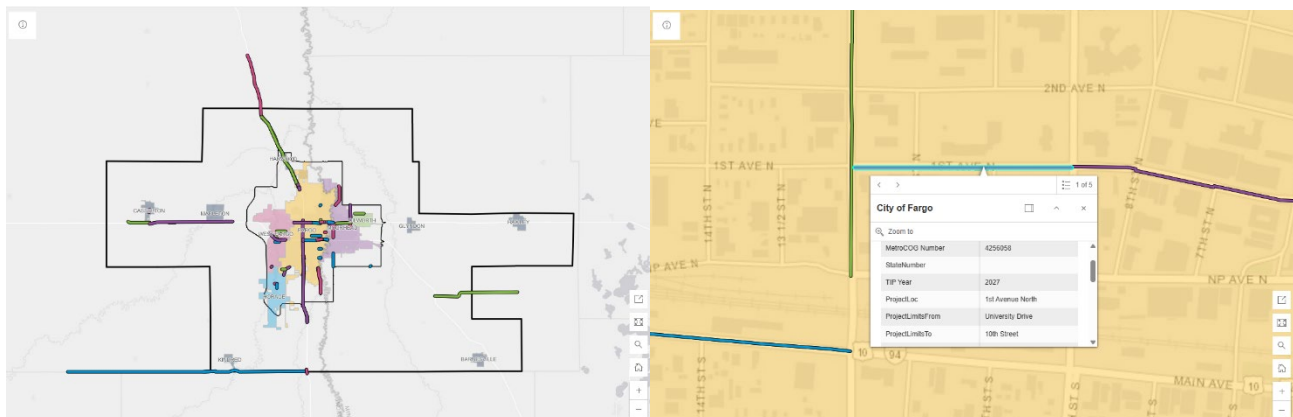
Section 2 – Project Locator Map

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 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.



[View the Metro COG TIP Interactive Dashboard](#)



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, locally funded (LFP), 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

Each row identifies a project or funding entry. Read the project information first, then its costs and funding.

TWO EXAMPLES FROM THE 2027 PROJECT LIST

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type
NDDOT	9240042	24196	2027	294 E		1 Mile East of I-29		Bridge structural painting and rehabilitation, including substructure improvements	Rehabilitation
City of West Fargo	3264069	24847	2027	Beaton Drive	0.7	Sheyenne Street	Bobcat Company	Roadway reconstruction, shared use path, RRFB, and box culvert extension at Sheyenne River	Reconstruction Bike/Ped

COSTS AND FUNDING FOR THE SAME TWO ROWS

PE/RW/UTIL	CON/CE	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
\$300,032	\$3,109,968	\$3,410,000	SS	\$2,759,713	\$650,287			
	\$7,900,000	\$7,900,000	STBG	\$1,440,000	\$3,871,000	\$2,589,000		

1 Agency and identifiers

Lead Agency identifies the responsible agency. Metro COG ID is the seven-digit TIP identifier; State # is the state project identifier. Use the Metro COG ID to connect the entry to a mapped project.

2 Year and location

Project Year is the programmed funding year, which may differ from construction. Project Location identifies the facility or area. Length and Project Limits From/To describe the extent when applicable.

3 Scope of work

Project Description explains the work and may identify related projects or special funding notes. Improvement Type summarizes the category, such as rehabilitation, reconstruction, bike/ped, or transit.

4 Phase costs

PE/RW/UTIL covers preliminary engineering, right-of-way, and utilities. CON/CE covers construction and construction engineering. These columns show phase costs where reported; some entries show only a total.

5 Total cost and shares

Total Project Cost is the amount shown for that entry. Federal, State, Local, and Other Revenue are the funding shares. Check that the shares reconcile to the listed total; use the description to identify AC payback entries.

6 Funding programs

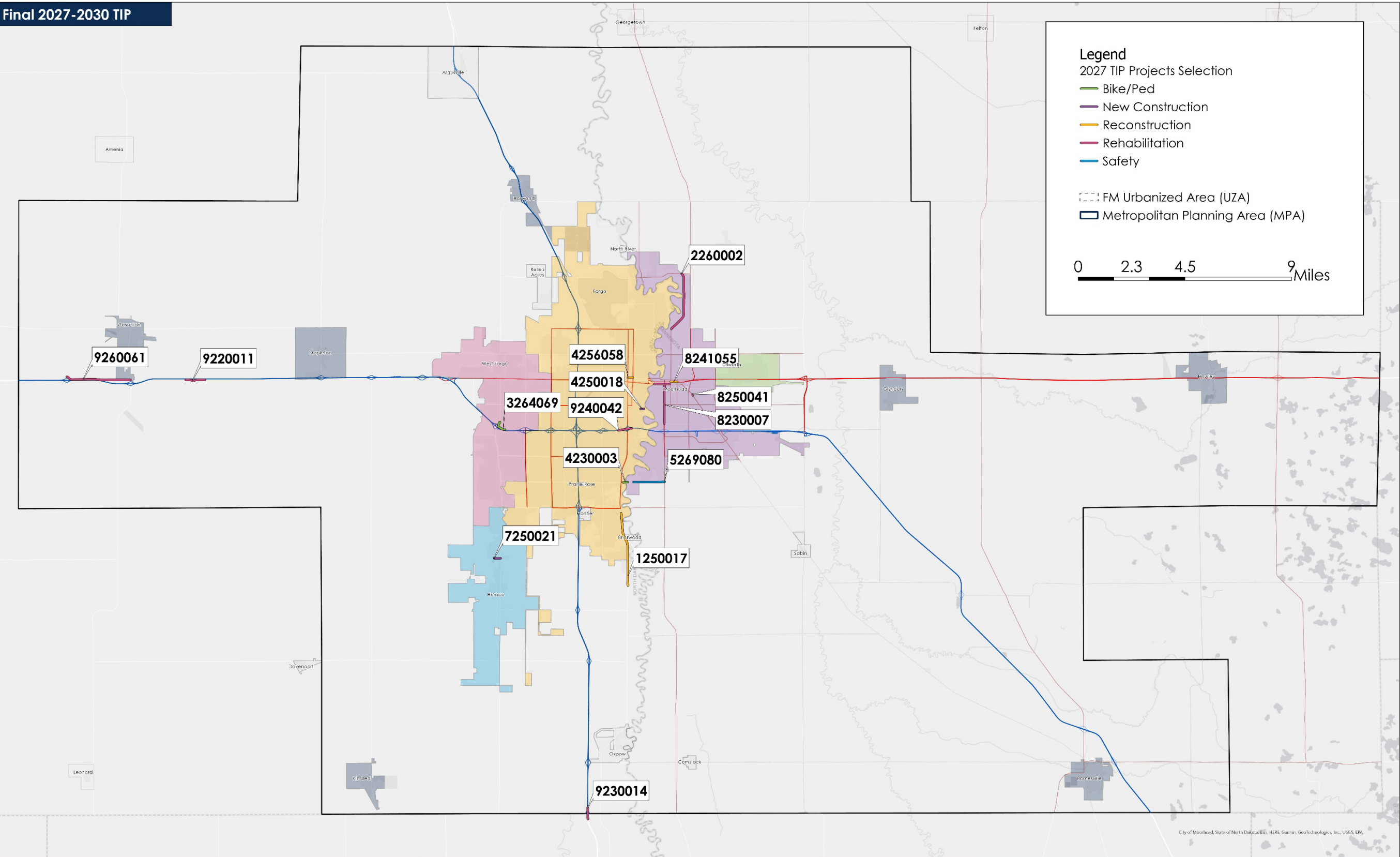
Federal Revenue Source and Other Revenue Source identify funding programs or sources; the adjacent Revenue columns show dollars. Program codes vary by state. See Section 6 for federal funding program descriptions.

METRO COG ID EXAMPLE

4 | 25 | 0 | 018

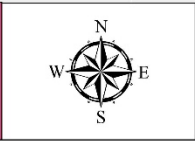
- 4 Lead agency code 25 Added in the 2025–2028 TIP cycle
- 0 Initial TIP entry; a nonzero digit identifies the amendment
- 018 Project sequence number • Example: City of Fargo project 4250018

AC = Advance Construction. Read the description for the payback year; a payback entry may represent federal reimbursement of previously authorized work. Do not add the original construction and payback entries as separate physical projects.



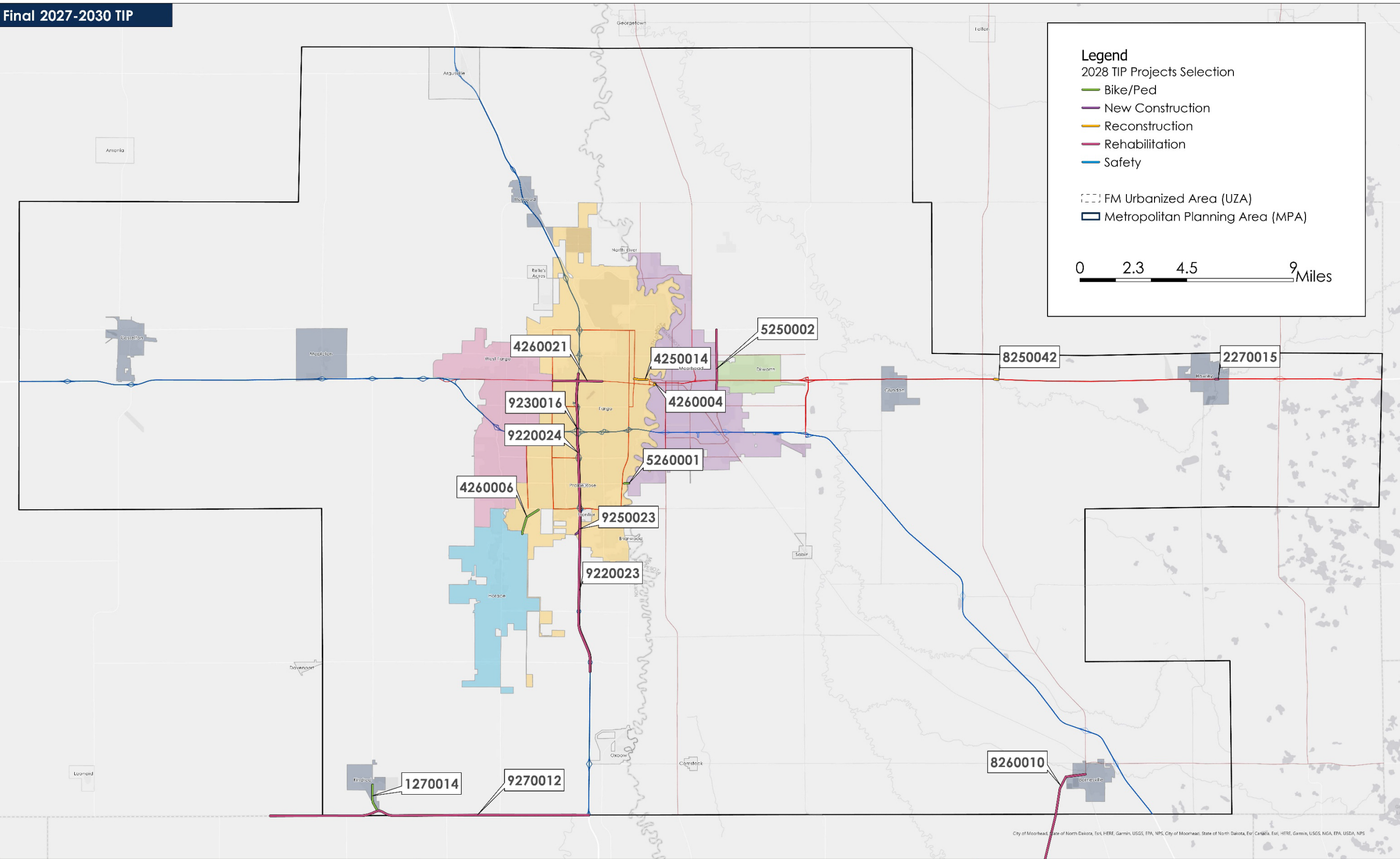
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2027 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																		
NDDOT	9220011	23774	2027	Various Structures				Bridge rehabilitation, including approach slab rehabilitation, bridge rail retrofits, deck overlay and spall repairs, and erosion repairs	Rehabilitation		\$2,381,224	\$2,381,224	SS	\$1,927,125	\$454,099			
NDDOT	9230014	23905	2027	Various Structures on I-29				Bridge deck overlay and approach slab rehabilitation	Rehabilitation		\$1,438,983	\$1,438,983	IM, BRI	\$1,164,569	\$274,414			
NDDOT	9240042	24196	2027	294 E		1 Mile East of I-29		Bridge structural painting and rehabilitation, including substructure improvements	Rehabilitation	\$300,032	\$3,109,968	\$3,410,000	SS	\$2,759,713	\$650,287			
NDDOT	9260061	24884	2027	ND 10 E	2.8	Lynchburg Interchange	ND 18 S Casselton	Concrete pavement repair and asphalt overlay 2" max	Rehabilitation		\$1,200,106	\$1,200,106	SS	\$971,246	\$228,860			
NDDOT	9270011	25564	2027	ND 10 E	0.2			Intersection improvements on ND 10 E near Lynchburg interchange	Safety	\$35,004	\$385,041	\$420,045	HSIP	\$378,041	\$42,005			
NDDOT	9270025	25465	2027	Various Locations				Fargo district-wide pavement markings - various highways	Safety	\$170,018	\$1,870,201	\$2,040,219	HES	\$1,836,197	\$204,022			
Cass County																		
Cass County	1250017	24418	2027	University Drive S				**AC** Reconstruction of shared use path along University Drive S	Reconstruction		\$516,543.27	\$516,543.27	TA	\$375,543.27		\$141,000		
City of Fargo																		
City of Fargo	4230003	24429	2027	40th Avenue S	0.1	ND/MN Border Bridge @ Red River		Construction of 40th Avenue S Bike Ped Bridge at Bluestem Center Associated to 5257059, 5257060, and 5260001	Bike/Ped		\$3,400,000	\$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	\$370,000	TA	\$296,000		\$74,000		
City of Fargo	4256058	24430	2027	1st Avenue N	0.2	University Drive N	10th Street N	Reconstruction of 1st Avenue N	Reconstruction		\$11,515,888	\$11,515,888	STBG	\$6,324,210		\$5,191,678		
City of West Fargo																		
City of West Fargo	3264069	24847	2027	Beaton Drive	0.7	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	\$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	0.3	Brink Drive	CR 17	Construction of shared use path on the on south side of 76th Avenue S	New Construction		\$519,002	\$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	4260044		2027	Transit				Replace Bus Surveillance System	Transit Capital			\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260045		2027	Transit				Fargo Concrete and Bus Shelter Replacement	Transit Capital			\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260047		2027	Transit				2 Expansion Vehicles <30Ft Bus	Transit Capital			\$440,000	FTA 5339	\$352,000		\$88,000		
Fargo Transit	4260048		2027	Transit				Pedestrian Avoidance System	Transit Capital			\$630,000	FTA 5339	\$504,000		\$126,000		
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		
Fargo Transit	4270029		2027	Transit				Pedestrian Avoidance Warning System (Fargo Fixed Route Fleet)	Transit Capital			\$550,000	FTA 5339	\$440,000		\$110,000		
Fargo Transit	4270030		2027	Transit				Pedestrian Avoidance Warning System (Moorhead Supplemental Funds)	Transit Capital			\$60,000	FTA 5339	\$48,000		\$12,000		
Fargo Transit	4270031		2027	Transit				Purchase of Support Vehicles	Transit Capital			\$120,000	FTA 5339	\$96,000		\$24,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	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	2.1	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	0.5	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	2.4	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		



