

**563<sup>rd</sup> Meeting of the  
FM Metro COG Transportation Technical Committee  
Thursday, February 13, 2025 – 10:00 AM  
Metro COG Conference Room**

**Members Present:**

Julie	Bommelma	City of Fargo, MATBUS
Maegin	Elshaug	City of Fargo Planning (Alt. for Nicole Crutchfield)
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
James	Dahlman	City of Horace Engineering (Alt. for Jace Hellman)
Will	Hutchings	NDDOT – Local Government Division
Kyle	McCamy	City of West Fargo Engineering
Aaron	Nelson	West Fargo City Planning
Sarah	Orr	Concordia College
Forrest	Steinhoff	City of Moorhead Planning (Alt. for Robin Huston)

**Members Absent:**

Jason	Benson	Cass County Highway Engineer
Nicole	Crutchfield	City of Fargo Planning (Alternate present)
Cole	Hansen	Cass County Planning Director
Jace	Hellman	City of Horace – Comm Dev Director (Alt. present)
Robin	Huston	City of Moorhead Planning (Alternate present)
Kelly	Krapu	Freight
Matthew	Jacobson	Clay County Planning
Don	Lorsung	City of Dilworth Community Development
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4 Planning Director
Justin	Sorum	Clay County Engineering
Tom	Trowbridge	Moorhead Engineering
Brit	Stevens	NDSU – Transportation Manager

**Others Present:**

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Karissa	Beierle	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Mackenzie	Mueller	Metro COG
Dylan	Dunn	Moore Engineering
Scott	Middaugh	KLJ Engineering
Luke	Grittner	MATBUS
Cody	Christianson	Bolton & Menk
Brent	Muscha	Apex Engineering
Anthony	Sommerfeld	WSB Engineering
John	Forman	Ulteig Engineering
Kristen	Sperry	Federal Highway
Kyle	Wieler	HDR Engineering
Wade	Frank	Stantec

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 AM, on February 13, 2025 by Chair Griffith. A quorum was present.

**2. Approve the 563<sup>rd</sup> TTC Meeting Agenda**

Chair Griffith asked if there were any questions or changes to the February 13, 2025 TTC Meeting Agenda.

**Motion: Approve the February 13, 2025 TTC Meeting Agenda**

**Mr. Nelson moved, seconded by Mr. McCamy**

**MOTION, PASSED.**

**Motion carried unanimously.**

**3. APPROVE January 9, 2025 TTC MEETING MINUTES**

Chair Griffith asked if there were any questions or changes to the January 9, 2025 TTC Meeting Minutes.

**Motion: Approve the January 09, 2025 TTC Minutes.**

**Ms. Bommelman moved, seconded by Mr. Steinhoff**

**MOTION, PASSED**

**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were made or received.

**5. TTC Bylaw Amendment**

Mr. Griffith reported that MATBUS has been designated as a “large urban” transit agency by Federal Transit Administration; therefore, Fargo and Moorhead transit agencies are being restructured into a single organization with the City of Fargo being the dedicated recipient. MATBUS members asked if the TTC Bylaws could be revised to include two representatives because of the changes to the structure of transit. After legal counsel review, changes were made to the Bylaws.

**Motion: Recommend approval of proposed amendment to the TTC Bylaws regarding MATBUS representation on the TTC to the Policy Board**

**Ms. Bommelman moved, seconded by Mr. Hutchings**

**MOTION, PASSED**

**Motion carried unanimously.**

**6. 8<sup>th</sup> Avenue Extension Study**

Mr. Maddox introduced Brent Muscha with Apex Engineering. Mr. Muscha presented the information for the 8<sup>th</sup> Avenue Extension Study project. 8<sup>th</sup> Avenue North was identified as a corridor to make regional connections as an alternative to TH10. UPWP Amendment #5 had included this study

using unspent 2023CPG funds. Apex Engineering completed the study, and it was presented to the City of Dilworth on January 27, 2025.

The study included plans for the extension of 8<sup>th</sup> Avenue North, analysis of surrounding land uses, and community engagement. With in-person and virtual engagements, many residents were able to provide their input.

The following was summarized at the end of the study:

- Street/Intersections
  - Control Access
  - 2-Lane Undivided – Residential
  - 2-Lane with Median – Parkway
  - 34<sup>th</sup> St Walmart Improvements
  - Main Street Connection
- Alignment
  - Northernmost – Park Access/School Use
  - Central – Utilize Existing Utility Corridor
  - Southernmost – Maximize Parcel Flexibility
- Phasing
  - Developer Led vs City Led
  - Reevaluate with Each Phase

Ms. Sperry asked if any comments were received regarding the final report, and Mr. Maddox responded that none had been received.