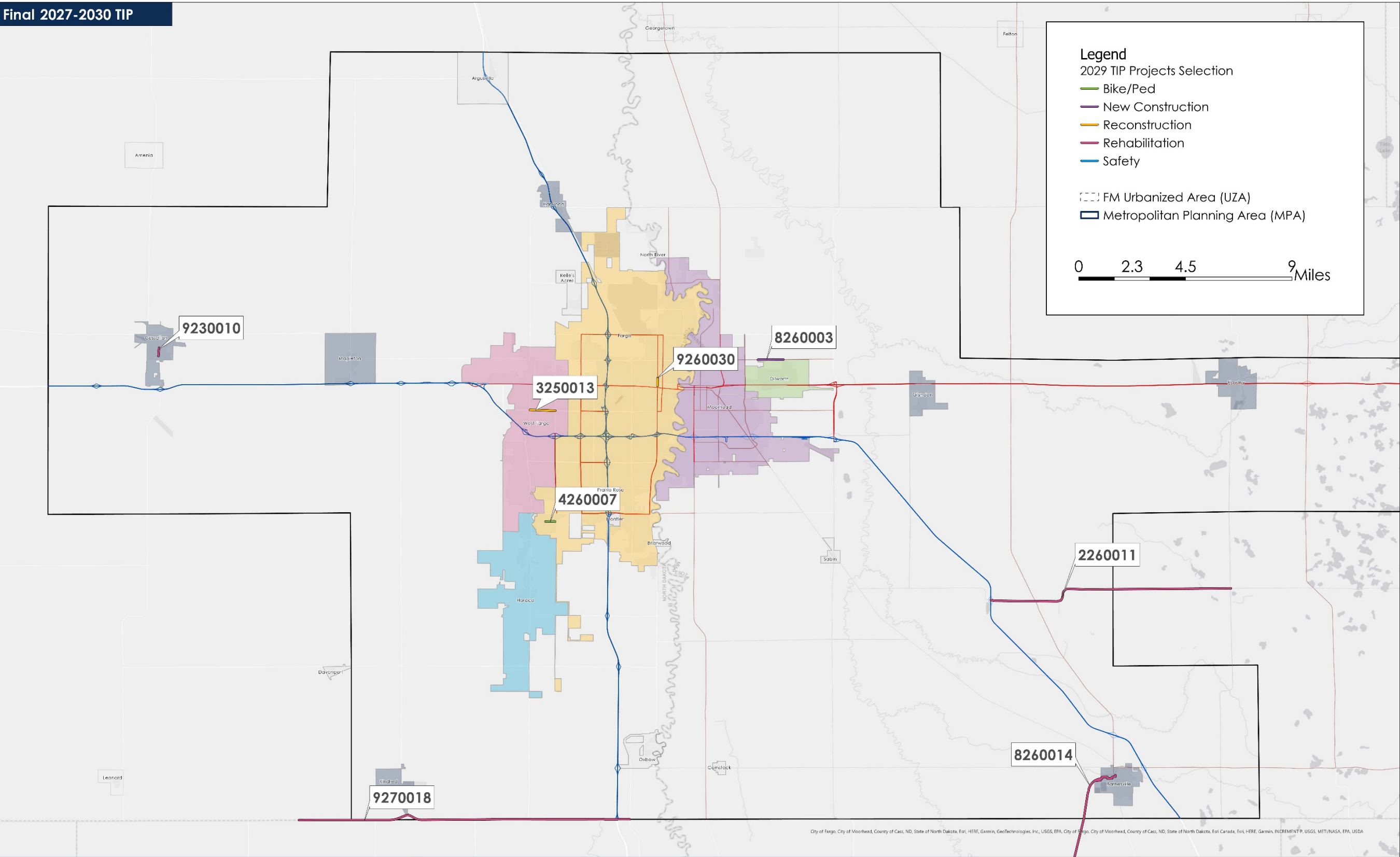
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2028 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	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 and grinding	Rehabilitation	\$217,910	\$2,396,758	\$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 and grinding	Rehabilitation	\$217,904	\$2,396,698	\$2,614,603	IM	\$2,353,142	\$261,460			
NDDOT	9230016	23907	2028	Various Structures				Bridge structural painting and substructure rehabilitation	Rehabilitation		\$2,210,797	\$2,210,797	IM	\$1,789,198	\$421,599			
NDDOT	9250023	24477	2028	I-29	1.1			Construction of interchange ramps at I-29 and 64th Avenue S	New Construction		\$29,494,400	\$29,494,400	IM	\$25,011,251		\$4,483,149		
NDDOT	9270012	23390	2028	ND 46	30.0	I-29	9.0 East of Enderlin	Shoulder improvements	Rehabilitation		\$7,198,182	\$7,198,182	SS	\$5,825,488	\$1,372,693			
NDDOT	9270013	24737	2028	ND 18	26.4			Drainage improvements - various locations on ND 18	Rehabilitation			\$2,784,379	SS	\$2,253,398	\$530,981			
NDDOT	9270026	25579	2028	Various Locations				Fargo district-wide pavement markings - various highways	Safety	\$176,800	\$1,944,800	\$2,121,600	HES	\$1,909,440	\$212,160			
Cass County																		
Cass County	1270014	25369	2028	CR 15	1.2	Linden Street in Kindred	ND 46	Construction of shared use path	Bike/Ped		\$1,098,408	\$1,098,408	TA	\$888,942		\$209,466		
City of Fargo																		
City of Fargo	4250014	24431	2028	1st Avenue N	0.5	10th Street N	3rd Street N	Reconstruction of 1st Avenue N	Reconstruction		\$23,434,324	\$23,434,324	STBG	\$10,693,894		\$12,740,430		
City of Fargo	4260004	24844	2028	Red River	0.2	Main Avenue	NP Avenue	Reconstruction of shared use path along Red River	Reconstruction		\$1,375,000	\$1,375,000	CRP	\$1,100,000		\$275,000		
City of Fargo	4260006	25486	2028	Drain 27	1.2	52nd Avenue S	64th Avenue S	Construction of shared use path	Bike/Ped		\$1,297,000	\$1,297,000	TA	\$870,000		\$427,000		
City of Fargo	4260021	24436	2028	Main Avenue	2.1	45th Street	25th Street	Concrete pavement repairs and miscellaneous structural improvements	Rehabilitation		\$4,807,432	\$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		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																		
MNDOT	8250042	1401-179	2028		0.2			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	27.2	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	0.1	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		



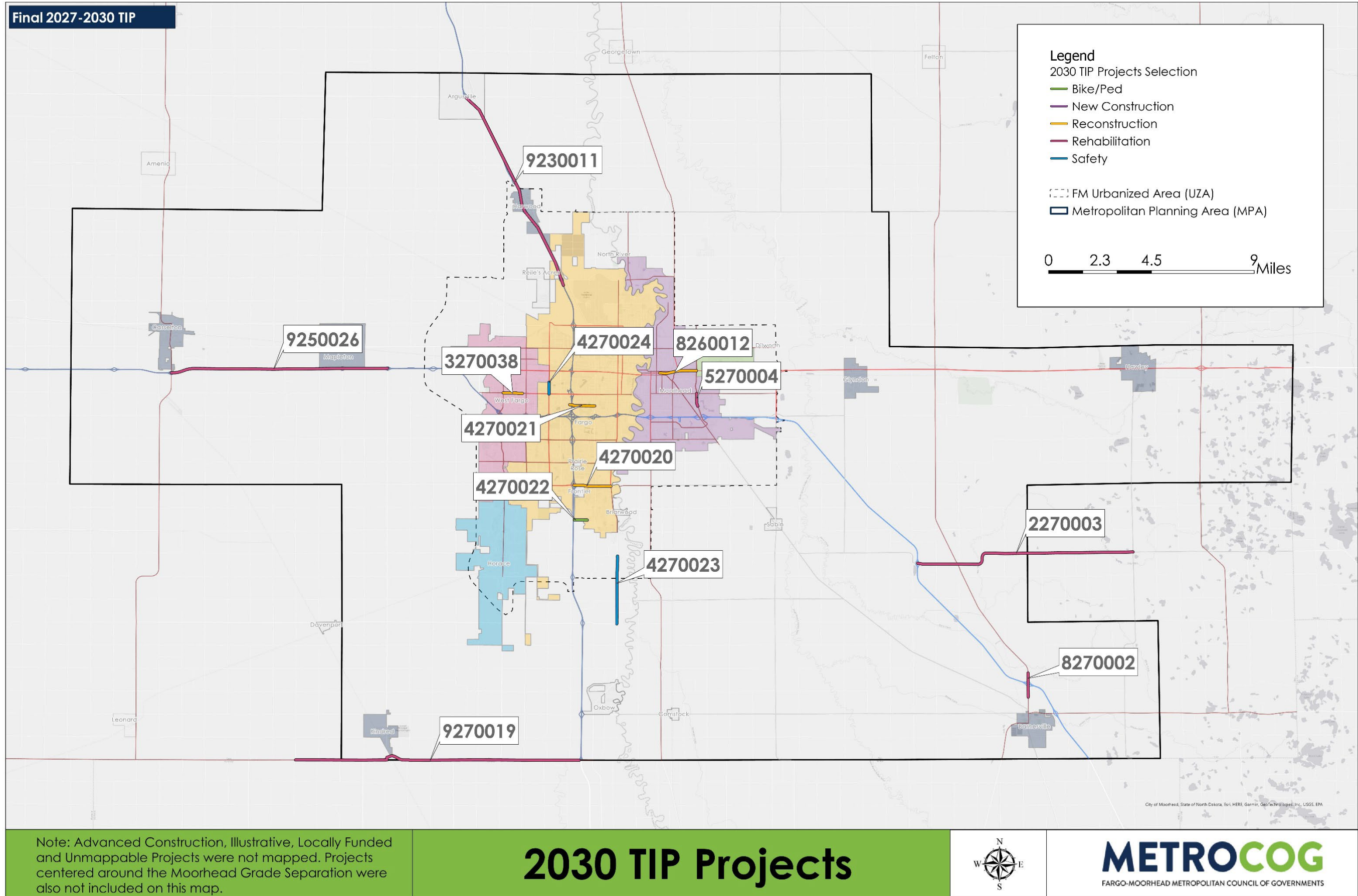
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2029 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	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	\$76,262	\$838,790	\$915,051	IM	\$823,546	\$91,505			
NDDOT	9230010	25381	2028	ND 18 in Casselton	1.2	7th Street S	3rd Street N	Concrete pavement repair, bikeway/walkway improvements, and lighting	Rehabilitation	\$177,669	\$1,954,159	\$2,131,828	SS	\$1,725,289	\$406,540			
NDDOT	9240038	24204	2029	I-94 E		8.0 Miles West of I-29		Structural replacement of existing box culvert	Rehabilitation		\$1,516,136	\$1,516,136	IM	\$1,227,009	\$289,127			
NDDOT	9260030	24694	2029	10th Street N	0.3	NP Avenue	4th Avenue N	Reconstruction of 10th Street N, including sanitary sewer improvements	Reconstruction	\$1,500,000	\$12,216,325	\$13,716,325	NHU	\$8,372,812	\$938,987	\$4,404,527		
NDDOT	9270017	23906	2029	I-94 E				Bridge deck overlay and spall repairs, with substructure rehabilitation - various structures	Rehabilitation		\$728,911	\$728,911	IM	\$589,908	\$139,003			
NDDOT	9270018	25374	2029	ND 46 E	20.1	W Jct ND 18	East of I-29	Asphalt overlay 2" max	Rehabilitation	\$747,656	\$8,223,336	\$8,970,992	SS	\$7,260,224	\$1,710,768			
NDDOT	9270027	25596	2029	Various Locations				Fargo district-wide pavement markings - various highways	Safety	\$183,600	\$2,019,600	\$2,203,200	HES	\$1,982,880	\$220,320			
City of Fargo																		
City of Fargo	4260007	25489	2029	Deer Creek Area	0.4	Drain 27	Deer Creek Elementary	Construction of shared use path	Bike/Ped		\$580,000	\$580,000	TA	\$460,828		\$119,172		
City of West Fargo																		
City of West Fargo	3250013	24428	2029	13th Avenue E	0.8	Sheyenne Street	Prairie Parkway	Reconstruction of 13th Avenue E Associated to 3270038	Reconstruction	\$1,864,663	\$13,540,810	\$30,490,710	STBG	\$10,907,772		\$4,497,701		\$15,085,237
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	PE/RW/UTIL	CON/CE	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																		
MNDOT	8260014	8409-26AC	2029	CSAH 9	27.2	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	15.3	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	2029	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	1.0	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	PE/RW/UTIL	CON/CE	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	\$391,913	\$4,198,245	\$4,590,158	IM	\$4,131,142	\$459,016			
NDDOT	9250026	25001	2030	I-94 E	4.1			Crack and seat existing pavement with concrete overlay on SHRP sections east of Casselton	Rehabilitation	\$548,859	\$6,036,800	\$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	\$1,948,386	SS	\$1,576,828	\$371,557			
NDDOT	9270028	25611	2030	Various Locations				Fargo district-wide pavement markings - various highways	Safety	\$190,400	\$2,094,400	\$2,284,800	HES	\$2,056,320	\$228,480			
City of Fargo																		
City of Fargo	4270020	25354	2030	52nd Avenue S	1.8	I-29	University Drive	Concrete pavement repair	Rehabilitation	\$750,000	\$12,558,962	\$13,308,962	NHU	\$10,770,943	\$1,207,123	\$1,330,896		
City of Fargo	4270021	25475	2030	17th Avenue S	0.5	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	\$20,630,571	STBG	\$3,853,791		\$16,776,780		
City of Fargo	4270022	25490	2030	Drain 53	0.2	27th Street S	31st Street S	Construction of shared use path over Drain 53	Bike/Ped		\$1,312,388	\$1,312,388	TA	\$996,759		\$315,629		
City of Fargo	4270023	25636	2030	US 81	2.6			Signal revisions at multiple intersections on US 81B	Safety	\$330,079	\$3,630,871	\$3,960,951	HSIP	\$3,564,856	\$198,048	\$198,048		
City of Fargo	4270024	25637	2030	Various Locations				Turn lane improvements at 25th Street and 13th Avenue S	Safety		\$2,332,618	\$2,332,618	HSIP	\$2,120,512		\$259,180		
City of West Fargo																		
City of West Fargo	3270038	24428	2030	13th Avenue E	0.8	Sheyenne Street	Prairie Parkway	Reconstruction of 13th Avenue E, including construction administration Associated to 3250013	Reconstruction			\$15,085,237	STBG	\$7,275,028		\$7,810,209		
Cass County																		
Cass County	1270001		2030	Various Locations				Installation of solar-powered radar signs - various locations	Safety			\$294,660	HSIP	\$235,728		\$58,932		
Fargo Transit																		
Fargo Transit	4270032		2030	Transit				5307 Operating Funds for Fixed Route, ADA Paratransit, Planning and Preventive Maintenance	Transit Capital			\$7,789,375	FTA 5307	\$3,894,687		\$3,894,687		
Fargo Transit	4270033		2030	Transit				Replacement 4 >30ft Bus for Fixed Route (4181-4184)	Transit Capital			\$3,300,000	FTA 5339	\$2,640,000		\$660,000		
Fargo Transit	4270034		2030	Transit				Bus Equipment for Replacements	Transit Capital			\$80,000	FTA 5339	\$64,000		\$16,000		
Fargo Transit	4270035		2030	Transit				2 Replacement <30ft Bus (8251-8252)	Transit Capital			\$550,000	FTA 5339	\$440,000		\$110,000		
Fargo Transit	4270036		2030	Transit				Bus Equipment for Replacements	Transit Capital			\$20,000	FTA 5339	\$16,000		\$4,000		
Fargo Transit	4270037		2030	Transit				Concrete and Bus Shelter Replacement - 2	Transit Capital			\$320,000	FTA 5339	\$256,000		\$64,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	PE/RW/UTIL	CON/CE	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																		
MNDOT	8260012	1401-190	2030	US 10	1.6	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	15.3	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	1.8	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	1.8	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		

Section 4 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP), which identifies federally funded transportation projects for which federal funds were obligated during the preceding program year. In accordance with 23 CFR § 450.334, the ALOP included with the 2027–2030 TIP identifies projects authorized or revised to increase federal obligations during Federal Fiscal Year (FFY) 2025 (October 1, 2024, through September 30, 2025).

The ALOP includes relevant TIP information and, for each project, identifies the amount of federal funds requested in the TIP, the amount of federal funds obligated during FFY 2025, and federal funding remaining and available for subsequent years. The listing includes projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated during FFY 2025.

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	9162668	23199	2026	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$40,104,658	NHU	\$23,977,881	\$2,687,193	\$13,439,584		
NDDOT	9200030	24112	2026	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,168	IM	\$1,601,251	\$177,917			
NDDOT	9200032	24112	2026	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,920	IM	\$1,601,928	\$177,992			
NDDOT	9221005		2026	ND 46	###	East of Enderlin E	I-29	Chip Seal Coat	Rehabilitation	\$1,740,000	Non NHSS	\$1,408,000	\$332,000			
NDDOT	9240029	23773	2026	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240030	23773	2026	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240040	24112	2026	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000			
NDDOT	9240053	24052	2026	Various Locations				Remove Negative Left Turn Offsets at various locations. (9th St E & 19th Ave E, 32nd Ave E & 4th St E, Sheyenne St & 38th Ave W)	Safety	\$462,000	HEU	\$415,000		\$47,000		
NDDOT	9250024	24112	2026	I-94 E		1 mile East of US-81		Spall Repair, Approach Slabs, Structural Incidental	Rehabilitation	\$1,083,000	IM	\$975,000	\$108,000			
NDDOT	9260026	23773	2026	I-29N		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
NDDOT	9260027	23773	2026	I-29N		2 SOUTH OF I-94		Deck Overlay	Rehabilitation	\$411,008						\$411,008
NDDOT	9260028	23773	2026	I-29S		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
NDDOT	9220011	23774	2026	ND 10E		4 Miles East of ND 18		Deck Overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$132,128	Non NHSS	\$106,931	\$25,197			
NDDOT	9260062	24812	2026	I-29		Harwood Interchange		Asphalt Overlay	Rehabilitation	\$541,000	IM	\$486,900	\$51,400			
NDDOT	9260064	24795	2026	Various Locations				Fargo District-Wide Pavement Markings - Various Highways	Safety	\$1,700,000	HES	\$1,360,000	\$340,000			
NDDOT	9269078	24694	2026	10th Street N		NP Avenue	4th Avenue N	Preliminary Engineering for 10th Street N Reconstruction from NP Avenue to 4th Avenue N	Preliminary Engineering	\$1,500,000	NHPP	\$1,213,950	\$136,050	\$150,000		
NDDOT	9269079	24558	2026	Various Locations				Statewide Overhead Signing	Safety	\$1,630,950	STBG	\$1,319,928	\$311,022			
Cass County																
Cass County	1250016	24418	2026	South University Drive		54th Avenue South	88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250017 and 1263068.	Reconstruction	\$2,884,473	TA	\$1,161,894		\$958,710	2026 CRP Project; 2027 TA Project	\$763,869
Cass County	1263068	24418	2026	South University Drive		54th Avenue South	88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250016 and 1250017.	Reconstruction	\$247,326	CRP	\$197,861		\$49,465		
City of Fargo																
City of Fargo	4240010	24150	2026	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685		
City of Fargo	4240011	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo (Connected to 4260063)	Reconstruction	\$11,547,302	STBG	\$5,332,974		\$6,214,328		
City of Fargo	4260063	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo (Connected to 4240011)	Reconstruction	\$808,750	CRP	\$647,000		\$161,750		
City of Fargo	4253046	24053	2026	Intersection		19th Avenue North	University Drive	Remove Negative Left Turn Offsets	Safety	\$351,000	HUE	\$315,900		\$35,100		
City of West Fargo																
City of West Fargo	3263067		2026	32nd Avenue W				Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island west of 5th Street W	Safety	\$307,631	CRP	\$227,705		\$79,926		
Fargo Transit																
Fargo Transit	4230005		2026	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,812,000	FTA 5307	\$3,778,000		\$2,034,000		
Fargo Transit	4230018		2026	Transit				Mobility Manager	Transit Capital	\$293,595	FTA 5310	\$234,876		\$58,719		
Fargo Transit	4230019		2026	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240024		2026	Transit				GTC Deck Overlay	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260044		2026	Transit				Replace Bus Surveillance System	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260045		2026	Transit				Fargo Concrete and Bus Shelter Replacement	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260046		2026	Transit				Replacement of 2 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		
Fargo Transit	4260047		2026	Transit				2 Expansion Vehicles <30Ft Bus	Transit Capital	\$440,000	FTA 5339	\$352,000		\$88,000		
Fargo Transit	4265075		2026	Transit				Pedestrian Avoidance Warning System (Moorhead Supplemental Funds)	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000		
Fargo Transit	4265076		2026	Transit				Purchase of Support Vehicles	Transit Capital	\$120,000	FTA 5339	\$96,000		\$24,000		

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	8230011	1401-177AC	2026	US 10 & 11th St		8th St	14th St	**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	\$1,902,000	STBG	\$1,902,000				
MNDOT	8250006	1406-79	2026	Highway 75		County Road 12	46th Avenue South	ON US 75, FROM SOUTH OF CSAH 12 TO SOUTH OF 46TH AVE, GRADING, MILL AND OVERLAY, ADA IMPROVEMENTS	Rehabilitation	\$1,300,000	STBG	\$1,058,460	\$241,540			
MNDOT	8256053	8824-261RW	2026	DISTRICTWIDE				WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) RIGHT OF WAY	Safety	\$1,900,000	Protect	\$1,520,000	\$380,000			
MNDOT	8256054	8824-261PE26	2026	DISTRICTWIDE				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	Safety	\$1,400,000	Protect	\$1,120,000	\$280,000			
MnDOT	8251044	8824-260	2026	I-94		Within 1 Mile of Exit 22		**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM	New Construction	\$658,149	Not Applicable (Non SRC SF)		\$519,938	\$138,211		
Clay County																
Clay County	2250005	014-598-080	2026	County Road 51		Replace bridge #90901 on CR 51		**BFP**: ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 OVER STREAM 0.8 MILES WEST OF CSAH 21, 5.5 MILES WEST OF BARNESVILLE (ASSOCIATED TO 084-604-021, 084-620-007)	Reconstruction	\$1,252,400	BFP	\$875,000		\$377,400		
Clay County	2250033	014-070-016	2026			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000		
City of Moorhead																
City of Moorhead	5230012	144-090-019AC	2026	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, 1 OF 1	Bike/Ped	\$450,000	TA	\$450,000				
City of Moorhead	5250005	144-115-017	2026	1st Avenue North and US 75				ON 1ST AVE N AND US 75, LIGHTING IMPROVEMENTS AT VARIOUS LOCATIONS IN MOORHEAD (ASSOCIATED TO 144-010-022)	Rehabilitation	\$232,650	CRP	\$170,000		\$62,650		
City of Moorhead	5257059	144-090-020	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257060, 5260001 .	Bike/Ped	\$7,100,000	STBG	\$2,312,000		\$888,000	Other MN and ND Sources	\$3,900,000
City of Moorhead	5257060	144-090-020CRP	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257059, 5260001 .	Bike/Ped	\$50,000	CRP	\$50,000				
Moorhead Transit																
Moorhead Transit	5230003	TRF-0034-26A	2026	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,038,000	FTA 5307	\$581,000		\$4,457,000	ARA	\$841,436
Moorhead Transit	5230004	TRF-0034-26B	2026	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$918,000	FTA 5307	\$187,000		\$731,000		
Moorhead Transit	5230005	TRF-0034-26C	2026	Transit				Sect 5307: City of Moorhead Replacement of two (2) Bus Shelters	Transit Capital	\$72,000	FTA 5307	\$57,600		\$14,400		
Moorhead Transit	5230006	TRF-0034-26D	2026	Transit				Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment	Transit Capital	\$714,000	FTA 5307	\$606,900		\$107,100		
Moorhead Transit	5230008	TRF-0034-26F	2026	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Technology Equipment - Cameras, Radios, etc.	Transit Capital	\$70,000	FTA 5307	\$56,000		\$14,000		
Moorhead Transit	5250036	TRF-0034-26G	2026	Transit				SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5192)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		
Moorhead Transit	5250037	TRF-0034-26H	2026	Transit				SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5193)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		
Moorhead Transit	5264071		2026	Transit				CRP: City of Moorhead Replacement of Two (2) Bus Shelters	Transit Capital	\$84,000	CRP	\$67,200		\$16,800		
Moorhead Transit	5264072		2026	Transit				Replacement <30ft Bus for Paratransit (7191)	Transit Capital	\$200,000	FTA 5310	\$160,000		\$40,000		
Moorhead Transit	5264073		2026	Transit				Automated Passenger Avoidance System	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000		
Moorhead Transit	5264074		2026	Transit				Expansion <30ft Bus for Microtransit (2)	Transit Capital	\$440,000	FTA 5339	\$352,000		\$88,000		

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– Total Expenditures (Programmed Projects: Federal, State, and Local Funds)

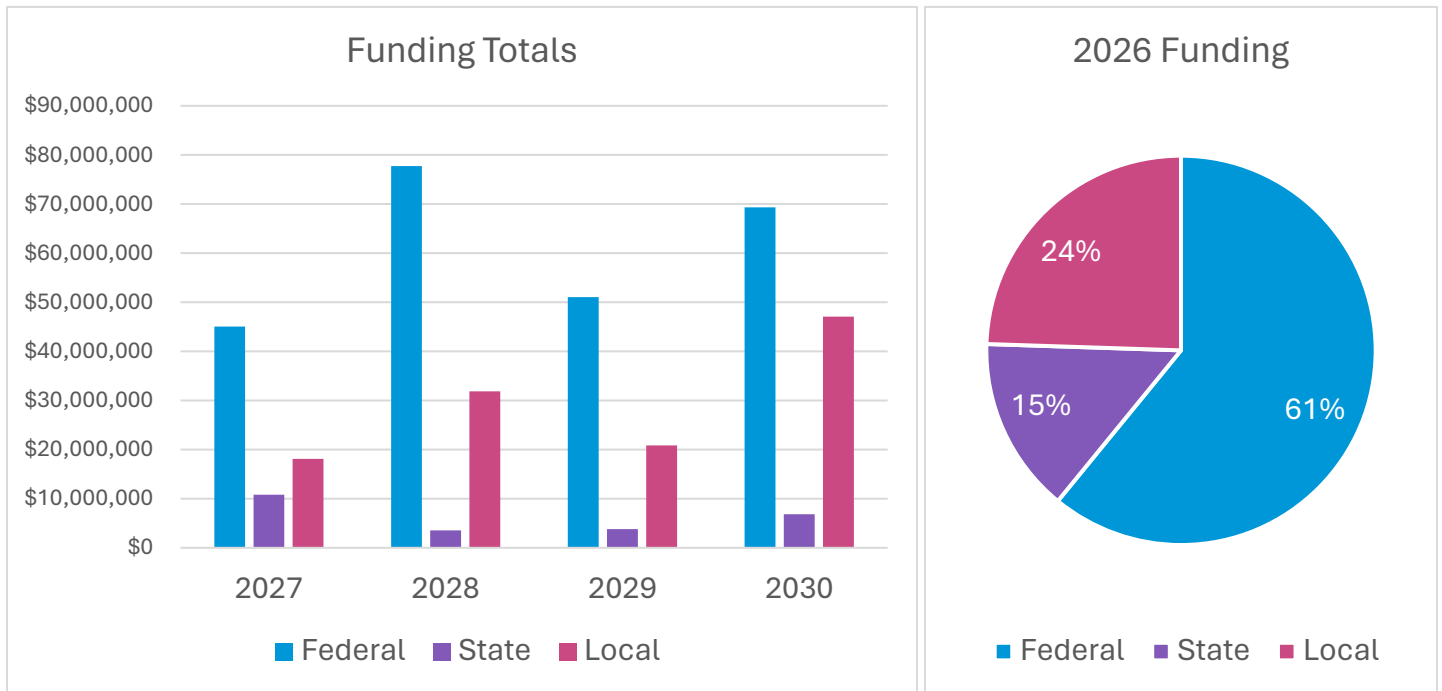
Jurisdiction	2027			2028		
	Federal	State	Local	Federal	State	Local
Total MN Side	\$15,127,870	\$5,081,130	\$729,750	\$9,766,324	\$44,000	\$4,493,791
City of Dilworth				\$750,000		\$150,000
City of Moorhead	\$378,000		\$94,500	\$2,403,040		\$1,527,720
Clay County	\$1,141,000		\$285,250	\$480,000	\$44,000	\$76,000
MnDOT	\$13,608,870	\$5,081,130	\$350,000	\$6,127,407	\$7,196,969	
Total ND Side	\$20,607,845	\$5,724,687	\$8,779,479	\$58,938,609	\$3,496,394	\$18,615,788
City of Fargo	\$9,340,210		\$5,945,678	\$16,554,549	\$436,034	\$13,923,173
City of West Fargo	\$1,440,000	\$3,871,000	\$2,589,000			
City of Horace	\$415,201		\$103,801			
Cass County	\$375,543.27		\$141,000	\$888,942		\$209,466
NDDOT	\$9,036,891	\$1,853,687		\$41,495,118	\$3,060,360	\$4,483,149
Transit Total	\$9,310,063		\$8,595,889	\$9,037,234		\$8,753,821
Fargo Transit (MATBUS)	\$7,799,653		\$3,072,099	\$6,883,284		\$2,890,071
Moorhead Transit (MATBUS)	\$1,510,410		\$5,523,790	\$2,153,950		\$5,863,750
Total Funding	\$45,045,778	\$10,805,817	\$18,105,118	\$77,742,167	\$3,540,394	\$31,863,400

Jurisdiction	2029			2030		
	Federal	State	Local	Federal	State	Local
Total MN Side	\$6,457,870		\$3,860,930	\$17,687,110	\$3,716,000	\$11,103,540
City of Dilworth	\$1,149,000		\$2,033,430			
City of Moorhead	\$110,000		\$27,500	\$1,821,980		\$8,883,540
Clay County	\$1,698,870		\$1,800,000	\$1,001,130		
MnDOT	\$3,500,000			\$14,864,000	\$3,716,000	\$2,220,000
Total ND Side	\$33,350,268	\$3,796,250	\$9,021,400	\$42,509,000	\$3,122,790	\$26,749,674
City of Fargo	\$460,828		\$119,172	\$21,306,861	\$1,405,171	\$18,880,533
City of West Fargo	\$10,907,772		\$4,497,701	\$7,275,028		\$7,810,209
City of Horace						
Cass County				\$235,728		\$58,932
NDDOT	\$21,981,668	\$3,796,250	\$4,404,527	\$13,691,383	\$1,717,619	
Transit Total	\$11,235,207		\$7,951,672	\$9,139,661		\$9,222,202
Fargo Transit (MATBUS)	\$7,982,400		\$3,495,600	\$7,310,687		\$4,748,687
Moorhead Transit (MATBUS)	\$3,252,807		\$4,456,072	\$1,828,974		\$4,473,515
Total Funding	\$51,043,345	\$3,796,250	\$20,834,002	\$69,335,771	\$6,838,790	\$47,075,416

Table 5.3 - Federal Funding Totals

Jurisdiction	2027	2028	2029	2030	Total
Total – MN Side	\$15,127,870	\$9,766,324	\$6,457,870	\$17,687,110	\$49,039,174.00
City of Dilworth		\$750,000	\$1,149,000		\$1,899,000.00
City of Moorhead	\$378,000	\$2,403,040	\$110,000	\$1,821,980	\$4,713,020.00
Clay County	\$1,141,000	\$480,000	\$1,698,870	\$1,001,130	\$4,321,000.00
MnDOT	\$13,608,870	\$6,127,407	\$3,500,000	\$14,864,000	\$38,100,277.00
Total – ND Side	\$20,607,845	\$58,938,609	\$33,350,268	\$42,509,000	\$155,405,722.00
City of Fargo	\$9,340,210	\$16,554,549	\$460,828	\$21,306,861	\$47,662,448.00
City of West Fargo	\$1,440,000		\$10,907,772	\$7,275,028	\$18,182,800.00
City of Horace	\$415,201				\$415,201.00
Cass County	\$375,543.27	\$888,942		\$235,728	\$235,728.00
NDDOT	\$9,036,891	\$41,495,118	\$21,981,668	\$13,691,383	\$86,205,060.00
Total – Transit	\$9,310,063	\$9,037,234	\$11,235,207	\$9,139,661	\$38,722,165.00
Fargo Transit	\$7,799,653	\$6,883,284	\$7,982,400	\$7,310,687	\$29,976,024.00
Moorhead Transit	\$1,510,410	\$2,153,950	\$3,252,807	\$1,828,974	\$8,746,141.00

Figure 5.1 – Funding Totals



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 5.4 – Projected Direct Suballocation Amounts by Federal Funding Sources

North Dakota	STBG	TA	CRP	Total TMA Federal Revenue Sources
2027 Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
2028 Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
2029 Projected Federal Revenue	\$10,907,772	\$880,000	\$1,200,000	\$12,987,772
2030 Projected Federal Revenue	\$11,128,819	\$890,000	\$1,200,000	\$13,218,819

Minnesota	STBG	TA	CRP	Total TMA Federal Revenue Sources
2027 Projected Federal Revenue	\$1,300,000	\$270,000	\$108,000	\$1,678,000.00
2028 Projected Federal Revenue	\$1,200,000	\$540,000	\$110,000	\$1,850,000.00
2029 Projected Federal Revenue	\$1,200,000	\$0	\$110,000	\$1,310,000.00
2030 Projected Federal Revenue	\$1,200,000	\$534,000	\$110,000	\$1,844,000.00

Table 5.5 – Programmed Projects by Federal Funding Sources

North Dakota STBG			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	4230003	\$2,720,000	\$10,484,210
	4256058	\$6,324,210	
	3264069	\$1,440,000	
2028	4250014	\$10,693,894	\$10,693,894
2029	3250013	\$10,907,772	\$10,907,772
2030	4270021	\$3,853,791	\$11,128,819
	3270038	\$7,275,028	

Minnesota STBG			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	2260002	\$1,141,000	\$1,341,000
	8241055	\$200,000	
2028	8260010	\$6,127,407*	\$7,220,447
	5250004	\$1,093,040	
2029	8260014	\$3,500,000*	\$4,649,000
	8260003	\$1,149,000	
2030	2270003	\$1,001,130	\$2,173,110
	5270004	\$1,171,980	

*MnDOT ATP programmed STBG projects within MPA

North Dakota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	1250017	\$375,543	\$671,543
	4250018	\$296,000	
2028	1270014	\$888,942	\$1,758,942
	4260006	\$870,000	
2029	4260007	\$460,828	\$460,828
2030	4270022	\$996,759	\$996,759