**Motion: Recommend Policy Board approval of the Dilworth 8<sup>th</sup> Avenue Extension Study**

**Mr. Gorden moved, seconded by Mr. Nelson**

**MOTION, PASSED**

**Motion carried unanimously.**

**7. 15<sup>th</sup> Avenue Corridor Study**

Mr. Maddox introduced Scott Middaugh with KLJ Engineering. Mr. Middaugh presented information for the 15<sup>th</sup> Avenue North project. 15<sup>th</sup> Avenue North was identified as a corridor to make regional connections as an alternative to TH10, particularly if a three-lane option were to be selected. UPWP Amendment #4 had included this study using unspent 2023 CPG funds. KLJ Engineering completed the study and presented it to the Dilworth Planning Commission on February 5, 2025.

Three types of traffic volume added to the corridor:

- Background growth rate
- Land use changes
- Traffic diversion from I-94, US 10, and 28<sup>th</sup> Avenue

The study was coordinated with the Heartland Trail study, since a portion of the proposed trail could parallel 15<sup>th</sup> Avenue in the future.

The public input meeting was held on November 21, 2024. Next steps would be to develop and execute a memorandum of understanding with the Townships, Clay County, and the City of Dilworth.

Ms. Sperry asked if any comments were received regarding the final report, and Mr. Maddox responded that none had been received.

**Motion: Recommend Policy Board approval of the final report of the 15<sup>th</sup> Avenue North Corridor Study**

**Mr. Steinhoff moved, seconded by Mr. McCamy**

**MOTION, PASSED**

**Motion carried unanimously**

## **8. Performance Measures**

### **a. Performance Measure 1 – Highway Safety MN and ND**

Ms. Pavek presented information regarding the Highway Safety performance measures for both Minnesota and North Dakota. The following is used to calculate safety: Number of fatalities, Fatality rate per 100 million VMT, Number of serious injuries, Serious injury rate per 100 million VMT, Non-motorized (walking/biking) fatalities and serious injuries.

A percentage of the population is used to calculate a common factor to compare state comparison with our regional MPO. FM Metro COG is 2.35% of the total Minnesota Population and 26.94% of the total North Dakota Population. Metro COG's numbers are within MnDOT and NDDOT targets for 2025.

**Motion: Recommend to the Policy Board to support Minnesota and North Dakota's 2025 Highway Safety Performance Measures.**

**Mr. Gorden moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously**

### **b. Performance Measure 2 – Bridge and Pavement MN and ND**

Ms. Pavek presented information regarding the Bridge and Pavement performance measures for both Minnesota and North Dakota. We are currently in the Mid-performance period progress report of 2023 for the performance period of 2022-2026.

MPOs may choose to either support state targets or set their own targets based on specific MPO targets for both Minnesota and North Dakota.

Three bridges classified as poor condition were discussed as one was built in 1939 and the other two in 1968. Classified as poor does not mean they are not safe.

**Motion: Recommend to the Policy Board to support Minnesota and North Dakota's Pavement and Bridge Condition Performance Measure Targets.**

**Ms. Elshaug moved, seconded by Mr. Hellman**

**MOTION, PASSED**

**Motion carried unanimously**

**c. Performance Measure 3 – System Performance & Freight Movement MN and ND**

Ms. Pavek presented information regarding the System Performance & Freight Movement in both Minnesota and North Dakota. MPOs may choose to either support state targets or set their own targets based on specific MPO targets for both Minnesota and North Dakota. Metro COG staff believe the region is contributing to each respective state's targets.

**Motion: Recommend to the Policy Board to support Minnesota and North Dakota's Reliability Performance Measure Targets.**

**Mr. Hellman moved, seconded by Ms. Elshaug**

**MOTION, PASSED**

**Motion carried unanimously**

**9. TIP Solicitation**

**a. North Dakota Transportation Alternatives (ND TA) Projects**

Mr. Bervik stated applications for ND TA projects were due on November 15, 2024. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. All ND TA projects were scored using the Bicycle and Pedestrian Committee's scoring criteria and recommended for approved by said committee.

**Motion: Recommend approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) program funding in FY 2025, FY 2028, and FY 2029.**

**Mr. Gorden moved, seconded by Mr. McCamy**

**MOTION, PASSED**

**Motion carried unanimously**

**b. North Dakota Carbon Reduction Program (ND CRP)**

Mr. Bervik stated applications for ND CRP projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

Mr. Bervik stated that the future of the CRP program was uncertain due to the expiration of the current transportation bill in 2026. Since the CRP is a new funding source in the current bill, it is possible that it may be eliminated from a future transportation bill, and any project programmed with CRP funding in 2027 or later is not guaranteed to receive funding.