Minnesota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	5269080	\$270,000	\$270,000
2028	5260001	\$450,000	\$450,000
2029		\$0	\$0
2030	5270005	\$540,000	\$540,000

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		\$0	\$0
2030		\$0	\$0

Minnesota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	5269081	\$108,000	\$108,000
2028	5270008	\$110,000	\$110,000
2029	5270009	\$110,000	\$110,000
2030	5270010	\$110,000	\$110,000

Table 5.6 – Fiscal Constraint Analysis by Federal Funding Source

North Dakota		STBG	TA	CRP	Total TMA Federal Revenue Sources
2027	Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210.00
	Programmed Funding	\$10,484,210	\$671,543	\$415,201	\$11,570,954.00
	Difference (Excess/[Deficit])	\$0	\$188,457	\$764,799	\$953,256.00
2028	Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894.00
	Programmed Funding	\$10,693,894	\$870,000	\$1,100,000	\$13,552,836.00
	Difference (Excess/[Deficit])	\$0	\$0	\$100,000	\$100,000.00
2029	Projected Federal Revenue	\$10,907,772	\$880,000	\$1,220,000	\$13,007,772.00
	Programmed Funding	\$10,907,772	\$460,828	\$0	\$11,368,600.00
	Difference (Excess/[Deficit])	\$0	\$419,172	\$1,220,000	\$1,639,172.00
2030	Projected Federal Revenue	\$11,128,819	\$890,000	\$1,220,000	\$13,238,819.00
	Programmed Funding	\$11,128,819	\$996,759	\$0	\$12,125,578.00
	Difference (Excess/[Deficit])	\$0	[\$106,759]*	\$1,220,000	\$1,113,241.00

Minnesota		STBG	TA	CRP	Total TMA Federal Revenue Sources
2027	Projected Federal Revenue	\$1,300,000	\$270,000	\$108,000	\$1,678,000.00
	Programmed Funding	\$1,341,000	\$270,000	\$108,000	\$1,719,000.00
	Difference (Excess/[Deficit])	[\$41,000]*	\$0	\$0	[\$41,000.00]*
2028	Projected Federal Revenue	\$1,200,000	\$540,000	\$110,000	\$1,850,000.00
	Programmed Funding	\$1,093,040**	\$450,000	\$110,000	\$1,653,040.00
	Difference (Excess/[Deficit])	\$106,960	\$90,000	\$0	\$196,960.00
2029	Projected Federal Revenue	\$1,200,000	\$0	\$110,000	\$1,310,000.00
	Programmed Funding	\$1,149,000**	\$0	\$110,000	\$1,259,000.00
	Difference (Excess/[Deficit])	\$51,000	\$0	\$0	\$51,000.00
2030	Projected Federal Revenue	\$1,200,000	\$534,000	\$110,000	\$1,844,000.00
	Programmed Funding	\$1,171,980**	\$540,000	\$110,000	\$1,821,980.00
	Difference (Excess/[Deficit])	\$28,020	[\$6,000]*	\$0	\$22,020.00

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

**Local programmed STBG projects only. Does not include MnDOT ATP projects.

Section 6 | Overview of Federal Funding Programs

Section 6 – Overview of Federal Funding Programs

The Infrastructure Investment and Jobs Act (IIJA) continued several federal-aid programs and established the Carbon Reduction Program (CRP). Programs relevant to the Fargo–Moorhead Metropolitan Planning Area (MPA) include the following:

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

The following tables summarize federal funding programmed within the North Dakota and Minnesota portions of the MPA. FHWA funds are apportioned to the states, while Metro COG selects projects for its TMA-suballocated STBG, TA, and CRP funds in coordination with MnDOT and NDDOT. Other funding follows the applicable state or federal process. Metro COG coordinates with both DOTs and transit providers to incorporate projects into the TIP.

Federal Highway Administration (FHWA)

FHWA apportions federal highway funding to the states annually. The following descriptions explain programs relevant to 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	\$8,658,850	\$41,495,118	\$21,981,668	\$13,691,383
Minnesota	\$2,448,870	\$5,000,000	\$0	\$14,864,000
TOTAL	\$11,107,720	\$46,495,118	\$21,981,668	\$28,555,383

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	\$10,484,210	\$9,538,210	\$10,693,894	\$11,128,819
Minnesota	\$1,341,000	\$7,220,447	\$11,182,430	\$2,173,110
TOTAL	\$11,825,210	\$17,914,341	\$22,090,202	\$13,301,929

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 selects projects for its suballocated STBG funding through the Policy Board. State-administered funding is coordinated with the respective DOT and applicable regional programming process. Project selection from the approved TIP follows 23 CFR § 450.332(c).

Congestion Mitigation and Air Quality Program (CMAQ)

CMAQ supports transportation projects that improve air quality and help meet Clean Air Act requirements. The Fargo–Moorhead area is in attainment. North Dakota’s CMAQ funds are converted to STBG funds. No funding is programmed under the CMAQ category in this TIP.

Highway Safety Improvement Program (HSIP)

HSIP-funded 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 6.3 - HSIP Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$378,041	\$0	\$0	\$5,921,096
Minnesota	\$0	\$1,500,000	\$0	\$0
TOTAL	\$378,041	\$1,500,000	\$0	\$5,921,096

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 designed to reduce carbon dioxide emissions from on-road highway sources and supports implementation of state carbon reduction strategies. Funds are apportioned to states by formula, with a portion suballocated based on population. Metro COG leads solicitation and prioritization, and the Policy Board selects projects for its TMA suballocation. Future-year CRP amounts are planning assumptions subject to future federal authorization and funding availability; CRP may change or may not continue under a successor transportation authorization.

Table 6.4 - CRP Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$415,201	\$1,100,000	\$0	\$0
Minnesota	\$108,000	\$110,000	\$110,000	\$110,000
TOTAL	\$523,201	\$1,210,000	\$110,000	\$110,000

Source: Metro COG

Transportation Alternatives (TA)

TA is a set-aside within STBG that supports bicycle and pedestrian facilities and other eligible transportation alternatives. Eligible activities include those previously supported through Transportation Enhancements and Safe Routes to School; the Recreational Trails Program is also funded through the set-aside. Metro COG selects projects for its TMA-suballocated TA funds through a competitive process. State-administered TA outside the UZA follows the respective state process.

Table 6.5 - TA Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$671,543	\$1,758,942	\$460,828	\$996,759
Minnesota	\$270,000	\$450,000	\$0	\$540,000
TOTAL	\$941,543	\$2,208,942	\$460,828	\$1,536,759

Source: Metro COG

Metropolitan Planning Program

The Metropolitan Planning Program supports the continuing, cooperative, and comprehensive metropolitan transportation planning process. Metro COG's planning activities and associated funding are documented in the Unified Planning Work Program.

Federal Transit Administration

FTA apportions formula funding and awards competitive grants for public transportation. The following programs have funding programmed in the Metro COG TIP.

Section 5307 – Urbanized Area Formula Program

Section 5307 supports transit capital, transportation-related planning, and eligible operating assistance. The City of Fargo is the designated recipient for the Fargo–Moorhead urbanized area. Fargo and Moorhead receive funding through the applicable recipient and local allocation arrangements. MATBUS identifies projects, and Metro COG incorporates them into the TIP in coordination with the cities and relevant transportation agencies.

Table 6.6 - 5307 Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$3,891,340	\$3,969,000	\$4,850,000	\$3,894,687
Minnesota	\$1,510,410	\$2,113,950	\$3,252,807	\$1,828,974
TOTAL	\$5,401,750	\$6,082,950	\$8,102,807	\$5,723,661

Source: Metro COG

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 supports transportation services and capital projects that address the mobility needs of older adults and individuals with disabilities. For the Fargo–Moorhead large urbanized area, the City of Fargo administers the formula funds as designated recipient in coordination with MATBUS and Metro COG. Metro COG supports local solicitation, prioritization, and TIP programming. State-administered Section 5310 funding outside the large urbanized area follows the applicable state process. Projects must be consistent with the locally developed coordinated public transit–human services transportation plan.

Table 6.7 - 5310 Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$172,313	\$176,284	\$396,400	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$172,313	\$176,284	\$396,400	\$0

Source: Metro COG

Section 5339 – Bus and Bus Facilities

Section 5339 supports bus replacement, rehabilitation, acquisition, and related facilities through formula and competitive programs. Section 5339(a) formula funds for the Fargo–Moorhead large urbanized area are administered through the designated recipient and local allocation process. Sections 5339(b) and 5339(c) provide competitive grants subject to FTA’s applicable funding notices. MATBUS identifies transit capital needs, and Metro COG coordinates TIP programming.

Table 6.8 - 5339 Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$3,736,000	\$2,778,000	\$2,736,000	\$3,416,000
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$3,736,000	\$2,778,000	\$2,736,000	\$3,416,000

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.

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.

Rural Roads

Cass County receives federal-aid funding for rural roadway projects and identifies priorities in coordination with Metro COG and NDDOT. Metro COG will coordinate with Cass County on a four-year county federal-aid program so that applicable projects within the MPA are included in the TIP and coordinated with the STIP. Federal-aid projects within the MPA must be programmed in the TIP unless an applicable federal exception applies.

Transportation Alternatives Outside the UZA

For state-administered TA projects within the MPA but outside the UZA, Metro COG coordinates solicitation using NDDOT's application and evaluates priorities through the Metropolitan Bicycle and Pedestrian Committee, TTC, and Policy Board. Applications are forwarded to NDDOT for funding selection. For TMA-suballocated TA funding, Metro COG leads the competitive process and the Policy Board selects projects.

Transit Programs

Metro COG coordinates with the City of Fargo, MATBUS, and NDDOT to program transit projects. Large urbanized area formula funds under Sections 5307, 5310, and 5339(a) follow the designated recipient and local allocation process. State-administered transit funds outside the large urbanized area follow NDDOT's procedures.

Table 6.9 – North Dakota Project Solicitation and Programming

Funding Source	Solicitation Lead	Application & Requirements	Evaluation & Prioritization	Project Selection
TMA STBG	Metro COG	Metro COG application	Metro COG committees	Policy Board
Regional Roads	Metro COG / NDDOT	Metro COG + NDDOT scoping sheet	Metro COG / NDDOT	NDDOT
TMA TA	Metro COG	NDDOT application	Metro COG committees	Policy Board
TA outside UZA	Metro COG / NDDOT	NDDOT application	Metro COG / NDDOT	NDDOT
TMA CRP	Metro COG	NDDOT application	Metro COG committees	Policy Board
5307 / 5339(a), large UZA	Designated recipient / MATBUS	FTA grant requirements	MATBUS / Metro COG	Recipient allocation process
5310, large UZA	Designated recipient / Metro COG	Designated recipient requirements	Metro COG / MATBUS	Designated recipient
State-administered transit	NDDOT	NDDOT requirements	NDDOT / local coordination	NDDOT
HSIP	NDDOT	NDDOT requirements	Cooperative review	NDDOT

The matrix describes solicitation and funding award responsibilities. Selection of projects from the approved TIP follows 23 CFR § 450.332(c). NDDOT selects NHS projects in cooperation with Metro COG; Metro COG selects other covered TMA projects in consultation with NDDOT and transit operators. Funding eligibility, state review, and federal approval requirements continue to apply.

Source: Metro COG

Other Federal Funding

Metro COG works with NDDOT and the Fargo District to identify transportation needs and coordinate project priorities. NHPP is a funding source for eligible NHS projects developed through NDDOT's programming process, rather than a separate competitive solicitation. HSIP projects follow NDDOT's safety funding process. Selection from the approved TIP follows the responsibilities described above.

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

For ATP-managed funding, Metro COG coordinates candidate projects and regional priorities with MnDOT District 4 and the ATP for consideration in the ATIP. This process is separate from Metro COG's TMA STBG, TA, and CRP suballocations, for which the Policy Board selects projects. Selection from the approved TIP follows 23 CFR § 450.332(c).

Transportation Alternatives

For TMA-suballocated TA funds, Metro COG leads the competitive solicitation and evaluates applications through the Metropolitan Bicycle and Pedestrian Committee, TTC, and Policy Board. The Policy Board selects projects. Other TA funding follows MnDOT's applicable solicitation and ATP process, with Metro COG coordinating projects within the MPA.

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 Fargo, Moorhead, MATBUS, and MnDOT to identify and program transit projects. Formula funding for the Fargo–Moorhead large urbanized area follows the designated recipient and local allocation arrangements described above. State-administered transit funding outside that area follows MnDOT's procedures.

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 coordinate projects supported by NHPP, HSIP, and other state-administered funding. Funding awards and programming follow the applicable state process, while project selection from the approved TIP follows 23 CFR § 450.332(c).

Table 6.10 - Project Solicitation and Programming Matrix for Minnesota

Funding Source	Solicitation Lead	Application & Requirements	Evaluation & Prioritization	Project Selection
ATP-managed city/county STBG	Metro COG / ATP	Applicable ATP application	Metro COG / ATP	ATP process
TMA STBG	Metro COG	Metro COG application	Metro COG committees	Policy Board
TMA TA	Metro COG	MnDOT application	Metro COG committees	Policy Board
Other TA	MnDOT / ATP	MnDOT application	ATP / Metro COG	ATP process
TMA CRP	Metro COG	MnDOT application	Metro COG committees	Policy Board
ATP transit capital	MATBUS / Metro COG	Applicable ATP requirements	MATBUS / ATP coordination	ATP process
State Safe Routes to School	MnDOT	MnDOT requirements	MnDOT process	MnDOT
5307 / 5339(a), large UZA	Designated recipient / MATBUS	FTA grant requirements	MATBUS / Metro COG	Recipient allocation process
5310, large UZA	Designated recipient / Metro COG	Designated recipient requirements	Metro COG / MATBUS	Designated recipient
State-administered transit	MnDOT	MnDOT requirements	MnDOT / local coordination	MnDOT
HSIP	MnDOT	MnDOT requirements	Cooperative review	MnDOT

The matrix describes solicitation and funding award responsibilities. Selection from the approved TIP follows 23 CFR § 450.332(c): MnDOT selects NHS projects in cooperation with Metro COG, and Metro COG selects other covered TMA projects in consultation with MnDOT and transit operators.

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.

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 selects projects for its suballocated STBG, TA, and CRP funds. Metro COG also coordinates other highway and transit investments with NDDOT, MnDOT, and transit providers. Funding award responsibilities vary by program, while selection from the approved TIP follows 23 CFR § 450.332(c).

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 reviewed regional crash and VMT data and elected to support the MnDOT and NDDOT PM1 targets for the respective portions of the MPA.

Table 7.1 – 2026 PM1 Safety Targets

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

Table 7.2 – Historical Regional PM1 Observations

Measure	MN portion of MPA	ND portion of MPA
Fatalities	3.6	7.4
Serious injuries	8.4	45.2
Non-motorized fatalities and serious injuries	1.0	6.4
Fatality rate per 100 million VMT	0.588	0.522

Source: adopted 2026–2029 TIP, Table 7.3, five-year rolling averages for 2019–2023.

The 2027–2030 TIP identifies Interstate median barrier improvements and roundabouts as safety investments. Median barriers are intended to reduce cross-median crashes and their severity; roundabouts are intended to reduce high-speed intersection conflicts. These project groups contribute toward the PM1 fatality and serious-injury objectives. Their effect depends on location, design, exposure, and implementation; project-specific crash reductions are not asserted here.

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.

Federal PM2 performance periods cover four calendar years. The second performance period was January 1, 2022, through December 31, 2025; the third is January 1, 2026, through December 31, 2029. Metro COG actions in 2023 and 2025 reflect MPO target adoption and review dates, rather than the beginning of federal performance periods. Table 7.3 preserves the target values documented in the February 2025 staff memorandum.

NHS bridge condition is reported through the National Bridge Inventory, with good and poor condition percentages weighted by bridge deck area. Federal NHS pavement measures use state-reported Highway Performance Monitoring System data and the condition metrics specified in 23 CFR Part 490, rather than a local pavement condition index. Metro COG coordinates with MnDOT and NDDOT to support preservation and rehabilitation of these assets.

Bridge rehabilitation and deck repair address structural deterioration and support the NHS bridge condition measures. Pavement preservation and reconstruction address surface and structural condition and support the Interstate and non-Interstate NHS pavement measures. Preservation can slow deterioration, while rehabilitation can improve condition. The resulting network percentages depend on the assets treated, their size, and conditions elsewhere on the NHS.

Table 7.3 – PM2 Targets Recorded in the 2023 and 2025 MPO Actions

PM 2 Target	MnDOT		NDDOT	
	2023 MPO action	2025 MPO review	2023 MPO action	2025 MPO review
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. The column dates identify MPO actions.

Table 7.4 – Historical Regional PM2 Observations

Measure	MN portion of MPA	ND portion of MPA
Interstate pavement good	67.42%	77.35%
Interstate pavement poor	0%	0%
Non-Interstate NHS pavement good	52.94%	15.55%
Non-Interstate NHS pavement poor	0%	0.87%
NHS bridges good	11.87%	54.05%
NHS bridges poor	5.95%	2.03%

Source: adopted 2026–2029 TIP, Tables 7.4 and 7.5, labeled 2023 regional observations.

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) for NHS travel time reliability. A reporting segment is reliable when its Level of Travel Time Reliability (LOTTR) is below 1.50 in all four required analysis periods. Higher percentages of reliable person miles indicate better performance; a lower Truck Travel Time Reliability (TTTR) Index indicates better freight reliability.

The adopted 2026–2029 TIP describes Metro COG’s 2025 PM3 approach as regionwide targets aligned with MnDOT: 82 percent reliable Interstate person miles, 90 percent reliable non-Interstate NHS person miles, and a TTTR Index of 1.40. Table 7.5 distinguishes those regional targets from the NDDOT statewide reference values.

Table 7. 5- PM3 Targets Described in the 2025 Regional Review

Measure	Regional targets described in 2025 TIP	NDDOT statewide reference
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: Metro COG adopted 2026–2029 TIP, Section 7

Table 7.6 – Historical Regional PM3 Observations

Measure	MN portion of MPA	ND portion of MPA
Reliable Interstate person miles	100%	93%
Reliable non-Interstate NHS person miles	99.3%	76%
TTTR Index	1.22	1.22

Source: adopted 2026–2029 TIP, Table 7.6, presented during the 2025 review.

Roadway reconstruction and rehabilitation can reduce disruptions associated with deteriorated pavement and unplanned maintenance. Operational improvements can address recurring bottlenecks. These investments support PM3 reliability objectives, although construction can temporarily affect travel times.

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. Vehicle replacement can reduce the share of revenue vehicles exceeding their useful life benchmarks, while facility rehabilitation can address condition deficiencies. The TIP includes transit vehicle replacement, facility, and other capital investments supporting these objectives. Flexible STBG funding may support eligible transit capital purchases.

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.

Vehicle replacement can reduce major mechanical failures and improve service reliability. Transit safety investments should also respond to the hazards and mitigations identified in MATBUS's PTASP. Asset replacement alone does not establish that injury, fatality, or safety-event targets will be achieved; those measures require continued operational monitoring and risk management.

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 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; 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*, Metro COG’s newspaper of record, and information regarding the draft TIP and public input opportunity was provided on Metro COG’s website and online calendar. Relevant materials associated with the TIP development process were also made available on the Metro COG website.

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. No public comments were received, and the Policy Board took final action on the 2027–2030 TIP on September 17, 2026.

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.

Proposed amendments must identify funding sources reasonably expected to be available and demonstrate that the TIP remains fiscally constrained by year. Funding assumptions will be developed in coordination with NDDOT, MnDOT, and affected transit operators, as applicable. Speculative funding unsupported by a reasonable basis will not be used to demonstrate fiscal constraint. Changes in anticipated revenues must be reflected before 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 – Metro COG’s Agreed Cost Threshold for TIP Amendments

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 percent 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; or
4. Corrects a de minimis technical or administrative error.

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

Planning Document or Activity	Public Participation Procedures
Transportation Improvement Program (TIP)	About the TIP (23 CFR § 450.326): • A detailed list of regionally significant, federally funded transportation projects by all jurisdictions and transit agencies in the MPO planning area, covering a period of at least four years and including capital and non-capital surface transportation projects, bicycle and pedestrian facilities, transit facilities, and other transportation enhancements and safety projects. • Updated annually • The TIP development process includes the solicitation of eligible projects for inclusion from all jurisdictions and transit agencies within the MPO planning area, an analysis of fiscal capacity, and feedback from MPO committees. • Metro COG's current approved TIP outlines the required process for identification and prioritization of projects for the purpose of TIP development. The TIP also identifies the criteria for administrative modifications and amendments. Public Participation and Adoption: • MPO Policy Board adopts the Final TIP after considering and incorporating local, state, and federal comments ◦ Reviewed by NDDOT, MnDOT, FTA and FHWA ◦ Reviewed by local jurisdictions and transit agencies ◦ Reviewed by TTC, which makes recommendations to Policy Board • Public input meeting (in-person and/or online opportunities) held during TIP development. ◦ Legal notice or box ad published in <i>The Forum of Fargo-Moorhead</i> (Metro COG's newspaper of record) initiates the public comment and review period which is a <i>minimum</i> of 30 calendar days ◦ Legal notice or box ad published in <i>The Forum of Fargo-Moorhead</i> at least seven days prior to the required public input meeting ◦ Public meetings or input opportunities published on Metro COG website calendar and project web page and posted on social media ◦ Press release distributed to media outlets at least seven days prior to the meeting • All other public input opportunities during TIP development process published on MPO website, social media, and email distribution. • At least one public input meeting (in-person and/or online opportunity) must be held during the development of the TIP. • If substantive written or oral comments are received on the draft TIP, either through the public involvement process or through the interagency consultation process, a summary, analysis, and report of the disposition of these comments shall be included in the final TIP. ◦ A legal public notice and minimum 15-day comment period required if substantial changes are made to the draft TIP that was available for public review and comment. Substantive changes are new material issues which interested parties could not

	reasonably have foreseen from the earlier public involvement efforts. ◦ The amended draft TIP will be made available for review on the Metro COG website. ◦ The final TIP will document the public involvement process, present a summary of all public comments received and demonstrate Metro COG's consideration and response to these comments. • Draft and final TIP available for review on Metro COG website and at Metro COG office, with final product available after adoption.
Amendments to the Transportation Improvement Program	About TIP Amendments (23 CFR § 450.328): Changes to the TIP are defined as either administrative modifications or amendments. Administrative modifications to the TIP do not require public notifications but are announced to the TTC and Policy Board at regularly scheduled meetings. Amendments to the TIP are required if certain criteria are met, as identified in the current adopted TIP. Public Participation and Adoption: Public participation requirements and notifications for TIP Amendments are the same as those described above for the annual update of the TIP, except that public input meetings may occur at either the TTC or Policy Board meeting, rather than scheduling a separate meeting solely for the TIP amendment. ◦ A legal public notice and minimum 10-day comment period required. ◦ The amended draft TIP materials will be made available for review on the Metro COG website and at Metro COG's office. ◦ The final amended TIP will be made available for review on Metro COG's website and at the Metro COG office.



Forum Communications Company

ND Affidavit No. f0lkjCMBFL5j8SedLVqy

AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the The Forum of Fargo-Moorhead (ND), a newspaper printed and published in the City of Fargo, County of Cass, State of North Dakota.

1. I am the designated agent of The The Forum of Fargo-Moorhead (ND), under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspaper listed on the attached exhibit.

2. The newspaper listed on the exhibit published the advertisement of: **ND General Public Notice Notice; (1) time: Saturday, August 15, 2026**, as required by law or ordinance.

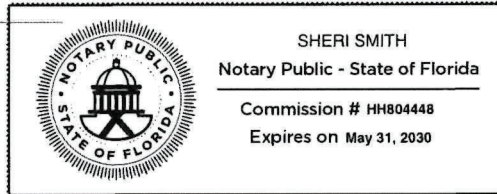
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Anjana Bhadoriya

(Signed) _____

VERIFICATION

State of Florida
County of Broward



Subscribed in my presence and sworn to before me on this: **08/17/2026**

S. Smith

Notary Public

Notarized remotely online using communication technology via Proof.

Public Comment Period: Metro COG 2027-2030 Transportation Improvement Program (TIP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening its 30-day public comment period for the development of its **2027-2030 Transportation Improvement Program (TIP)**. The TIP identifies federally funded transportation projects and regionally significant, locally funded multi-modal transportation projects anticipated to occur during federal fiscal years 2027 through 2030.

The **Draft 2027-2030 TIP** is available for public review on Metro COG's website at www.fmmetrocog.org/ beginning **Friday, August 14, 2026**. The public comment period will remain open through **5:00 PM on Monday, September 14, 2026**.

The draft TIP will be presented to the **Metro COG Policy Board** at its meeting on **Thursday, August 20, 2026, at 4:00 PM**. The Policy Board is tentatively scheduled to consider adoption of the Final 2027-2030 TIP at its meeting on **Thursday, September 17, 2026, at 4:00 PM**. All comments received during the public comment period will be considered and provided to the Policy Board prior to adoption.

Public Input Meeting

Metro COG will hold a public input meeting on **Wednesday, September 2, 2026, from 3:30 to 6:30 PM** at the **Moorhead Public Library, 450 Center Avenue, Moorhead, MN 56560**. The meeting will provide an opportunity for the public to review the draft TIP, learn more about proposed projects, and provide comments. Written comments may also be submitted to Metro COG no later than **5:00 PM on Monday, September 14, 2026**, to **1 2nd Street North, Suite 232, Fargo, ND 58102**. For additional information, please contact **Adam Altenburg** at **701-532-5105** or altenburg@fmmetrocog.org, or **Linghao Zhang** at **701-532-5107** or zhang@fmmetrocog.org.

Metro COG is committed to ensuring equitable access to its programs and services regardless of race, color, sex, age, national origin, or disability. Meeting facilities are accessible to individuals with mobility impairments. Translation services and other reasonable accommodations are available upon request. Please contact **Angela Brumbaugh** at **701-532-5100** at least three days prior to the meeting to request accommodation.
(Aug. 15, 2026)

PUBLIC NOTICE**Public Comment Period: Metro
COG 2027-2030 Transportation
Improvement Program
(TIP)**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening its 30-day public comment period for the development of its 2027-2030 Transportation Improvement Program (TIP). The TIP identifies federally funded transportation projects and regionally significant, locally funded multi-modal transportation projects anticipated to occur during federal fiscal years 2027 through 2030.

The Draft 2027-2030 TIP is available for public review on Metro COG's website at www.fmmetrocog.org/ beginning Friday, August 14, 2026. The public comment period will remain open through 5:00 PM on Monday, September 14, 2026.

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Public Input Meeting

Metro COG will hold a public input meeting on Wednesday, September 2, 2026, from 3:30 to 6:30 PM at the Moorhead Public Library, 450 Center Avenue, Moorhead, MN 56560. The meeting will provide an opportunity for the public to review the draft TIP, learn more about proposed projects, and provide comments. Written comments may also be submitted to Metro COG no later than 5:00 PM on Monday, September 14, 2026, to 12nd Street North, Suite 232, Fargo, ND 58102. For additional information, please contact Adam Altenburg at 701-532-5105 or altenburg@fmmetrocog.org, or Linghao Zhang at 701-532-5107 or zhang@fmmetrocog.org.

Metro COG is committed to ensuring equitable access to its programs and services regardless of race, color, sex, age, national origin, or disability. Meeting facilities are accessible to individuals with mobility impairments. Translation services and other reasonable accommodations are available upon request. Please contact Angela Brumbaugh at 701-532-5100 at least three days prior to the meeting to request accommodation.

(Aug. 15, 2026)

FOR IMMEDIATE RELEASE

Contact: Adam Altenburg
FM Metropolitan Council of Governments
701.532.5105 | altenburg@fmmetrocog.org

Contact: Linghao Zhang
FM Metropolitan Council of Governments
701.532.5107 | zhang@fmmetrocog.org

PUBLIC INVITED TO REVIEW DRAFT 2027–2030 TRANSPORTATION IMPROVEMENT PROGRAM AT SEPTEMBER 2 OPEN HOUSE

FARGO-MOORHEAD, N.D./MINN. — The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is inviting the public to attend an open house on **Wednesday, September 2**, to review and provide input on the **Draft 2027–2030 Transportation Improvement Program (TIP)**.

The open house will be held from **3:30 to 6:30 p.m. at the Moorhead Public Library, 450 Center Avenue, Moorhead, MN 56560**. No formal presentation is planned, and community members may attend at any time during the open house.

The TIP identifies **federally funded transportation projects and regionally significant, locally funded multimodal transportation projects** anticipated to occur throughout the Fargo-Moorhead metropolitan area during federal fiscal years 2027 through 2030.

The open house will provide an opportunity for community members to:

- Review the Draft 2027–2030 TIP;
- Learn more about proposed transportation projects;
- Ask questions of Metro COG staff; and
- Provide comments on the draft program.

The **30-day public comment period** for the Draft 2027–2030 TIP is open through **5:00 p.m. Monday, September 14, 2026**.

The draft TIP is available for public review at www.fmmetrocog.org/TIP.

Written comments may be submitted to Metro COG at **1 2nd Street North, Suite 232, Fargo, ND 58102**, and must be received by **5:00 p.m. Monday, September 14, 2026**.

The Metro COG Policy Board is tentatively scheduled to consider adoption of the **Final 2027–2030 TIP** at its meeting on **Thursday, September 17, 2026, at 4:00 p.m.**

For more information about the Draft 2027–2030 TIP or the public open house, contact Metro COG at **701-532-5100**.

###

DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



WHAT IS THE TIP?

The Transportation Improvement Program (TIP) is a federally regulated document required of Metropolitan Planning Organizations (MPOs) such as the Fargo-Moorhead Metropolitan Council of Governments (Metro COG).

The document includes a compilation of projects eligible for federal assistance and/or significant surface transportation improvements scheduled for implementation in the FM area over the next four fiscal years.

The TIP is developed annually in coordination with multiple Metro COG planning partners, including MnDOT, NDDOT, local jurisdictions, MATBUS, and other organizations or agencies eligible for project sponsorship.

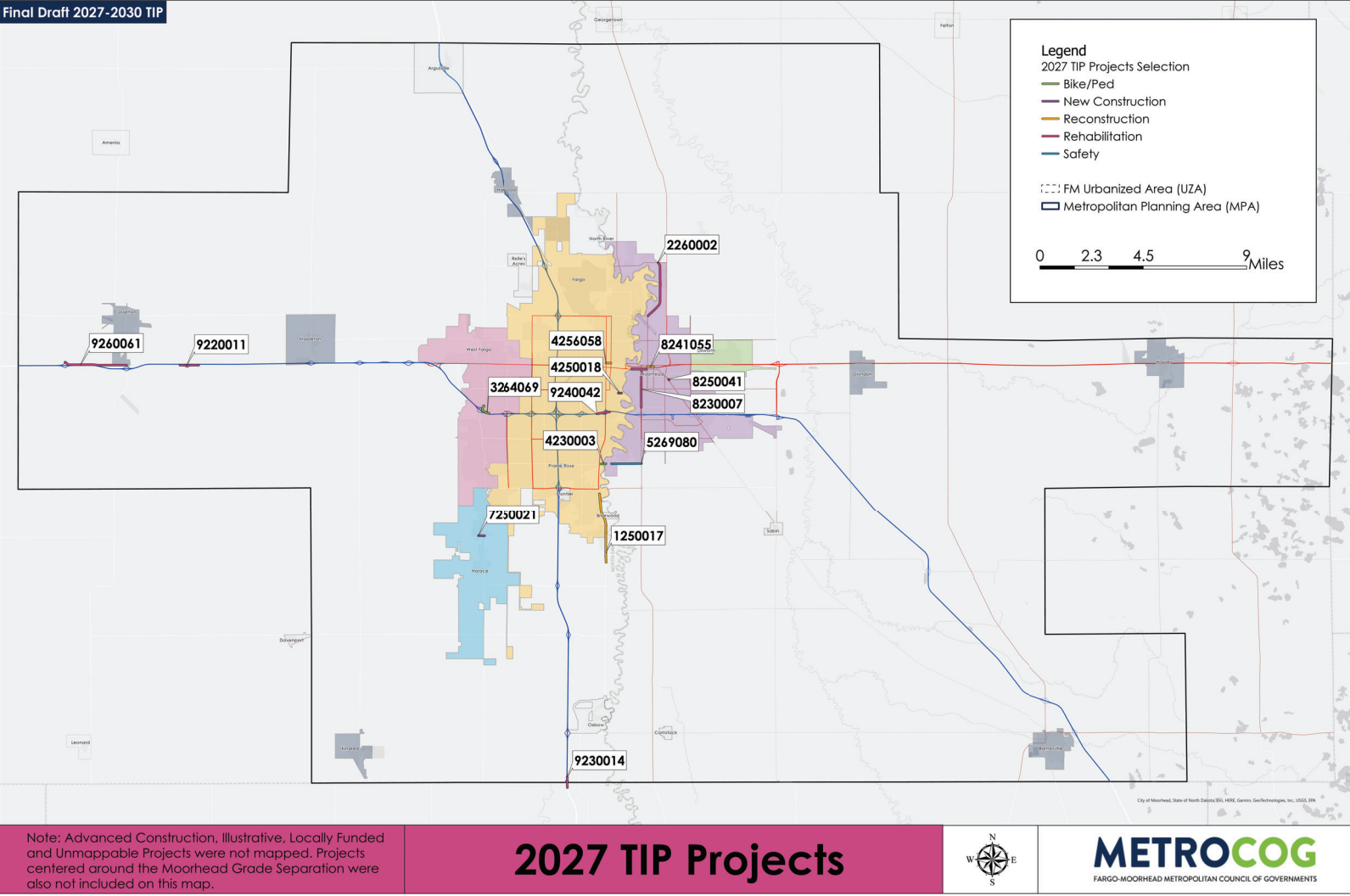
SCAN THE QR CODE TO VIEW THE DASHBOARD

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

MORE INFORMATION

Metro COG's website has updated draft project listing tables and an interactive TIP dashboard to view each project on the map.