**Motion: Recommend approval of projects to be funded by North Dakota Carbon Reduction Program (ND CRP) program funding in FY 2025, FY 2028, and FY 2029.**

**Ms. Elshaug moved, seconded by Mr. Hellman**

**MOTION, PASSED**

**Motion carried unanimously**

**c. North Dakota Surface Transportation Block Grant (ND STBG)**

Mr. Bervik stated applications for ND STBG projects were due on January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

**Motion: Recommend approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) program funding in FY 2025, FY 2028, and FY 2029.**

**Mr. Hellman moved, seconded by Ms. Elshaug**

**MOTION, PASSED**

**Motion carried unanimously**

**d. Minnesota Transportation Alternatives (MN TA) Projects**

Minn

**Motion: Recommend approval of projects to be funded by Minnesota Transportation Alternatives (MN TA) program funding in FY 2028.**

**Mr. Steinhoff moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously**

**e. Minnesota Carbon Reduction Program (MN CRP)**

Mr. Bervik stated applications for MN CRP projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person options. Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

Mr. Bervik stated that the future of the CRP program was uncertain due to the expiration of the current transportation bill in 2026. Since the CRP is a new funding source in the current bill, it is possible that it may be eliminated from a future transportation bill, and any project programmed with CRP funding in 2027 or later is not guaranteed to receive funding.

**Motion: Recommend approval of projects to be funded by Minnesota Carbon Reduction Program (MN CRP) program funding in FY 2026.**

**Ms. Bommelman moved, seconded by Mr. Steinhoff**

**MOTION, PASSED**

**Motion carried unanimously**

**f. Minnesota Surface Transportation Block Grant (MN STBG)**

Mr. Bervik stated applications for MN STBG projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

**Motion: Recommend approval of projects to be funded by Minnesota Surface Transportation Block Grant (MN STBG) program funding in FY 2027, and FY 2029.**

**Ms. Bommelman moved, seconded by Mr. Gorden**

**MOTION, PASSED**

**Motion carried unanimously**

**10. 2025-2028 TIP Amendment 4**

Mr. Bervik presented Amendment 4 regarding the 2025-2028 Transportation Improvement Program (TIP). A public notice was published on Wednesday, February 5, 2025, and comments will be accepted until 12:00 noon on Thursday, February 20, 2025. As of today, no comments have been received. The proposed Amendment to the 2025-2028 TIP is as follows:

- 1. Modification of Project 4220019:** Fargo rehabilitation of Rose Coulee bridge at 36<sup>th</sup> Street South (2025). Increasing the federal share of the project.



2. **Modification of Project 4240008:** Fargo construction of a shared use path along the Red River in the vicinity of the VA Hospital (2025). Updating project limits.
3. **New Project 3254048:** West Fargo reconstruction of shared use path along 8<sup>th</sup> Street West from 5<sup>th</sup> Avenue to 12½ Avenue (2025). 2025 CRP
4. **New Project 3254049:** West Fargo reconstruction of shared use path along 8<sup>th</sup> Street West from 5<sup>th</sup> Avenue to 12½ Avenue (2025). 2025 TA

**Motion: Recommend approval of Amendment 4 of the Metro COG 2025-2028 Transportation Improvement Program (TIP) to the Policy Board.**

**Mr. McCamy moved, seconded by Mr. Hutchings.**

**MOTION, PASSED**

**Motion carried unanimously.**

## **11. Agency Updates**

- a. City of Fargo Engineering – Seeking bids for drain crossing
- b. City of Fargo Planning – Working on rewriting the land development code
- c. City of Moorhead Planning – Nothing new to report
- d. MATBUS – Notified by bus manufacturer New Flyer that tariffs may impact prices for buses and parts
- e. City of West Fargo Engineering – Nothing new to report
- f. City of West Fargo Planning - Master plan project is taking off
- g. City of Horace – Nothing new to report
- h. Concordia – Nothing new to report
- i. Federal Highway – Nothing new to report

## **12. Additional Business**

There was no additional business brought before the Committee.

## **13. Adjourn**

The 563<sup>rd</sup> Regular Meeting of the TTC was adjourned on February 13, 2025 at 11:53 AM.

**Ms. Bommelman moved to Adjourn; Mr. Gorden seconded**

**MOTION, PASSED**

**Motion carried unanimously.**

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE  
MEETING WILL BE HELD MARCH 13, 2025, 10:00 AM.**

Respectfully Submitted,

Angela Brumbaugh  
Office Manager