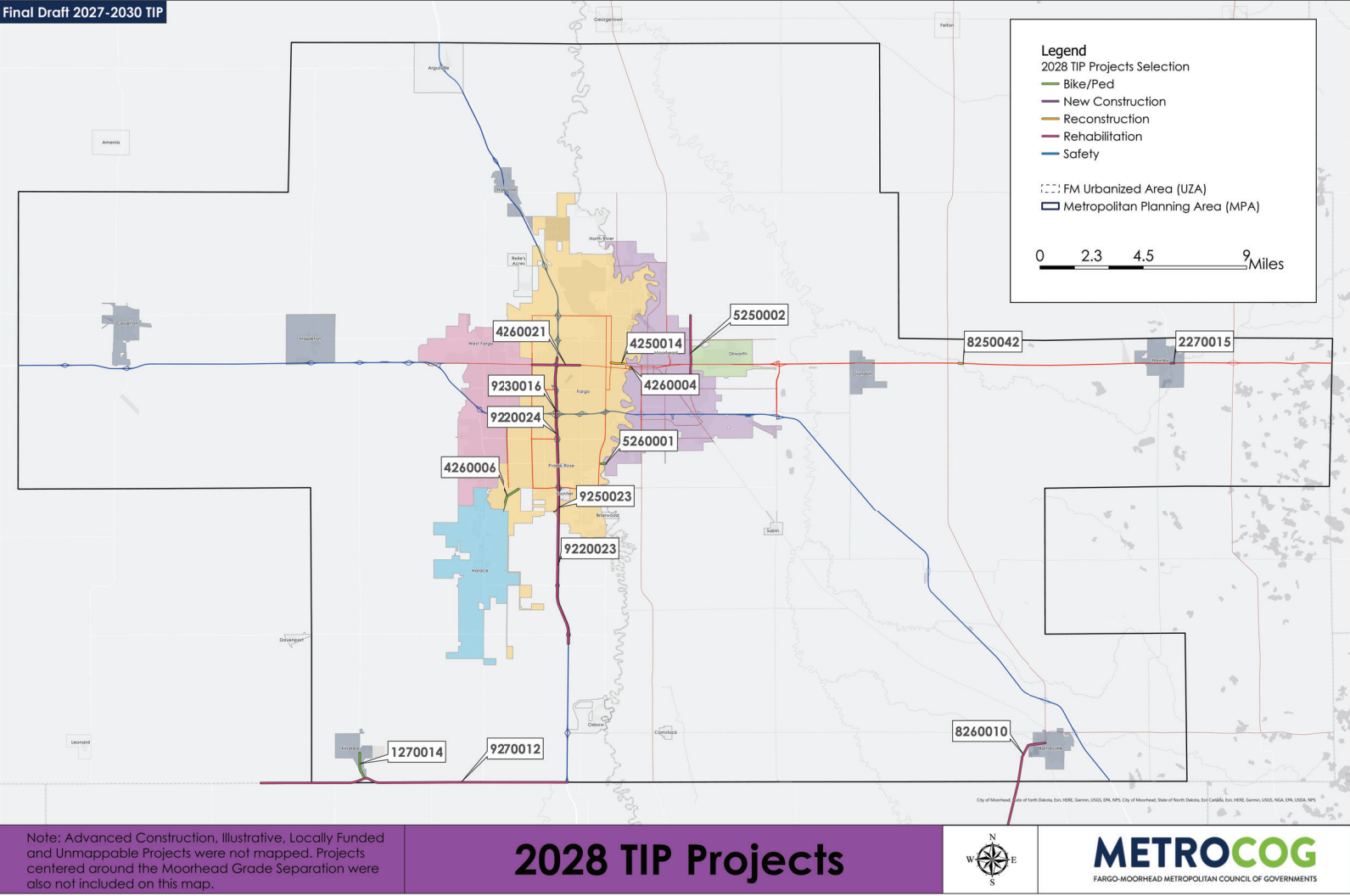




Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2027 TIP Projects

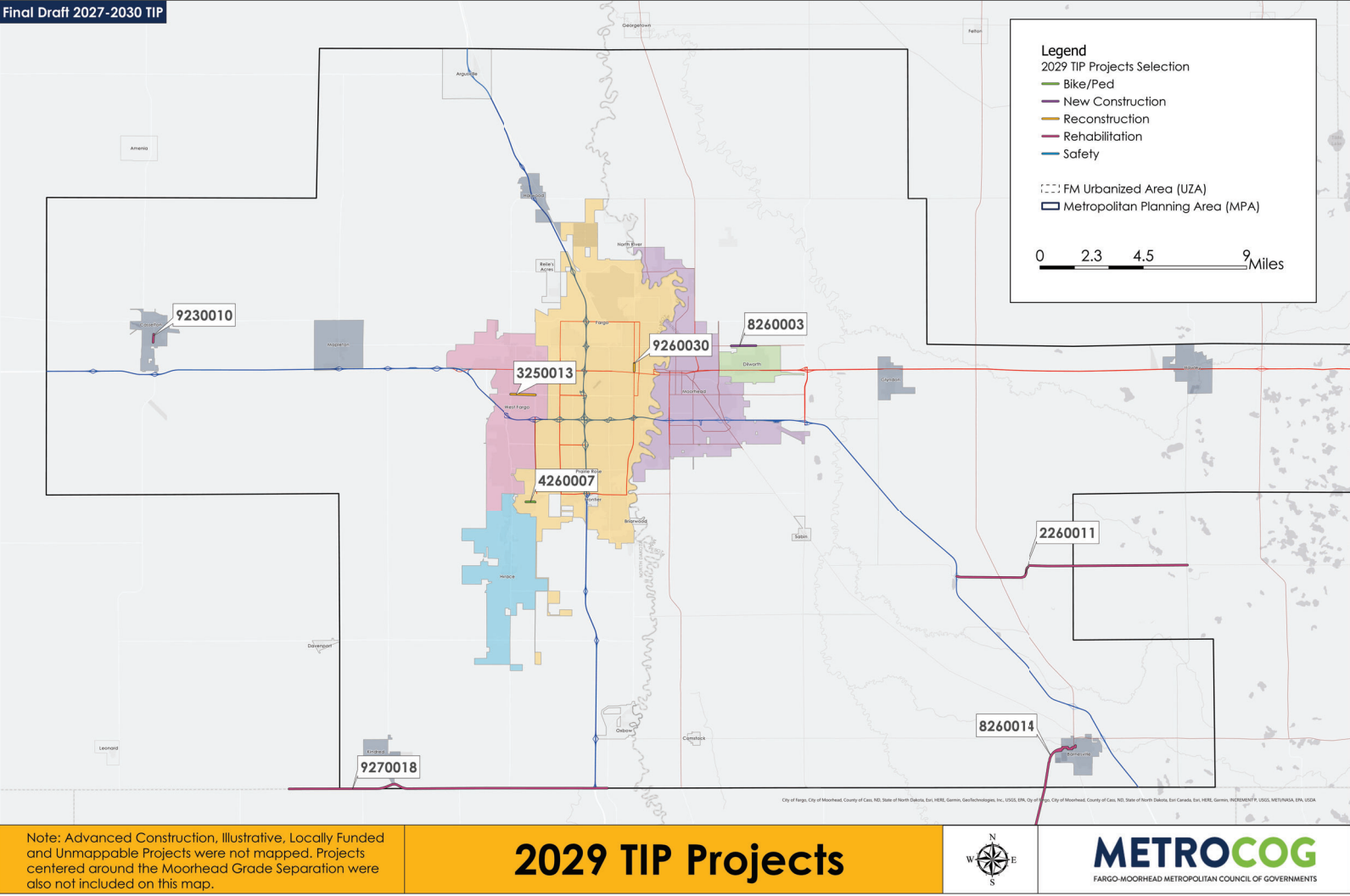


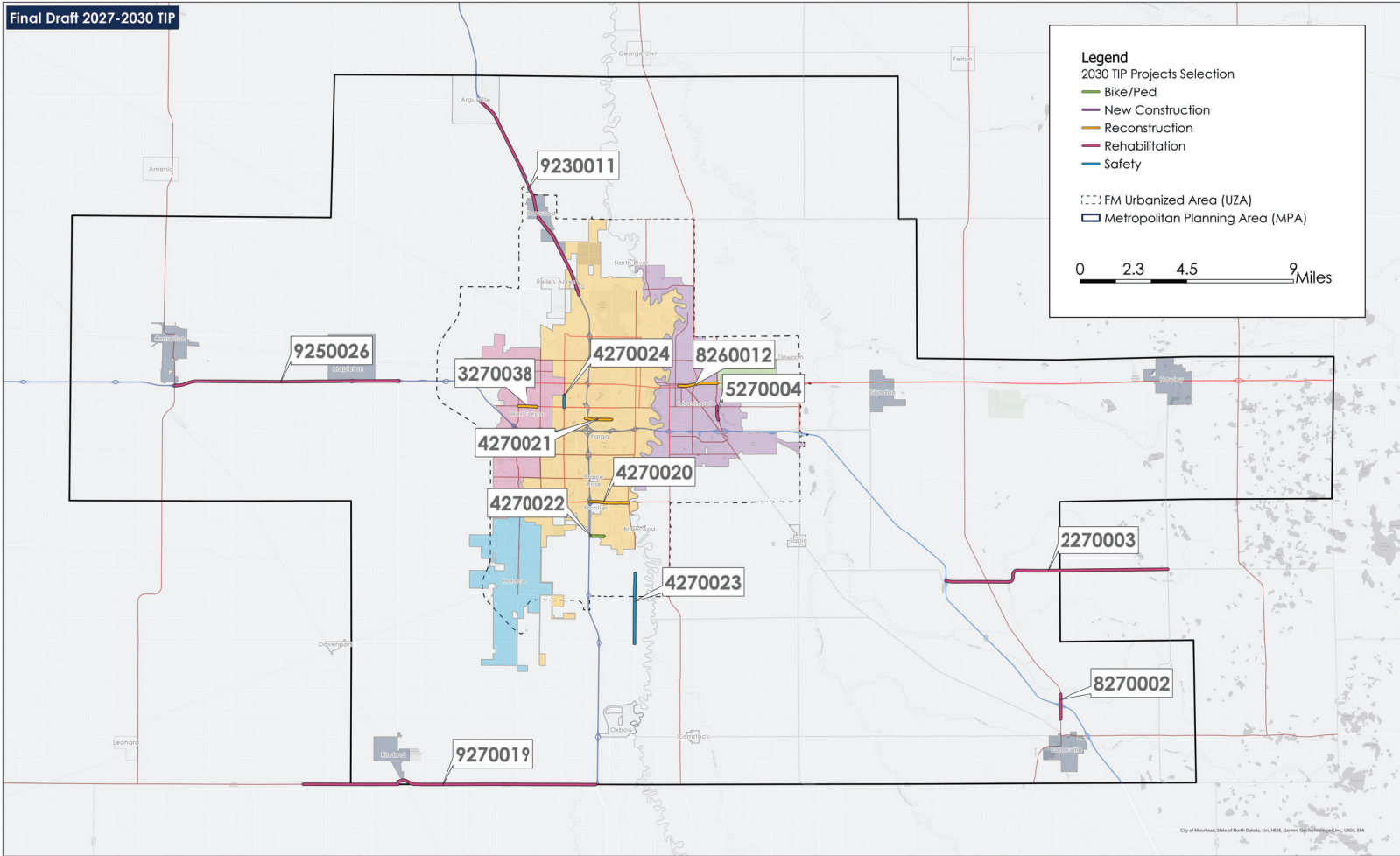


Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2028 TIP Projects







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.

2030 TIP Projects





Appendix B | Amendments and Administrative Modifications





Appendix C | Local Capital Improvement Programs (CIPs)





Appendix D

Solicitation Process



131st Metropolitan Bicycle and Pedestrian Committee Meeting
January 7th, 2026 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Peyton Mastera, City of Dilworth
Robert Gunderson, Fargo Park District
Jeremy Gorden, Fargo Engineering
Maegin Elshaug, Fargo Planning
Forrest Steinhoff, Moorhead Planning
Terry Steen, Citizen Representative
Jason Pike, Citizen Representative
Cole Hansen, Cass County Planning
Tom Trowbridge, Moorhead Engineering
Matt Jacobson, Clay County Planning
Paul Bervik, West Fargo Engineering
Steve Iverson, West Fargo Planning
Derek Boman, Moorhead Parks
Nathaniel Mchaffie, City of Horace
Rosemary Bruce-White, MnDOT District 4
Patrick Hollister, PartnerSHIP 4 Health

Others Present:

Ben Griffith, Metro COG
Aiden Jung, Metro COG
Hunni Bragonier, Bolton & Menk
Jack Butler, West Central Initiative

1. Welcome and Introductions

The meeting began at 3:00 pm. Both virtual and in-person attendees introduced themselves.

2. Minutes from September 24th, 2025 meeting

A motion to approve the September 24th minutes was made by C. Hansen and seconded by F. Steinhoff. P. Hollister abstained from voting since he wasn't present at the September meeting. The minutes passed unanimously with no edits.

3. Follow-up from December email voting item

D. Farnsworth followed up with the Committee regarding an email vote that was held in December seeking Committee approval of Jason Pike as the new Committee citizen

representative. The email vote passed unanimously. Therefore, Jason Pike will be the new citizen representative with a term beginning Jan 1, 2026 and ending Dec 31, 2027.

4. Public input opportunity

A public input opportunity was given to any members of the public wishing to make comments. No public provided comments during the public input opportunity.

5. Review & scoring of TA applications

An overview of the three submitted TA (Transportation Alternatives) grant applications was given prior to reviewing the scoring of the applications. The preliminary scoring, which Metro COG completed prior to the meeting, was then reviewed by the Committee. After reviewing the scoring for the applications, the Committee concurred with the scoring as presented. The scoring for the three projects was approved as the following:

- City of Fargo – 13th Ave Shared Use Path from 34th St to 38th St – 35 pts
- City of Fargo – Low Level Drain 53 Crossing – 25 pts
- City of West Fargo – 32nd Ave RRFB and Pedestrian Refuge Island – 37.5 pts

A motion to approve the scoring of the projects as presented was made by J. Gorden and seconded by P. Bervik. The motion was passed unanimously.

6. Past plans – implementation tracking

D. Farnsworth presented the updated table showing the status of bike/ped project recommendations from past planning studies. Metro COG has been working on this table since March 2025 when the Bike/Ped Committee suggested such an effort.

Updates to the table since the last meeting included: Modifying the color scheme from red through green to purple through green (as requested by the Committee); and updating the status of recommendations from the Moorhead SRTS Plan, the Fargo SRTS Plan, and the FM Diversion Greenway Plan.

Metro COG will continue to keep this table up to date as additional projects are implemented. As suggested by P. Bervik, Metro COG will plan to present this table to the Bike/Ped Committee annually around October. This would be good timing for jurisdictions as they prepare for the next TA grant solicitations.

7. Fargo-Moorhead Online Bike Map update

Metro COG presented the new online bike map to the Committee. This map replaces the previous Fargo-Moorhead Bike Map App which has been discontinued due to failures by the app developer.

The new online bike map has been developed in-house by Metro COG and is compatible for both smartphones and computers.

The online map shows the same information as the old app, which includes shared use paths, on-street bikeways, mountain bike trailheads, bike repair stations, and more. The map also shows a user's location if desired.

Metro COG is currently doing a soft launch of this map with plans for a larger main launch in the spring of 2026. Metro COG hopes to have paper bike maps printed for the public in time for the main launch.

J. Pike, a member of FM Trailbuilders, suggested the map include the Horn Park mountain bike trailhead. D. Farnsworth noted that FM Trailbuilders requested that this not be shown on the maps several years ago (perhaps because it was not ready for the public at the time or because it was too technical for the general public). J. Pike will follow up with members of FM Trailbuilders to see if they would like to now show the Horn Park mountain bike trailhead on the map.

J. Pike also asked if it might be possible to show the mountain bike trail alignments on the map. A. Jung said it might be possible to show the alignments if the right file format is available for the alignments.

8. Agency updates

D. Farnsworth asked if there are any bicycle/pedestrian-related updates from jurisdictions in the meeting. The updates were the following:

- City of Fargo – Fargo continues to add bike/ped infrastructure in south Fargo as the city grows in that area.
- City of Moorhead – Moorhead is working with the City of Fargo on the Bluestem pedestrian bridge which is planned for construction in 2027. Moorhead is also making bicycle/pedestrian connections in the downtown area as part of the 11th St underpass project.
- City of West Fargo – West Fargo will be installing shared use paths along 9th St NE and 7th Ave NE as part of reconstruction projects along those corridors.
- FM Trailbuilders – J. Pike informed the Committee that FM Trailbuilders is working with West Fargo Parks to implement a mountain bike trail in Armour Park in West Fargo. This would be the first mountain bike trail in West Fargo.

9. Other business

There was no other additional business. The meeting was adjourned around 3:45 pm.

**574th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, February 12, 2026 – 10:00 AM
Metro COG Conference Room**

Members Present:

Paul	Bervik	West Fargo Engineering
Jeremy	Gorden	City of Fargo Engineering
Ben	Griffith	Metro COG
Luke	Griffner	MATBUS
Cole	Hansen	Cass County Planning Director
Will	Hutchings	NDDOT – Local Government Division
Peyton	Mastera	City of Dilworth (Alternate for D. Lorsung)
Nathaniel	McHaffie	Horace Planning (Alt. for J. Dahlman)
Aaron	Nelson	West Fargo City Planning
Joey	Ness	GFMEDC (Alt. for Joe Raso)
Mary	Safgren	MnDOT – Dist. 4 Planning Director
Jordan	Smith	MATBUS (Alt. for J. Bommelman)
Justin	Sorum	Clay County Engineering
Tom	Soucy	Cass County Highway (Alt. for K. Litchy)
Forrest	Steinhoff	Moorhead Planning (Alt. for R. Huston)
Tom	Trowbridge	Moorhead Engineering

Members Absent:

Julie	Bommelman	MATBUS (Alternate present)
Nicole	Crutchfield	City of Fargo Planning
James	Dahlman	City of Horace - Planning/Engineering (Alt. present)
Robin	Huston	City of Moorhead Planning (Alt. present)
Matthew	Jacobson	Clay County Planning (Signed on for four minutes)
Kelly	Krapu	Freight
Kyle	Litchy	Cass County Highway (Alternate present)
Don	Lorsung	City of Dilworth Community Development (Alt. present)
Joe	Raso	GFMEDC (Alt. present)
Brit	Stevens	NDSU – Transportation Manager

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Aiden	Jung	Metro COG
Nicole	Lipinoga	Metro COG
Michael	Maddox	Metro COG
Dan	Bergerson	HDR
Luke	Champa	SRF Engineering

Dylan	Dunn	Moore Engineering
Wade	Frank	Stantec Engineering
Jason	Gottfried	MnDOT - MPO Coordinator
Sharijad	Hasan	ATAC
Joel	Quanbeck	KLJ
Kristen	Sperry	FHWA-ND

1. Call to Order and Introductions

The meeting was called to order at 10:00 AM, on February 12, 2026 by Chair Griffith. A quorum was present.

2. Approve the 574th TTC Meeting Agenda

Chair Griffith asked if there were any questions or changes to the February 12, 2026 TTC Meeting Agenda. Chair Griffith requested Items 13-15 be moved ahead of item 5.

Motion: Approve the February 12, 2026 TTC Meeting Agenda, moving Items 13-15 before item 5.

Mr. Gorden moved, seconded by Mr. Bervik

MOTION, PASSED.

Motion carried unanimously.

3. Approve January 9, 2026 TTC Meeting Minutes

Chair Griffith asked if there were any questions or changes to the January 9, 2026 TTC Meeting Minutes.

Motion: Approve the January 9, 2026 TTC Minutes.

Mr. Trowbridge moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were received or provided.

5. Solicitation of ND & MN STBG Projects Amended (Previously Item #13)

Mr. Altenburg stated the Surface Transportation Block Grant Program is a federal funded program with solicitations occurring annually.

The Prioritization Committee is recommending:

North Dakota STBG FY26

- City of Fargo: Reconstruction of 32nd Avenue from 15th Street to near University Drive S/Red River
 - Funds Requested: \$1,224,124

North Dakota STBG FY27

- City of West Fargo: Construction of shared use path and box culvert extension along Beaton Drive (currently programmed for FY29)
 - Funds Requested: \$1,440,000

North Dakota STBG FY30

- City of West Fargo: Reconstruction of 13th Avenue from Sheyenne Street to 9th Street E, including pedestrian underpass between 3rd and 6th Street E
 - Funds Requested: \$5,773,728
- City of West Fargo: Construction administration for 13th Avenue reconstruction project
 - Funds Requested: \$1,501,300
- City of Fargo: Reconstruction of 17th Avenue from 25th Street to 38th Street S, including reconstructing one sidewalk to a shared use path, two mini roundabouts (32nd and 34th Streets), and one traffic signal (38th Street)
 - Funds Requested: \$3,854,899

Minnesota STBG FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
 - Funds Requested: \$1,171,980

Motion: Recommend Policy Board approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) and Minnesota Surface Transportation Block Grant (MN STBG) funding in FY26, FY27, and FY30.

Mr. Gorden moved, seconded by Mr. Trowbridge

MOTION, PASSED

Motion carried unanimously.

6. North Dakota CRP Projects Amended (Previous Item #14)

Mr. Altenburg stated the Carbon Reduction Program is a federal initiative established by the Infrastructure Investment and Jobs Act (IIJA) providing federal funding over a five-year period to reduce transportation-related emissions.

The Prioritization Committee is recommending:

North Dakota CRP FY26

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
 - Funds Requested: \$184,448
- Cass County: Reconstruction of shared use path along Cass Highway 81/University Drive S between 54th and 88th Avenue S
 - Additional Funds Requested: \$154,604

Motion: Recommend Policy Board approval of projects to be funded by North Dakota Carbon Reduction Program (CRP) funding in FY26.

Mr. Bervik moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried unanimously.

7. Solicitation of ND & MN TA Projects Amended (Previous Item #15)

Mr. Altenburg stated the Transportation Alternatives program provides federal funding dedicated to smaller-scale transportation projects that expand travel options and enhance community livability.

The Prioritization Committee is recommending:

North Dakota TA FY26

- Cass County: Reconstruction of shared use path along CR81/University Drive between 54th and 88th Avenue S
 - Funds Requested: \$119,751

North Dakota TA FY30 – Listed by Priority

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
 - REMOVED FROM CONSIDERATION – PROJECT RECOMMEND FOR FY26 CRP FUNDING
- City of Fargo: Construction of shared use path along 13th Avenue between 34th and 38th Street S
 - Funds Requested: \$741,806
- City of Fargo: Construction of low-level crossing over Drain 53 between 27th and 31st Street S
 - Funds Requested: \$937,420

Minnesota TA FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
 - Funds Requested: \$450,000

Motion: Recommend Policy Board approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) and Minnesota Transportation Alternatives (MN TA) program funding in FY26 and FY30.

Mr. Trowbridge moved, seconded by Mr. Steinhoff

MOTION, PASSED

Motion carried unanimously.

8. 2026-2029 TIP Amendment #2 amended (Previous Item #5)

Mr. Altenburg presented Amendment 2 regarding the 2026-2029 Transportation Improvement Program (TIP).

The proposed amendment to the 2026-2029 TIP is as follows:

1. **Modification of Project 9260064:** NDDOT District-Wide Pavement Markings – Various Highways (2026).
2. **Modification of Project 4240010:** Fargo Reconstruction of 32nd Avenue S (2026). Adding additional redistributed STBG funding.

Motion: Pending public comments, recommend Policy Board approval of Amendment 2 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).

Mr. Gorden moved, seconded by Mr. Trowbridge

MOTION, PASSED

Motion carried unanimously.

9. 2026 UPWP Amendment 1 (Previous Item #6)

Mr. Griffith presented information stating that with the slight changes in projects and the additional 2025 MnFTA funding allocation complete, there needed to be a slight adjustment in staff hours. There was also some additional text added to the Casselton ND Hwy 18 Corridor Study.

Motion: Recommend approval of Metro COG's 2026 Unified Planning Work Program & Budget Amendment 1 to the Policy Board.
Mr. Mastera moved, seconded by Mr. Trowbridge
MOTION, PASSED
Motion carried unanimously.

10. ATAC-Regional ITS Architecture Update Addendum (Previous Item #7)

Mr. Griffith stated the Regional ITS Architecture was last updated in 2022. It is typically updated every 4-5 years. It has been budgeted for \$36,000 in 2026, utilizing the 2025 MnFTA funds.

Motion: Recommend approval of the Regional ITS Architecture Update Contract Addendum to the ATAC-Metro COG Master Agreement to the Policy Board.
Mr. Smith moved, seconded by Mr. Bervik
MOTION, PASSED
Motion carried unanimously.

11. MN Safety Performance Measure (PM1) (Previous Item #8)

Ms. Pavsek presented information on Minnesota Performance Measures stating they are assessed annually using a five-year average. The percentage of population is used for the common denominator.

Metro COG is required to agree to program projects in the Metropolitan Planning Area to support the performance targets established by MnDOT.

Five (5) safety performance measures Metro COG must look at are:

1. Number of Fatalities - 4
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.78
3. Number of Serious Injuries - 7
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT) – 1

5. Number of Non-Motorized Fatalities and Serious Injuries – 3.264

Motion: Recommend approval of MnDOT's Safety Performance Measure Targets for 2026 to the Policy Board.

Mr. Trowbridge moved, seconded by Mr. Bervik

MOTION, PASSED

Motion carried unanimously.

12. ND Safety Performance Measure (PM1) (Previous Item #9)

Miss Pavek presented information on North Dakota Performance Measures stating the common denominator used was percentage of population. The North Dakota MPA was calculated at 23.7% of the statewide population. The North Dakota Target was met based on Metro COG's analysis:

1. Number of Fatalities - 6
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.78
3. Number of Serious Injuries - 74
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT) – 14
5. Number of Non-Motorized Fatalities and Serious Injuries – 3.264

Discussed if there are any consequences if the targets are not met. As Metro COG supports the targets, the Federal Government will talk to the State.

Motion: Recommend approval of NDDOT's Safety Performance Measure Targets for 2026 to the Policy Board.

Mr. Mastera moved, seconded by Mr. McHaffie

MOTION, PASSED

Motion carried unanimously.

13. Traffic Count Consultant Selection (Previous Item #10)

Mr. Farnsworth presented information on the consultant selection for the 2026 FM Metro Area-Wide Traffic Counts. Gewalt Hamilton Associates Only one proposal was received as the other firms stated the distance to Fargo-Moorhead was too far for them to travel.

GHA was interviewed by the consultant selection panel. With the budgeted amount of \$150,000, their proposal of \$141,500 is \$8,500 below. Metro COG will work with GHA to include approximately 25 more counts in the project, keeping within the budgeted amount.

Motion: Recommend Policy Board approval of GHA to complete the 2026 FM Metro Area-Wide Traffic Counts and to authorize Metro COG to enter into a contract after successful contract negotiations.
Mr. Trowbridge moved, seconded by Mr. Bervik
MOTION, PASSED
Motion carried unanimously.

14. Socioeconomic Forecast Consultant Selection (Previous Item #11)

Mr. Altenburg presented information regarding the Socioeconomic Forecast Consultant Selection. Two proposals were received for the maintenance and updating of the regional travel demand model. The last time it was updated was in 2022.

Proposals were received from KLJ and SRF. The selection committee is recommending KLJ. The budgeted amount is \$120,000 and KLJ's bid is \$119,927.37.

Motion: Recommend Policy Board approval of the selection of KLJ to complete the 2055 Socioeconomic and Demographic Forecasts pending contract negotiations to finalize the scope and fee.
Mr. Mastera moved, seconded by Mr. Steinhoff
MOTION, PASSED
Motion carried unanimously.

15. Regional Freight Plan Consultant Selection Amended (Previous Item #12)

Mr. Altenburg presented information regarding the Regional Freight Plan Consultant Selection. Five proposals were received: Cambridge, Systematics, CPCS, HDR, SRF, and Transpo Group.

The budgeted amount is \$175,000. The selection committee recommended HDR after evaluating their technical qualifications, proposed deliverables, and relevant project experience. HDR bid proposal is \$174,959.61.

Motion: Recommend Policy Board approval of the selection of HDR to complete the Metro COG Regional Freight Plan, pending contract negotiations to finalize the scope and fee.

Mr. Smith moved, seconded by Mr. McHaffie

MOTION, PASSED

Motion carried unanimously.

16. Agency Updates

- a. City of Fargo Engineering – 32nd South from Southgate to Red River bid opening, Main Avenue bids were high and won't be started this year
- b. City of Fargo Planning – Nothing to report
- c. City of Moorhead Engineering – Nothing to report
- d. City of Moorhead Planning – Nothing to report
- e. MATBUS – Nothing to report
- f. City of West Fargo Engineering – Accepted bids for 9th Street, waiting to hear on grant for overpass project
- g. City of West Fargo Planning – Nothing to report
- h. City of Dilworth – Nothing to report
- i. City of Horace – Nothing to report
- j. Cass County Highway – Nothing to report
- k. Cass County Planning – Nothing to report
- l. Clay County Engineering - Nothing to report

- m. Clay County Planning – Nothing to report
- n. GFMEDC – Nothing to report
- o. NDSU – Nothing to report
- p. MnDOT Central Office – Nothing to report
- q. NDDOT Central Office – The 2026-29 TIP has been approved
- r. Federal Highway – SS4A Implementation grants would be on a sliding scale, reduce the part for planning from 40% to 30%, there will probably be more funds available for construction, less for planning
- s. MnDOT Central Office – Nothing to report

17. Additional Business

There was no additional business brought forward.

18. Adjourn

The 574th Regular Meeting of the TTC was adjourned on February 12, 2026 at 11:09 AM.

**Mr. Bervik moved to Adjourn; Mr. Smith seconded
MOTION, PASSED
Motion carried unanimously.**

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE
MEETING WILL BE HELD MARCH 12, 2026 AT 10:00 AM.**

Respectfully Submitted,

Angela Brumbaugh
Office Manager

**652nd Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 19, 2026 – 4:00 PM**

Members Present:

Duane	Breitling	Cass County Commission
Chuck	Hendrickson	Moorhead City Council (Left at 4:30 back by 4:45)
Denise	Kolpack	Fargo City Commission
Stephanie	Landstrom	Horace City Council
Nicole	Mattson	Moorhead City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay Co. Commission
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Mike	Reitz	MATBUS Representative
Dave	Steichen	Dilworth City Council
John	Strand	Fargo City Commission

Members Absent:

Rory	Jorgensen	West Fargo City Commission
Aaron	Murra	NDDOT Fargo District Engineer (<i>ex-officio</i>)
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Shiloh	Wahl	MnDOT District 4 Engineer (<i>ex-officio</i>)

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Will	Hutchings	NDDOT - Local Government Division
Matthew	Huettle	HDR

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

The meeting was called to order at 4:00 PM, on February 19, 2026 by Chair Olson, noting a quorum was present.

1b. Election of Metro COG Chair and Vice Chair.

This item was pulled from the agenda.

1c. Approve Order and Contents of Overall Agenda, striking 1b. Election of Metro COG Chair and Vice Chair, approved

Chair Olson asked for approval for the overall amended agenda.

MOTION: Approve the contents of the Overall Agenda of the February 19, 2026 Policy Board Meeting, striking 1b.

Ms. Mongeau moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

1d. Past Meeting Minutes, approved

Chair Olson asked for approval of the Minutes of the January 15, 2026 Meeting.

MOTION: Approve the January 15, 2026 Policy Board Meeting Minutes.

Mr. Piepkorn moved, seconded by Mr. McDougall

MOTION, passed

Motion carried unanimously.

1e. Monthly Account Payables (bills), approved

Chair Olson asked for approval of the February 19, 2026 Accounts Payable as listed on Attachment 1e.

MOTION: Approve the February 2026 Accounts Payable List.

Mr. Hendrickson moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

2. CONSENT AGENDA

Chair Olson asked for approval of Items a-d on the Consent Agenda.

a. January 2026 Month End Report

b. Traffic Count Consultant Selection

c. Socioeconomic Forecast Consultant Selection

d. Regional Freight Plan Consultant Selection

MOTION: Approve Items a-d on the Consent Agenda.

Ms. Mattson moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were provided or received.

3b. Solicitation of ND & MN STBG Projects

Mr. Altenburg presented Amendment 1 regarding the North Dakota and Minnesota Surface Transportation Block Grant (STBG) projects.

The following list was analyzed and proposed by the Prioritization Committee and approved recommendation by the Transportation Technical Committee:

North Dakota STBG FY26

- City of Fargo: Reconstruction of 32nd Avenue from 15th Street to near University Drive S/Red River
 - Funds Requested: \$1,224,124

North Dakota STBG FY27

- City of West Fargo: Construction of shared use path and box culvert extension along Beaton Drive (currently programmed for FY29)
 - Funds Requested: \$1,440,000

North Dakota STBG FY30

- City of West Fargo: Reconstruction of 13th Avenue from Sheyenne Street to 9th Street E, including pedestrian underpass between 3rd and 6th Street E
 - Funds Requested: \$5,773,728
- City of West Fargo: Construction administration for 13th Avenue reconstruction project
 - Funds Requested: \$1,501,300
- City of Fargo: Reconstruction of 17th Avenue from 25th Street to 38th Street S, including reconstructing one sidewalk to a shared use path, two mini roundabouts (32nd and 34th Streets), and one traffic signal (38th Street)
 - Funds Requested: \$3,854,899

Minnesota STBG FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.

- Funds Requested: \$1,171,980

MOTION: Approve projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) and Minnesota Surface Transportation Block Grant (MN STBG) program funding in FY26, FY27, and FY30.

Ms. Mongeau moved, seconded by Ms. Mattson.

MOTION, passed

Motion carried unanimously.

3c. Solicitation of ND & MN TA Projects

Mr. Altenburg stated the Transportation Alternatives program provides federal funding dedicated to smaller-scale transportation projects that expand travel options and enhance community livability.

The following list was analyzed and proposed by the Bicycle and Pedestrian Committee on January 7, 2026 and analyzed by the Prioritization Committee on February 5, 2026. The Transportation Technical Committee approved recommendation to the Policy Board on February 12, 2026:

North Dakota TA FY26

- Cass County: Reconstruction of shared use path along CR81/University Drive between 54th and 88th Avenue S
 - Funds Requested: \$119,751

North Dakota TA FY30

- City of Fargo: Construction of low-level crossing over Drain 53 between 27th and 31st Street S
 - Funds Requested: \$937,420 (Funds Available: \$890,000)

Minnesota TA FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
 - Funds Requested: \$450,000

MOTION: Approve projects to be funded by North Dakota Transportation Alternatives (ND TA) and Minnesota Transportation Alternatives (MN TA) program funding in FY26 and FY30.

Mr. McDougall moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

3d. North Dakota CRP Projects

Mr. Altenburg stated the Carbon Reduction Program is a federal initiative established by the Infrastructure Investment and Jobs Act (IIJA) providing federal funding over a five-year period to reduce transportation-related emissions.

The following list was analyzed and proposed by the Prioritization Committee and approved recommendation by the Transportation Technical Committee:

North Dakota CRP FY26

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
 - Funds Requested: \$184,448
- Cass County: Reconstruction of shared use path along Cass Highway 81/University Drive S between 54th and 88th Avenue S
 - Additional Funds Requested: \$154,604

MOTION: Approve projects to be funded by North Dakota Carbon Reduction Program (CRP) funding in FY26.

Mr. Piepkorn moved, seconded by Ms. Landstrom

MOTION, passed

Motion carried unanimously.

3e. 2026-2029 TIP Amendment 2

Mr. Altenburg presented Amendment 2 regarding the 2026-2029 Transportation Improvement Program (TIP).

The proposed amendment to the 2026-2029 TIP is as follows:

1. New Project 9260064: NDDOT District-Wide Pavement Markings – Various Highways (2026).
2. Modification of Project 4240010: Fargo reconstruction of 32nd Avenue S (2026). Adding additional redistributed STBG funding.

MOTION: Approve Amendment 2 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).

Mr. Strand moved, seconded by Ms. Mongeau

MOTION, passed

Motion carried unanimously.

3f. 2026 UPWP Amendment 1

Mr. Griffith presented information stating the 2025 MNFTA funding allocation transfer was completed by NDDOT. A portion of the funds were applied towards the 2025 UPWP for year-end closeout and the balance of \$42,215 to be added to the 2026 UPWP. Most of the funds will be used to update Metro COG's Regional ITS Architecture, detailed in Agenda Item 3h. There needed to be a slight adjustment in staff hours due to the addition of the proposed Regional ITS Architecture project and some additional text added to the Casselton ND Hwy 18 Corridor Study.

The remaining funds will be applied to various CPG-eligible overhead expenses which have increased in recent years.

MOTION: Approval of Metro COG's 2026 Unified Planning Work Program & Budget Amendment 1 as presented, with the inclusion of any minor revisions required by oversight agencies.

Ms. Kolpack moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

3g. 2026 NDDOT CPG Contract Amendment

Mr. Griffith stated Metro COG was notified in December by NDDOT that the MNFTA funding allocation transfer was completed. Metro COG opted to apply \$42,215 towards the 2026 UPWP.

With this increase, our funding will be \$1,557,712.31 for 2026. An amendment to the UPWP needed to be made first and then a contract amendment. The UPWP must be amended before the CPG Contract may be amended.

MOTION: Approval of the 2026 NDDOT CPG Contract Amendment and authorization for the Policy Board Chair and Executive Director to execute said document when it is made available for signature.

Ms. Kolpack moved, seconded by Ms. Mattson

MOTION, passed

Motion carried unanimously.

3h. ATAC-Regional ITS Architecture Update Addendum

Mr. Griffith stated the Advanced Traffic Analysis Center (ATAC) at NDSU updates Metro COG's Regional Intelligent Transportation Systems (ITS) every 4-5 years. It was last updated in 2022 but with the receipt of additional funds, it would be good to complete earlier in preparation for

the 2055 Metropolitan Transportation Plan. He noted that both the UPWP and CPG Contract must be amended before Metro COG could execute the ATAC contract addendum for the Regional ITS Architecture Project could begin.

Metro COG has budgeted \$36,200 for the project.

MOTION: Approval of the Regional ITS Architecture Update Contract Addendum to the ATAC-Metro COG Master Agreement and authorize the Executive Director to execute the Agreement, when appropriate.

Ms. Mattson moved, seconded by Ms. Landstrom

MOTION, passed

Motion carried unanimously.

3i. MN Safety Performance Measure (PM1)

Ms. Pavsek presented information regarding the MN Safety Performance Measure stating targets are established annually to assess the safety of users on public roadways. A five-year rolling average is used to form a trend.

There are five safety performance measures: Number of Fatalities, Rate of Fatalities per 100 million Vehicle Miles Traveled, Number of Serious Injuries, Rate of Serious Injuries per 100 million Vehicle Miles Traveled, and Number of Non-motorized Fatalities and Serious Injuries.

The performance is built into our STBG project scoring and how it impacts safety.

MOTION: Approval of support of MNDOT's PM1-Safety Performance Measure Targets for 2026.

Mr. Piepkorn moved, seconded by Mr. McDougall

MOTION, passed

Motion carried unanimously.

3j. ND Safety Performance Measure (PM1)

Ms. Pavsek presented information regarding the ND Safety Performance Measure stating targets are established annually to assess the safety of users on public roadways. A five-year rolling average is used to form a trend.

There are five safety performance measures: Number of Fatalities, Rate of Fatalities per 100 million Vehicle Miles Traveled, Number of Serious Injuries,

Rate of Serious Injuries per 100 million Vehicle Miles Traveled, and Number of Non-motorized Fatalities and Serious Injuries.

Fatalities have stayed consistent but serious injuries have increased.

MOTION: Approval of support of MNDOT's PM1-Safety Performance Measure Targets for 2026.

Mr. Strand moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

4. Additional Business

Executive Director Ben Griffith provided the following updates:

- Working on 2025 year-end close-out
- 2026 annual dues invoices were sent out last week
- Local match for planning projects related to the 2055 MTP will be sent out next week

NDDOT MPO Coordinator Will Hutchings reminded everyone of the 2026 Transportation Conference in Bismarck on March 10-11.

5. Adjourn

The 652nd Meeting of the FM Metro COG Policy Board held Thursday, February 19, 2026 was adjourned by Chair Olson at 4:53 PM.

Ms. Mattson moved, seconded by Ms. Landstrom

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD MARCH 19, 2026, 4:00 PM.

Respectfully Submitted,

Angela Brumbaugh
Office Manager

February 27, 2026

Stacey Hanson
Assistant Local Government Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505

Re: Metro COG Notification of Project Selection for 2026/2027/2030 STBG, 2026/2030 TA, and 2026 CRP

Dear Ms. Hanson,

Metro COG opened solicitations for North Dakota Transportation Alternatives (TA) and Surface Transportation Block Grant (STBG) program applications on November 28, 2025. TA applications were due December 26, 2025, and STBG applications were due January 23, 2026.

Metro COG staff conducted an initial review of all applications for consistency with the Metropolitan Transportation Plan (MTP), project readiness, cost-effectiveness, and anticipated benefits. The Bicycle and Pedestrian Committee scored TA applications on January 7, 2026, and the Prioritization Committee reviewed STBG applications on February 5, 2026.

In addition to the standard solicitation process, the North Dakota Department of Transportation (NDDOT) notified Metro COG that it would redistribute unused apportionment from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, providing additional FY26 obligation authority for STBG and TA funds. Although Metro COG did not issue a separate solicitation for Carbon Reduction Program (CRP) funding, the Prioritization Committee was asked at its February 5, 2026 meeting to recommend projects that could utilize remaining FY26 CRP funds, as well as the redistributed TA and STBG funding.

All recommended projects were subsequently reviewed and unanimously endorsed by the Transportation Technical Committee (TTC) on February 12, 2026, and approved by Metro COG's Policy Board on February 19, 2026.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- 1) NDDOT Submittal Checklist
- 2) 2026-R013 - Resolution of Approval of North Dakota and Minnesota Surface Transportation Block Grant (STBG) Projects
 - 2a) North Dakota STBG Applications
- 3) 2026-R014 – Resolution of Approval of North Dakota and Minnesota Transportation Alternatives (TA) Projects
 - 3a) North Dakota TA Applications
- 4) 2026-R015 – Resolution of Approval of North Dakota Carbon Reduction Program (ND CRP) Projects
 - 4a) Initial North Dakota TA Application Used to Recommend Project for CRP Program Funding

cc:

Becky Hanson, NDDOT
Stacey Hanson, NDDOT
Sengaroun Marohl, NDDOT
Aaron Murra, NDDOT
Wayne Zacher, NDDOT
Kyle Litchy, Cass County
Jeremy Gorden, City of Fargo
Eric Hodgson, City of Fargo
Paul Bervik, City of West Fargo
Joel Luing, City of Horace
Julie Bommelman, MATBUS
Jordan Smith, MATBUS

February 27, 2026

Bryan McCoy
State Program Administrator
Office of Transportation System Management
Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

Re: Metro COG Notification of Project Selection for 2030 STBG and 2030 TA

Dear Mr. McCoy,

Metro COG opened solicitations for Minnesota Transportation Alternatives (TA) and Surface Transportation Block Grant (STBG) program applications on November 28, 2025. TA applications were due December 26, 2025, and STBG applications were due January 23, 2026.

Metro COG staff conducted an initial review of all applications for consistency with the Metropolitan Transportation Plan (MTP), project readiness, cost-effectiveness, and anticipated benefits. The Bicycle and Pedestrian Committee scored TA applications on January 7, 2026, and the Prioritization Committee reviewed STBG applications on February 5, 2026.

All recommended projects were subsequently reviewed and unanimously endorsed by the Transportation Technical Committee (TTC) on February 12, 2026, and approved by Metro COG's Policy Board on February 19, 2026.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- 1) 2026-R013 - Resolution of Approval of North Dakota and Minnesota Surface Transportation Block Grant (STBG) Projects
 - 1a) Minnesota STBG Applications
- 2) 2026-R014 – Resolution of Approval of North Dakota and Minnesota Transportation Alternatives (TA) Projects
 - 2a) Minnesota TA Applications

cc:

Rose Bruce-White, MnDOT
Jeffery Buschette, MnDOT
Jason Gottfried, MnDOT
Mary Safgren, MnDOT
Zue Vue, MnDOT
Milt Wilson, MnDOT
Justin Sorum, Clay County
Tom Trowbridge, City of Moorhead
Don Lorsung, City of Dilworth
Peyton Mastera, City of Dilworth
Julie Bommelman, MATBUS
Jordan Smith, MATBUS

Fargo-Moorhead Metropolitan Council of Governments Resolution 2026-R013

Resolution of Approval of North Dakota and Minnesota Surface Transportation Block Grant (STBG) Projects

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

WHEREAS, as a designated Transportation Management Area (TMA), Metro COG has the authority to select projects for its directly suballocated federal funding programs, including Transportation Alternatives (TA) and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG opened solicitations for North Dakota and Minnesota STBG program applications on November 28, 2025, with funding available in Fiscal Years 2027 and 2030; and

WHEREAS, the North Dakota Department of Transportation (NDDOT) informed Metro COG that it would redistribute an unused apportionment from the TIFIA program, providing Metro COG with obligation authority for TIFIA-redistributed STBG funding in Fiscal Year 2026; and

WHEREAS, the Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 12, 2026, and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, the Metro COG Policy Board met at its regularly scheduled meeting on February 19, 2026, to consider the projects submitted in response to the solicitation;

NOW, THEREFORE, BE IT RESOLVED that the Metro COG Policy Board hereby approves funding for the selected North Dakota and Minnesota STBG projects as recommended.

North Dakota STBG FY26

- City of Fargo: Reconstruction of 32nd Avenue from 15th Street to near University Drive S/Red River
 - Funds Requested: \$1,224,124

North Dakota STBG FY27

- City of West Fargo: Construction of shared use path and box culvert extension along Beaton Drive (currently programmed for FY29)
 - Funds Requested: \$1,440,000

North Dakota STBG FY30

- City of West Fargo: Reconstruction of 13th Avenue from Sheyenne Street to 9th Street E, including pedestrian underpass between 3rd and 6th Street E
 - Funds Requested: \$5,773,728
- City of West Fargo: Construction administration for 13th Avenue reconstruction project
 - Funds Requested: \$1,501,300
- City of Fargo: Reconstruction of 17th Avenue from 25th Street to 38th Street S, including reconstructing one sidewalk to a shared use path, two mini roundabouts (32nd and 34th Streets), and one traffic signal (38th Street)
 - Funds Requested: \$3,854,899

Minnesota STBG FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
 - Funds Requested: \$1,171,980

Approved this 19th day of February, 2026.


Brad Olson
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2026-R014

Resolution of Approval of North Dakota and Minnesota Transportation Alternatives (TA) Projects

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

WHEREAS, as a designated Transportation Management Area (TMA), Metro COG has the authority to select projects for its directly suballocated federal funding programs, including Transportation Alternatives (TA) and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG opened solicitations for North Dakota and Minnesota TA program applications on November 28, 2025, with funding available in Fiscal Year 2030; and

WHEREAS, the North Dakota Department of Transportation (NDDOT) informed Metro COG that it would redistribute an unused apportionment from the TIFIA program, providing Metro COG with obligation authority for TIFIA-redistributed TA funding in Fiscal Year 2026; and

WHEREAS, the Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 12, 2026, and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, the Metro COG Policy Board met at its regularly scheduled meeting on February 19, 2026, to consider the projects submitted in response to the solicitation;

NOW, THEREFORE, BE IT RESOLVED that the Metro COG Policy Board hereby approves funding for the selected North Dakota and Minnesota TA projects as recommended.

North Dakota TA FY26

- Cass County: Reconstruction of shared use path along CR81/University Drive between 54th and 88th Avenue S
 - Funds Requested: \$119,751

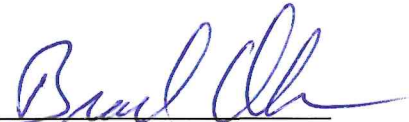
North Dakota TA FY30

- City of Fargo: Construction of low-level crossing over Drain 53 between 27th and 31st Street S
 - Funds Requested: \$937,420 (Funds Available: \$890,000)

Minnesota TA FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
 - Funds Requested: \$450,000

Approved this 19th day of February, 2026.



Brad Olson
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2026-R015

Resolution of Approval of North Dakota Carbon Reduction Program (CRP) Projects

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

WHEREAS, the Carbon Reduction Program (CRP) is a federal initiative established under the Infrastructure Investment and Jobs Act (IIJA), providing federal funding over five years (FY2022–FY2026) to states and metropolitan planning organizations for projects that reduce transportation-related emissions; and

WHEREAS, Metro COG did not conduct a formal solicitation for future CRP funding but instead requested that members of its Prioritization Committee recommend projects capable of utilizing remaining FY2026 CRP funds on February 5, 2026; and

WHEREAS, the Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 12, 2026, and evaluated the technical merits of each project proposed by the Prioritization Committee; and

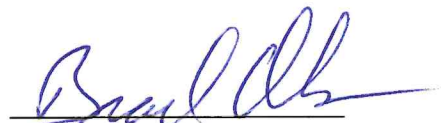
WHEREAS, the Metro COG Policy Board met at its regularly scheduled meeting on February 19, 2026, to consider the recommended projects;

NOW, THEREFORE, BE IT RESOLVED that the Metro COG Policy Board hereby approves funding for the selected North Dakota Carbon Reduction Program (CRP) projects as recommended.

North Dakota CRP FY26

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
 - Funds Requested: \$184,448
- Cass County: Reconstruction of shared use path along Cass Highway 81/University Drive S between 54th and 88th Avenue S
 - Additional Funds Requested: \$154,604

Approved this 19th day of February, 2026.



Brad Olson
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary