Appendices

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Appendix A:
Public Engagement Summaries

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Appendix A: Public Engagement Summaries

Metro 2050 is the update to the Fargo-Moorhead Metropolitan Council of Government's (Metro COG's) Metropolitan Transportation Plan (MTP), which is a critical guide to transportation infrastructure and policy in our region. A Public Participation Plan was developed at the onset of the planning process to identify stakeholder outreach efforts that will be used to educate stakeholders and the community, provide opportunities for participation and input during the update of the MTP.

ENGAGEMENT GOAL

To be an effective partner to Metro COG in providing educational and engagement opportunities for the public and stakeholders that allow them to share their input on the Metro 2050 Metropolitan Transportation Plan. The Public Participation Plan established a series of strategies and tactics to reach specific audiences, including:

1. **Early Involvement**: The public will be involved early to foster overall understanding and awareness of the project and provide education as to how their input will be incorporated into the decision-making process.
2. **Opportunity**: All citizens, inclusive of environmental justice considerations (disadvantaged or underserved communities), will be given the opportunity to participate in transportation decision-making processes.
3. **Information:** The public will be provided clear, timely, and accurate information at key milestones throughout the development of the MTP. Technical data and information will be transformed into graphical elements for ease of understanding.
4. **Techniques:** The public participation process will incorporate several techniques to yield the most effective results and to meet particular needs to inform each phase of the process. The goal will be to meet the public where they are and provide multiple mediums for input including both in-person and virtual.

OBJECTIVES

The success of the plan and our engagement will be measured by completion of the following objectives:

- Support Metro COG through engagement strategies and materials
- Prioritize timely, accurate and plain language communication
- Engage all stakeholders and community members and gather usable data and stakeholder input to help develop the Metro 2050 Plan.
- Earn trust with stakeholders and the public through consistent and timely communication
- Create strong collaboration and communication between Metro COG and the project team
- Educate stakeholders and communities and employ effective public outreach tools and techniques

ENGAGEMENT PHASES

Four phases of engagement were identified within the Public Participation plan to inform the development of the MTP. The purpose of each engagement phase and the strategies used are highlighted in the following pages. The summaries of each of these phases are then provided in **Attachments A**, **B**, and **C**.

PHASE 1: PLAN FOUNDATION – EDUCATION & EXPEREINCES

PURPOSE: The first phase of engagement focused on **education** of the MTP and its process and learning about the transportation **experiences** of the community. This phase educated the community and stakeholders on the MTP, its purpose, and the overall process. Additionally, Phase 1 created an opportunity to learn about the community's existing and desired experience with the regional network to inform goals and potential projects. Early engagement activities for other Metro COG projects also provided key input during this phase. For example, the SS4A project was gathering similar safety specific input during a similar timeline and that specific input informed the MTP as well.

Phase 1 Strategies

Tool/Tactic	Format	Date(s)/Location(s)		
Pop-Up Events	In-person – tabling at a community events	**Pop-up #1: Downtown Fargo Street Fair** July 14th and 15th, 2023 Downtown Fargo	**Pop-up #2: Boo at the Zoo** October 14th, 2023 Red River Zoo	**Pop-up #3: Red River Market** October 28th, 2023 Red River Market @ West Acres
Local Government Coordination	In-person – Study Review Committee Meetings	SRC #1 – July	SRC #2 – September	SRC #3 - December
		Sub-committee Meetings #1 – October		
Online Engagement	Boards and information and online activity	Online information and Survey available during engagement phase		

PHASE 2: PLAN ANALYSIS – TEST IDEAS

PURPOSE: The second phase of engagement was an opportunity to share what had been learned and **test ideas** with the community. Through this phase, key outcomes of the existing conditions analysis and future conditions exploration were shared, along with the identified regional transportation goals. Additionally, this phase provides the opportunity to begin to test future projects and actions with the community to learn their priorities.

PHASE 3: EVALUATE CANDIDATE PROJECTS AND IMPLEMENTATION – EXPLORE SOLUTIONS

PURPOSE: The third phase of engagement engaged the community with the evaluation process by **exploring solutions** for the regional transportation system. This phase provides an opportunity to share where the process has been and how input has informed current outcomes. Activities will be focused on sharing concepts with the community and gathering input and reactions.

Phase 2 and 3 Strategies

Activities for Phase 2 and Phase 3 were combined to include the following:

Tool/Tactic	Format	Date(s)/Location(s)			
Pop-Up Events	In-person – tabling at a community events	**Pop-up #1: West Fargo Cruise Night** June 20th, 2024 Sheyenne Street, West Fargo		**Pop-up #2: Downtown Fargo Street Fair** July 18th, 19th, and 20th, 2024 Downtown Fargo	
Focus Groups	In-person – hosted events	**Multimodal Focus Group** July 23rd, 2024 Sky Commons	**Core Neighborhoods Focus Group** July 23rd, 2024 SRF Consulting	**Multimodal Focus Group** July 24th, 2024 Sky Commons	**Core Neighborhoods Focus Group** July 24th, 2024 Sky Commons
Open House	In-person event	July 24, 2024 Brewhalla, Fargo			
Video	Online video	Video available through project page during engagement phase			

Tool/Tactic	Format	Date(s)/Location(s)		
Online Engagement	Online Survey & Mapping Tool	Online engagement opportunities open through June and July.		
Local Government Coordination	In-person – Study Review Committee Meetings	SRC #4 – January 2024	Sub-Committee Meetings #2 – March 2024	SRC #5 – April 2024
		SRC #6 – May 2024	SRC#7 – June 2024	SRC #8 – July 2024

PHASE 4: PREPARE THE PLAN – OUTCOMES AND NEXT STEPS

PURPOSE: The fourth and final phase of engagement will share the outcomes and next steps identified through the planning process and the resulting MTP document. This is an opportunity to inform the community of the results (for those that want to take it all in), sharing the key elements and outcomes that they should be considering for future implementation.

Phase 4 Strategies

Phase 4 activities focused on gathering comments on the draft plan. Notice was posted of the availability of the plan and open houses via the Fargo Forum, press releases, project website, email list, and social media on September 14th and 18th.

Comments on the draft plan were gathered from the community and Metro COG partners and jurisidictions. A list of the comments and responses are provided in **Attachment D**.

Tool/Tactic	Format	Date(s)/Location(s)	
Open House	In-person event	**Open House #1** September 25th, 2024 11am to 1pm Hjemkomst Center	**Open House #2** September 25th, 2024 4pm to 6pm Hjemkomst Center
Local Government Coordination	In-person – Study Review Committee Meetings	SRC #9 – August	Local Jurisdiction Coordination – August/September
Online Engagement	Draft plan and survey available online	Online information and Survey available during engagement phase	

ATTACHMENT A: PHASE 1 SUMMARY INFORMATION

METRO 2050
TRANSPORTATION • MOVING • AHEAD

METRO 2050
TRANSPORTATION • MOVING • AHEAD

ENGAGEMENT SUMMARY

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is updating the Metropolitan Transportation Plan (MTP) to forward the regional multimodal transportation system into an even more accessible, safe, and connected network for the Fargo-Moorhead region. This round of engagement provided multiple opportunities to gather valuable public input to guide strategies and recommended actions of the plan. Input received at pop-up events and through the online survey was closely aligned and is summarized below.

WHAT ENGAGEMENT OCCURRED?

Pop-Up Events

July 14-15, October 14, & October 28

Online Survey

October 23 to December 11

Feedback from Over 500+ People

ENGAGEMENT APPROACH

Educational

Who is Metro COG? What is the MTP?

Accessible

ADA accessibility & online survey options for people from all walks of life

Engaging

Fun activities to provide high-level feedback

COMMON THEMES

- Alternative modes of transportation including walking, biking, and taking transit are more difficult in the FM area and people want **increased mobility** of these modes.
- Balance investment to not only **preserve and maintain** transportation infrastructure in a state of good repair, but to also sustain continued **growth and development** in the region.
- Increase **transportation safety** across all modes.

INVESTMENTS PRIORITIES

- Enhance Safety Measures
- Improve Bike and Pedestrian Infrastructure
- Invest in Preservation & Maintenance
- Sustain Growth & Development
- Improve Public Transportation

DOWNTOWN FARGO STREET FAIR EVENT SUMMARY

EVENT DETAILS

WHAT:

The first pop-up engagement event for Metro 2050 held at the Downtown Fargo Street Fair.

WHEN:

Friday, July 14th from 10:00a.m. to 9:00p.m. and Saturday, July 15th from 10:00a.m. to 5:00p.m.

WHERE:

Fargo, ND, in Broadway Square, near the northeast corner of Broadway Drive and 2nd Avenue N.

WHY:

To introduce Metro 2050, Metro COG's Metropolitan Transportation Plan (MTP) Update project, and to collect high-level feedback regarding the regional transportation system. Historically, the Downtown Fargo Street Fair has attracted a broad demographic from across the region and is well-attended.

Approach

Metro COG set up a booth space in the designated community booth location of the Downtown Fargo Street Fair to meet people where they are in the region. The annual free event draws thousands of visitors from all walks of life within the Fargo-Moorhead area and surrounding region.

Educational

Educational materials were provided for people to learn more about what Metro COG does, how the MTP is used, and how they may stay involved. Project branding was established and included on all materials to help with plan recognition and identification of Metro 2050 moving forward.

Engaging

Activities were provided to encourage high-level feedback from people regarding the regional transportation system. Simple activities allowed engaging feedback and discussion on transportation challenges and modal preferences.

Accessible

The booth location provided ADA accessibility and was approachable for people of all ages and from walks of life. Wooden blocks, chalk, candy, and 'fidget' toys were provided to youth and allowed all people to participate in the feedback process with the project team.

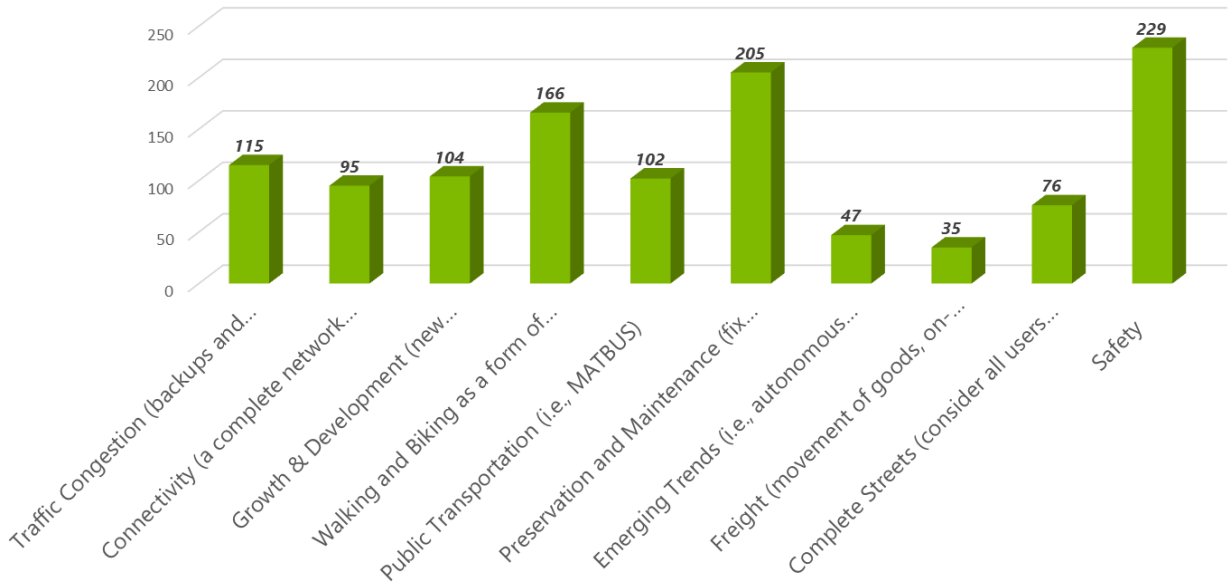
Feedback Received

The project team offered the following feedback activities:

Prioritization Exercise: What transportation challenges are most important to you?

People were given five marbles to 'invest' in the challenges most important to them. People were asked how investments and needs should be prioritized and then identified their top challenges or considerations most important to them by placing or 'investing' their marbles into corresponding jars. People could place more than one marble in a jar. Transportation challenges included:

- Traffic Congestion (backups and delays)
- Connectivity (a complete network between destinations)
- Growth & Development (new streets, trails, additional traffic)
- Walking and Biking as a Form of Transportation
- Public Transportation (i.e., MATBUS)
- Preservation and Maintenance (fix what we have)
- Emerging Trends (i.e., autonomous vehicles, electric vehicles/freight)
- Freight (movement of goods, on-time delivery)
- Complete Streets (consider all users and modes of transportation)
- Safety



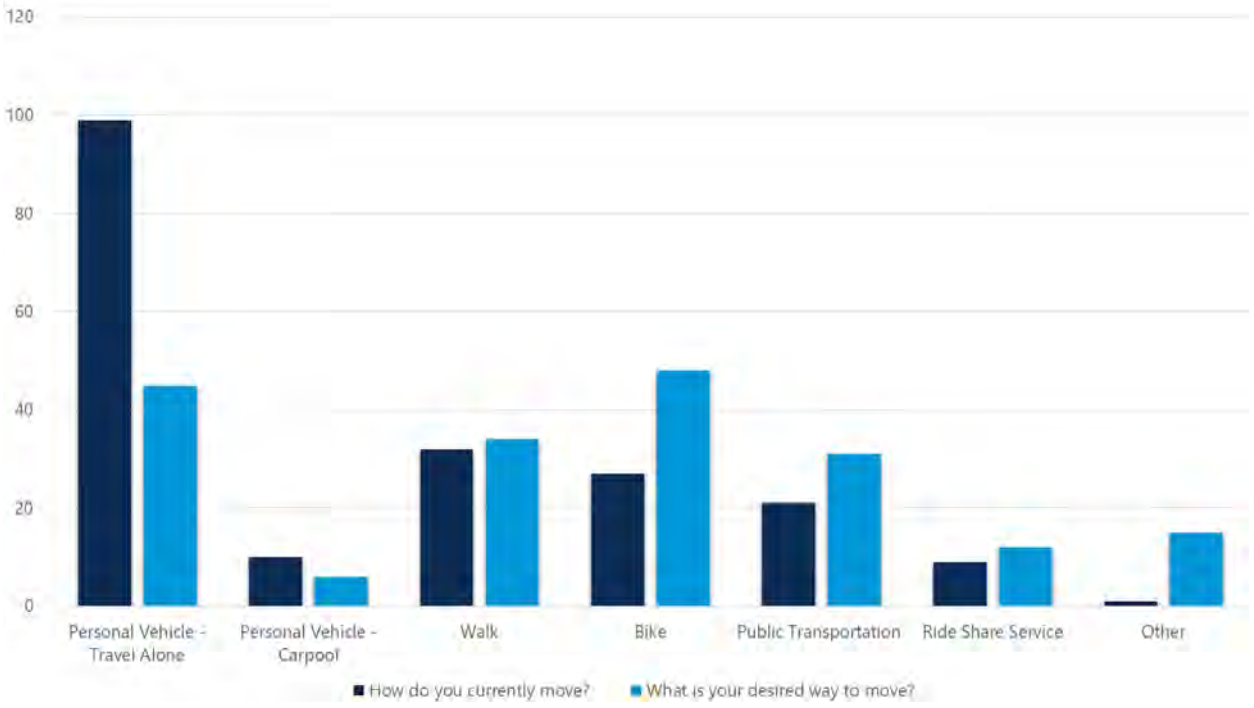
Investment categories ranked by priority (1 = highest priority):

1. Safety
2. Preservation and Maintenance (fix what we have)
3. Walking and Biking as a Form of Transportation
4. Traffic Congestion (backups and delays)
5. Growth & Development (new streets, trails, additional traffic)
6. Public Transportation (i.e., MATBUS)
7. Connectivity (a complete network between destinations)
8. Complete streets (consider all users and modes of transportation)
9. Emerging Trends ?(i.e., autonomous vehicles, electric vehicles/freight)
10. Freight (movement of goods, on-time delivery)

Travel Mode Exercise: How do you move today? How would you like to move?

People were asked to indicate how they currently move and how they would like to move in the future. People identified their current and desired modal choice by placing sticky-dots on a corresponding table. People could place more than one dot if multiple modes were used or desirable. Transportation modes included:

- Personal Vehicle – travel alone
- Personal Vehicle – carpool
- Walk
- Bike
- Public Transportation
- Ride Share Service
- Other



1) 'Other' Categories

People wrote specific 'other' categories in some cases as summarized below:

- Light Rail (7)
- Horse (1)
- Bike or Tram (1)
- Teleportation (2)
- Hyperloop (1)
- Moped (2)

If people's current mode was different than their desired mode, they were asked what was keeping them from using that mode.

2) If your current mode is different than your desired mode, what is keeping you from using that mode? (open-ended)

- Streets/areas that are not pedestrian-friendly.
- Work from home – need more bike storage to make it a more realistic transportation mode.
- Reliability of transit (delays/late & detours).
- It takes 1.5hrs and 2 bus changes to go from home to anywhere.
- Off-street bike trail opportunities in north Fargo.
- I would like to bike for more trips, and travel longer distances across town, but I don't feel safe in many places from cars/drivers. Streets or trails need to be designed for greater bike safety.
- Bus to Horace, ND.
- There are not enough buses to the newer parts of town and its not safe to ride bike on the streets.
- Bus to Red River Valley Fair during fair hours.
- Wider sidewalks for senior citizens, walkers to the right and bikes, etc. to the left (fast).
- Car affordability.
- Bike was broken.
- Social construct.
- Moped was broken.
- Signs for (slow).
- Longer green/walk lights on 13th Ave so Sr. citizens can get across safely.
- Bus routes take 1.5+ hours to go where I can drive in <10 min.
- Personally I have children that I take to daycare – difficult to carpool or find something that works.

Summary and Themes

The pop-up engagement was highly successful and effective. Based on the prioritization exercise alone, over 235 people from all walks of life participated in engagement activities while Metro COG was at the Street Fair. From an investment standpoint, people are most interested in safety and preserving/maintaining the regional transportation system. People also want alternative options to driving a passenger vehicle, as indicated by the 3rd and 6th priority in the investment activity. The modal results indicate that alternative transportation options could become more utilized in the future, as greater desire for alternative transportation exists in the region.

RED RIVER ZOO – BOO AT THE ZOO EVENT

EVENT DETAILS

WHAT:

The second pop-up engagement event for Metro 2050 held at the Red River Zoo.

WHEN:

Saturday, October 14th from 11:00a.m. to 4:00p.m.

WHERE:

Red River Zoo, 4255 23rd Avenue S, Fargo, ND 58104

WHY:

To introduce Metro 2050, Metro COG's Metropolitan Transportation Plan (MTP) Update project, and to collect high-level feedback regarding the regional transportation system. Boo at the Zoo provided a different demographic than Metro COG may typically engage.

Approach

Metro COG set up a booth space outdoors along a path near the main entrance/exit to the Red River Zoo. Admission to the zoo is required to attend the event however, Metro COG historically, has had a difficult time engaging younger families with toddlers/school-aged children and believed the event offered a unique opportunity to gain visibility with atypical demographics. The event draws thousands of visitors to the Red River Zoo, and on the date of the event, the zoo estimated over 2500 people attended the event.

Educational

Educational materials were provided for people to learn more about what Metro COG does, how the MTP is used, and how they may stay involved. Project branding was established and included on all materials to help with plan recognition and identification of Metro 2050 moving forward.

Engaging

Activities were provided to encourage high-level feedback from people regarding the regional transportation system. Simple activities allowed engaging feedback and discussion on transportation challenges and modal preferences.

Accessible

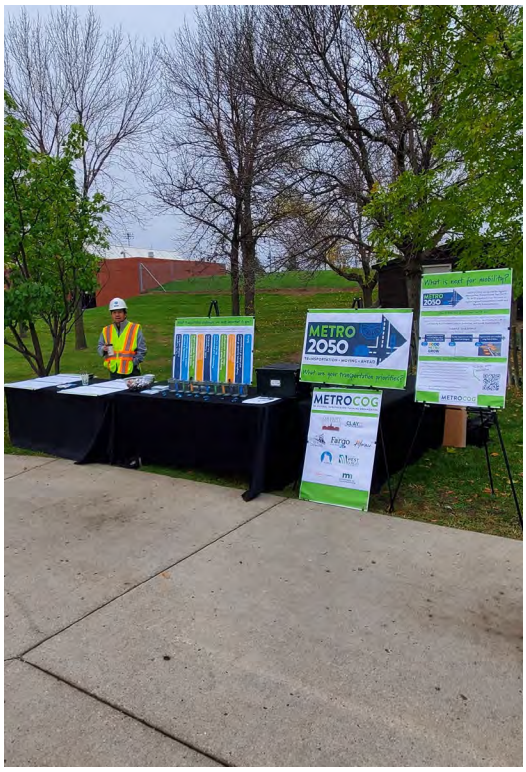
The booth location provided ADA accessibility and was approachable for people of all ages and from walks of life. Halloween candy was provided to youth and activities were simple enough to allow anyone to participate in the feedback process with the project team.

Feedback Received

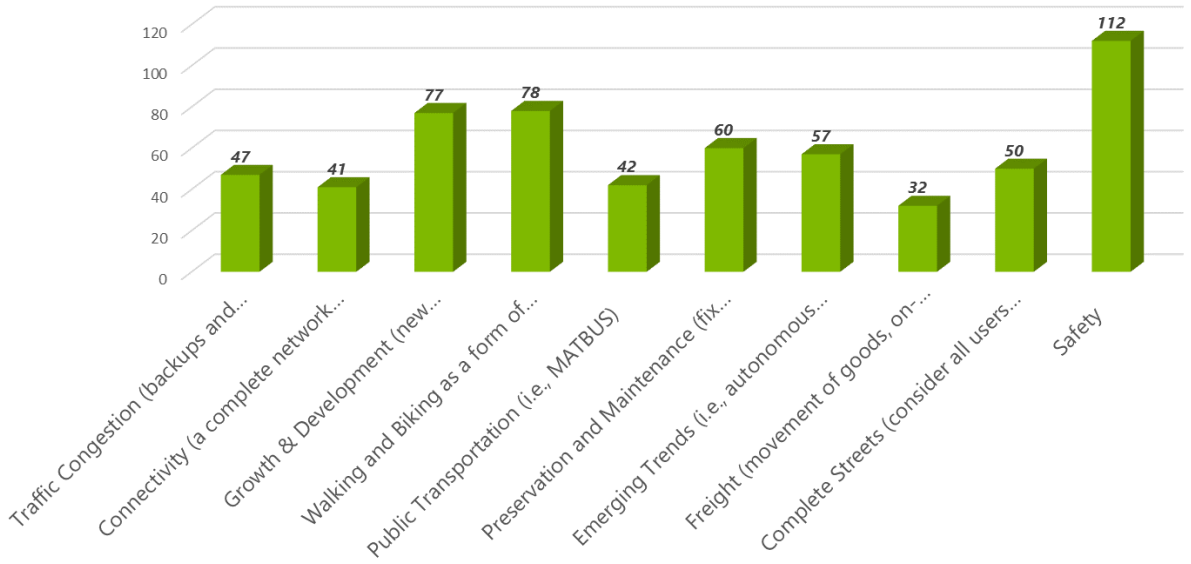
The project team offered the following feedback activities:

Prioritization Exercise: What transportation challenges are most important to you?

People were given five marbles to 'invest' in the challenges most important to them. People were asked how investments and needs should be prioritized and then identified their top challenges or considerations most important to them by placing or 'investing' their marbles into corresponding jars. People could place more than one marble in a jar. Transportation challenges included:



- Traffic Congestion (backups and delays)
- Connectivity (a complete network between destinations)
- Growth & Development (new streets, trails, additional traffic)
- Walking and Biking as a Form of Transportation
- Public Transportation (i.e., MATBUS)
- Preservation and Maintenance (fix what we have)
- Emerging Trends (i.e., autonomous vehicles, electric vehicles/freight)
- Freight (movement of goods, on-time delivery)
- Complete Streets (consider all users and modes of transportation)
- Safety



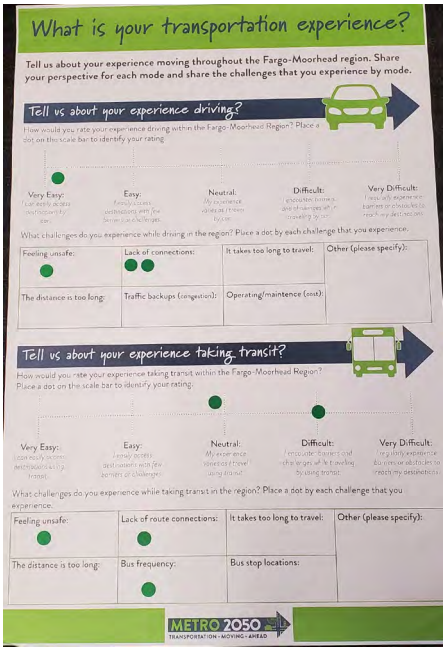
Investment categories ranked by priority (1 = highest priority):

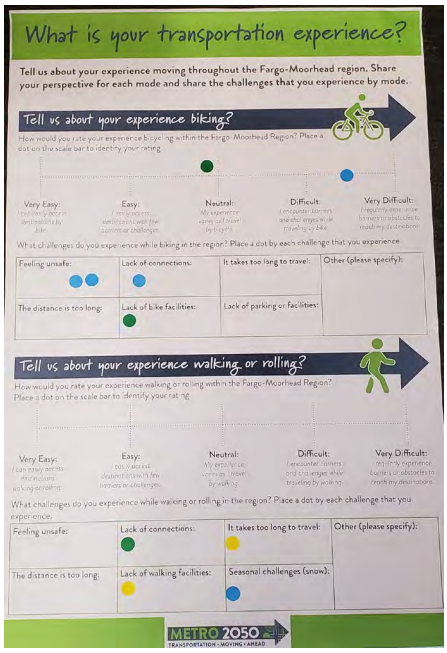
1. Safety
2. Walking and Biking as a Form of Transportation
3. Growth & Development (new streets, trails, additional traffic)
4. Preservation and Maintenance (fix what we have)
5. Emerging Trends (i.e., autonomous vehicles, electric vehicles/freight)
6. Complete streets (consider all users and modes of transportation)
7. Traffic Congestion (backups and delays)
8. Public Transportation (i.e., MATBUS)
9. Connectivity (a complete network between destinations)
10. Freight (movement of goods, on-time delivery)

Travel Mode Exercise: Tell us about your transportation experience? What Challenges do you experience biking in the region?

People were asked about their experience moving by different transportation modes. People could then identify specific challenges they may have faced using each mode in the region. Transportation modes included:

- Biking
- Walking or Rolling
- Driving
- Taking Transit





As shown in the photos above, involvement in the activity was not as high as the prioritization exercise. This may have been due to cooler weather outdoors and the style of event causing people to spend less time at the booth.

Summary and Themes

The pop-up engagement was highly successful and effective, with over 2,500 people attending the event on Saturday, October 14th. Metro COG staff commented that the demographic observed at the event was different than the 'typical' group of people engaged in transportation plans and studies. For example, many of the people engaging in the event were parents/guardians and school-aged children. Based on the prioritization exercise alone, over 120 people participated in engagement activities while Metro COG was at the Boo at the Zoo event. From an investment standpoint, people are most interested in safety, walking and biking as a form of transportation, and accommodating new growth. The modal results, although few, indicate that alternative transportation options may be more difficult in the region.

RED RIVER MARKET EVENT SUMMARY

EVENT DETAILS

WHAT:

The third pop-up engagement event for Metro 2050 held at the Red River Market in West Acres Shopping Center.

WHEN:

Saturday, October 28th from 10:00a.m. to 2:00p.m.

WHERE:

Red River Market in West Acres Shopping Center, 3902 13th Avenue South, Fargo, ND 58103

WHY:

To introduce Metro 2050, Metro COG's Metropolitan Transportation Plan (MTP) Update project, and to collect high-level feedback regarding the regional transportation system. Red River Market events provide a diverse crowd of attendees from various walks of life.

Approach

Metro COG set up a booth space inside the West Acres Shopping Center near the main concourse of the mall. As the weather forecast was unseasonably cold and windy, the Red River Market utilized the West Acres mall to move their event indoors. The Red River Market and West Acres provided great foot-traffic from both, people in the mall, and people there specifically for the farmer's market. Metro COG, historically, has tried to engage people at the Red River Market as it is a very popular, free event, that attracts thousands of regional attendees on an annual basis. Typically, held outside in Downtown Fargo, the event was moved inside of the regional shopping center, West Acres.

Educational

Educational materials were provided for people to learn more about what Metro COG does, how the MTP is used, and how they may stay involved. Project branding was established and included on all materials to help with plan recognition and identification of Metro 2050 moving forward.

Engaging

Activities were provided to encourage high-level feedback from people regarding the regional transportation system. Simple activities allowed engaging feedback and discussion on transportation challenges and modal challenges.

Accessible

The booth location provided ADA accessibility and was approachable for people of all ages and from walks of life. Halloween candy was provided for the 'Halloween Theme' of the event, and activities were simple enough to allow anyone to participate in the feedback process with the project team.

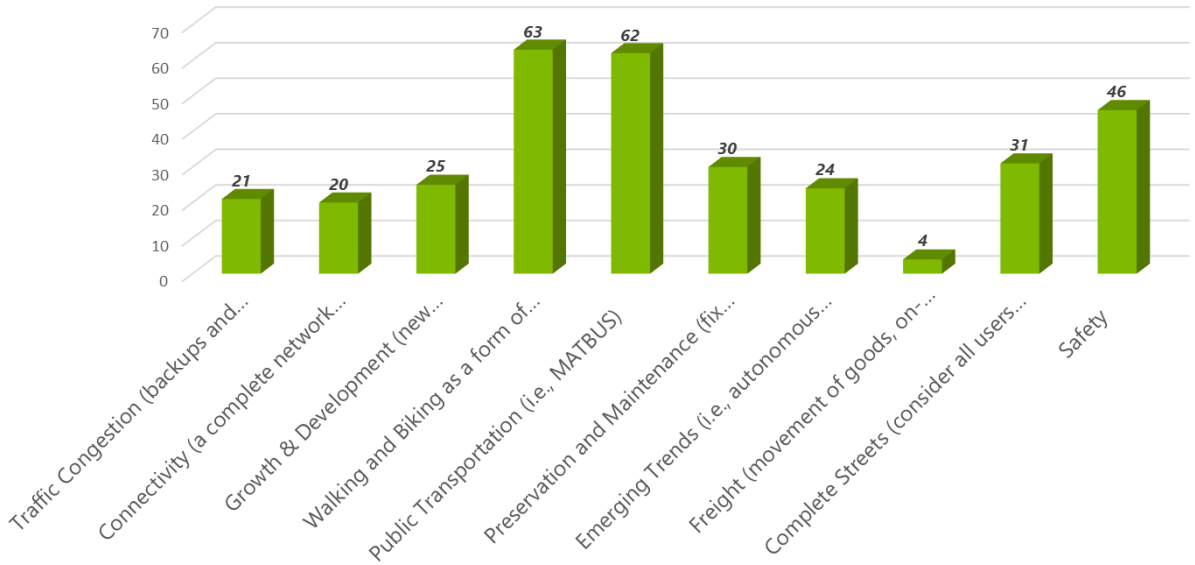
Feedback Received

The project team offered the following feedback activities:

Prioritization Exercise: What transportation challenges are most important to you?

People were given five marbles to 'invest' in the challenges most important to them. People were asked how investments and needs should be prioritized and then identified their top challenges or considerations most important to them by placing or 'investing' their marbles into corresponding jars. People could place more than one marble in a jar. Transportation challenges included:

- Traffic Congestion (backups and delays)
- Connectivity (a complete network between destinations)
- Growth & Development (new streets, trails, additional traffic)
- Walking and Biking as a Form of Transportation
- Public Transportation (i.e., MATBUS)
- Preservation and Maintenance (fix what we have)
- Emerging Trends (i.e., autonomous vehicles, electric vehicles/freight)
- Freight (movement of goods, on-time delivery)
- Complete Streets (consider all users and modes of transportation)
- Safety



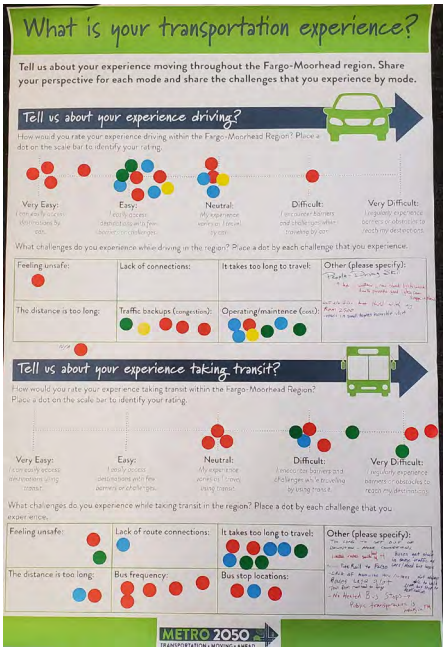
Investment categories ranked by priority (1 = highest priority):

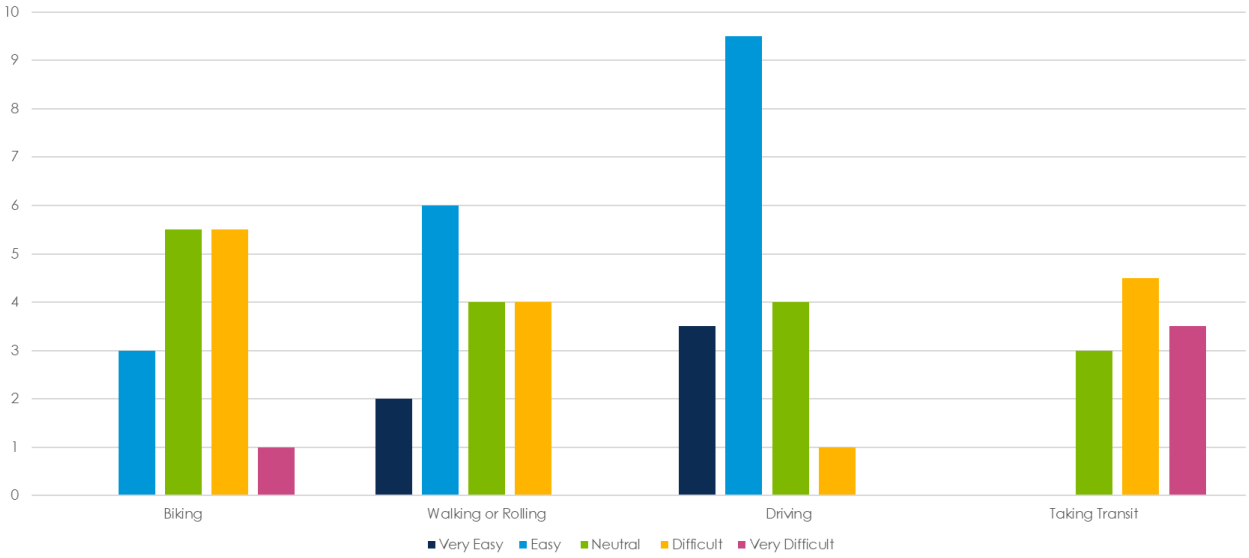
1. Walking and Biking as a Form of Transportation
2. Public Transportation (i.e., MATBUS)
3. Safety
4. Complete streets (consider all users and modes of transportation)
5. Preservation and Maintenance (fix what we have)
6. Growth & Development (new streets, trails, additional traffic)
7. Emerging Trends (i.e., autonomous vehicles, electric vehicles/freight)
8. Traffic Congestion (backups and delays)
9. Connectivity (a complete network between destinations)
10. Freight (movement of goods, on-time delivery)

Travel Mode Exercise: Tell us about your transportation experience? What Challenges do you experience biking in the region?

People were asked about their experience moving by different transportation modes. People could then identify specific challenges they may have faced using each mode in the region. Transportation modes included:

- Biking
- Walking or Rolling
- Driving
- Taking Transit





Overall, people seemed to find driving easiest in the FM region, with walking or rolling, biking, and taking transit increasingly difficult, respectively.

The top challenges indicated by people in the transportation mode exercise included:

Mode	Top Indicated Challenges	'Other' Challenges (open-ended)
Biking	1. Lack of connections 2. Other 3. Lack of bike facilities	• Seasonal challenges • Drivers • Lack of trails • Weather changes • Bike lanes too close to moving traffic
Walking or Rolling	1. Seasonal challenges (snow) 2. Other 3. Lack of connections	• Construction • During winter, not all sidewalks are clear and might be icy • Accessibility issues • Sidewalks incomplete to where I need to go/become snow storage areas in winter
Driving	1. Operating/maintenance costs 2. Traffic backups 3. Other	• People – driving skill • People, weather, new street lights which don't provide good light, poor signage in places • Cars are fine but hard with bigger vehicles • Roads in small towns are horrible – dirt
Taking Transit	1. Other 2. It takes too long to travel 3. Bus frequency	• Too long to get out of downtown – more connections • Limited routes southeast of I-94 • Buses get stuck in same traffic as cars/need bus lanes • Bring lite rail to Fargo • Lack of knowing how/where • Not always able to walk from bus stop to destination • Buses late a lot • Tram from Moorhead to Fargo • No heated bus stops – public transportation is weak in FM

Summary and Themes

The pop-up engagement was effective and likely had higher attendance than if setup outdoors, as originally planned. Based on the prioritization exercise alone, over 65 people participated in engagement activities while Metro COG was at the Red River Market. From an investment standpoint, people are most interested in walking and biking as a form of transportation, transit, and

safety. The modal results, indicate that alternative transportation options may be more difficult in the region with numerous unique challenges identified for each.

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex:	☒ Female	☐ Male	☐	**Disability:** ☐ Yes	☐ No
Age:	☐ Under 18	☒ 18-40	☐ 41-65	☐ 65+	

Race:

- ☐ White
- ☐ Asian
- ☐ Native Hawaiian/Other Pacific Islander
- ☐ American Indian/Alaskan Native
- ☒ Hispanic or Latino
- ☐ _____
- ☐ Black/African American

Language Most Frequently Spoken in your Home:

☐ Spanish	☐ Vietnamese	☐ Japanese
☐ German	☐ Arabic	☐ Other Slavic Language
☐ Other African Language	☐ Russian	☒ English
☐ Chinese	☐ Other India Language	☐ _____

Do you receive public assistance? ☒ Yes ☐ No

How did you hear about this event?

☐ Internet	☐ NDDOT Contact	☐ Television
☒ Radio	☐ Newspaper	☐ Advocacy Group
☐ Mailing	☐ Social Service Agency	☐ _____

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
07 14 2023	FRO	ND		

MPO:
- ☐ Bismarck-Mandan
- ☒ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

ROW:
- ☐ Negotiation
- ☐ Relocation

Subrecipient:
- ☐ Yes
- ☐ No

*After you have completed this form, please place it in the designated location.

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

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Sex:	☐ Female	☑ Male	☐	**Disability:** ☐ Yes	☒ No
Age:	☐ Under 18	☒ 18-40	☐ 41-65	☐ 65+	

Race:

- ☒ White
- ☐ Asian
- ☐ Native Hawaiian/Other Pacific Islander
- ☐ American Indian/Alaskan Native
- ☐ Hispanic or Latino
- ☐ _____
- ☐ Black/African American

Language Most Frequently Spoken in your Home:

☐ Spanish	☐ Vietnamese	☐ Japanese
☒ German	☐ Arabic	☐ Other Slavic Language
☐ Other African Language	☐ Russian	☒ English
☐ Chinese	☐ Other India Language	☐ _____

Do you receive public assistance? ☐ Yes ☐ No

How did you hear about this event?

☐ Internet	☐ NDDOT Contact	☐ Television
☐ Radio	☐ Newspaper	☐ Advocacy Group
☐ Mailing	☐ Social Service Agency	☒ walk up

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
7/4/2023	Far	CA		

MPO:
- ☐ Bismarck-Mandan
- ☒ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

ROW:
- ☐ Negotiation
- ☐ Relocation

Subrecipient:
- ☐ Yes
- ☐ No

*After you have completed this form, please place it in the designated location.

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex:	☐ Female	☒ Male	☐	**Disability:** ☒ Yes ☐ No
Age:	☐ Under 18	☒ 18-40	☐ 41-65	☐ 65+

Race:

- ☒ White
- ☐ Asian
- ☐ Native Hawaiian/Other Pacific Islander
- ☐ American Indian/Alaskan Native
- ☐ Hispanic or Latino
- ☐ _____
- ☐ Black/African American

Language Most Frequently Spoken in your Home:

☐ Spanish	☐ Vietnamese	☐ Japanese
☐ German	☐ Arabic	☐ Other Slavic Language
☐ Other African Language	☐ Russian	☒ English
☐ Chinese	☐ Other India Language	☐ _____

Do you receive public assistance? ☒ Yes ☐ No

How did you hear about this event?

☐ Internet	☐ NDDOT Contact	☐ Television
☐ Radio	☐ Newspaper	☐ Advocacy Group
☐ Mailing	☐ Social Service Agency	☒ I know Street fair

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
07/14/2023				

MPO:

- ☐ Bismarck-Mandan
- ☒ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

ROW:

- ☐ Negotiation
- ☐ Relocation

Subrecipient:

- ☐ Yes
- ☐ No

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NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

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Age:	☐ Under 18	☐ 18-40	☒ 41-65	☐ 65+	

Race:

☒ White
☐ Asian
☐ Native Hawaiian/Other Pacific Islander
☐ American Indian/Alaskan Native
☐ Hispanic or Latino
☐ _____
☐ Black/African American

Language Most Frequently Spoken in your Home:

☐ Spanish	☐ Vietnamese	☐ Japanese
☐ German	☐ Arabic	☐ Other Slavic Language
☐ Other African Language	☐ Russian	☒ English
☐ Chinese	☐ Other India Language	☐ _____

Do you receive public assistance? ☐ Yes ☐ No

How did you hear about this event?

☒ Internet	☐ NDDOT Contact	☐ Television
☐ Radio	☐ Newspaper	☐ Advocacy Group
☐ Mailing	☐ Social Service Agency	☐ _____

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
07152023				

MPO:
☐ Bismarck-Mandan
☐ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

ROW:
☐ Negotiation
☐ Relocation

Subrecipient:
☐ Yes
☐ No

*After you have completed this form, please place it in the designated location.

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex:	☐ Female	☒ Male	☐	**Disability:** ☐ Yes	☒ No
Age:	☐ Under 18	☐ 18-40	☒ 41-65	☐ 65+	

Race:

- ☒ White
- ☐ Asian
- ☐ Native Hawaiian/Other Pacific Islander
- ☐ American Indian/Alaskan Native
- ☐ Hispanic or Latino
- ☐ _____
- ☐ Black/African American

Language Most Frequently Spoken in your Home:

☐ Spanish	☐ Vietnamese	☐ Japanese
☐ German	☐ Arabic	☐ Other Slavic Language
☐ Other African Language	☐ Russian	☒ English
☐ Chinese	☐ Other India Language	☐ _____

Do you receive public assistance? ☐ Yes ☒ No

How did you hear about this event?

☒ Internet	☐ NDDOT Contact	☐ Television
☐ Radio	☐ Newspaper	☐ Advocacy Group
☐ Mailing	☐ Social Service Agency	☐ _____

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
07/15/2023	FAR	CASS		

MPO:
- ☐ Bismarck-Mandan
- ☒ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

ROW:
- ☐ Negotiation
- ☐ Relocation

Subrecipient:
- ☐ Yes
- ☐ No

*After you have completed this form, please place it in the designated location.

ATTACHMENT B: PHASE 2/3 SUMMARY INFORMATION

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Metro 2050 Phase 2 Engagement Summary: Summer 2024

TABLE OF CONTENTS

SUMMER 2024 ENGAGEMENT

Phase 2/3 – Summer 2024: Test Ideas & Explore Solutions

This phase of engagement is an opportunity to share what we've learned and **test ideas** with the community. It also provides an opportunity for us to engage the community with the evaluation process by **exploring solutions** for the regional transportation system. This phase provides an opportunity to share where the process has been and how input has informed current outcomes. Refined goals and outcomes will be shared to connect the community with how the draft alternatives will support the region's needs. Activities will be focused on sharing concepts with the community and gathering input and reactions.

What will be shared?	• What are the opportunities and issues from existing conditions analysis and future conditions? • Regional transportation goals and objectives • Project pipeline framework • Scenarios and projects
What do we want to learn?	• Perception of the goals and implementation concepts • Confirm priorities and needs through the list of projects • Understand what we missed

PHASE 2 SURVEY SUMMARY

Timing

The online survey was open during Phase 2/3 of Metro COG's Metropolitan Transportation Plan (MTP) Update project in June and July 2024.

Survey Details

GOAL: Provide an alternative participation option which parallels in-person engagement activities at pop-up events held throughout the region.

Survey Approach

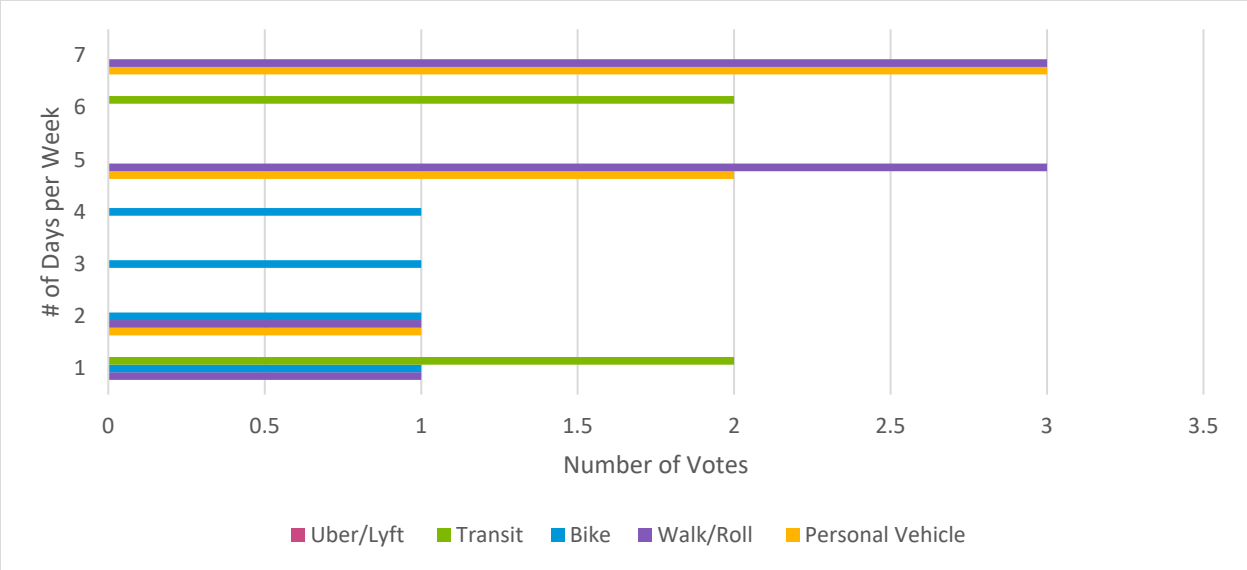
Jotform was used to build the survey online. The project team developed 13 questions related to transportation experiences and investment priorities and six optional demographic questions. Question 12 of the survey and a budget activity replicated the in-person activities at the pop-up events. The survey was advertised on Metro COG's social media, webpage, and sent out to email subscribers, which offered a parallel participation option accessible from any device with an internet connection. The survey received feedback from eight respondents.

Feedback Received

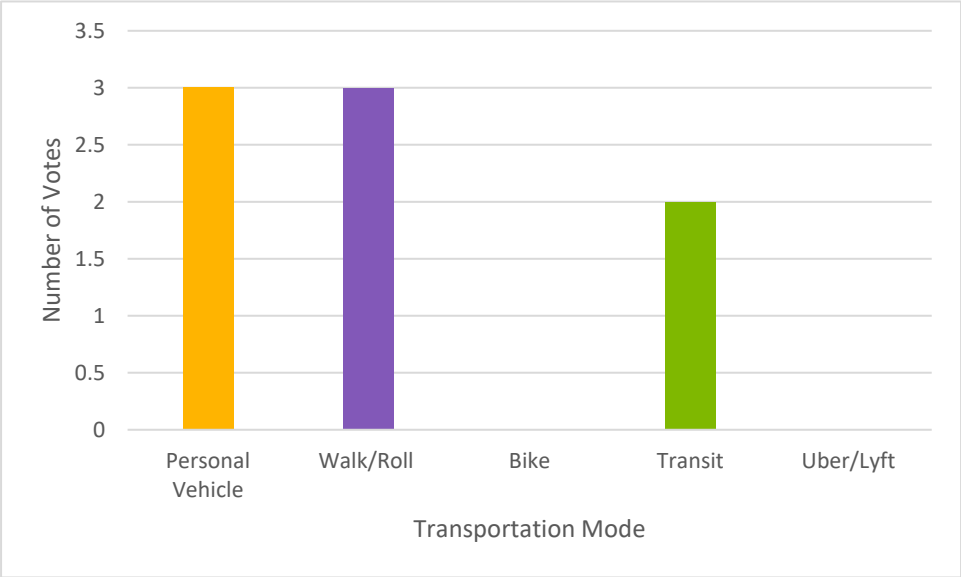
The survey asked the following questions and received the following feedback:

Transportation Usage and Satisfaction

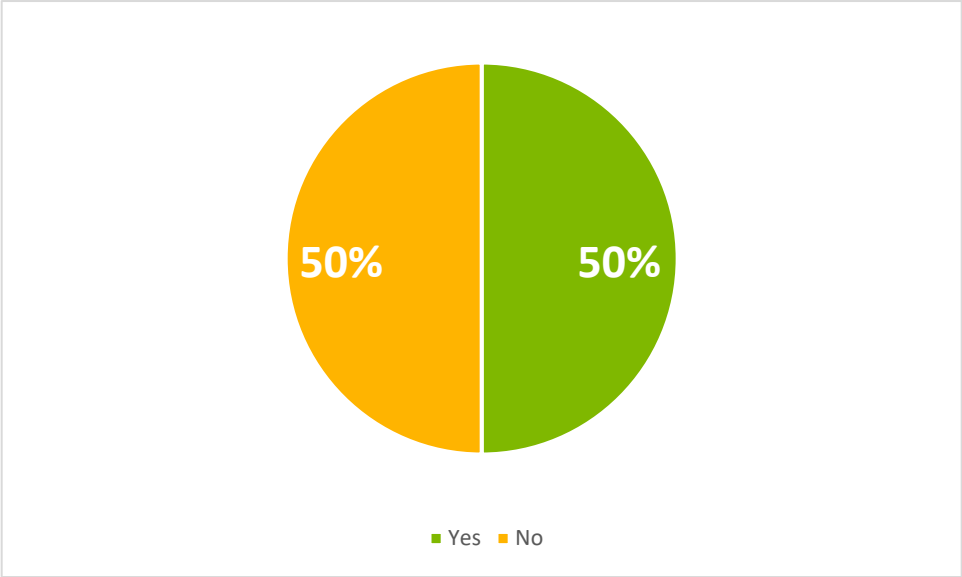
1) On average, how many days a week do you travel by the following methods of transportation?



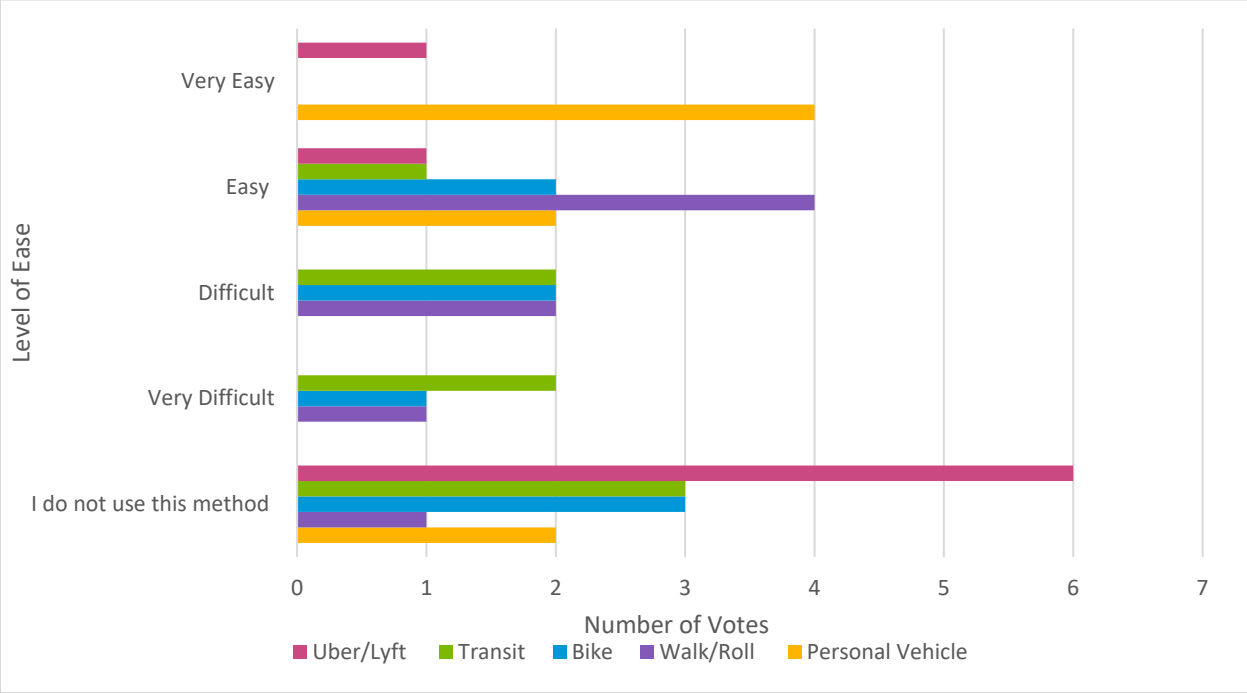
2) What method of transportation do you normally use to go to work or school?



3) Is there a different method of transportation that you would like to use?

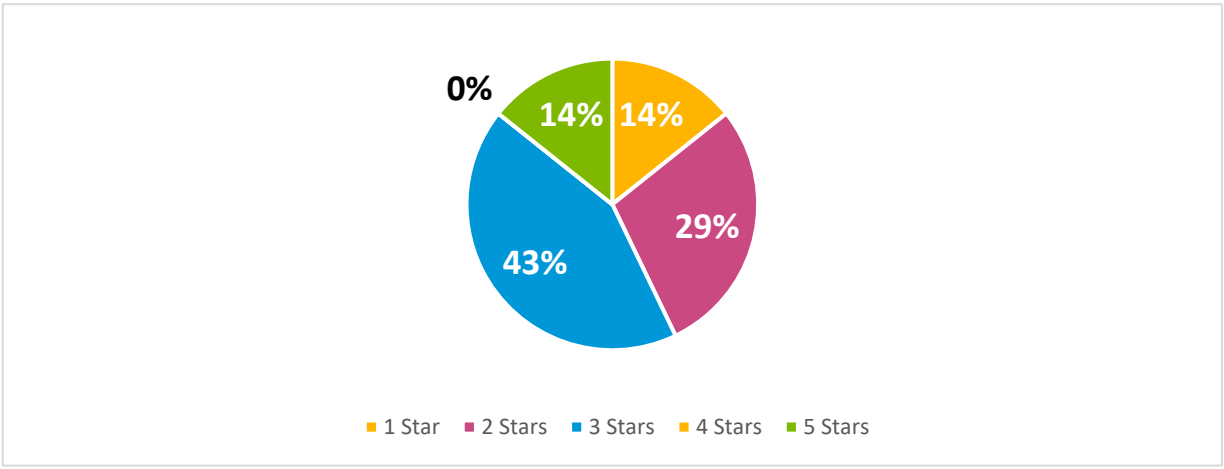


4) How easy is it for you to travel using different methods of transportation in your community?



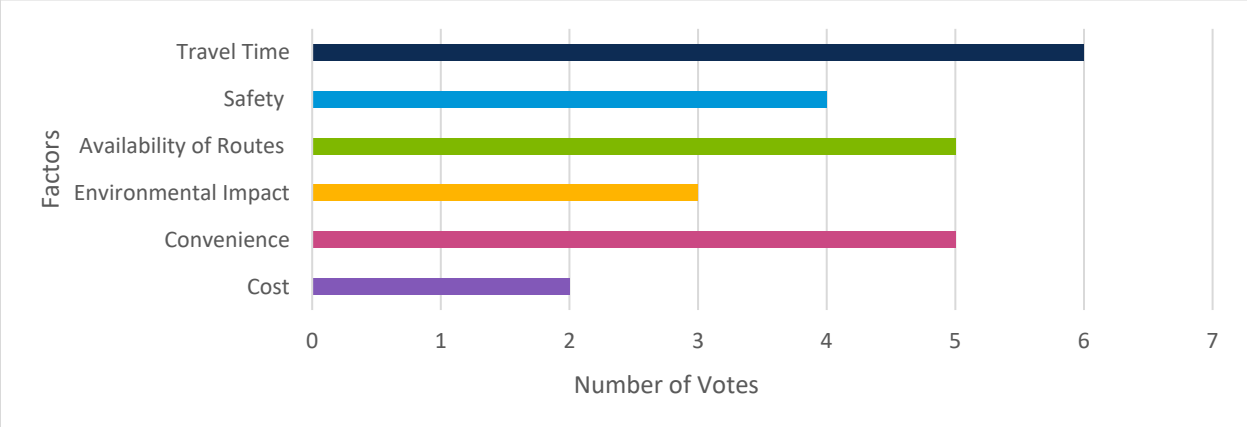
5) How satisfied are you with the current transit, walking, and biking options available in your community?

Respondents indicated how satisfied they were with current available transit, walking, and biking options by selecting a number of stars (5 stars = highest level of satisfaction; 1 star = lowest level of satisfaction).



Factors Influencing Transportation Choices

6) What factors influence your choice in method of transportation? (Select all that apply)

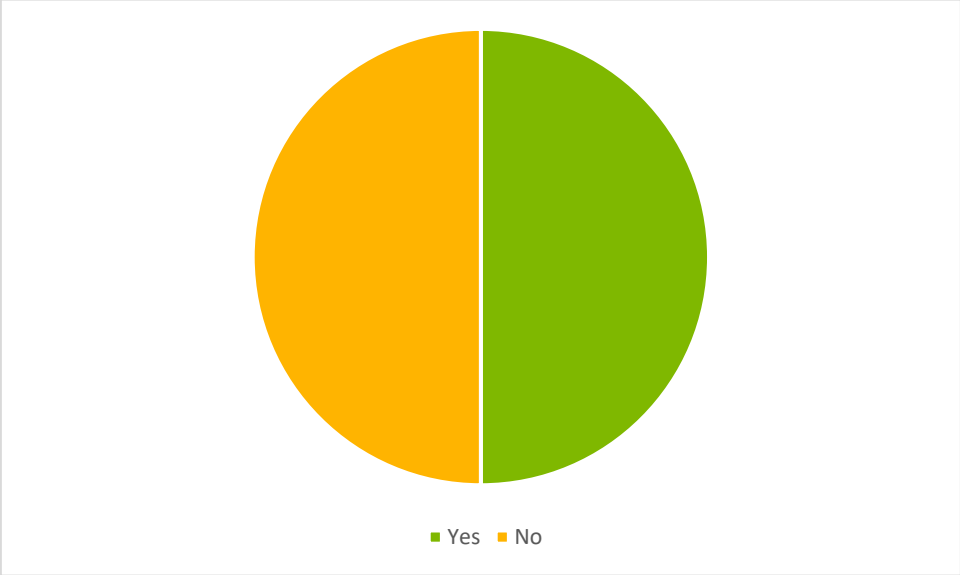


The question also included an "Other" response. One respondent also selected this option, writing in:

- Senior ride difficult to schedule--always full

Awareness and Information Sources

7) Are you aware of any ongoing or upcoming transportation infrastructure improvements in your community?



8) How do you usually find out about changes or updates to transportation projects, infrastructure improvements, or transit schedules?

Respondents indicated a range of resources related to learning about changes or updates to transportation projects, including:

- TV, website
- TV
- Listserv
- Last minute. MetroCOG and the main cities don't care. They all drive and reflect their priorities for driving while sacrificing everyone else. Oh you got hit and injured/killed, congrats you're nothing more than a statistic to everyone.
- MetroCOG meetings, City / project websites, signage
- I see orange cones
- Social media
- Through work

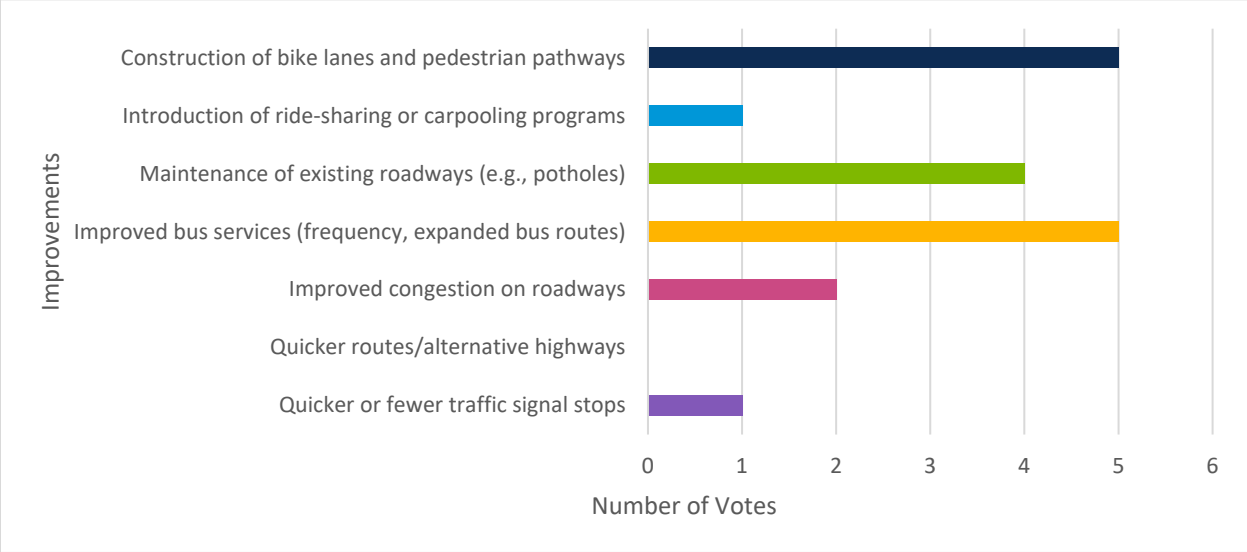
Transportation Issues and Improvement Preferences

9) In your opinion, what are the most pressing transportation issues in our community that needs to be addressed?

- Reliability and dependability. What in the hell has been going on these past 4 years with fixed route? Technically, there is NO "bus driver" shortage. What gives Fargo Transit the right to tale 4 MAT bus drivers to drive NDSU shuttle buses which means there are fixed routes not being run, routes cut time-wise, etc. ONLY Fargo is the problem--Moorhead has kept its routes running, same and so is paratransit. MAT bus is a public transportation system which is supposed to get PRIORITY--NDSU is the State of ND and is a shuttle bus service serving only the NDSU campus. Fargo needs new management. Also the lack of concern and response from City leaders and commission to address poor transit service. FM area needs considerably better and more service than it gets. Why always going backwards instead of forward? Senior Service is a wonderful service for seniors and deserves more funding, more hours, more hours, etc. Drivers kind, understanding and patient. Worth the $3.
- Poor, fouled up mismanaged transit. Why are fixed routes not run but college shuttles are? Bus driver shortage is due to mismanagement of Julie Bommelman lying about this instead of being honest they are taking MAT bus drivers to drive NDSU shuttles in lieu of fixed routes. Moorhead runs its fixed routes perfectly and Fargo transit staff should be fired. Fixed route takes priority--college shuttles need to be discontinued What does it take to realize there is no longer an abundance of bus drivers any more and just enough to do the fixed routes? Failure of Commissioner Strand and Mayor Mahoney to address transit issues--no dedication or commitment to transit. Why does bus service go backward instead of forward--it is not sufficient for an area this size.
- The rapid low density expansion has created a situation where one needs to use a vehicle to get to many places. I'm very concerned with the cuts to Matbus and it's current funding predicament that it will be very difficult to meet the needs of our community. Either we need to put much more money into ever expanding transit lines (which is unlikely), or instead keep a smaller transit system running more often, in a denser, more urban cityscape.
- Mass transit and walkability. Not that this will be taken seriously by anyone.
- Maintaining current infrastructure, addition of paths, safety improvements
- Large trucks need to be able to travel under all railroad tracks.

- Linking trails together (specifically for biking). Many just end or dump you out onto the street. Biking in the street is not safe as cars do not see bikes. We have many good trails but we can improve.
- Access and mobility between all modes of travel with respect to equity.

10) What types of improvements would you like to see in our community's transportation system? (Select all that apply)



The question also included an "Other" response. Four respondents also selected this option, writing in:

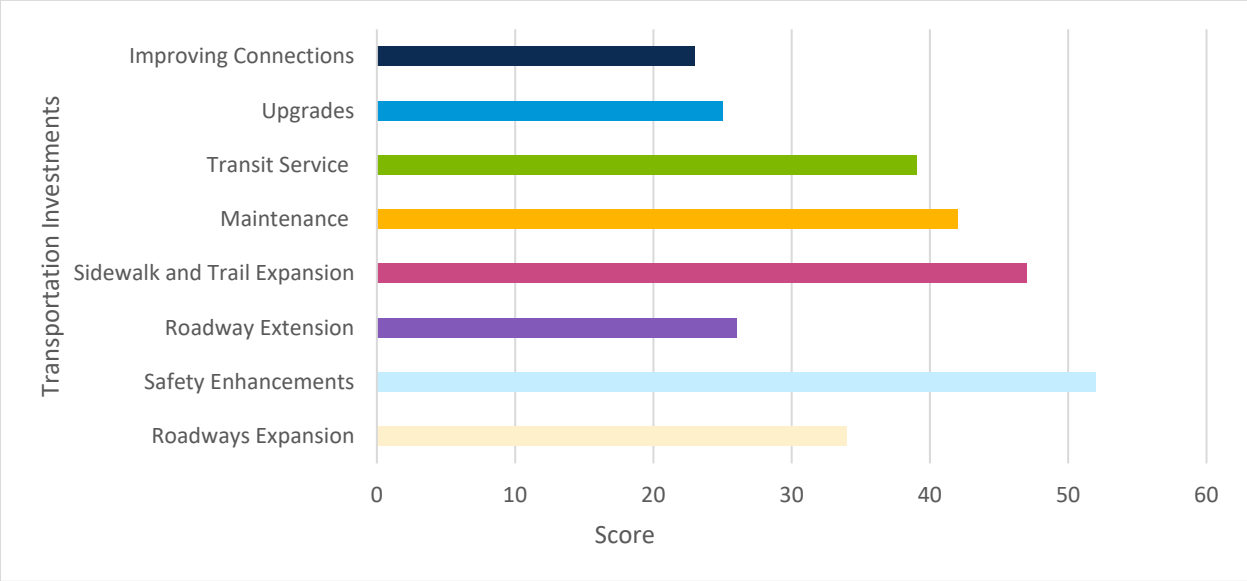
- Reliable dependable transit. limited Sunday service. Transit belongs to the public not NDSU. Get some professional management
- Commitment to transit from mayor and commissioners; more funding for Senior Ride so it can expand
- Mass transit including buses and street-cars/light rail. I'm "shocked" that you prioritized auto-centric development priorities. You people are so biased and eagar [sic] for more autocentric development it's not even funny.
- Safety improvements.

11) Where should transportation investments be focused? Rank your priorities.

For this question, respondents were asked to rank transportation investments (1 = highest priority; 8 = lowest priority). Transportation investments included:

- Expansion of Existing Roadways to Add More Capacity
- Safety Enhancements
- Extension of Roadways to Access New Growth Areas
- Expanding the Sidewalk and Trail Network
- Maintenance of Existing Facilities (e.g., Pavement Repair)
- Improving Transit Service or Access to Transit
- Upgrading Roadway Features to Improve Transportation Experience (e.g., Lighting, Vegetation, etc.)
- Improving Connections between Destinations in the Region

The frequency of rankings for each transportation investment was determined (e.g., Roadways Expansion had one vote for first, one vote for second, etc.). Each ranking was given a weight (e.g., first choice got a weight of eight, second choice got a weight of seven, etc.). The average of these weighted rankings is reflected in the total score for each transportation investment, shown in the graph below.



Regional Transportation Goals

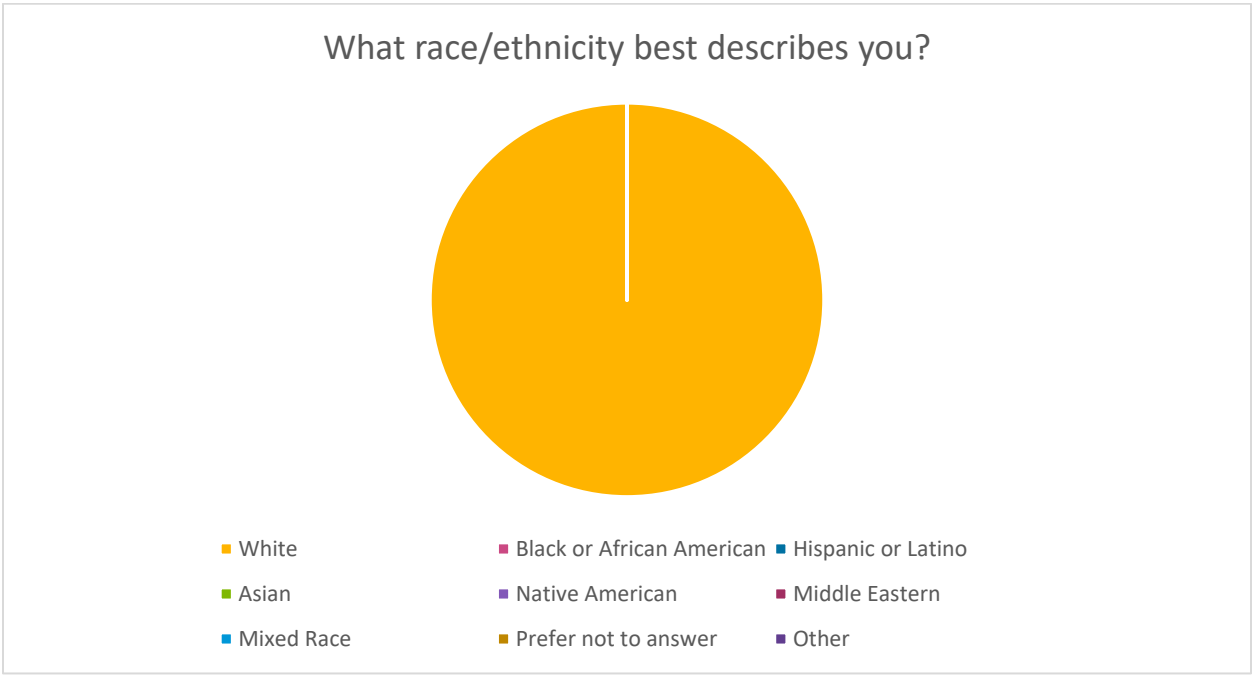
12) Goals and priorities are established for our transportation system that inform investments in the system. Identify which of the goals align with your priorities. Rank each in order of your priority.

For this question, respondents were asked to rank transportation goals (1 = highest priority; 10 = lowest priority). Transportation goals included:

- Safety & System Security: A Transportation System Where You Can Safely and Comfortably Travel.
- Travel Efficiency & Reliability: A Transportation System that Allows People and Goods to Have Efficient Travel, Reaching Destinations on Time.
- Walking, Biking, & Rolling: A Transportation System that Promotes Walking, Biking, and Rolling as a Form of Transportation.
- Transit Access & Reliability: A Transit System that Provides Accessible and Reliable Transit Service.
- Maintain Transportation Infrastructure: A Transportation System that is Maintained in a State of Good Repair.
- Community Context and Impact Reduction: A Transportation System that Minimizes Impacts to the Natural, Social, and Built Environments.
- Freight Network – Moving Goods: A Transportation System that Connects Goods to Destinations Inside and Outside the Region.
- Emerging Transportation Trends: A Transportation System that Utilizes New Trends and Technologies to Improve How People Travel.
- Transportation Decisions: A Transportation System that is Maintained to Respond to Local and Regional Priorities) through Fiscally Responsible Decision Making.
- Connecting People and Places: A Transportation System that Connects Where People Live and Work, Responding to the Surrounding Context.

The frequency of rankings for each transportation goal was determined (e.g., Safety & Security had five votes for first, two votes for second, etc.). Each ranking was given a weight (e.g., first choice got a weight of ten, second choice got a weight of nine, etc.). The average of these weighted rankings is reflected in the total score for each transportation investment, shown in the graph below.

13) What race/ethnicity best describes you?



14) Do you have any additional comments or suggestions regarding the Fargo-Moorhead Region's Metropolitan Transportation Plan?

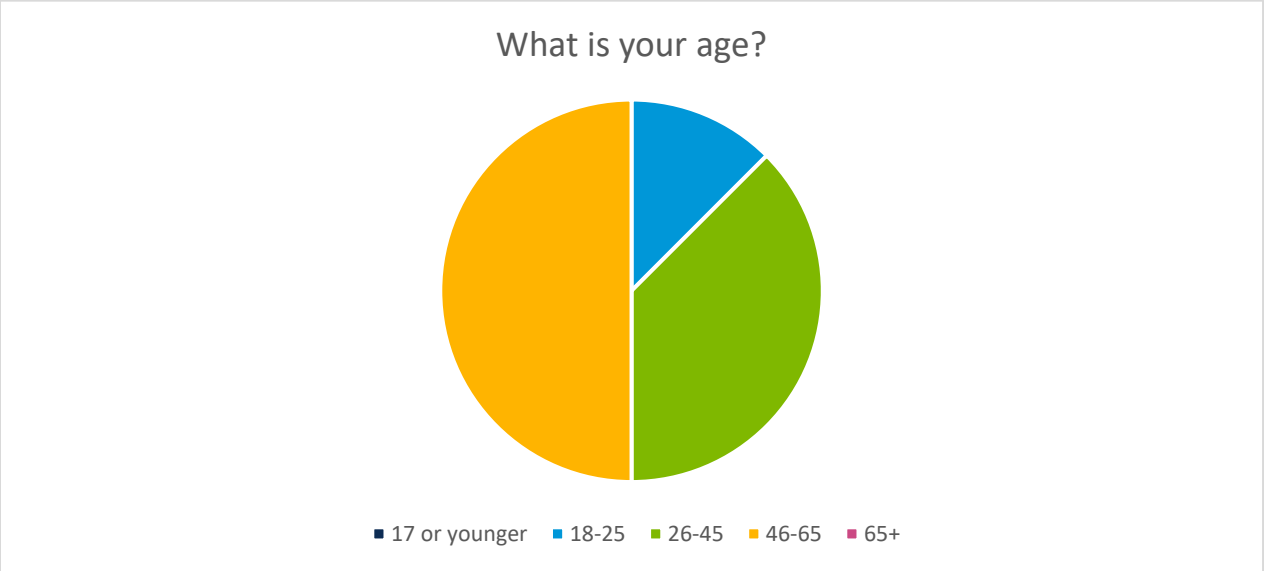
- Bicycles should be limited to the roadways and NOT on sidewalks
- Put people in transit management who are knowledgeable about transit and will work tp [sic] improve transit for the public. Let's go forward instead of backwards in transit.
- Too much time and resources wasted on bicycles and bike paths.
- Transit is a joke in this area. Fargo needs to prioritize the fixed routes and quit the college shuttles and stop lying about the bus driver shortage. Leaving routes unfilled is unacceptable. Fire the idiots in Fargo transit and hire people who are eager an enthusiastic about transit. Hire a more efficient and reliable contractor instead of Transdev. Make bus drivers city employees.
- The only thing MetroCOG and the consultants cares about is auto-centricity. Oh sure, you might mention a small bike/ped/transit component, but you're only focused on roadway capacity. Everyone else is a footnote and a statistic. To you, the most vulnerable and those who prioritize using transit or other non-motorized methods are second and third class citizens and expendable; non-motorized deaths are exceptable [sic] in order to get an A traffic rating. Meanwhile those killed driving a car have and will always have a higher priority, meaning and resulting in immediate changes to affect changes for drivers at the expense of everyone else. Maybe you all should be forced to give up your cars and lets see how your priorities change. But you won't, because you're part of the elite, don't care, and are self-centered. Maybe you should share this comment directly with leadership and those helping directly involved with this study. Oh, but you won't because you're cowards and hypocrites. Want to prove me wrong? Rate transit and non-motorized transportation as the highest priority to solve traffic related issues and advance transit user issues...which is the easiest thing to do. As we all know, the single occupancy vehicles are the most inefficient form of transportation within a city. But we also know, MetroCOG and SRF are stuck in the 1950s urban redevelopment policies, support climate change, and consider non-motorized users as 2nd and 3rd class citizens. Or, given you're EV study, you directly support slavery and low wages for 3rd world and developing countries, just so you can maintain your comfortable selfish lifestyles. Continue to pat yourselves on the back and tell yourselves you're doing good; but you're no public servants, you're public slavers. I won't be participating further; you people disgust me.
- I like roads that are timed to the speed limit. If you don't go too fast you can get from one end to the other. Different at different parts of the day.

15) Would you be interested in participating in focus groups or community meetings to further discuss transportation planning initiatives?

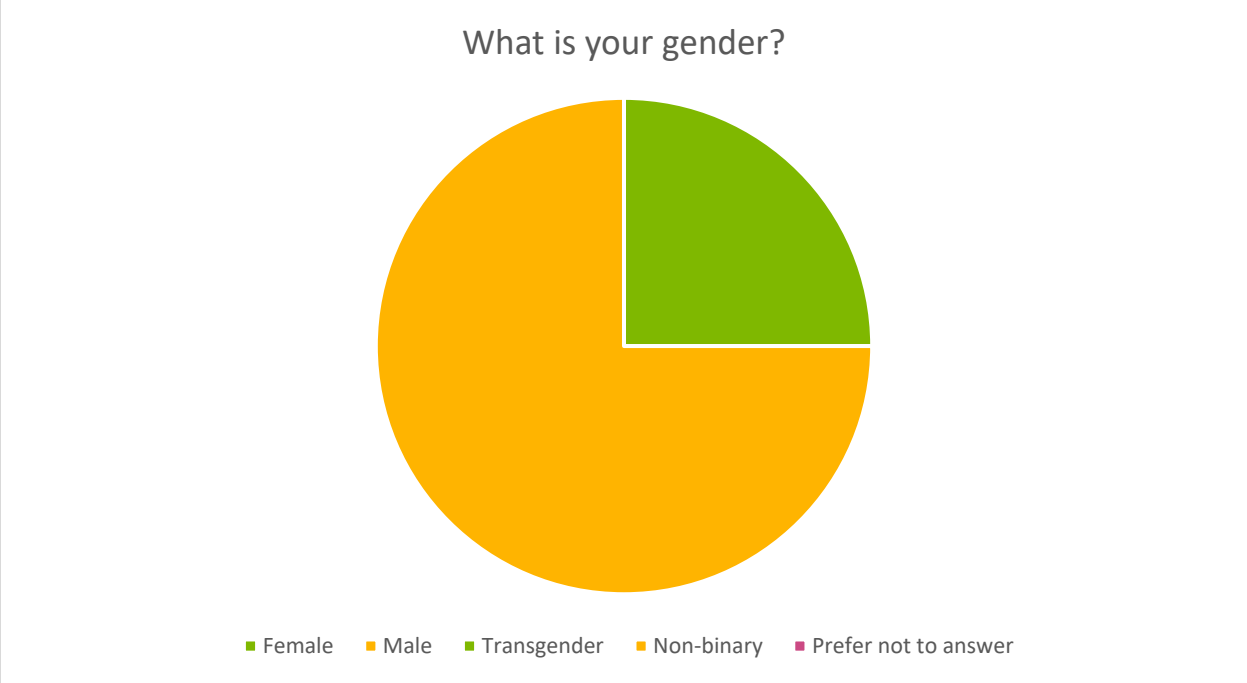
5 respondents marked "No." Two respondents gave their contact information:

Demographic Questions

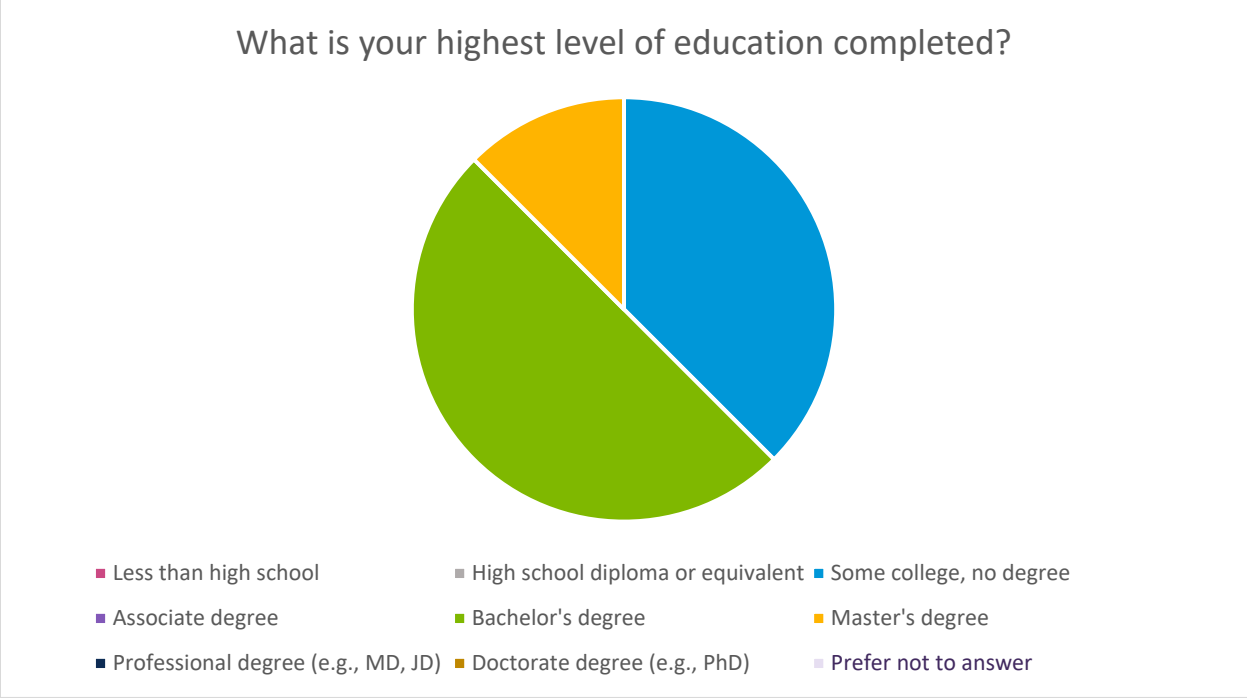
16) What is your age?



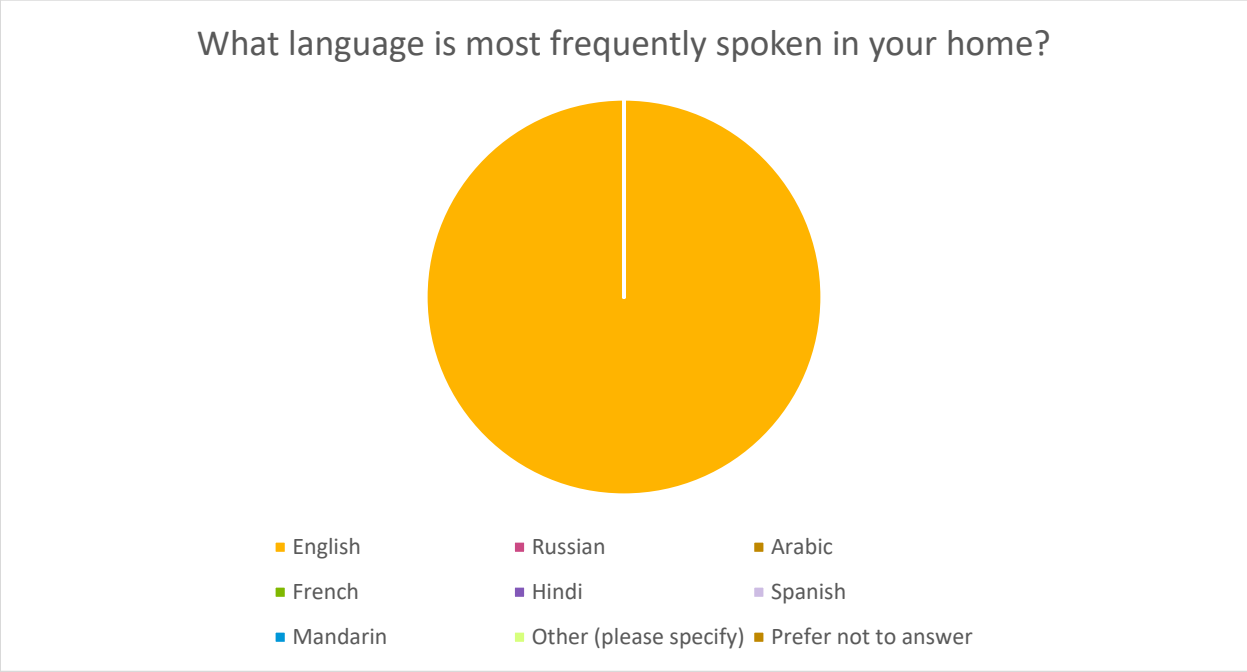
17) What is your gender?



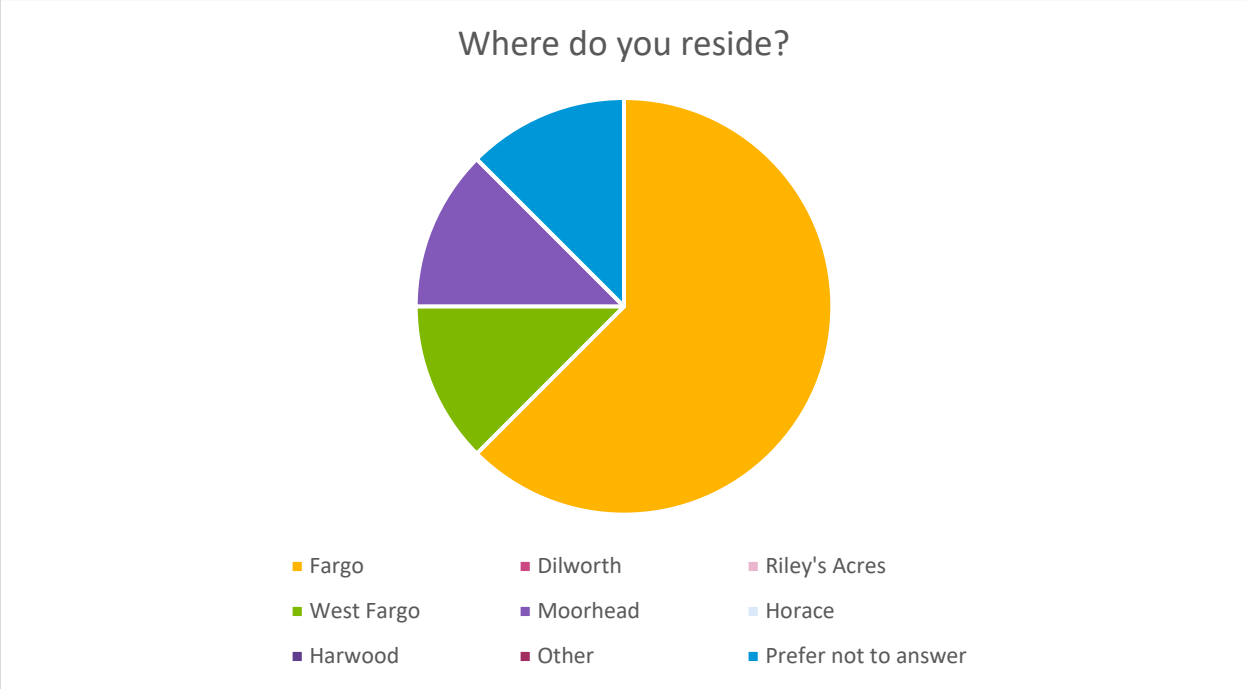
18) What is your highest level of education completed?



19) What language is most frequently spoken in your home?



20) Where do you reside?



Budget Activity

For the last segment of the online survey, respondents were asked to build their own transportation budget. They could spend up to $50 million across six different categories:

- Maintenance (maintaining existing roads and trails)
- Expansion (adding capacity)
- Extension (extending roadways into new areas)
- Safety Improvement (crossing enhancement, access management, etc.)
- Trail and Sidewalk Improvements
- Transit Improvements

The breakdown of the proposed budgets from seven respondents is below. One respondent did not respond to this activity.

	Maintenance	Expansion	Extension	Safety Improvement	Trail and Sidewalk Improvements	Transit Improvements
					S20 M	S30 M
	S5 M	$5 M				$40 M
	$15 M			$5 M	$10 M	$20 M
					$5 M	$45 M
	$15 M	$5 M	$5 M	$10 M	$10 M	$5 M
	$5 M	$5 M	$5 M	$15 M	$15 M	$5 M
	$15 M	$5 M	$10 M	$7.5 M	$5 M	$7.5 M
Total	**$ 55 M**	**$20 M**	**$20 M**	**$37.5 M**	**$65 M**	**$152.5 M**

PHASE 2 POP-UP EVENTS SUMMARY

The Fargo Moorhead Metropolitan Council of Governments' (COG) Metropolitan Transportation Plan (MTP) team staffed two pop-up events in the summer of 2024. The first was a pop-up at the

West Fargo Cruise Night on June 20, 2024, and the second pop-up took place at the Downtown Fargo Street Fair from July 18-20, 2024.

West Fargo Cruise Night

The West Fargo Cruise Night at Sheyenne Street was selected as it is a popular community event that draws roughly 5,000 visitors. This provides Metro COG a great opportunity to explore solutions for the regional transportation system with car enthusiasts and other members of the public.

Downtown Street Fair (Fargo)

The Downtown Street Fair at Broadway Square in Fargo was selected as it is a popular annual event which sees over 150,000 visitors a year. Past public engagement for the MTP at this event has also yielded extensive and helpful feedback.

Booth Setup

The table at each event was set up in the provided a variety of opportunities for starting conversation with project staff. Materials included:

- Display boards that depicted information about the MTP and future transportation investments
- An activity that asked the public to identify their transportation priorities
- An activity that asked the public to indicate how transportation funding should be spent by creating their own funding pie chart on a white board

In addition, there as a handout with information about the MTP as well as a QR code which takes the user to the project page

on Metro COG's website. Comment forms were also available.

Booth Attendance and Interactions

Attendance at the West Fargo Cruise Night and Downtown Fargo Street Fair was strong, with one-on-one conversations occurring regularly throughout the duration of both pop-up events.

Approximately 83 people participated in the transportation priorities activity and 114 people participated in the transportation funding activity between both events.

Staffing

The West Fargo Cruise Night ran from 4:30 p.m. – 9:00 p.m. The Downtown Fargo Street Fair ran from 10:00 a.m. – 9:00 p.m. on Thursday, July 18, 2024 and Friday, July 19, 2024 and from 10:00 a.m. – 5:00 p.m. on Saturday, July 20, 2024. The booth at each event was attended by consultants from SRF and HDR and Metro COG staff.

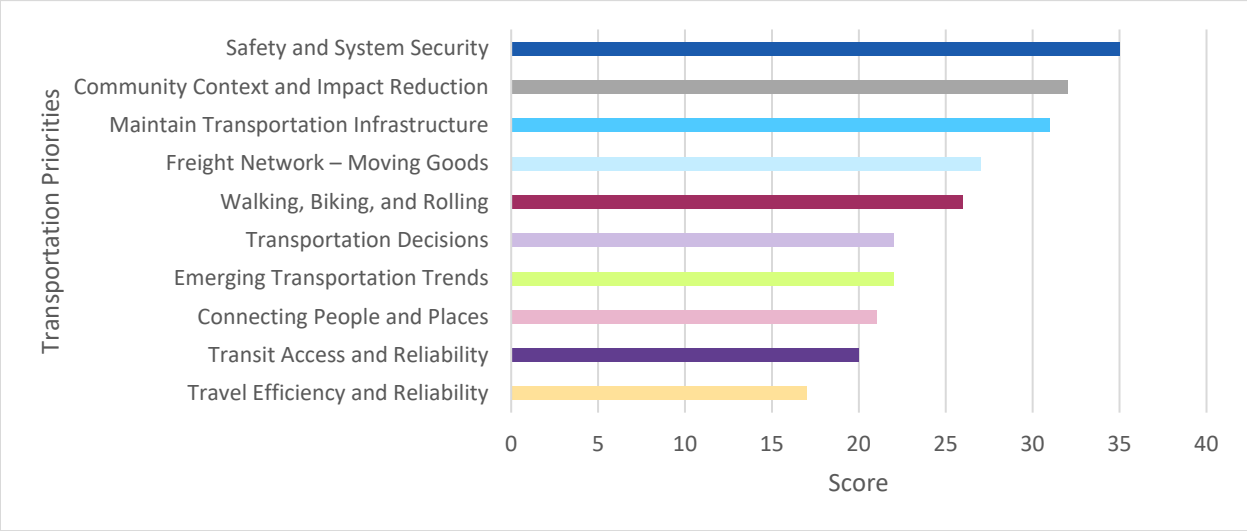
Transportation Priorities Activity Feedback Received

In the first iteration of this activity, people were asked to rank established transportation goals and priorities that inform investments (1 = highest priority; 10 = lowest priority). Transportation goals and priorities included:

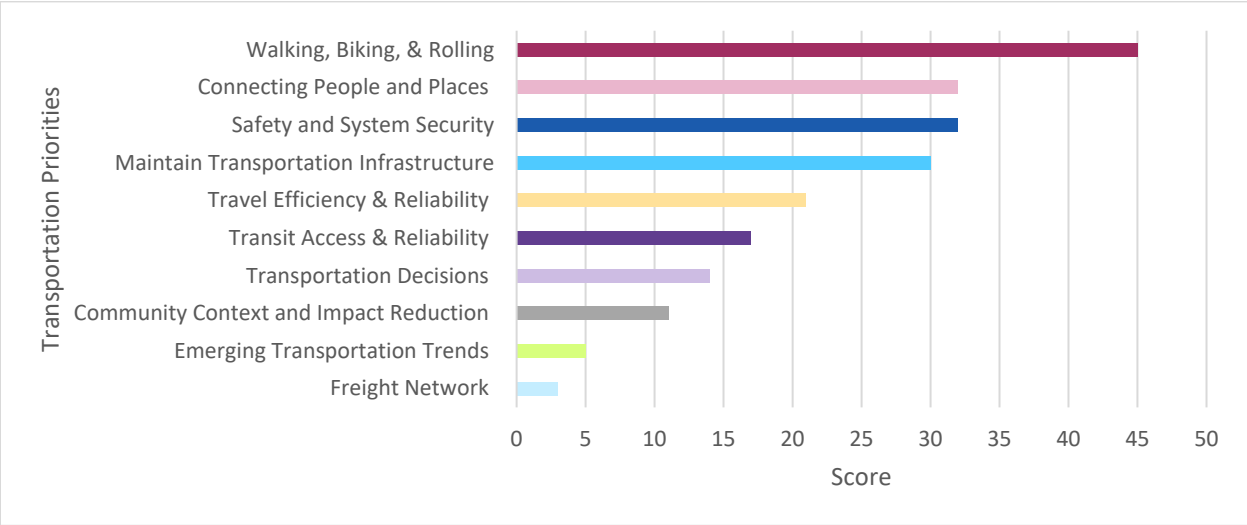
- Safety & System Security
- Travel Efficiency & Reliability
- Walking, Biking, & Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context and Impact Reduction (e.g., minimizing impacts to the natural, social, and built environments)
- Freight Network – Moving Goods (e.g., connecting goods to destinations inside and outside the region)

- Emerging Transportation Trends
- Connecting People and Places (e.g., a complete network between destinations)
- Transportation Decisions (e.g., responding to local and regional priorities)

The data collected for this table was quantified by weighted averages of each ranking and category. Each section of rankings was given a weight that was used to calculate the weighted average. Section one of rankings were highest priority (1-3), the second set of rankings were average/medium level priority (4-6), and the third set of rankings to be weighted were the lowest priority (7-10).



In the second iteration of this activity, people placed a sticker next to their top three transportation goals and priorities.

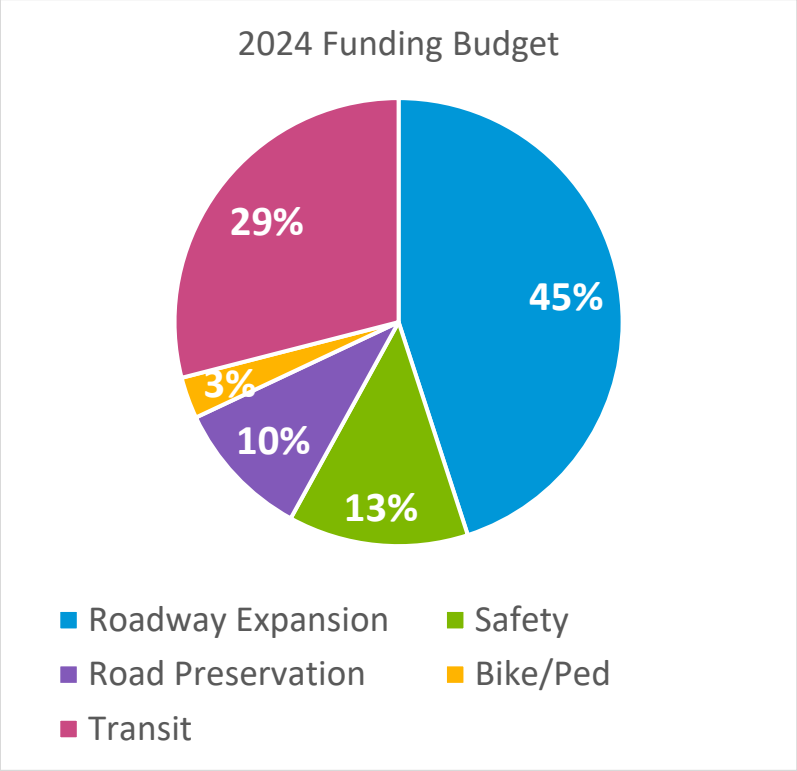


Transportation Funding Feedback Received

In this activity, people were asked to draw their own pie chart to reflect how transportation funding should be spent across the following project types:

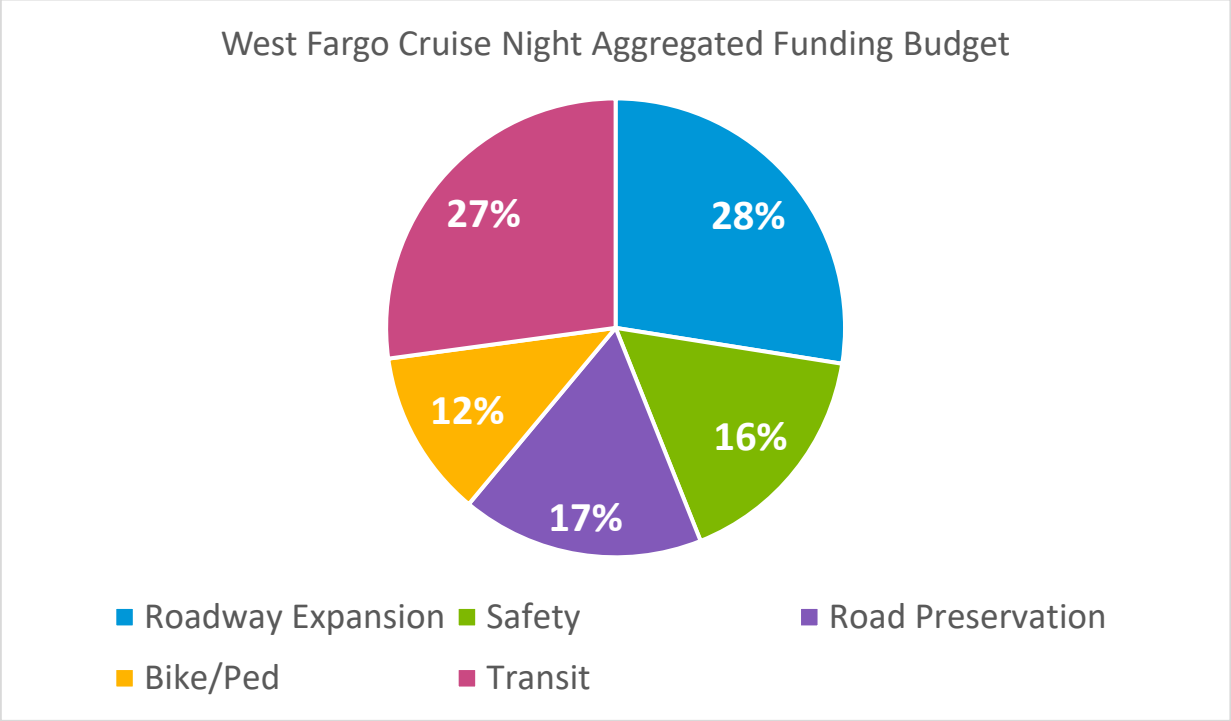
- Roadway Expansion or Extension Projects
- Safety Improvement Projects
- Roadway Preservation
- Biked & Pedestrian Projects
- Transit System Improvements

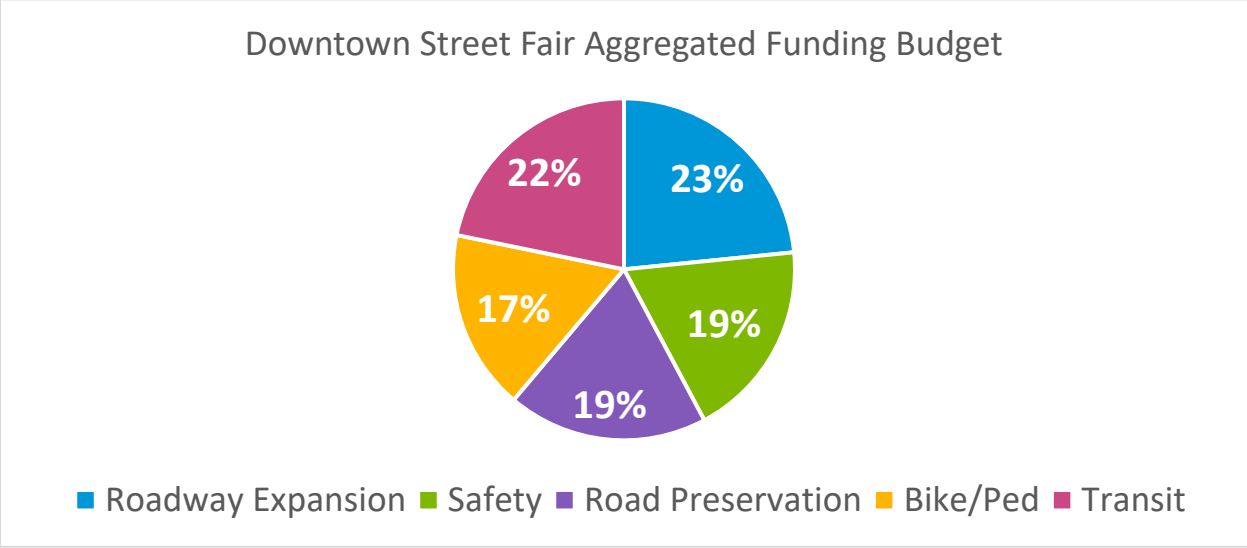
Put another way, we asked each community member who participated in this activity, "How would you allocate the transportation budget if you were mayor for the day?" To give an example, there was a display board presenting the 2024 funding targets for these project types, according for almost $58 million in federal revenue. This graph is also included below.



Community members drew their suggested budgets on provided pie chart white boards. Dry erase markers the same colors as the project types were provided. Community members were also encouraged to write their preferred funding percentages for each project type. If no percentages were given, the project team approximated them to the nearest quarter. The team used these values to calculate the weighted average of the funding breakdown for each project type, reflected in the graphs below.

The first graph illustrates the weighted average of project type percentages from the combined pie charts completed during the West Fargo Cruise Night event:





The second graph illustrates the weighted average of project type percentages from the combined pie charts completed during the Downtown Street Fair:

PHASE 2 FOCUS GROUPS SUMMARY

Timing and Attendance

Two focus groups focused on multimodal transportation were scheduled from 2:30 p.m. – 4:00 p.m. on July 23, 2024 and 10:00 a.m. – 11:30 a.m. on July 24, 2024. Two focus groups focused on core neighborhoods were scheduled from 4:30 – 6:00 p.m. on July 23, 2024 and from 8:00 a.m. – 9:30 a.m. on July 24, 2024. One meeting took place in the SRF conference room and the other meetings occurred in the Sky Commons on the second floor of the Fargo Civic Center. 10 people attended the focus group opportunities, which were staffed by consultants from SRF and HDR and Metro COG staff.

Focus Group Details

GOAL: Provide an opportunity to connect with industry leaders, topical experts, or modal users to gather feedback on specific discussion topics.

Multimodal Focus Group Feedback Received

The discussion explored further improvements in trail connectivity and pedestrian/bike access, addressing concerns and barriers raised. One attendee advocated for better trail connections while another raised challenges to biking and pedestrian access in south Moorhead. A third attendee noted railroad barriers in Moorhead, though improvements are expected with the 11th Street underpass. The conversation also touched on positive experiences, including pedestrian-friendly features in Rochester, MN, and the rise of electric scooters.

Concerns were raised about scooter safety and regulations. Other topics included transportation goals like improving bus systems and transit-oriented development, addressing homelessness along river trails, and preserving older neighborhoods amid expansion. Finally, ideas for desired projects included enhanced crosswalks and trail connections and a next-generation bike share system.

Core Neighborhoods Focus Group Feedback Received

One focus group covered process-oriented questions about how or why transportation decisions are made. The focus group underscored the complexity of transportation planning and the influence of historical decisions, funding constraints, and public perception. Discussion also covered the complex interplay between retrofitting older streets, integrating transportation with land use, and balancing infrastructure needs with safety and cost.

While substantial efforts are made to align transportation planning with safety and community goals, significant challenges remain in translating these plans into effective implementation. Key issues discussed in the first focus group include reconciling differing perspectives, adapting to changing conditions, and ensuring thorough stakeholder engagement. While challenges exist, particularly around funding and project costs, there is a commitment to incorporating community feedback and adapting plans based on evolving needs and priorities. Continued public engagement and transparent decision-making processes are crucial for aligning transportation infrastructure with the community's best interests.

The second focus group highlighted a range of transportation issues and potential improvements, emphasizing the need for enhanced infrastructure, better safety measures, and effective communication strategies. Topics of discussion included funding related to the bridge project from the Bluestem Amphitheater to 40th Avenue, addressing bike/pedestrian infrastructure and safety concerns, exploring solutions to improve the transit system and address funding disparities, and implementing suggestions for better navigation tools and signage. There is general excitement about the potential improvements in regional connectivity and infrastructure. More effective communication and accessible resources for bike/pedestrian information would be beneficial.

ROUND 2 OPEN HOUSE SUMMARY

Timing

The MTP team hosted an open house at Brewhalla on July 24, 2024 from 4:30 p.m. – 7:30 p.m. to facilitated conversations with attendees about transportation priorities.

Open House Details

GOAL: Provide an opportunity to inform the community of the project and recent activities, share current outcomes, and gather feedback.

SUMMARY AND THEMES

The public outreach ranged in attendance and participation but was overall highly successful and effective. Over 200 people participated in engagement activities with over 200 responses with the combination of the online survey, pop-up events at the West Fargo Cruise Night and Downtown Fargo Street Fair, focus groups at the Fargo Civic Center, and open house at Brewhalla.

Top transportation priorities from the online survey include safety and system security; walking, biking and rolling; and travel efficiency and reliability. Online respondents also indicated that top areas for improvement include construction of bike lanes and pedestrian pathways, improved bus services, and maintenance of existing roadways. From an investment standpoint, results from the online survey indicate that the public is most interested in safety, transit improvements, maintenance, and trail and sidewalk improvements.

These responses from the online survey are supported by results from the pop-up events. The top three results from the transportation priorities activity at the West Fargo Cruise Night event were safety, community context and impact reduction, and maintaining transportation infrastructure. The top three results from the transportation priorities activity at the Downtown Street Fair were walking, biking, rolling; connecting people and places and safety (tied for second); and maintaining transportation infrastructure.

Results from the transportation investment activities from the West Fargo Cruise Night and Downtown Street Fair are nearly similar with the top three investments being roadway expansion (at 27% and 23%, respectively), transit (at 27% and 22%, respectively), and road preservation (at 17% and 19%, respectively). In the weighted average from the Downtown Street Fair transportation investment activity, safety also tied for third at 19%.

Discussion from the focus groups also reflected interest in improvements in transit service, trail connectivity, and pedestrian/bike access. The collective feedback from all of these public engagement activities reflect an overall consensus on transit service, safety, and pedestrian/bike infrastructure.

ATTACHMENT C: PHASE 4 SUMMARY INFORMATION

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Metro 2050 Draft Plan Engagement Summary

ENGAGEMENT ACTIVITIES

The fourth and final phase of engagement shared the outcomes and next steps identified through the planning process and the resulting MTP document. This is an opportunity to inform the community of the results (for those that want to take it all in), sharing the key elements and outcomes that they should be considering for future implementation. The following tools and tactics were utilized during this final phase:

Tool/Tactic	Purpose	Format
Open House #4	Share plan and resulting projects and implementation plan	In-person – hosted event
Online Engagement	Share draft plan and how it will be used	Information and comment feature
Public Comments and Adoption	Finalization of the plan	Virtual

Public Comment Period

A draft of the Metro 2050 plan was posted to Metro COG's website on September 14, 2024, with notices published in the Forum and press releases distributed. Notice of the public engagement opportunity were also published on MetroCOG's website and social media platforms. This date started the publish comment period that was closed on October 14, 2024. Comments on the draft plan were gathered via the open house and online survey.

Open House

Two public open houses were held on September 25, 2024 at the Hjemkomst Center in Moorhead. The first open house was held from 11 am to 1 pm and the second from 4pm to 6pm. Both open houses provided opportunities for community members to review the draft plan and key outcomes and discuss with the project team. A sign in sheet and comment form were available at the open house. The sign in sheet is attached. Attendees were notified of the 30 day comment period and the online survey.

SURVEY RESULTS

The following responses were recorded via the online survey. These responses were directly copied from the responses and have not been edited.

Question 1: Do you have any comments on Chapter 1: Overview and Process?

Question 1 Responses
Nothing to add here, other than I feel cities should be looking at even longer timeframes, beyond 25 year scales. I would argue that someone should have 50 and 100 year planning considerations in place, even with all the known unknowns those timeframes deal with.
fargo moorhead is to mail for this
Profit enough to give employees a good family support.
On Page 10, I want to see more of what the wedges represent for Biking, Driving, and Walking Challenges.
Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, shopping, and local services; Citizens have the right to participate in transportation decisions that affect their community and way of life. However, there is a failure to do or recognize these aspects. Yes-however, For this project and anything to do with transit there was NOTHING posted in buses, around the GTC or Rider Alerts sent out. Why do you not want people to come to meetings, talk directly with riders, etc? Riders feel that what they say or want isn't considered and everything is for "show" and minds are already made up. Why having "pop ups" at a beer hall and where street rods are present instead of real bus riders? Why no meetings at the GTC, MetroCog or public library?

Question 2: Do you have any comments on Chapter 2: F-M Region & Transportation in 2024?

Question 2 Responses
I believe your process does the best with what local politics allows. I am a huge proponent of public transportation, and feel that MATBUS service levels leave a lot to be desired. I would ride the bus to work daily, but it would take about 90 minutes to go roughly 10 road miles, and I would be about an hour or more late for work. With our population growing and as noted in the report, increased funds becoming available, I hope that additional early morning and later in the evening routes would be considered, along with more direct, non transfer routes connecting north and south halves of the community. In terms of biking, I applaud the increases in trails and dedicated lanes, but would urge the creation of dedicated commuting corridors to connect the airport/NDSU area, downtown, West Fargo, southern Fargo, and Moorhead. Off street if possible. Any rail expansion is welcome. My personal views on the environment limit my flying to those trips demanded by work, so I feel airport expansion should be limited.
Staff has always been very helpful and polite. With the many road and construction areas routes have had to make many alternate routes. Has been handled well.
Table 1: Travel Time to Work appears to show 2018 rates not percent change from 2018 to 2023.
$60.00 for a 120-day college semester pass which is offered only to faculty, staff, and students of U-Pass participating colleges--WHY? Isn't it enough taxpayers subsidize the insurance premiums of these well-paid faculty/staff? They can afford to pay full adult fare. Also has gotten to be too many tiers of fare payment. All that is needed is cash or a card. Students, for too long, have not paid full fare and it is time they do. service frequency greatly decreased following the 2020 pandemic and driver shortage. Some ridership segments have rebounded to 2019 levels and driver availability has impacted service levels on some routes and days Covid had little to do with decrease in ridership. As for the so-called "bus driver shortage" there was NONE--it was "manufactured" by Julie when she took 4 Matbus drivers to drive shuttle bus on NDSU. She had NO right to do that. Moorhead ran its fixed routes completely. Let's have some honesty about this It comes up every so often about adding a morning trip on the Empire Builder--and NOTHING happens. WHY? This one midnight trip is insufficient and inconvenient.

Question 3: Do you have any comments on Chapter 3: Goals and Objectives?

Question 3 Responses
My first priority is that we accurately forecast population growth and plan for appropriate population density. Spreading outward is in some ways reckless as it will demand increased spending for roads, etc. I personally believe that by 2100 our community could be a major urban area pushing or exceeding 1 million residents. Consider that impact on future road needs. We should thus try to turn our city into a walkable, bikeable city where everything you need is within a ten minute walk or a 15-20 minute ride. Yes, winters will remain a challenge, but if you are that close drive times will be very short. My number one goal would be to reduce the number of hours and road miles spent driving in your local area. Second goal would be to prioritize pedestrian and biker safety by separating them to the maximum extent possible from motor vehicles. No crossing six lanes of traffic and a median on foot. Funnel traffic to over or underpasses.
Please add: -Bike & Running trails running continuously between Johnson Park (north) to 60th Ave (south) -Smart / Coordinated Stop Lights on Streets - All green at the same time, or smarter so they don't give you a red light when you're the only car at the intersection ever. Switch most lights off or blinking yellow after rush hours
To work on the public openly using profanity.
Empower people to walk, bike, and roll more often as a mode of transportation Get real. Not everybody is athletic enough to do these things. In downtown Fargo, it is downright DANGEROUS with bicycles on the sidewalk. Pedestrians have the right of way on the sidewalk!

Question 4: Do you have any comments on Chapter 4: System Needs and Strategies?

Question 4 Responses
More bike lanes, more attempts to reduce uncontrolled left turns without resorting to traffic signals (round abouts, uturn lanes, crossover traffic flows, etc.).
Prioritize maintenance of existing transportation infrastructure, especially in core neighborhoods, over expansion to the peripheries.
Sunday routes on the long routes reaching South, North, East, and West.
Support people's access to reliable transit service YES== LET'S DO IT This continual adding and taking away service is unnecessary. Every step forward takes 3 steps back--poor planning? Microtransit is ideally suited for paratransit and door-to-door services Organizations like Valley Senior Service needs to expand and needs more funding and longer hours. Right now to get a time slot for a ride can take a week or longer. Drivers are kind, understanding toward riders. Moorhead Route 4 needs a 40 foot bus. This route is heavily used by people with walkers, scooters, wheelchairs--who do most of their shopping at Walmart--which generates packages and more packages to bring on the bus.

Question 5: Do you have any comments on Chapter 5: Future Transportation System?

Question 5 Responses
Improved access to public transport can reduce wait times for buses and the time needed to walk from the bus stop to your destination. Decrease carbon emissions by updating the transport fleet to electric or non-fossil fuel sources and sourcing transit service electricity from renewable energy sources. Making public transport more convenient than driving can contribute to truly walkable communities, including during harsh winter months.
Here is where I will bring up my field of advocacy: light pollution. There is a growing mountain of evidence that illustrates just how bad exposure to artificial light at night can be to multiple populations. Beyond sleep depravation, there is a serious safety issue from glare caused by excessive road illumination, lights that blind drivers and pedestrians, potential links to macular degeneration at an earlier age, etc., etc., etc. And this doesn't even include the other human health issues, which can include ties to cancer and mental health problems. As the single biggest source (owner/user based) of light from a community is typically city managed/installed streetlights and signals, the road and transportation planning process presents a unique opportunity to address a form of pollution that has relatively easy solutions. Fully shielded and 2700K or less fixtures on all roadways for starters. Consideration of lighting control systems including timers and dimmers on all lighting grids. After the initial investment, the potential to save hundreds of thousands yearly is there. I would welcome the chance to discuss light pollution and how cities can work to limit it in person. Thank you! Patrick Sommer, DarkSky International, nddarkskies@gmail.com, 701-552-2393.
Just keep up the great work. Many citizens depend upon the system for work, and all other transportation needs.
Table 20 says it all. Matbus the way it is run and managed is NOT acceptable or sufficient for the FM area. The biggest problem is the incompetent, inefficient management of contractor and transit staff. Matbus is a public transportation system--it is NOT a college shuttle provider. The fixed routes take priority to be run. The hell riders have gone though unecessaily the past 3 years in Fargo should not have been and should NEVER happen again.

Welcome, please sign in!

METRO 2050
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Name	Email Address	Phone Number	Zip Code	Organization
LINDA ONSTAD	linda0980@HOTMAIL.COM	701 799 9533	58103	BAS RIDER
Patrick Sommer	NDDarkSkies@gmail.com	701-552.2393	58104	Dark Sky Int'l Natural Starry Skies, NDTA
Del Larson	larsondel@gmail.com	701-238-2223	56560	
Paul Krabbenhoft	pkrabbenhoft@gmail.com	701-799-0369	56560	Clay Co. Commissioner

ATTACHMENT D: DRAFT PLAN COMMENT/RESPONSE TABLE

METRO 2050
TRANSPORTATION • MOVING • AHEAD

	Commenter	Comment	Document	Chapter	Page	Comment Response
1	Public Comment	Nothing to add here, other than I feel cities should be looking at even longer timeframes, beyond 25 year scales. I would argue that someone should have 50 and 100 year planning considerations in place, even with all the known unknowns those timeframes deal with.	MTP	1	N/A	No changes made as plan aligns with the timeframe identified within Federal guidelines.
2	Public Comment	fargo moorhead is to mail for this	MTP	1	N/A	Thank you for the comment. No changes made.
3	Public Comment	Profit enough to give employees a good family support.	MTP	1	N/A	Thank you for the comment. No changes made.
4	Public Comment	Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, shopping, and local services; Citizens have the right to participate in transportation decisions that affect their community and way of life. However, there is a failure to do or recognize these aspects. Yes-however, For this project and anything to do with transit there was NOTHING posted in buses, around the GTC or Rider Alerts sent out. Why do you not want people to come to meetings, talk directly with riders, etc.? Riders feel that what they say or want isn't considered and everything is for "show" and minds are already made up. Why having "pop ups" at a beer hall and where street rods are present instead of real bus riders? Why no meetings at the GTC, Metro Cog or public library?	MTP	1	N/A	Thank you for the comment. No changes made. Engagement activities were held at community centered events open to a broad population. Access to locations via multiple modes was a component of event planning.
5	Public Comment	I believe your process does the best with what local politics allows. I am a huge proponent of public transportation, and feel that MATBUS service levels leave a lot to be desired. I would ride the bus to work daily, but it would take about 90 minutes to go roughly 10 road miles, and I would be about an hour or more late for work. With our population growing and as noted in the report, increased funds becoming available, I hope that additional early morning and later in the evening routes would be considered, along with more direct, non transfer routes connecting north and south halves of the community. In terms of biking, I applaud the increases in trails and dedicated lanes, but would urge the creation of dedicated commuting corridors to connect the airport/NDSU area, downtown, West Fargo, southern Fargo, and Moorhead. Off street if possible. Any rail expansion is welcome. My personal views on the environment limit my flying to those trips demanded by work, so I feel airport expansion should be limited.	MTP	2	N/A	Thank you for the comment. No changes made.
6	Public Comment	Staff has always been very helpful and polite. With the many road and construction areas routes have had to make many alternate routes. Has been handled well.	MTP	2	N/A	Thank you for the comment. No changes made.
7	Public Comment	Table 1: Travel Time to Work appears to show 2018 rates not percent change from 2018 to 2023.	MTP	2	21	Travel Time to Work table (Table 3) updated to include 2018 and 2023 percentages and the percent change. See Chapter 2, page 20.
8	Public Comment	$60.00 for a 120-day college semester pass which is offered only to faculty, staff, and students of U-Pass participating colleges--WHY? Isn't it enough taxpayers subsidize the insurance premiums of these well-paid faculty/staff? They can afford to pay full adult fare. Also has gotten to be too many tiers of fare payment. All that is needed is cash or a card. Students, for too long, have not paid full fare and it is time they do.	MTP	2	N/A	Thank you for the comment. No changes made.
9	Public Comment	service frequency greatly decreased following the 2020 pandemic and driver shortage. Some ridership segments have rebounded to 2019 levels and driver availability has impacted service levels on some routes and days	MTP	2	N/A	Thank you for the comment. No changes made.
10	Public Comment	Covid had little to do with decrease in ridership. As for the so-called "bus driver shortage" there was NONE--it was "manufactured" by Julie when she took 4 Matbus drivers to drive shuttle bus on NDSU. She had NO right to do that. Moorhead ran its fixed routes completely. Let's have some honesty about this	MTP	2	N/A	Thank you for the comment. No changes made.

	Commenter	Comment	Document	Chapter	Page	Comment Response
11	Public Comment	It comes up every so often about adding a morning trip on the Empire Builder--and NOTHING happens. WHY? This one midnight trip is insufficient and inconvenient.	MTP	2	59	Thank you for the comment. The policies of the plan support continued exploration for regional transit connections. Metro COG is engaged in conversations about adding additional service to the Empire Builder. See Chapter 2 Intercity Rail subsection, starting on page 60.
12	Public Comment	My first priority is that we accurately forecast population growth and plan for appropriate population density. Spreading outward is in some ways reckless as it will demand increased spending for roads, etc. I personally believe that by 2100 our community could be a major urban area pushing or exceeding 1 million residents. Consider that impact on future road needs. We should thus try to turn our city into a walkable, bikeable city where everything you need is within a ten minute walk or a 15-20 minute ride. Yes, winters will remain a challenge, but if you are that close drive times will be very short. My number one goal would be to reduce the number of hours and road miles spent driving in your local area. Second goal would be to prioritize pedestrian and biker safety by separating them to the maximum extent possible from motor vehicles. No crossing six lanes of traffic and a median on foot. Funnel traffic to over or underpasses.	MTP	3	N/A	Thank you for the comment. No changes made. Please see Metro 2050's goal areas regarding Walking, Biking, and Rolling (pg. 68); Community Context and Impact Reduction (pg. 71), and Connecting People and Places (pg. 75). You may also be interested in Chapter 5's Metro 2050 Policy Guidance section.
13	Public Comment	Please add: -Bike & Running trails running continuously between Johnson Park (north) to 60th Ave (south) -Smart / Coordinated Stop Lights on Streets - All green at the same time, or smarter so they don't give you a red light when you're the only car at the intersection ever. Switch most lights off or blinking yellow after rush hours	MTP	3	N/A	Thank you for the comment. No changes made to the MTP. There are already several trail networks that connect MB Johnson Park to 60th Ave S. however, there are gaps in the system. Metro COG will continue to work with City of Moorhead to make continuous connections in the trail network. Smart technologies are discussed within Chapter 3 Emerging Technologies section (pg. 77).
14	Public Comment	To work on the public openly using profanity.	MTP	3	N/A	Thank you for the comment. No changes made.
15	Public Comment	Empower people to walk, bike, and roll more often as a mode of transportation. Get real. Not everybody is athletic enough to do these things. In downtown Fargo, it is downright DANGEROUS with bicycles on the sidewalk. Pedestrians have the right of way on the sidewalk!	MTP	3	N/A	Thank you for the comment. No changes made. It is illegal to bike on the sidewalk in Downtown Fargo. Metro COG works with the City of Fargo and Downtown Community Partnership to designate pedestrian and bicyclist amenities.
16	Public Comment	More bike lanes, more attempts to reduce uncontrolled left turns without resorting to traffic signals (round abouts, uturn lanes, crossover traffic flows, etc.).	MTP	4	N/A	Thank you for the comment. No changes made. The scoring metrics used within the process did support the inclusion of bicycle and pedestrian elements of projects with the weighted scoring. Metro COG does support access management strategy and works with local jurisdictional partners to implement them. If you would like more information on Metro COG's access management strategy please see Metro COG's Parking and Access Study.

	Commenter	Comment	Document	Chapter	Page	Comment Response
17	Public Comment	Prioritize maintenance of existing transportation infrastructure, especially in core neighborhoods, over expansion to the peripheries.	MTP	4	N/A	Thank you for the comment. No changes made. Metro COG plans for federally functional classified roadways of Collector and higher. Most roadways in core neighborhoods are classified as Local, and do not fall under Metro COG's perview.
18	Public Comment	Sunday routes on the long routes reaching South, North, East, and West.	MTP	4	N/A	Thank you for the comment.
19	Public Comment	Support people's access to reliable transit service. YES== LET'S DO IT This continual adding and taking away service is unnecessary. Every step forward takes 3 steps back--poor planning? Microtransit is ideally suited for paratransit and door-to-door services. Organizations like Valley Senior Service needs to expand and needs more funding and longer hours. Right now to get a time slot for a ride can take a week or longer. Drivers are kind, understanding toward riders. Moorhead Route 4 needs a 40 foot bus. This route is heavily used by people with walkers, scooters, wheelchairs--who do most of their shopping at Walmart--which generates packages and more packages to bring on the bus.	MTP	3	N/A	Thank you for the comment. No changes made. Comments have been shared with the project team working on the Transit Development Plan.
20	Public Comment	Improved access to public transport can reduce wait times for buses and the time needed to walk from the bus stop to your destination. Decrease carbon emissions by updating the transport fleet to electric or non-fossil fuel sources and sourcing transit service electricity from renewable energy sources. Making public transport more convenient than driving can contribute to truly walkable communities, including during harsh winter months.	MTP	5	N/A	Thank you for the comment. No changes made. Comments have been shared with the project team working on the Transit Development Plan.
21	Public Comment	Here is where I will bring up my field of advocacy: light pollution. There is a growing mountain of evidence that illustrates just how bad exposure to artificial light at night can be to multiple populations. Beyond sleep depravation, there is a serious safety issue from glare caused by excessive road illumination, lights that blind drivers and pedestrians, potential links to macular degeneration at an earlier age, etc., etc., etc. And this doesn't even include the other human health issues, which can include ties to cancer and mental health problems. As the single biggest source (owner/user based) of light from a community is typically city managed/installed streetlights and signals, the road and transportation planning process presents a unique opportunity to address a form of pollution that has relatively easy solutions. Fully shielded and 2700K or less fixtures on all roadways for starters. Consideration of lighting control systems including timers and dimmers on all lighting grids. After the initial investment, the potential to save hundreds of thousands yearly is there. I would welcome the chance to discuss light pollution and how cities can work to limit it in person. Thank you! Patrick Sommer, DarkSky International, nddarkskies@gmail.com, 701-552-2393.	MTP	5	N/A	Thank you for the comment. No changes made.
22	Public Comment	Just keep up the great work. Many citizens depend upon the system for work, and all other transportation needs.	MTP	5	N/A	Thank you for the comment. No changes made.
23	Public Comment	Table 20 says it all. Matbus the way it is run and managed is NOT acceptable or sufficient for the FM area. The biggest problem is the incompetent, inefficient management of contractor and transit staff. Matbus is a public transportation system--it is NOT a college shuttle provider. The fixed routes take priority to be run. The hell riders have gone though unnecessarily the past 3 years in Fargo should not have been and should NEVER happen again.	MTP	5	N/A	Thank you for the comment. No changes made.
24	Lor VanBeek - MATBUS	Metro COG does not receive this direct allocation. Fargo is the designated recipient of 5307, 5310 and 5339 funds for the TMA.	MTP	1	5	Notation updated to note Fargo as the designated recipient of STB 5307, 5310, and 5339 funds. See Chapter 1, page 7.
25	Lor VanBeek - MATBUS	Removal of extra A in (FTAA).	MTP	1	6	Removed. See Chapter 1, page 7.

	Commenter	Comment	Document	Chapter	Page	Comment Response
26	Lor VanBeek - MATBUS	This pass is currently offered as a promotional fare to faculty and staff at U-Pass participating colleges, and to students of colleges not participating in the U-Pass program.	MTP	2	43	Text updated to reflect notation of the promotional fare: "Unlimited ride passes are also available, starting at $5.00 for a one-day pass, $60.00 for a 120-day college semester pass which is offered as a promotional fare to faculty and staff at U-Pass participating colleges and to students of colleges not participating in the UPass program, and a 31-day business pass for the region's workers. All rates noted are subject to change." See Chapter 2, page 58.
27	Lor VanBeek - MATBUS	MATBUS's account-based Pay As You Go system uses a smartcard or mobile app to. cap fares at 1-day and 31-day spending limits.	MTP	2	43	No changes made.
28	Lor VanBeek - MATBUS	The study was completed and adopted in August 2024.	MTP	2	43	Updated to reflect the study's completion in 2024. See Chapter 2, page 58.
29	Lor VanBeek - MATBUS	Effective 7/1/2024 service ends at 10:15 PM.	MTP	2	43	Service times updated to reflect a 10:15 end of service. See Chapter 2, page 58.
30	Lor VanBeek - MATBUS	three extend east into Dilworth (4, 6 and 9 go to Walmart). Route 6 serves Dilworth.	MTP	2	43	Updated to reflect the three routes that extend into Dilworth. See Chapter 2, page 58.
31	Lor VanBeek - MATBUS	only agencies can purchase packs of 20 rides.	MTP	2	43	Notation updated to reflect that agencies may purchase the pack of rides. See Chapter 2, page 58.
32	Lor VanBeek - MATBUS	Renamed MATBUS On-Demand as TapRide software is no longer available. *Noted on the explanation of mobility options in introduction paragraph.*	MTP	3	62	Definitions of Microtransit and Micromobility added. See Chapter 3, page 77.
33	Lor VanBeek - MATBUS	TapRide was renamed MATBUS On-demand since TapRide software is no longer available.	MTP	3	62	Microtransit section updated to remove any reference to TapRide with discussion of MATBUS On-Demand. See Chapter 3, page 78.
34	Lor VanBeek - MATBUS	weekday evening on the NDSU campus and weekdays in the Fargo Industrial Park.	MTP	3	62	Section updated to reflect current offerings in the Industrial Park and Campus. See Chapter 3, page 78.
35	Lor VanBeek - MATBUS	I don't believe this exists anymore. *(Great Rides Bike Share)*	MTP	3	63	Reference to Great Rides Bike Share updated. See Chapter 3, page 78.
36	Lor VanBeek - MATBUS	I'm not aware of this current work? *In reference to: Metro COG is currently working with a major company that provides these services to share transportation data for users to access.*	MTP	3	63	Statement removed. See Chapter 3, page 78.
37	Lor VanBeek - MATBUS	Edit "electricassist" to "electric-assist"	MTP	3	63	Updated. See Chapter 3, page 78.
38	Lor VanBeek - MATBUS	Edit "singlepassenger" to "single passenger"	MTP	3	64	Updated. See Chapter 3, page 79.
39	Lor VanBeek - MATBUS	Remove reference to missing footnote	MTP	3	64	Removed. See Chapter 3, page 79.
40	Lor VanBeek - MATBUS	Duplicate sentence. I'm not aware of these policies.	MTP	3	67	Removed and statement revised to reflect current practices. See Chapter 3, page 82.
41	Lor VanBeek - MATBUS	There are eligible transit projects as well. *In reference to Carbon Reduction Program.*	MTP	5	101	Section updated to reflect the ability to flex CRP funds to the FTA for transit projects. Eligibility as noted within CRP guidance added to the document. See Chapter 5, page 113.

	Commenter	Comment	Document	Chapter	Page	Comment Response
42	Wayne Zacher	Looks like this should be another row	MTP	-	I	Updated as noted.
43	Wayne Zacher	didn't Kindred and/or another community just become an associate member in the last few months?	MTP	1	2	Yes, Kindred was added as an associate member. Table and graphic were updated to include Kindred. See Chapter 1, page 3.
44	Wayne Zacher	Seems like this would make more sense if not a bullet similar to the next list for regional committees. I was first going to say that it could get added to end of the TTC paragraph, but that doesn't make sense because this is something different.	MTP	1	3	Updated to include statement as part of the paragraph before, not a bullet. See Chapter 1, page 4.
45	Wayne Zacher	Do we add confusion if we were to say "four or five years"? It is my understanding that we update this MTP every 5 years because we are not in a non-attainment area.	MTP	1	4	Statement added about 4-year requirement for areas in attainment. See Chapter 1, page 5.
46	Wayne Zacher	Is this MSA or the UZA? It is my understanding that the statistical area is the UZA plus. google search states that the statistical area is the UZA plus adjacent counties with a high degree of economic and social ties to the central area.	MTP	1	5	Updated and referenced UZA population of 216,214. See Chapter 1, page 6.
47	Wayne Zacher	This is every 4 years I believe	MTP	1	6	Updated as noted. See Chapter 1, page 7.
48	Ranae FTA	From Ranae, FTA: the legend is missing descriptions for the purple, black and pink for charts showing biking, driving, and walking or rolling challenges.	MTP	1	10	Updated as noted. See Chapter 1, pages 11-12.
49	Wayne Zacher	Would this read better if "of" were changed to "to"?	MTP	1	13	Updated as noted. See Chapter 1, page 14.
50	Wayne Zacher	I am not sure this is needed to begin with, but if it is needed, is the reader going to know this is talking about the MTP since that is the only shorthand provided in this report.	MTP	1	13	Updated to change "plan's" to "MTP's". References updated for consistency throughout Metro 2050.
51	Wayne Zacher	I am not sure if there is another way to word this, but this reads like and is the definition of "participants". Would it make more sense to change to something like, "Attendees were invited to participate..." this way it doesn't sound like you needed to have a special invite.	MTP	1	13	Updated as noted. See Chapter 1, page 15.
52	Wayne Zacher	Is this correct? I believe statistical area is different than the Urbanized area.	MTP	2	16	Updated to 249,843 to represent the MSA population. Yes, MSA is different than UZA, in this context MSA is used to represent MPA since MPA is not an official US Census boundary. See Chapter 2, page 18.
53	Wayne Zacher	largest?	MTP	2	17	Updated. See Chapter 2, page 19.
54	Wayne Zacher	Does this cover the entire MPO area? I assume it does, but if not, why is Fargo singled out?	MTP	2	17	Updated to reference the Fargo-Moorhead Region. Documents were updated for consistent reference to FM Region. Definitions of other boundaries such as MPA and UZA are provided in Chapter 1, page 2.
55	Wayne Zacher	I assume there is a difference based on the amounts shown, but I wonder if we shouldn't define "household" and "family". Evidently, I don't know the difference.	MTP	2	17	Definitions added within table. See Table 1, Chapter 2, page 19.
56	Wayne Zacher	These seem like they should be flipped to me. Have the 2018 rent first and then the 2023 because it talks about an increase, but almost reads as a decrease in amount and time.	MTP	2	17	Updated as noted. See Chapter 2, page 20.
57	Wayne Zacher	Check math. I calculate 18.1%	MTP	2	18	Math confirmed. No change made. See Table 2, Chapter 2, page 20.
58	Wayne Zacher	are these correct? tables 1-3 are on previous pages talking about travel time to work, Means of transpo to work, and commuting patterns	MTP	2	20	Figure and Table numbers updated throughout document.
59	Wayne Zacher	this seems to be a repeat section from immediately above; was something else supposed to be here?	MTP	2	24	Duplicative section removed. See Chapter 2, page 36.
60	Wayne Zacher	This whole paragraph reads odd to me. the 2nd Statement is confusing; I am not sure if it is just the term "supported" or what. The 3rd statement is worded to imply you are starting a list in the statement. I see the 6 areas at the bottom of the page, but that is not what the statement says.	MTP	2	25	Paragraph updated to provide more direct language. See Chapter 2, page 38.

	Commenter	Comment	Document	Chapter	Page	Comment Response
61	Wayne Zacher	on what? the current transportation conditions, the 6 areas listed below.	MTP	2	25	Added "on current transportation conditions". See Chapter 2, page 38
62	Wayne Zacher	can we make this statement since the data used only started 2018?	MTP	2	26	Noted "within the 5-year analysis". See Chapter 2, page 39.
63	Wayne Zacher	How are these ranked? It doesn't appear to be by MEV or entering volume. I believe if they are being ranked, then the criteria that puts them in the rank should be included in the table.	MTP	2	27	Ranked by total number of crashes. Column added for the total number of crashes. See Table 10, Chapter 2, page 40.
64	Wayne Zacher	What is this?	MTP	2	27	"LINK" removed. See Table 10, Chapter 2, page 40.
65	Wayne Zacher	How do we know it peaked? this is the end of the data. I agree that it is the highest of the 5 years that were reviewed, but I am not sure we can say it peaked.	MTP	2	28	Updated language. See Chapter 2, page 41.
66	Wayne Zacher	2022?	MTP	2	28	Updated. See Chapter 2, page 41.
67	Wayne Zacher	what is intended here? So what if it is difficult; was it done or not? The paragraph below talks about 494 miles that are comparable, but then dismisses the findings due to different ways of gathering the data.	MTP	2	29	Updated to simplify. See Chapter 2, page 43.
68	Wayne Zacher	After looking at figure 6, I understand what this is trying to show, but I initially read as the words were not matching the number. There needs to be better way to convey this; maybe something like, "Eight-six or 22% of the structures..."	MTP	2	31	Updated to Eighty-six or 22 percent. See Chapter 2, page 45.
69	Wayne Zacher	Relative to what?	MTP	2	31	removed "relatively". See Chapter 2, page 45.
70	Wayne Zacher	Same as previous comment. there is nothing to state what the () information is for.	MTP	2	31	Updated to 81 or 56 percent. See Chapter 2, page 45.
71	Wayne Zacher	as in ND and MN or just MN	MTP	2	32	Updated to Metro COG's combined or (both states). See Chapter 2, page 46.
72	Michael Johnson	Is this map existing conditions?	MTP	2	35	Yes, current conditions. Updated Figure title. Chapter 2, page 50.
73	Scott Zainhofsky	The figure numbers in the text are incorrect throughout this section.	MTP	2	37	Figure and Table numbers updated throughout document.
74	Scott Zainhofsky	The TTTR figure itself should clearly indicate that a lower number is better for this measure. At first glance, it appears the target was missed each year, potentially by a wide margin given the graph axis.	MTP	2	37	Updated for clarity. See Chapter 2, page 52.
75	Wayne Zacher	Is this well known? I am not sure I have heard of it or at least heard of it this way	MTP	2	38	Updated to Kansas & Oklahoma. See Chapter 2, page 53.
76	Wayne Zacher	Is this correct? I am asking because it stopped me as I was reading. I assume it is similar to "due to"	MTP	2	39	Updated. See Chapter 2, page 54.
77	Wayne Zacher	Consistency. Here there is no space between the F and 5, but other areas there is a space.	MTP	2	39	Updated to FAF 5. See Chapter 2, page 54.
78	Scott Zainhofsky	If this was intended to be a link, it is broken.	MTP	2	41	Link Updated. See Chapter 2, page 56.
79	Scott Zainhofsky	Would a map of this connectivity be useful? I'm not sure what it looks like; so, a map might not have value at this scale.	MTP	2	41	No map was provided due to the scale of the analysis and the overall region.
80	Wayne Zacher	why was a different range used than the previous traffic discussion (2018-2022)?	MTP	2	42	Updated to reference Bike & Ped Plan and timeframe of analysis included in that plan. See Chapter 2, page 57.
81	Scott Zainhofsky	Check figure numbers throughout the document. I can't find this figure in the document.	MTP	2	43	Reference removed.
82	Wayne Zacher	Orlando?	MTP	2	45	Updated to Orlando. See Chapter 2, page 60.
83	Wayne Zacher	I-29? I-94 doesn't go through Grand Forks	MTP	2	45	Updated to I-29. See Chapter 2, page 60.
84	Scott Zainhofsky	Is this performance presented anywhere in the document? Either way, can this performance be influenced locally? If not, why discuss it, here?	MTP	2	46	Added detail regarding Amtrak on-time performance. See Chapter 2, page 61.

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85	Scott Zainhofsky	Again, the link (if was intended to be one) seems to be broken. I recommend checking all links (or adjusting the font to avoid blue underlining if these aren't links).	MTP	2	46	Updated. See Chapter 2, page 62.
86	Scott Zainhofsky	What is this graphic trying to convey? It seems odd to indicate the goals are a subset of the objective, which are a subset of the metrics. I don't agree with that premise, but it's how I interpret this graphic.	MTP	3	50	Order of graphic updated. See Chapter 3, page 65.
87	Scott Zainhofsky	completing?	MTP	3	53	Updated. See Chapter 3, page 68.
88	Scott Zainhofsky	I recommend explicitly identifying the measure(s) that will be used to help prioritize projects. This statement makes the plan vague and less helpful.	MTP	3	53	Scoring matrix with individual rating metrics are found in Appendix X.
89	Scott Zainhofsky	surrounding?	MTP	3	56	Updated. See Chapter 3, page 71.
90	Scott Zainhofsky	There are a lot of Project Prioritization Metrics in this plan. Has any thought been given to the logistics of how these will be: utilized, weighted, determined for each candidate project, etc.? The MTP implies (but doesn't specifically state - that I saw) these metrics will directly support project programming. With this number of measures, that is a tall order. This comment may be addressed on page 101 (i.e., PDF sheet 107 - "Linking TIP Project Selection and the MTP" section - the page numbers should be checked, as there are several page 101's and 100's in the document). However, the number of measures is still large, in my opinion, and bares consideration for its impact to the logistics of project prioritization.	MTP	3	61	Scoring matrix with individual rating metrics are found in Appendix X.
91	Wayne Zacher	Is this to be a footnote or a carryover from 2018 or was there another thought that was not included?	MTP	3	64	Removed. See Chapter 3, page 80.
92	Wayne Zacher	was this supposed to be page?	MTP	5	100	Removed. See Chapter 5, page 117.
93	Michael Johnson	Why do some projects not have a cost associated with them?	MTP	5	103	Projects by either state DOT were not estimated due to the planning level methodology and the variability with Interstate or State Highway projects. Also, Metro COG has chosen to only forecast funding for its directly suballocated federal funding sources. Metro COG relies on the State to provide fiscal constraint for funding sources in which it oversees. Per Metro COG's agreement with NDDOT, it is eligible for other State funding solicitations but no expectation of funding is guaranteed.
94	Wayne Zacher	I don't see the); am I missing it?	MTP	5	100	Updated. See Chapter 5, page 138.
95	Wayne Zacher	Is it worth stating that these projects do come off of this list if funding becomes available or needs change? I realize that this would likely require an MTP Amendment. Just a question and more for something to think about, but maybe it isn't needed.	MTP	5	100	Updated with clarifying statement. See Chapter 5, page 141.
96	Kristen Sperry	Separate line?	MTP	-	I	Updated
97	Kristen Sperry	Is there a link for the Congestion Management Process which is appended by reference?	MTP	-	iii	"appended by reference" statement removed. Included as Appendix X
98	Kristen Sperry	and Federal Transit Administration (FTA)	MTP	1	2	Updated as noted. See Chapter 1, page 2.
99	Kristen Sperry	The label in the figure is hard to read Hawley.	MTP	1	2	Map updated. See Figure 1, Chapter 1, page 2.
100	Kristen Sperry	Was Kindred added?	MTP	1	2	Table and figure updated to include Kindred. See also Chapter 1, page 2.
101	Kristen Sperry	If the 4 bullets below are the 4 committees, consider indenting further so it is clear they are the committees.	MTP	1	3	Sentence moved to be included with the paragraph, rather than the bullet. See Chapter 1, page 4.
102	Kristen Sperry	If the 4 bullets below are the 4 committees, consider indenting further so it is clear they are the committees.	MTP	1	4	Statement added. See Chapter 1, page 4.

	Commenter	Comment	Document	Chapter	Page	Comment Response
103	Kristen Sperry	4 years 23 CFR 450.336(b)	MTP	1	6	Updated as noted. See Chapter 1, page 7.
104	Kristen Sperry	Not all of the colors are represented in what they stand for - pink, purple, and black.	MTP	1	10	Charts updated to show full legend. See Chapter 1 pages 11-12.
105	Kristen Sperry	Is there a list of agencies that were coordinated with? 23 CFR 450.324(g) is more than encourage it is shall. Where is a discussion on types of potential environmental mitigation activities and potential areas to carry out these activities per 23 CFR 450.324(f)(10)?	MTP	1	15	Updated language. See Chapter 1, page 17. Please also see Chapter 4, pages 95-97 and Appendix H.
106	Kristen Sperry	Which approach is Metro COG using for each PM?	MTP	2	20	Approaches are evaluated on an annual or biennial basis as data from the last reporting period is collected and analyzed. Metro COG does not believe that a specific approach should be selected for each Performance Measure as part of the MTP but rather on a continuous basis as part of the performance-based planning and programming methodology. See Chapter 2, page 24.
107	Kristen Sperry	Missing baseline condition/performance. Baseline condition/performance derived from the latest data collected through the beginning date of the performance period specified in § 490.105(e)(4)(I) for each target, required under paragraph (b)(1)(ii)(A) of this section; Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data;	MTP	2	21	Baseline information added to Table 6 however, Metro 2050 covers multiple baseline periods. The purpose of Metro 2050 is not to analyze performance versus baseline but rather to show and analyze trends. The CFR reference does not pertain to information in the MTP. It pertains to performance measure evaluation which Metro COG performs outside of the MTP document. See Chapter 2, pages 25-33.
108	Kristen Sperry	What happened to the Figure numbers? They go from 12 - 28?	MTP	2	37	Figure and Table numbers updated throughout document.
109	Kristen Sperry	What does this figure represent - text seems to point to a reverse of what is shown?	MTP	3	50	Figure updated to reverse order of circles. See Chapter 3, page 65.
110	Kristen Sperry	Page numbering is not correct - there are multiple of the same page numbers.	MTP	5	101	Page numbers updated throughout
111	Kristen Sperry	Would be helpful to show MN and ND projects grouped in a similar fashion as previous tables.	MTP	5	101	Projects organized by state.
112	Kristen Sperry	Is there supposed to be a figure?	MTP	5	102	Figure added.
113	MnDOT	Please add reference to the Minnesota Statewide Multimodal Transportation Plan. Suggestion to consider a word choice within the objectives to focus on preservation of existing priority freight routes within the MPO regional network once it is identified in a future effort. They have completed a pretty well rounded and concise plan. I think one thing they will eventually have to reconcile is their 2054 VMT/VHT projections based on their current and long term investments which include capacity expansion. I recognize that this is a push-pull situation with low density regional housing but that element is going to be difficult to square with our own policy goals in the future.	MTP	--	--	Reference added in Chapter 1. Metro 2050 goal statements about freight movements. Metro COG is unsure of the comment about priority freight routes, as MnDOT (and therefore the Minnesota-side of the MPA) does not designate specific freight corridors rather, relies on the 10-Ton roadway system. We are unsure about the comment regarding low-density regional housing. The FM Region has a robust mix of low-, medium-, and high-density residential options.
114	MnDOT	From the Statewide Pedestrian and Bicycling perspective I don't see any fatal flaws and appreciate the methodologies used to determine existing conditions and the vision to a create a safer, better connected system that encourages mode shift to walking and biking.	MTP	--	--	Thank you for the comment. No changes made.

	Commenter	Comment	Document	Chapter	Page	Comment Response
115	MnDOT	It's unclear to me what level of detail should be included in this plan around planning for EVs and EV charging since I'm not well versed in these plans. Also, since the Metro COG is doing a separate EV Charger study maybe that is taking the place of any discussion about EVs/Chargers in this plan. However, as I scan the document and do some key word searches the word "electric" only appears 7 times and most of that in relation to bike/scooters. No mention of NEVI or Charging & Fueling Infrastructure funding though there is some mention of Carbon Reduction Program. One of the Goals of the plan is Emerging Transportation Trends - Monitor transportation trends and new technologies shown to improve the way people travel and incorporate into regional transportation plans. Overall, this plan does not seem in any way to support EV adoption. Given the number of private vehicles/car trips in the area and projected growth this is concerning to me.	MTP	--	--	NEVI program has been cancelled through Trump Administration.
116	MnDOT - ES	Could be helpful to add hyperlinks to legal references	MTP	1	4	Links added as applicable throughout Metro 2050.
117	MnDOT - ES	Recommend adding a section on things that won't change (e.g., majority of planning funds will be administered to Metro COG through NDDOT).	MTP	1	5	Updated. See Chapter 1, pages 6-7.
118	MnDOT - ES	FTA	MTP	1	6	Updated to FTA. See Chapter 1, page 7.
119	MnDOT - ES	It could be helpful to call out the TA, CRP, and PROTECT programs here.	MTP	1	6	Added notation of programs. See Chapter 1, page 7.
120	MnDOT - AP	I'd love to see where there's more of a direct correlation between the commute times and the ability to mode shift. This should tie into the regional priorities and funding of those priorities and projects. Does Metro COG have goals to reduce travel time or increase access to jobs and destinations? If so, how can/is that influenced by access to various modes?	MTP	2	18	Given the size of the FM Region and current commute times across the MPA, commute times are not likely to rise to a level which would directly impact modal choice. However, Metro COG is looking at different strategy to continue encouraging modal shift away from SOVs including access and convenience to bicycle facilities & transit and land use/parking strategies. Metro COG goals and objectives incorporate emphasis on increasing access to regional jobs and destination. See Goal Areas: Transportation Decisions (pg. 75) and Connecting People & Places (pg. 76).
121	MnDOT - ES	This section should both include baseline data and include some more detail on progress since the 2045 MTP. In order to measure progress, it would be helpful to show a comparison of the baseline data to show how conditions have changed since the last MTP. See 23 CFR 450.324(f)(4)https://www.ecfr.gov/current/title-23/part-450/section-450.324#p-450.324(f)(4)	MTP	2	21	Updated to include trend analysis, baseline information, and also incorporated into Appendix B. See Chapter 2, pages 25-33.
122	MnDOT - ES	Reference updated 2023 guidelines? https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf	MTP	2	22	Reference to 2023 added and linked. See Chapter 2, page 34.
123	MnDOT - AP	Also, ensure photos have alternative text and the document is ADA accessible.	MTP	2	25	Alt Text being added throughout document for pictures and tables.
124	MnDOT - AP	It'd be great to see some captions of where these places are in the area. And noting what the pictures are of. I believe this one for example is the opening of the 20th Street/Main Ave Underpass project in Moorhead a few years ago.	MTP	2	25	Captions being added for photos with specific context.
125	MnDOT - ES	Spell out Fargo-Moorhead.	MTP	2	31	Updated for consistency throughout Metro 2050.
126	MnDOT - ES	Is there more recent data than this?	MTP	2	40	FAF5 2017 data was the most recent when we completed the data collection for the plan.
127	MnDOT - ES	Are there micro mobility options in Fargo-Moorhead (like electric scooters?)	MTP	2	41	Currently there are no micro mobility services available the region. No change made.
128	MnDOT - ES	This isn't a complete sentence	MTP	2	42	Reference to Equity has been removed per Trump Administration EO.

	Commenter	Comment	Document	Chapter	Page	Comment Response
129	MnDOT - ES	Would be helpful to link to the study and/or the MATBUS website. Also might be useful to mention the TDP is in progress.	MTP	2	43	Added link and notation of regular TDP updates. See Chapter 2, page 57.
130	MnDOT - AP	Would be cool to do this highlight for the airport too with all those changes and construction occurring.	MTP	2	43	No changes made within the transit section as aviation is highlighted on the following page.
131	MnDOT - ES	still	MTP	3	48	Updated. See Chapter 3, page 61.
132	MnDOT - AP	Is this old text? Could be clarified to state that this approach began with the previous MTP, Metro Grow.	MTP	3	50	Updated to reflect Metro 2050 process. See Chapter 3, page 65.
133	MnDOT - ES	remove one of these words	MTP	3	52	Updated. See Chapter 3, page 68.
134	MnDOT - AP	Is this supposed to be under objective?	MTP	3	53	No change made, content in the correct location but added clearer Policy Objective tags. See Chapter 3, page 69.
135	MnDOT - AP	Couldn't there be a project that clearly does this? So there could be scoring. For example a corridor that is designed with transit only lanes or priority signals?	MTP	3	54	Metric has been updated. See Chapter 3, page 70.
136	MnDOT - ES	Define/describe what this means (not sure the average person would know)	MTP	3	55	Updated. See Chapter 3, page 71.
137	MnDOT - ES	Shouldn't be an "if" because FTA funding requires compliance with Title VI	MTP	3	56	Updated. See Chapter 3, page
138	MnDOT - ES	EJ and Title VI communities aren't defined anywhere in the plan	MTP	3	56	Section included in Chapter 2 (pg. 22).
139	MnDOT - AP	Is equity not going to be a measure or score on a project? How is Justice40 accounted for in this plan?	MTP	3	56	Equity and Justice40 references have been removed from Metro 2050, per Federal policy guidance. See section on Title VI and EJ in Chapter 2 (pg. 22).
140	MnDOT - ES	environmental impacts?	MTP	3	57	Updated. See Chapter 3, page 73.
141	MnDOT - AP	So, micro-mobility projects wouldn't receive an increased score?	MTP	3	58	Updated to reflect scoring metric. Micro-mobility in the FM Region hasn't had a foundational impact to the regional transportation system and is somewhat ephemoral given the nature of our climate and both private and public efforts to implement micro-mobility in a successful manner. Metro COG has concerns about micro-mobility and will continue to monitor. See Chapter 3, page 74.
142	MnDOT - AP	Can there be one or two more measurable objectives?	MTP	3	59	Updated. See Chapter 3, page 75.
143	MnDOT - AP	Why can't this be a measurable/scorable thing? Does the project align with local land use and growth management strategies? Does the project expand in an area that does not align with the regional priorities?	MTP	3	61	Updates made however, Metro COG has not yet established a regional land use coordinating strategy. Scoring is harder to quantify - therefore Policy Objective is utilized here and still labeled as such. Metro COG will continue to coordinate with jurisdictions on future land uses and transportation system decisions. See Chapter 3, page 77.
144	MnDOT - ES	Consider covering EVs in this section?	MTP	3	64	See Chapter 3 (pgs. 84-85).
145	MnDOT - AP	Encourage reference to the Minnesota CRS and the priorities of travel options, electrification, and low carbon infrastructure and system management.	MTP	5	101	Metro 2050 is intended to be Metro COG policy therefore, references to other agency's policies which do not align with project selection and prioritization are not included. See Chapter 5.
146	MnDOT - ES	Assume the long term project table and map will be added as discussed at TTC	MTP	5	99	Figure Added.

	Commenter	Comment	Document	Chapter	Page	Comment Response
147	MnDOT - ES	Consider noting that the next update is underway?	MTP	5	100	Updated with TDM status. Chapter 5 (pg. 139).
148	MnDOT - BM	suggestion of defining non-attainment, as public likely does not know	MTP	1	5	Added footnote definition. See Chapter 1, page 5.
149	MnDOT - BM	Figure 4. appears the 'f' in Classification is in the wrong color	MTP	2	26	Updated. See Figure 10, Chapter 2, page 36.
150	MnDOT - BM	Make Prioritization in the circle on one line	MTP	3	54	Updated. See Chapter 3, page 65.
151	MnDOT - BM	Roadway Capacity Strategy - I am not very familiar with CMP's but is that an acceptable strategy due to the induced demand phenomena? Also, MnDOT's current policy is to not increase road capacity unless absolutely necessary	CMP			Metro COG understands the induced demand phenomenon however, induced demand documents the manifestation of congestion in relatively stable regions. FM Region growth has experienced historic, significant growth, one of the fastest growing regions's U.S., of similar sized communities. There are real capacity needs. However, Metro COG considers land use and other factors related to the distance between regional goods and services, housing, and employment. Most capacity projects in the FM Region deal with new or extension projects. Metro COG does not support MnDOT's philosophy on roadway capacity increase.
152	MnDOT - BM	Broad Comment - ADA considerations? Especially in Pictures, charts, and graphs				Integrated ADA legibility and accessibility through Metro 2050 documentation.
153	FHWA - DR/SM	Pursuant to 23 CFR 450.316(a) the PPP was not followed for the MTP process with reasonable opportunity for public comment	MTP	1	8	Thank you for your comment.
154	FHWA - DR/SM	Who was consulted? Were any Tribes included in the MTP consultation?	MTP	1	17	Added list. See Chapter 1, page 17. No Tribes were consulted as no Reservation or Trust Land held by Tribal Governments is within the MPA. See also consultatation with agencies listed in Appendix H.
155	FHWA - DR/SM	Where is the baseline data? I didn't see it in the appendix either	MTP	2	24	Updated to include trend analysis, baseline information, and also incorporated into Appendix B. See Chapter 2, pages 25-33.
156	FHWA - DR/SM	How is the MPO addressing preservation of the existing transportation system? I didn't see anything in the document that addressed it. Not sure if the comment should be placed here or not.	MTP	5	104	Preseration is emphasized in Metro 2050 through the established goal areas: Maintain Transportation Infrastructure, Community Context & Impact, Transportation Decisions, and Connecting People & Places. See Chapter 3 pg. 65 for #8 of the National Planning Factors and which Metro 2050 goal areas align.
157	FHWA - DR/SM	I have the same comment as Ranae in regards to the implementation schedule.	CMP		13	Described on page 17 after Figure 4.
158	MnDOT - AP	Please add content to explain how policy objectives could be measurable to identify how their being met if they aren't a scoring metric to project prioritization. Comment applies to all policy objectives in the plan.	MTP	3	51	Metro COG has developed a project scoring matrix, listing all objectives and metrics. See Appendix X. Some policy objectives take professional judgement in order to apply and one single metric can be applied.

	Commenter	Comment	Document	Chapter	Page	Comment Response
159	MnDOT - ES	1. System performance: The baseline data should be added to the performance measures, but also I think there could be some more detail added here to show how Metro COG has progressed since the last MTP in terms of system conditions. In addition to the baseline data and targets, it would be helpful to show the previous and current actuals for comparison. 2. Reference to local/regional/statewide plans: It is important that regional plans align with both local and statewide plans. For example, there is no mention of the Minnesota Statewide Multimodal Transportation Plan within the document. 3. MTP checklist: I'm not sure if this existed the last time the MTP was updated, but there is now a checklist that MPOs fill out to demonstrate whether (and where) they are meeting federal requirements. I've attached the document, but feel free to reach out with any questions on it.				1. Updated to include trend analysis, baseline information, and also incorporated into Appendix B. 2. Reference added in Chapter 1 page 17. 3. MTP Checklist will be filled out after finalization of the MTP.
160	MnDOT Central Office	Please add reference to the Minnesota Statewide Multimodal Transportation Plan. Suggestion to consider a word choice within the objectives to focus on preservation of existing priority freight routes within the MPO regional network once it is identified in a future effort. They have completed a pretty well rounded and concise plan. I think one thing they will eventually have to reconcile is their 2054 VMT/VHT projections based on their current and long term investments which include capacity expansion. I recognize that this is a push-pull situation with low density regional housing but that element is going to be difficult to square with our own policy goals in the future. -From the Statewide Pedestrian and Bicycling perspective I don't see any fatal flaws and appreciate the methodologies used to determine existing conditions and the vision to a create a safer, better connected system that encourages mode shift to walking and biking. -It's unclear to me what level of detail should be included in this plan around planning for EVs and EV charging since I'm not well versed in these plans. Also, since the Metro COG is doing a separate EV Charger study maybe that is taking the place of any discussion about EVs/Chargers in this plan. However, as I scan the document and do some key word searches the word "electric" only appears 7 times and most of that in relation to bike/scooters. No mention of NEVI or Charging & Fueling Infrastructure funding though there is some mention of Carbon Reduction Program. One of the Goals of the plan is Emerging Transportation Trends - Monitor transportation trends and new technologies shown to improve the way people travel and incorporate into regional transportation plans. Overall, this plan does not seem in any way to support EV adoption. Given the number of private vehicles/car trips in the area and projected growth this is concerning to me.				Reference added in Chapter 1, page 17. Metro 2050 goal statements about freight movements. Metro COG is unsure of the comment about priority freight routes, as MnDOT (and therefore the Minnesota-side of the MPA) does not designate specific freight corridors rather, relies on the 10-Ton roadway system. We are unsure about the comment regarding low-density regional housing. The FM Region has a robust mix of low-, medium-, and high-density residential options. Thank you for your comment. No changes made. NEVI program has been cancelled through Trump Administration. EV information is included in Chapter 3, page 85.
161	Kristen Sperry	Should this be a separate line or is it a spacing issue with the page? Still not addressed with first round of comments.	MTP		i	Updated
162	Kristen Sperry	Chapter 2: Fargo-Moorhead Region & Transportation in 2024 Title was adjusted, but the header on chapter 2 was not. Supposed to be 20 years into the future - should the date be 2050 to match the name of the plan and future date used in Chapter 4?	MTP		iii	Updated
163	Kristen Sperry	Transportation Goals and Objectives per the header used in Chapter 3.	MTP		iii	Updated
164	Kristen Sperry	This title is 2050 and Chapter 2 is 2045 - is there a particular goal year for this plan? Header for Chapter 4 states "Chapter 4: System Needs & Strategies"	MTP		iii	Updated - Chapter 2 is 2024 or existing conditions.

	Commenter	Comment	Document	Chapter	Page	Comment Response
165	Kristen Sperry	Where is 23 CFR 450.324(f)(10) and 23 CFR 450.324(g), and 23 CFR 450.324(g)(1) and (2) addressed?	MTP		iii	23 CFR 450.324(f)(10) addressed in Chapter 4 (pg. 95). 23 CFR 450.32(g) addressed in Appendix H. Metro COG references common sensitive area maps including Hydrology, Flood Hazard Zones, and National Wetland Inventory to display most common types of conservation resources in the FM Region. However, given the scale and programmatic scope of Metro 2050 the approach was determined most appropriate in consultation with applicable environmental agencies as outlined in Appendix H.
166	Kristen Sperry	Still can't read Hawley due to the placement of the label and/or the color of the name on top of the area. Kindred was also not added to this figure to match the updated table showing the Associate Jurisdictions.	MTP	1	2	Updated. See Chapter 1, page 2.
167	Kristen Sperry	Name on your website labels this as MATBUS Coordination Committee.	MTP	1	4	Updated - recent committee name change. See Chapter 1, page 4.
168	Kristen Sperry	Consider using this link instead: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C the link provided points to MPO Designation/Redesignation instead of the Scope of the metropolitan transportation planning process	MTP	1	5	Updated. See Chapter 1, page 5.
169	Kristen Sperry	This number is different than the number provided on pdf page 22 and both discuss the MSA.	MTP	1	6	Updated - removed MSA reference in TMA section. TMA designation is based upon UZA population, not MSA population. See Chapter 1, page 6.
170	Kristen Sperry	Wayne had recommended this to be updated to "Attendees were invited to participate..."	MTP	1	15	Updated. See Chapter 1, page 15.
171	Kristen Sperry	Still not addressed - what agencies were consulted with? Where is a discussion on types of potential environmental mitigation activities and potential areas to carry out these activities per 23 CFR 450.324(f)(10)?	MTP	1	17	Updated with list of consulted Agencies throught Metro 2050 development. Environmental consultation list provided in Appendix H. See Chapter 1, page 17.
172	Kristen Sperry	Should this be 2050? Doesn't match the title in the Table of Contents.	MTP	2	18	TOC updated - 2024 is the right year (Existing Conditions)
173	Kristen Sperry	Header matches the chapter title, but not the Table of Contents. Year is incorrect.	MTP	2	18	Updated TOC and headings throughout.
174	Kristen Sperry	Different number for the MSA is provided on pdf page 10.	MTP	2	18	Updated - removed reference in TMA section. TMA designation is based upon UZA population, not MSA population. See Chapter 1, page 6.
175	Kristen Sperry	Not updated to match Comment Response to Wayne's comment #61	MTP	2	28	Updated
176	Kristen Sperry	Not removed per Wayne's comment #64	MTP	2	30	Updated
177	Kristen Sperry	Not updated per comment response to Wayne's comment #68	MTP	2	35	Updated for clarification
178	Kristen Sperry	Not removed per Wayne's comment response to #69	MTP	2	35	Updated
179	Kristen Sperry	Not updated as stated in comment response to Wayne's comment #70	MTP	2	35	Updated for clarification
180	Kristen Sperry	Not seeing statement that was to be added in response to Scott Z's comment #74	MTP	2	35	Updated for further clarification
181	Kristen Sperry	Not updated to Kansas & Oklahoma in response to Wayne's comment #75	MTP	2	42	Updated
182	Kristen Sperry	Not updated per Wayne's comment #77	MTP	2	43	Updated
183	Kristen Sperry	Not updated per Wayne's comment #80	MTP	2	46	Updated for clarification. 2016-2020 timeframe matches analysis from *Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan* (2022). See Chapter 2, page
184	Kristen Sperry	Not updated to Orlando per Wayne's comment #82	MTP	2	49	Updated

	Commenter	Comment	Document	Chapter	Page	Comment Response
185	Kristen Sperry	29 per Wayne's comment #83	MTP	2	49	Updated
186	Kristen Sperry	Goals and Objectives in the Table of Contents.	MTP	3	52	Updated TOC.
187	Kristen Sperry	Matches header used but not the title in the Table of Contents.	MTP	3	52	Updated TOC.
188	Kristen Sperry	A graphic or table showing how these relate to each other as well as the MTP goals would be helpful.	MTP	3	52	Added. See Table 14, Chapter 3, pages 63-64.
189	Kristen Sperry	Some have bold text as well as state "Congestion Management Process Alignment", some only have the "Congestion Management Process Alignment" text, and others have bold text but no "Congestion Management Process Alignment" text - should all have the same configuration so it is clear to the readers and those implementing the scoring which of these support the CMP.	MTP	3	54	Updated formatting and tagging. See Table 15, Chapter 3, pages 65-77.
190	Kristen Sperry	Have bold text and "Congestion Management Process Alignment" text.	MTP	3	56	Updated formatting and tagging. See Table 15, Chapter 3, pages 65-77.
191	Kristen Sperry	Just bolded text - does this also support the CMP? If not, why are some of these bold but not others?	MTP	3	56	Updated formatting and tagging. See Table 15, Chapter 3, pages 65-77.
192	Kristen Sperry	Would this support the CMP as well?	MTP	3	57	Updated formatting and tagging. See Table 15, Chapter 3, pages 65-77.
193	Kristen Sperry	Just contains "Congestion Management Process Alignment" text" with text not bold.	MTP	3	60	Updated formatting and tagging. See Table 15, Chapter 3, pages 65-77.
194	Kristen Sperry	What does this mean? Would this receive an increased score?	MTP	3	62	Yes, projects that include emerging trends or potential for emerging trends receive an increased score. See Chapter 3, page 74.
195	Kristen Sperry	Doesn't match the header for this chapter, but does match the title in the Table of Contents.	MTP	4	74	Updated Heading. TOC Updated. See Chapter 4, page 86.
196	Kristen Sperry	Matches all 3 - title in Table of Contents, header, and chapter title. Other chapters are inconsistent on naming convention.	MTP	5	83	Thank you for the comment. No changes made.
197	Kristen Sperry	Are there any projects within each state's SHSP for HSIP funds within the area or PTASP? 23 CFR 450.324(h)	MTP	5	83	Metro 2050 goal area Safey and System Security in Chapter 3 page 67 aligns with priorities and goals of HSIP, State SHSPs, and PTASP. Project priortization includes high-crash locations and potential of project scope to forward transportation in the FM Region. Further clarifying language added in Chapter 5, pages 113-114.
198	Kristen Sperry	Where is it?	MTP	5	91	Double check MPA boundary on Project Listing Maps.

	Commenter	Comment	Document	Chapter	Page	Comment Response
199	Kristen Sperry	23 CFR 450.322(d) (1) - causes of recurring and non-recurring congestion (2) - what is the level of acceptance? (5) - schedule, implementation and responsibilities (6) - periodic assessment made available to decision makers and public. (Is there as assessment for the 2019 CMP?)	CMP		i	23 CFR 450.322(d)(1) and (2) - Added an Exising Congestion Assessment on pages 5- 7 to describe causes of recurring congestion, non-recurring congestion, and level of acceptance. 23 CFR 450.322(d)(5) - Added language and clarification on page 17 regarding schedule, implementation, and responsibilities. 23 CFR 450.322(d)6) - Metro COG introduced a preliminary CMP, as provided in Metro Grow, as formal TMA designation had not yet occurred. The preliminary CMP in Metro Grow was refined through Metro 2050 to develop an updated CMP with specific objectives, strategies, measures, and evaluation considerations which guided Metro 2050 strategy, policy, and project development/prioritization. Periodic CMP assessment and evaluation will be built into Metro COG's performance review documents available to the public and decision makers. The Metro Profile, updated annually, provides an existing opportunity for Metro COG to utilize an established process to assess the CMP. The TIP (adopted annually) will help with tracking and the MTP (adopted every five years) will provide a formal assessment of Metro COG's CMP moving forward.
200	Kristen Sperry	The MTP on pdf page 82/86 "Exploring Project Alternatives" - "As the alternatives were reviewed, congestion measures were used to refine the projects and build an understanding for an acceptable level of congestion." What is the acceptable level of congestion?	CMP		i	Updated, see pages 6-7 in CMP document and MTP Chapter 4 pages 93-95.
201	Kristen Sperry	https://www.fhwa.dot.gov/tpm/rule.cfm "Pursuant to negotiations in two lawsuits, FHWA agreed to temporarily not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports through March 29, 2024. On March 27, 2024 the U.S. District Court for the Northern District of Texas vacated and remanded the Final Rule to DOT, in effect nullifying the rule Nationwide. Consistent with the Court's decision, States and MPOs are not required to submit initial targets and reports at this time. We will provide more information as we examine next steps." If MN has GHG requirements you may want to consider updating this section to point more towards that.	CMP		1	Removed references to GHG based on latest federal adiminstration policy.
202	Kristen Sperry	double	CMP		2	Updated

	Commenter	Comment	Document	Chapter	Page	Comment Response
203	Kristen Sperry	Ideal Objectives should have "SMART" characteristics as defined in the FHWA Congestion Management Process: A Guidebook - missing measurable and time-bound. If using principles - how were these determined? Were they prioritized by the public through surveys and public input? What is the justification for those that are selected?	CMP		2	CMP Objectives updated with SMART principles on pages 3-4. Principles were determined through public engagement as summarized in Metro 2050 Chapter 1, pages 10-16, for example: **CMP Objective 1** - provides a vision zero and interim target. Public engagement has consistently prioritized Safety & System Security. **CMP Objective 2** - reflects travel efficiency and reliability priority in the bottom half of public priority. Metro COG identified a stable timebound target as forecast consistent with 2035 forecast congestion levels (V/C calculations) derived from the TDM. The objective can be used to measure and analyze congestion acceptance level over time, and adjusted as public priority and perception of congestion in the FM Region may or may not change. **CMP Objective 3** - reflects maintainin the transportation system as a top 3 public priority, to meet expetations set by the State and Metro COG through PM 2 targets. **CMP Objective 4** - reflects travel efficiency and reliability priority in the bottom half of public priority. Metro COG identified a stable timebound target of 2035. The objective can be used to measure and analyze congestion acceptance level and reliability over time, and adjusted as public priority and perception of congestion and reliability in the FM Region may or may not change. **CMP Objective 5** - reflects #1 public priority as determined through public feedback. In this case 11% is an average between Metro Grow's identified 5% target for bike and ped spending and Metro 2050's public-engagement-summarized-target of 17%. 11% bike and ped spending (of federal funds) signifies a two-fold, by percentage increase, of spending in this project scope typology which is responsive to consisten long-term public priority between Metro
204	Kristen Sperry	MTP Goals or Objectives - Table 1	CMP		2	Updated references for clarification.
205	Kristen Sperry	Goals? Text to correspond with the table refer to these as Goals and not Objectives. MTP lists alignment with Objective Metric.	CMP		3	Updated Table 1 title and organization for clarification.
206	Kristen Sperry	None in this category are shown as aligned in the MTP.	CMP		3	Updated Table 1 organization for clarification, updated MTP goal area formatting and tagging in Metro 2050 Chapter 3 pages 66-77.
207	Kristen Sperry	Only other MTP Metric that lists alignment with the CMP Objectives.	CMP		3	Updated Table 1 organization for clarification, updated MTP goal area formatting and tagging in Metro 2050 Chapter 3 pages 66-77.
208	Kristen Sperry	MTP shows alignment with 3 metrics/objectives for Travel Efficiency & Reliability.	CMP		3	Updated Table 1 organization for clarification, updated MTP goal area formatting and tagging in Metro 2050 Chapter 3 pages 66-77.
209	Kristen Sperry	Does not match the Objective in the MTP on pdf page 82/86. MTP States: "Encourage transportation projects that provide improved access to destinations using a variety of modes."	CMP		3	CMP Objectives should not match explicitly with MTP Goal Areas and are separate objectives. Updated Table 1 title and organization for clarification.

	Commenter	Comment	Document	Chapter	Page	Comment Response
210	Kristen Sperry	What do the green headings below this paragraph relate to? Green headings below do not follow the same naming convention or pattern so it is confusing how this sentence relates to the information that follows this.	CMP		4	Updated to follow naming convention (paragraph prior) and added clarifyin language on relation between performance measures and CMP Objectives 1-5.
211	Kristen Sperry	The measures below here are more closely related to Reliability than to Safety.	CMP		4	The measures provided help evaluate reliability based upon safety-related factors. Safety is included as an important, publicly-relatable terminology, which has an impact on non-recurring congestion and reliability CMP tenants (less publicly-relatable). Relationship added to Number of Crashes metric on page 7.
212	Kristen Sperry	Consider showing the same facility types on Figure 1 and Figure 2 - Interstate, Principal Arterial, and Minor Arterial so these can be easily seen and compared.	CMP		4	Update made to Table 2 on page 5.
213	Kristen Sperry	When is this planned to be up and running? When would information start to be collected?	CMP		4	Traffic Operations Center has been discussed in the FM Region for a long time however, there is no anticipated timeline for implementation. Clarifying language added.
214	Kristen Sperry	Performance Measures should support the Objectives. How are these related to the Objectives?	CMP		4	Listed relationship to CMP Objectives 1-5 under measure Headings.
215	Kristen Sperry	Are there any transit or pedestrian/bike reliability measures? Measures proposed are not necessarily multi-modal.	CMP		4	Added two additional multimodal Reliability measures on page 10.
216	Kristen Sperry	It would be helpful to put the Performance Measure (green headings if those are the Performance Measures) or group the categories for each Performance Measure with the Data Sources.	CMP		8	Table 3 updated on pages 12-13
217	Kristen Sperry	Do your local jurisdictions have a GIS inventory layer with this information?	CMP		8	Yes they do. Table 3 updated on pages 12-13 to include anticipated data source.
218	Kristen Sperry	How often will the data be obtained? Is there a data collection and management plan on when data is needed, who will collect it, how often data will be collected, and format data will be received in?	CMP		8	Table 3 updated on pages 12-13 to include timeframe for data collection. Responsibility of data collection provided on page 17. Data format is unknown at this time.
219	Kristen Sperry	Missing third category - Enhance existing roadway operations.	CMP		10	Figure 3 updated on page 14.
220	Kristen Sperry	Missing from Figure 3	CMP		11	Figure 3 updated on page 14.
221	Kristen Sperry	Missing bullet?	CMP		11	Updated
222	Kristen Sperry	FTA funds?	CMP		13	Clarification added. Please see Chapter 5 XXX section - Transit Appendix.
223	Kristen Sperry	Are these annual? How will this information be used in annual project solicitation/selection?	CMP		13	Updated on pages 18-19.
224	Ranae Tunison	the key for biking, driving, and walking or rolling challenges is missing the descriptions for purple, black, pink.	MTP	1	14	Updated. See Chapter 1, pages 11-12.
225	Ranae Tunison	Is there an implementation schedule?	CMP		13	Described on page 17 after Figure 4.
226	Ranae Tunison	FTA or CPG funding sources?	CMP		13	Clarification added. Please see Chapter 5 XXX section - Transit Appendix.
227	Will Hutchings	Under Functional Classification, 1st paragraph, 3rd Sentence. Change "FHWA updated the Functional Classification Guidelines in 2023 to reflect to…" to read: "FHWA updated the Functional Classification Guidelines in 2013 and made minor updates in 2023 to…"	MTP	2	25	Updated. See Chapter 2, page 34.
228	Will Hutchings	Figure 4. Title for Map: "Classification" is spelled "Classi ication" the 'f ' is missing.	MTP	2	26	Updated. See Figure 10, Chapter 2, page 36.

	Commenter	Comment	Document	Chapter	Page	Comment Response
229	Will Hutchings	Figure 4, Legend: General Comment – Metro COG UZA and MPA are used in the legend. MSA is used earlier in this section. I see you've included these in the acronyms page but I feel these are abstract boundaries that the general public do not know exists and how they are different/what they mean. Is it possible to find a place to provide some narrative for the UZA and MPA when they first appear in maps and possible to provide map for MSA? Perhaps Page 2-3	MTP			Added language on page 2 and removed MSA reference on page 6 as MSA is not applicable to TMA designation. Made consistent reference to UZA, MPA, and MSA as applicable throughout Metro 2050.
230	Kristen Sperry	Have you posted flyers or used QR codes for surveys to try and reach other types of transportation users?	MTP Appendix	Appendix A	PDF pg. 58	Metro COG employed a variety of high-level strategies to spread the word about Metro 2050 engagement and feedback opportunities. Local jurisdictional partners also utilized their established communication channels to get the word out, to all transportation system users from all walks of life. QR codes were a prominent feature in Metro 2050 advertising however, transit focused placement of physical material was not part of specific strategy, as feedback was geared toward any user of the regional transportation system. Historically, transit riders in the FM Region have been very tuned into Metro COG's planning efforts (subscribe to email updates, show up to pop-up meetings, check the project webpage, and social media page(s), etc.). MATBUS was involved in the Study and strategy for public engagement therefore, advertisement methods were deemed reasonable for Metro 2050. However, transit-focused efforts may pursue more strategic posting and advertisement such as referenced in this comment. Metro COG will share this feedback with MATBUS staff and the Transit Development Plan team.
231	Kristen Sperry	Does this belong here since the comments and responses have been incorporated into one document? This seems out of place here.	MTP Appendix	Appendix A	PDF pg. 65	Will replace with full comment-response table, minus internal Metro COG staff comments.
232	Kristen Sperry	MPA? Label what the black boundary is representing and use similar terms throughout the document. Is it the region you are referring to or the MPA or the UZA - be consistent because most readers are not going to know what any of these are and intermingling terms will only confuse them more.	MTP Appendix	Appendix B	PDF pg. 66	Updated.
233	Kristen Sperry	None of the figures in the main document have the consultant information, why do they show up in the appendices?	MTP Appendix	Appendix B	PDF pg. 70	Removed consultant logo.
234	Kristen Sperry	What do the orange, white, and gray colors represent? Are these organized by state or how would someone know which state was represented?	MTP Appendix	Appendix B	PDF pg. 83	Added explanation of orange highlight.
235	Kristen Sperry	Is this for each respective whole state or just each respective state within the MPA, UZA, region, etc?	MTP Appendix	Appendix B	PDF pg. 87	Updated for clarification.
236	Kristen Sperry	Region, MPA, UZA, etc…	MTP Appendix	Appendix B	PDF pg. 88	Updated.
237	Kristen Sperry	Another area classification - "urban inset view"	MTP Appendix	Appendix B	PDF pg. 89	Updated.
238	Kristen Sperry	Not shown under PCI or RQI - do you receive data from NDDOT and if yes, which kind as it is not listed below?	MTP Appendix	Appendix B	PDF pg. 91	Updated.

	Commenter	Comment	Document	Chapter	Page	Comment Response
239	Kristen Sperry	Not addressed per Wayne's comment #101	MTP Appendix	Appendix B	PDF pg. 94	Updated.
240	Kristen Sperry	Not updated per Wayne's comment #103	MTP Appendix	Appendix B	PDF pg. 94	Updated.
241	Kristen Sperry	Region - are these grouped by State or how would a reader know which area these are in?	MTP Appendix	Appendix B	PDF pg. 95	Updated to MPA. Readers of Table 11 will likely know location, as described or may search by structure number.
242	Kristen Sperry	MPA, UZA, Region, and now Metro COG Area	MTP Appendix	Appendix B	PDF pg. 103	Updated to MPA.
243	Kristen Sperry	Scott Zainhofsky's comment #107 was not incorporated regarding TTTR here either.	MTP Appendix	Appendix B	PDF pg. 104	Updated.
244	Kristen Sperry	see Wayne's comment #108	MTP Appendix	Appendix B	PDF pg. 107	Updated.
245	Kristen Sperry	Wayne's comment #110	MTP Appendix	Appendix B	PDF pg. 112	Updated.
246	Kristen Sperry	They no longer go by the whole name and are now just the acronym.	MTP Appendix	Appendix B	PDF pg. 116	Updated.
247	Kristen Sperry	be consistent with naming	MTP Appendix	Appendix B	PDF pg. 119	Updated.
248	Kristen Sperry	Wayne's comment #113	MTP Appendix	Appendix B	PDF pg. 127	Updated.
249	Kristen Sperry	See Wayne's previous comment #115	MTP Appendix	Appendix B	PDF pg. 148	Updated.
250	Kristen Sperry	See Wayne's previous comment #116	MTP Appendix	Appendix B	PDF pg. 148	Updated.
251	Kristen Sperry	Updated this sentence in the MTP, but forgot to also update here.	MTP Appendix	Appendix B	PDF pg. 152	Updated.
252	Kristen Sperry	Not completed - need to revisit Chapter 2, 3, and 4.	MTP Comment Table	Comment Table	PDF pg. 3	
253	Kristen Sperry	MPA is shown in the key for the figures, but not shown.	MTP Comment Table	Comment Table	PDF pg. 5	
254	Kristen Sperry	Not updated	MTP Comment Table	Comment Table	PDF pg. 5	
255	Kristen Sperry	Kindred was not added to Figure 1	MTP Comment Table	Comment Table	PDF pg. 5	
256	Kristen Sperry	Could not find where this was added?	MTP Comment Table	Comment Table	PDF pg. 5	

	Commenter	Comment	Document	Chapter	Page	Comment Response
257	Kristen Sperry	Need to review the document and update the number used is the same throughout the document. Missed page 10.	MTP Comment Table	Comment Table	PDF pg. 5	
258	Kristen Sperry	Not sure how he calculated it, but they disagreed on math.	MTP Comment Table	Comment Table	PDF pg. 5	
259	Kristen Sperry	Language was not updated on pdf page 28/32.	MTP Comment Table	Comment Table	PDF pg. 6	
260	Kristen Sperry	Not seeing the change on pdf page 28/32?	MTP Comment Table	Comment Table	PDF pg. 6	
261	Kristen Sperry	Link not removed from Table 10 pdf page 30/34	MTP Comment Table	Comment Table	PDF pg. 6	
262	Kristen Sperry	Not updated on pdf page 35/39 under photo.	MTP Comment Table	Comment Table	PDF pg. 6	
263	Kristen Sperry	Not updated to state this - still shown as 81(56%)	MTP Comment Table	Comment Table	PDF pg. 6	
264	Kristen Sperry	Not seeing this added statement to this portion?	MTP Comment Table	Comment Table	PDF pg. 6	
265	Kristen Sperry	Not updated on pdf page 42/46 under Freight System.	MTP Comment Table	Comment Table	PDF pg. 6	See Comment Responses above. Metro COG double-checked each comment, response, and specific document reference to verify that each has been addressed or responded to appropriately.
266	Kristen Sperry	Not updated	MTP Comment Table	Comment Table	PDF pg. 6	
267	Kristen Sperry	Not updated still states 2016-2020	MTP Comment Table	Comment Table	PDF pg. 6	
268	Kristen Sperry	Not updated on pdf page 49/53 - still states Orland	MTP Comment Table	Comment Table	PDF pg. 6	
269	Kristen Sperry	still states I-94	MTP Comment Table	Comment Table	PDF pg. 6	
270	Kristen Sperry	These should be included in an appendix to make the MTP more useful in prioritizing projects.	MTP Comment Table	Comment Table	PDF pg. 6	

	Commenter	Comment	Document	Chapter	Page	Comment Response
271	Kristen Sperry	Not sure where this was updated as the tables were broken out into two different categories and page numbers were incorrect.	MTP Comment Table	Comment Table	PDF pg. 7	
272	Kristen Sperry	Not updated - still the same	MTP Comment Table	Comment Table	PDF pg. 7	
273	Kristen Sperry	Still can't read the label.	MTP Comment Table	Comment Table	PDF pg. 7	
274	Kristen Sperry	Kindred was not added to Figure 1	MTP Comment Table	Comment Table	PDF pg. 7	
275	Kristen Sperry	Not addressed	MTP Comment Table	Comment Table	PDF pg. 7	
276	Kristen Sperry	Not addressed	MTP Comment Table	Comment Table	PDF pg. 7	
277	Kristen Sperry	Not added to figure	MTP Comment Table	Comment Table	PDF pg. 8	
278	Kristen Sperry	Alternative text is not included.	MTP Comment Table	Comment Table	PDF pg. 9	
279	Kristen Sperry	Captions are still missing under photos.	MTP Comment Table	Comment Table	PDF pg. 9	

Appendix B:
Baseline System Performance

Baseline System Performance
Metro COG

METRO 2050
TRANSPORTATION • MOVING • AHEAD

INTRODUCTION

The baseline performance of Metro COG's multimodal transportation system was analyzed to establish an existing conditions scenario for which future multimodal transportation scenarios can be assessed against, and to evaluate progress made towards the region's performance measurement requirements.

Performance-Based Planning

Metro COG's 2045 Metropolitan Transportation Plan (MTP), *Metro Grow,* employed a performance-based framework identifying key multimodal transportation issues and prioritized decisions that align with Federal and regional transportation goals.

Metro 2050 carries forward this approach in analyzing Metro COG's multimodal transportation system's baseline performance. While *Metro Grow* was informed through performance measurement guidance enacted in Fixing America's Transportation Surface Transportation (FAST) Act of 2015, the recent Bipartisan Infrastructure Law (BIL), signed into law as the Infrastructure Investment and Jobs Act (IIJA) in 2021, carried forward performance measure requirements established in the FAST Act. As such, Metro 2050 follows Federal guidelines established for reporting multimodal transportation performance on the region's Interstate and non-Interstate National Highway System (NHS).

Performance Measure Targets

Metro COG's MPA, also known as the FM Region, is located in both North Dakota and Minnesota, which requires coordination with both the North Dakota Department of Transportation (NDDOT) and the Minnesota Department of Transportation (MnDOT) when developing performance measure targets. Federal regulations allow Metro COG to establish targets through one (1) of three (3) approaches:

1. Agree to plan and program projects that contribute to progress made towards each State's target for that performance measure; or
2. Commit to a quantifiable target specific to the Metropolitan Planning Area (MPA) for that performance measure; or
3. A combination of 1 and 2.

Performance measure (PM) targets established by Metro COG for the period 2021 through 2024 are shown in **Table 1**, **Table 2**, and **Table 3**. Historically, Metro COG has established targets using approach one (1) identified above – contributing to progress toward each State's target. The targets highlighted in the following pages were established using this methodology. Due to the bi-state nature of the MPA, signed agreements with both NDDOT and MnDOT are required when setting each PM.

As applicable, the Metro COG baseline data for each PM from 2021 to 2024 period is summarized throughout this Appendix. Additionally, the most relevant data for each target area are highlighted in the following tables.

Table 1. Annual Safety PM 1 Targets for Metro COG

Target	Baseline[1]		2021		2022		2023		Recent Metric (2022)
	MN	ND	MnDOT Targets	NDDOT Targets	MnDOT Targets	NDDOT Targets	MnDOT Targets	NDDOT Targets	Fargo-Moorhead Region
Number of Fatalities	397.0	104.4	352.4	102	352.4	96.4	352.4	99.2	12
Rate of Fatalities (per 100M VMT)	0.695	1.102	0.582	1.103	0.582	1.094	0.582	1.080	0.507
Number of Serious Injuries	1664.0	405.2	1579.8	382.1	1463.4	359.7	1,463.4	397.1	62
Rate of Serious Injuries (per 100M VMT)	2.908	4.335	2.606	4.046	2.470	4.089	2.470	4.201	2.619
Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries	280.8	34.2	281.2	30.4	258.4	29.8	258.4	33.5	11

Source: Federal Highway Administration, *State Performance Dashboards*

Historically, Metro COG has met safety (PM 1) targets, which have been consistently set for each side of the MPA, to reflect both North Dakota and Minnesota targets. **Figure 1** and **Figure 2** show the five-year rolling average for number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries. For each category described, the proportion to population of each state's side of the MPA is calculated. Proportionality targets are set based on the proportion of each side of the MPA's population to each respective state's total population (e.g. MN MPA pop. as proportion of MN statewide pop.). If the proportion or percentage of fatalities, serious injuries, and non-motorized fatalities and serious injuries is less than the state proportion target, Metro COG met the target. For **Figure 3**, if the Metro COG rate is lower than the state rate, the target is considered met. As shown in **Figure 1, Figure 2,** and **Figure 3**, the North Dakota side and the Minnesota side of the MPA have met PM 1 targets for:

- 2018 (2013-2017 performance)
- 2019 (2014-2018 performance)
- 2020 (2015-2019 performance)
- 2021 (2016-2020 performance)
- 2022 (2017-2021 performance)
- 2023 (2018-2022 performance)
- 2024 (2019-2023 performance)

On the Minnesota side of the MPA, as shown in **Figure 3**, the Minnesota side of the MPA did not meet the fatality rate target for:

- 2024 (2019-2023 performance)

Although Metro COG has met PM 1 targets set for the MPA, long-term trends show an increase in fatal crashes, non-

[1] Baseline performance is derived from 5-year rolling average (2017-2021)

motorized severe (fatal and serious) crashes, and fatality rate. Serious injury crashes and serious injury rate have trended upward for the ND side and downward for the MN side of the MPA.

Multimodal safety continues to be a core tenant of Metro COG's metropolitan transportation planning program, and the organization will continue monitoring performance and trends on an annual basis.

Figure 1. ND MPA PM 1 Safety

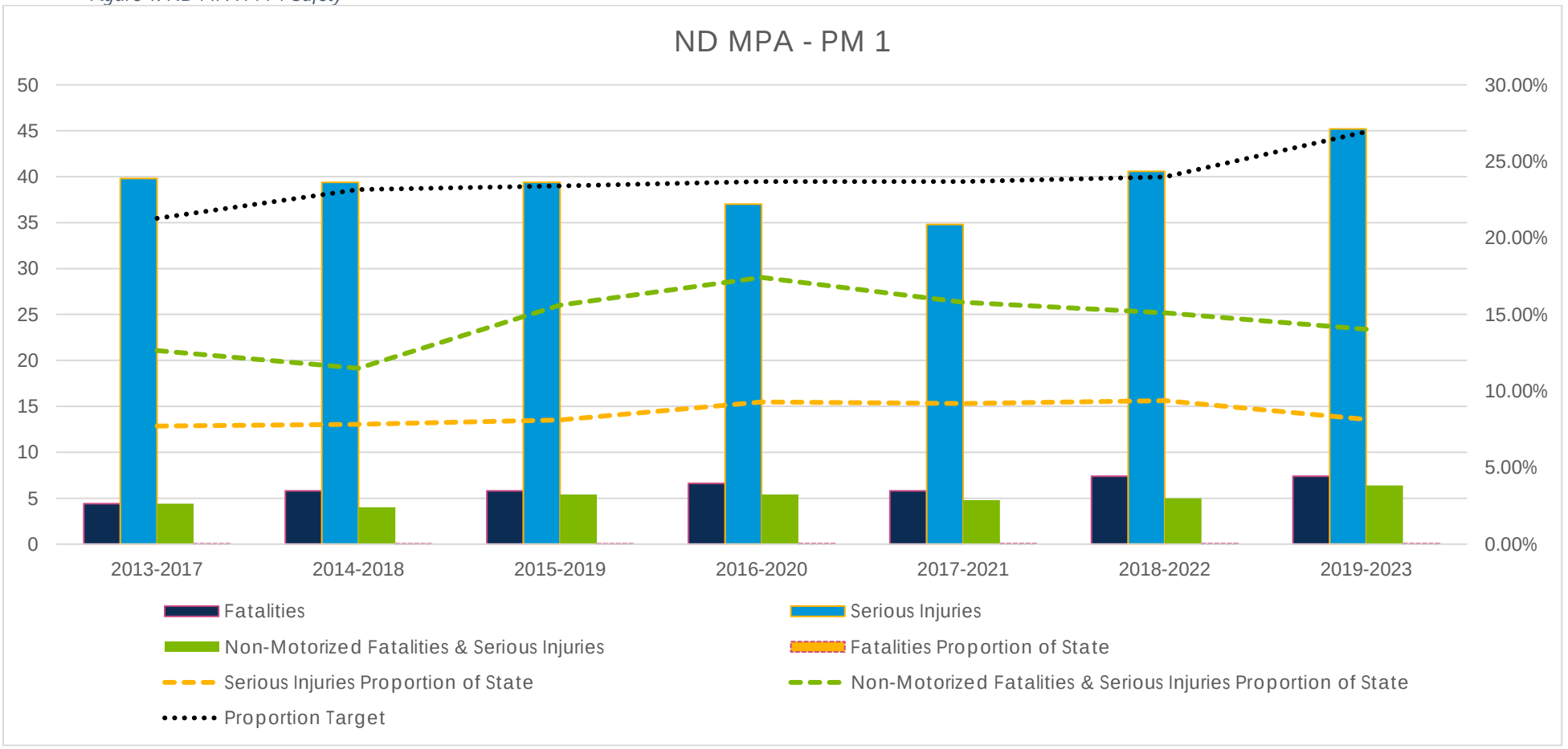


Figure 2. MN MPA PM 1 Safety

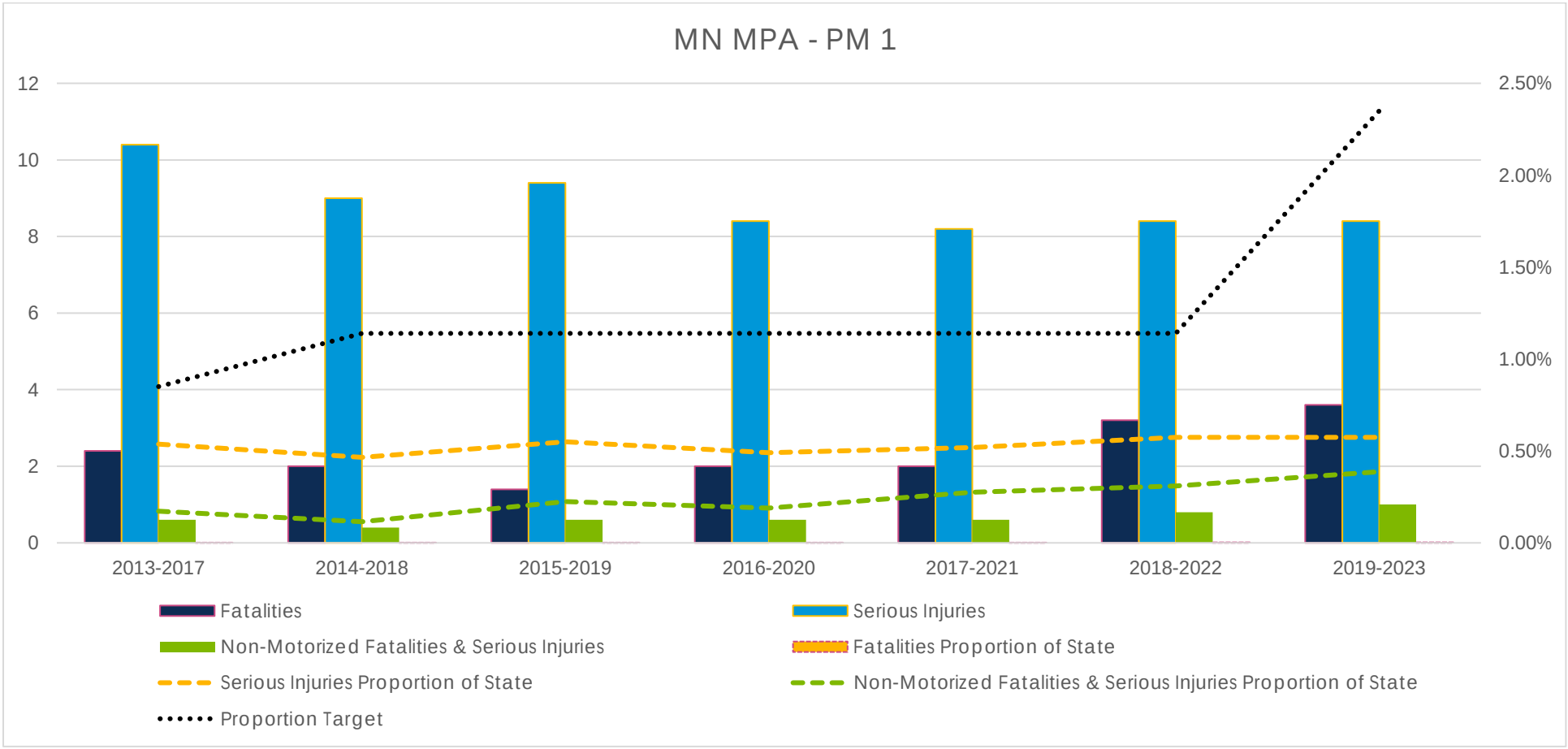


Figure 3. Severe Crash Rates and Targets

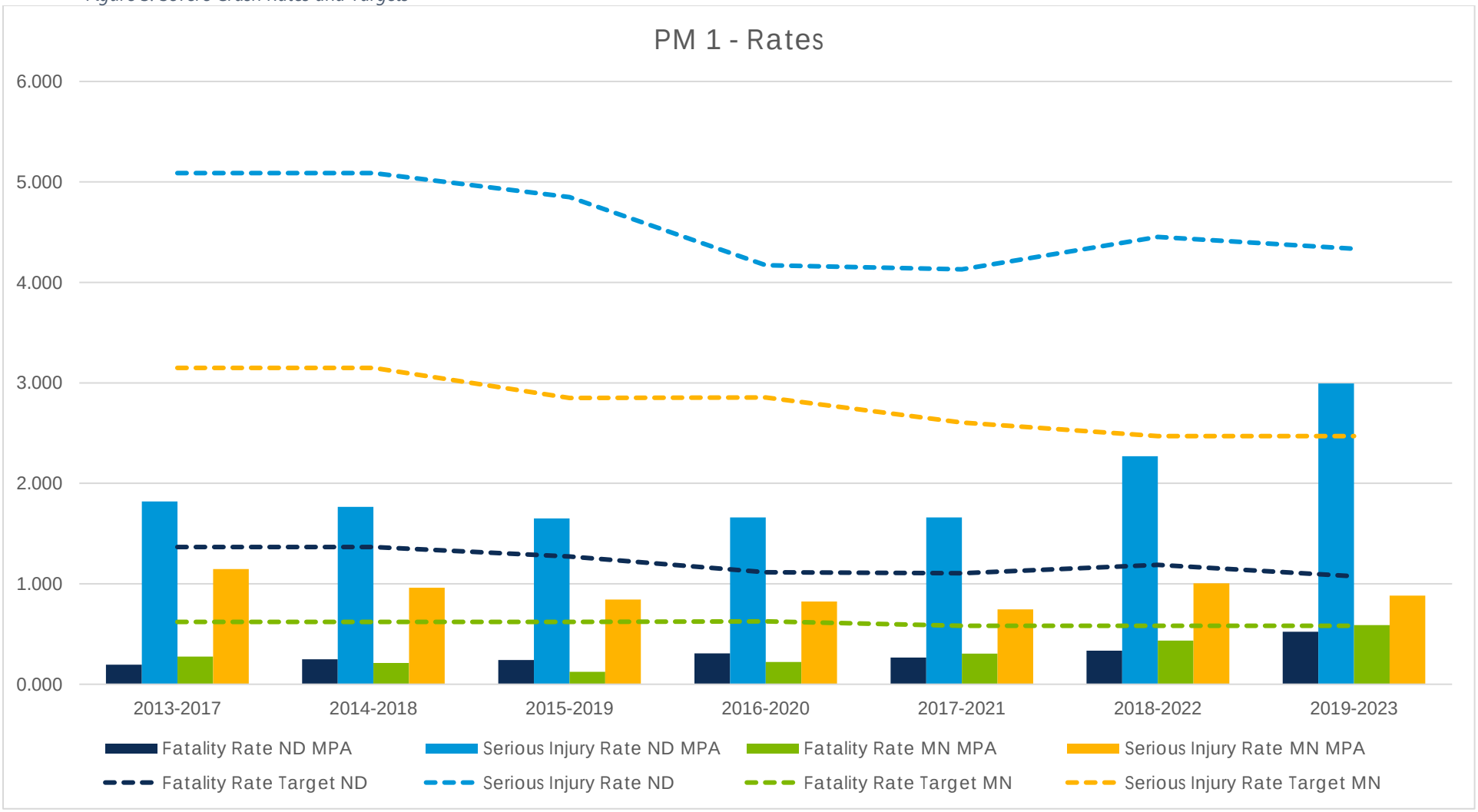


Table 2. Biennial Pavement and Bridge Condition PM 2 Targets for Metro COG

Target	2021-2022		2023-2024		Recent Metric (2023)	
	MnDOT Targets	NDDOT Targets	MnDOT Targets	NDDOT Targets	MN Data	ND Data
Percentage of Interstate Pavement in Good Condition	55%	75.6%	60%	75.6%	86%	85%
Percentage of Interstate Pavement in Poor Condition	2%	3%	2%	3%	0%	1%
Percentage of Non-Interstate Pavement in Good Condition	50%	58.30%	55%	58.3%	83%	92%
Percentage of Non-Interstate Pavement in Poor Condition	4%	3%	2%	3%	5%	4%
Percentage of NHS Bridges in Good Condition	35%	60%	30%	50%	26%	60%
Percentage of NHS Bridges in Poor Condition	4%	4%	5%	10%	10%	2%

Source: Federal Highway Administration, *State Performance Dashboards*

Metro COG has mostly met infrastructure condition (PM 2) targets, which have been consistently set for each side of the MPA, to reflect both North Dakota and Minnesota targets. **Figure 4** and **Figure 5** show, within the MPA, the percentage of Interstate pavement in Good and Poor condition, percentage of Non-Interstate NHS pavement in Good and Poor condition, and percentage of NHS bridges in Good and Poor condition. For each category described, the respective State targets are shown. For Good condition, if the MPA percentage is above the target percentage, the target is met. For Poor condition, if the MPA percentage is below the target percentage, the target is met. As shown in **Figure 4** and **Figure 5**, the Minnesota side and the North Dakota side of the MPA have met PM 2 targets for:

- 2021 (reporting period)
- 2023 (reporting period)
- 2025 (reporting period)

As shown in **Figure 6**, the Minnesota side of the MPA did not meet the target for percentage of Non-Interstate NHS pavement in Good condition in reporting period 2023. The MN side of the MPA has also never met targets for percentage of NHS bridges in Good and Poor condition for every reporting period. The percentage of NHS bridges in Good condition on the Minnesota side of the MPA has been increasing.

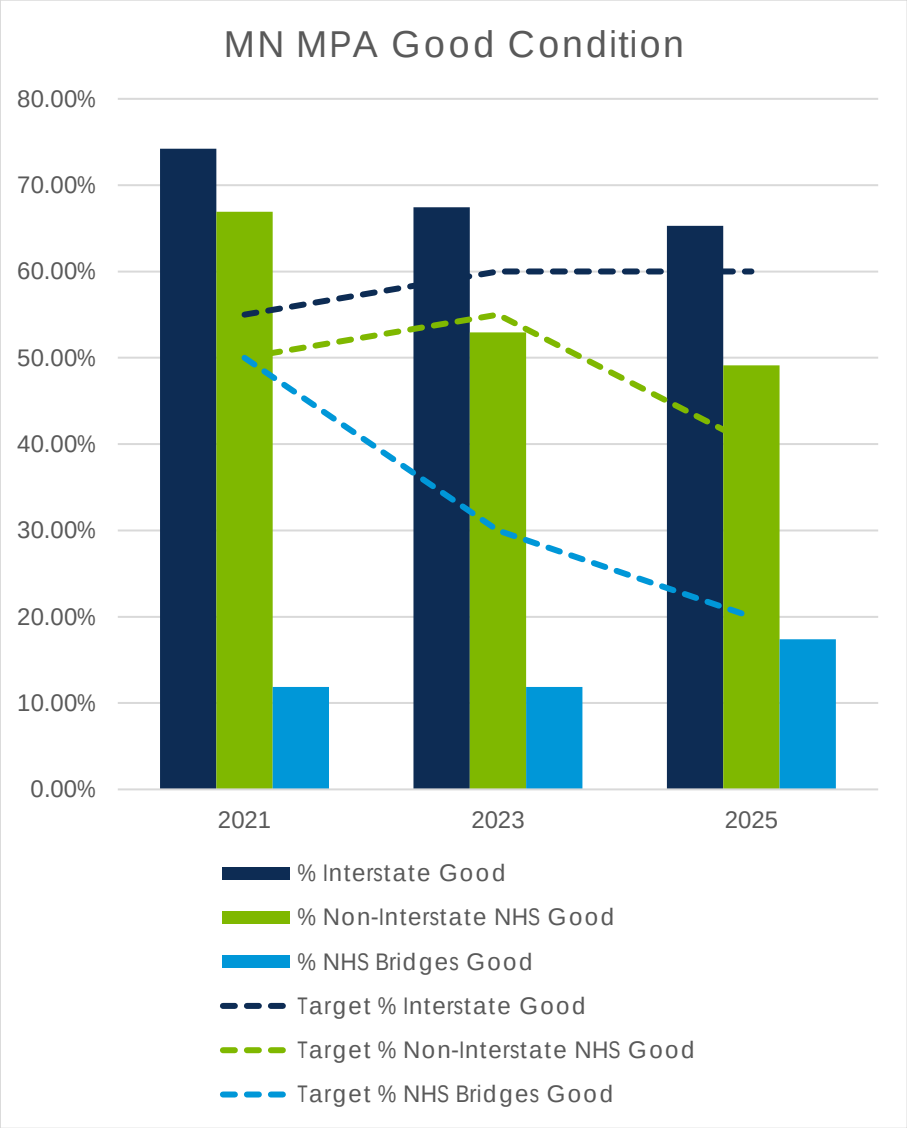
As shown in **Figure 5**, the North Dakota side of the M PA has never met the target for percentage of Non-Interstate NHS pavement in Good condition. The percentage of Non-Interstate NHS pavement in Good condition on the North Dakota side of the MPA has been increasing.

Although Metro COG has met most of the PM 2 targets set for the MPA, there are a couple of targets that have never been met. However, trends show the FM Region's preservation and rehabilitation investments are having an impact, with an increasing percentage of Good condition infrastructure in key target areas.

The condition of critical regional transportation infrastructure in the FM Region has been a key priority and focus area of

Metro COG and partner jurisdictions. Metro COG will continue monitoring performance and trends on a biannual basis and through the organization's annual Transportation Improvement Program (TIP) development.

Figure 4. MN MPA PM 2 Performance



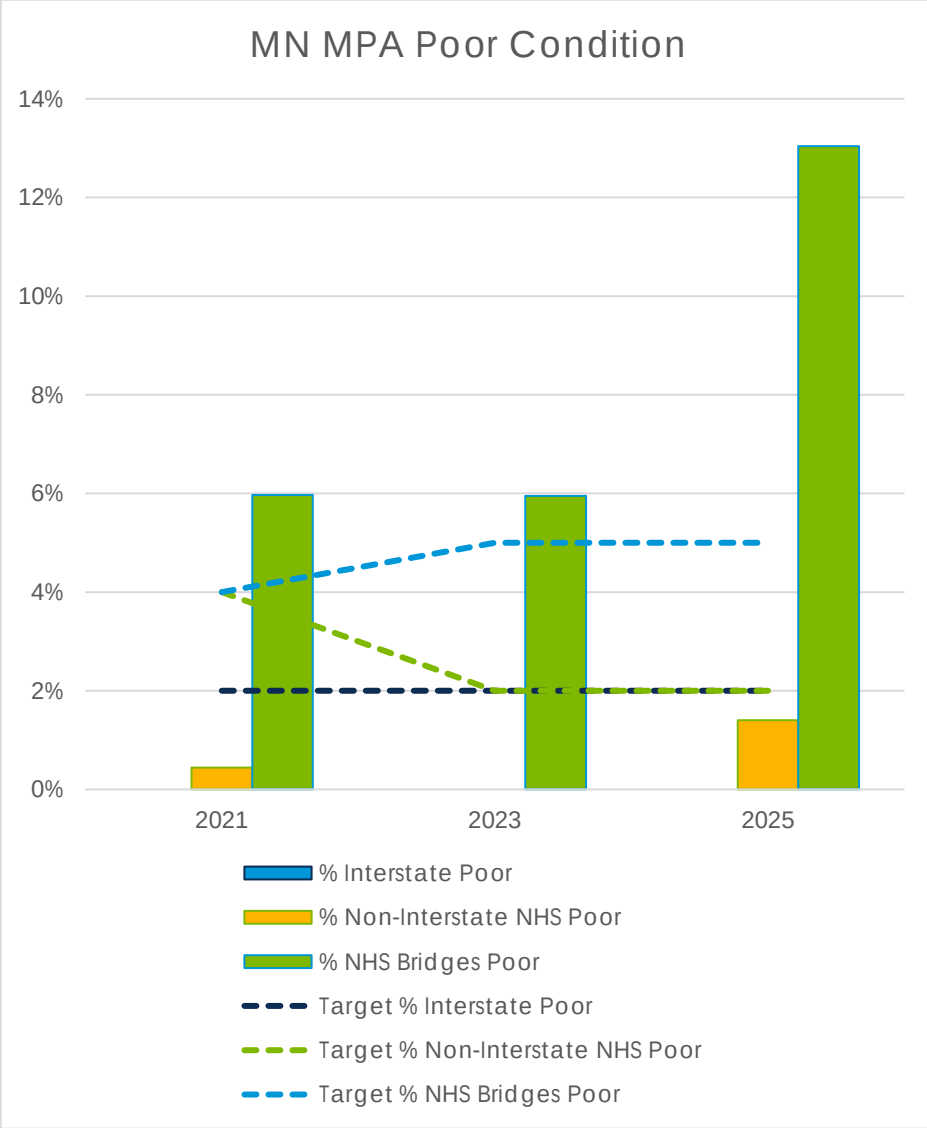
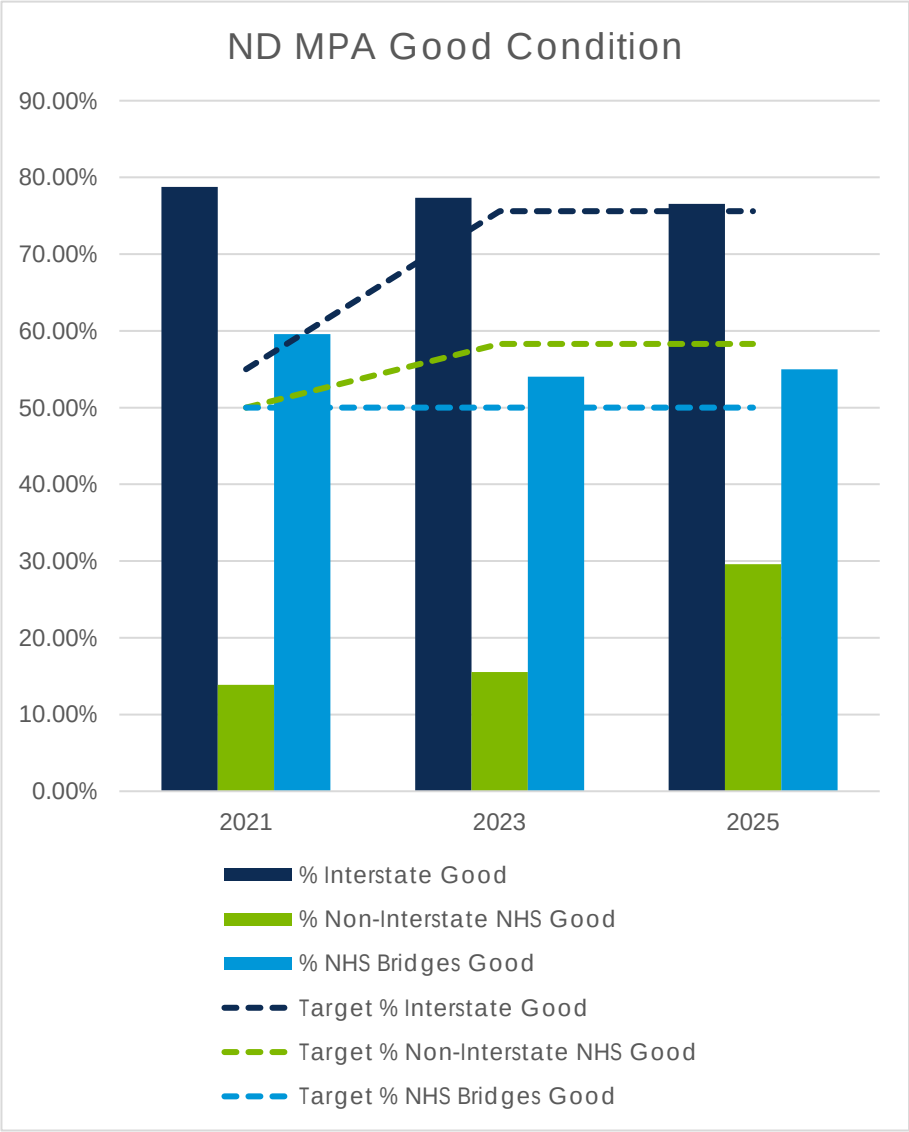


Figure 5. ND MPA PM 2 Performance



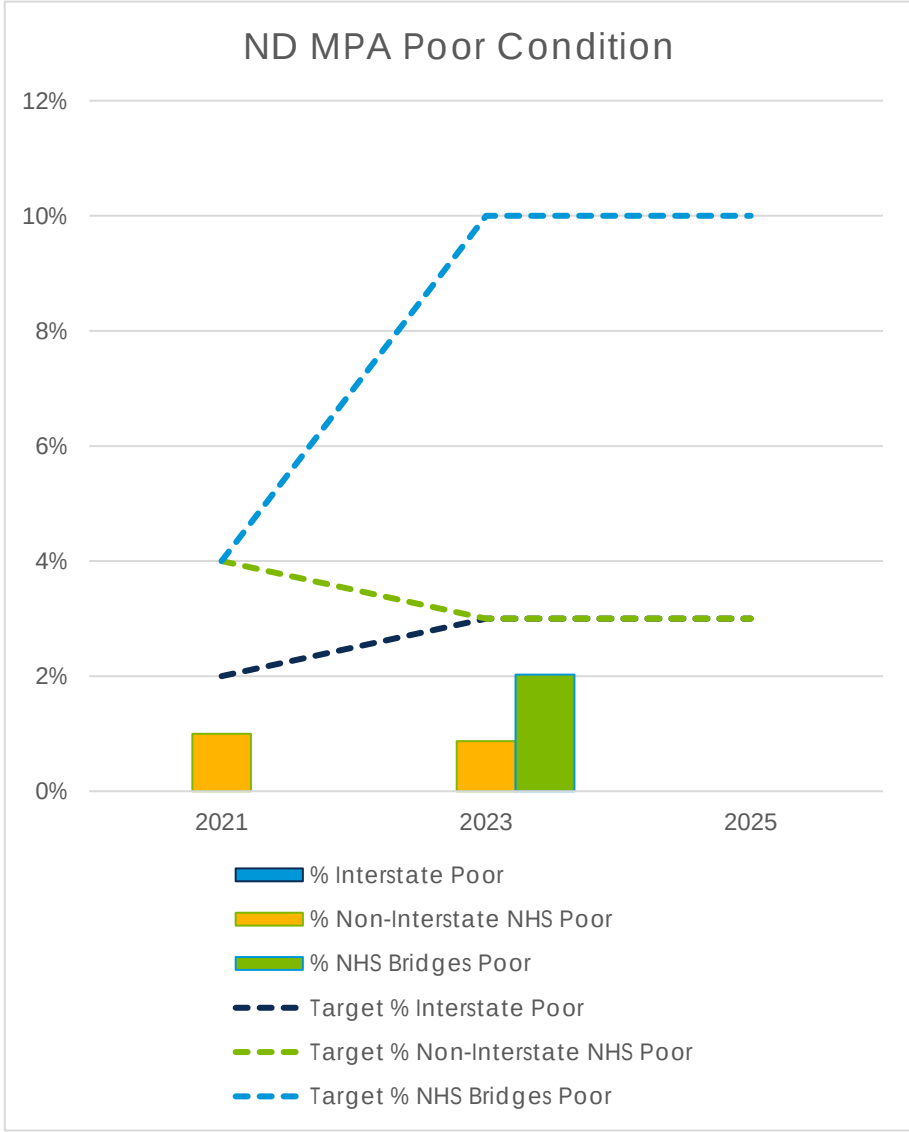


Table 3. Biennial System Reliability PM 3 Targets for Metro COG

Target	2021-2022		2023-2024		Recent Metric (2022)	
	MnDOT Targets	NDDOT Targets	MnDOT Targets	NDDOT Targets	MN Data	ND Data
Percentage of Person Miles Traveled on the Interstate that are Reliable	80%	85%	82%	85.5%	100%	100%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable	90%	85%	90%	85%	84.4%	98.2%
Truck Travel Time Reliability Index	1.5	3.0	1.4	2.0	1.26	1.26

Source: Federal Highway Administration, *State Performance Dashboards*

Metro COG has mostly met reliability (PM 3) targets, which have been consistently set for each side of the MPA, to reflect both North Dakota and Minnesota targets. **Figure 6** shows, within the MPA, the percentage of reliable person miles on the Interstate, percentage of reliable person miles on the Non-Interstate NHS, and Truck Travel Time Reliability Index (TTTRI). For each category described, the respective State targets are shown. For reliability of the Interstate and Non-Interstate NHS, if the MPA percentage is above the target percentage, the target is met. For TTRI, if the MPA percentage is below the target percentage, the target is met. As shown in **Figure 6**, the Minnesota and North Dakota sides of the MPA have met PM 3 targets for:

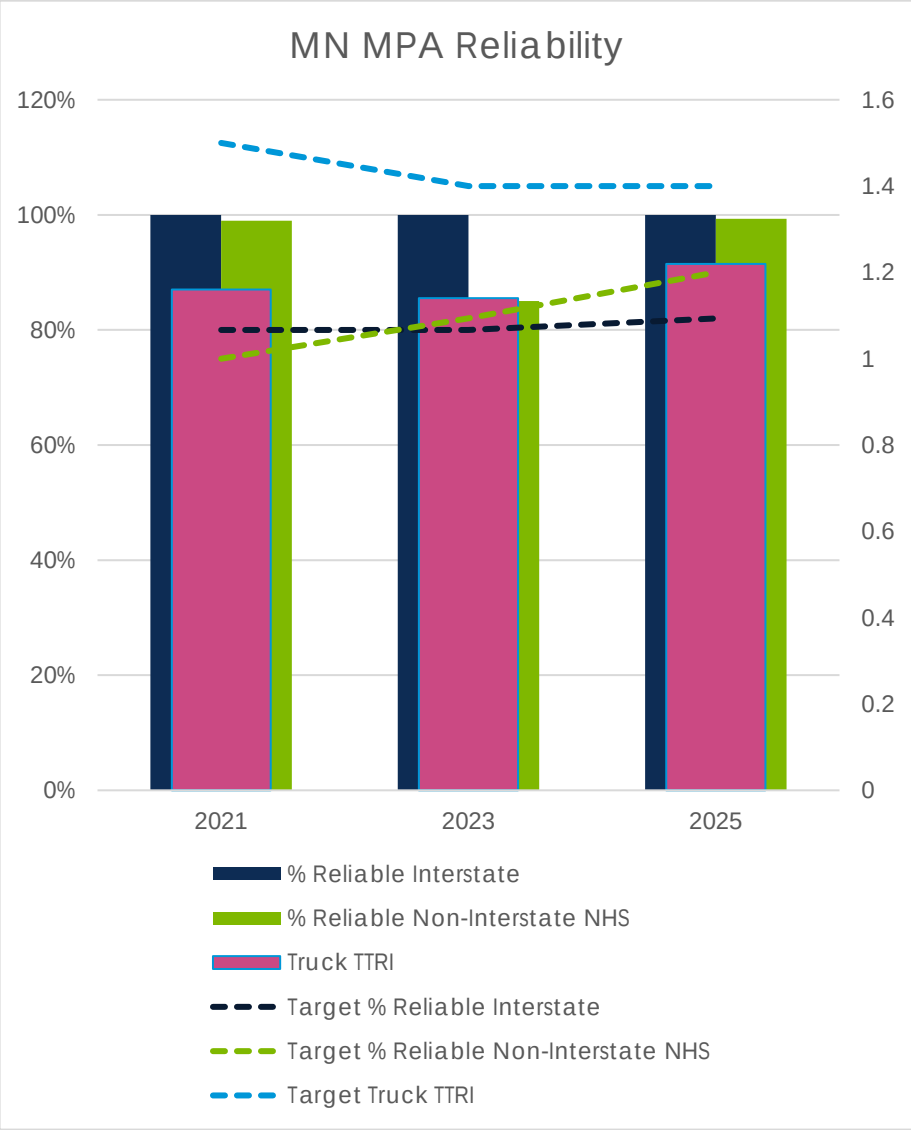
- 2021 (reporting period)
- 2023 (reporting period)
- 2025 (reporting period)

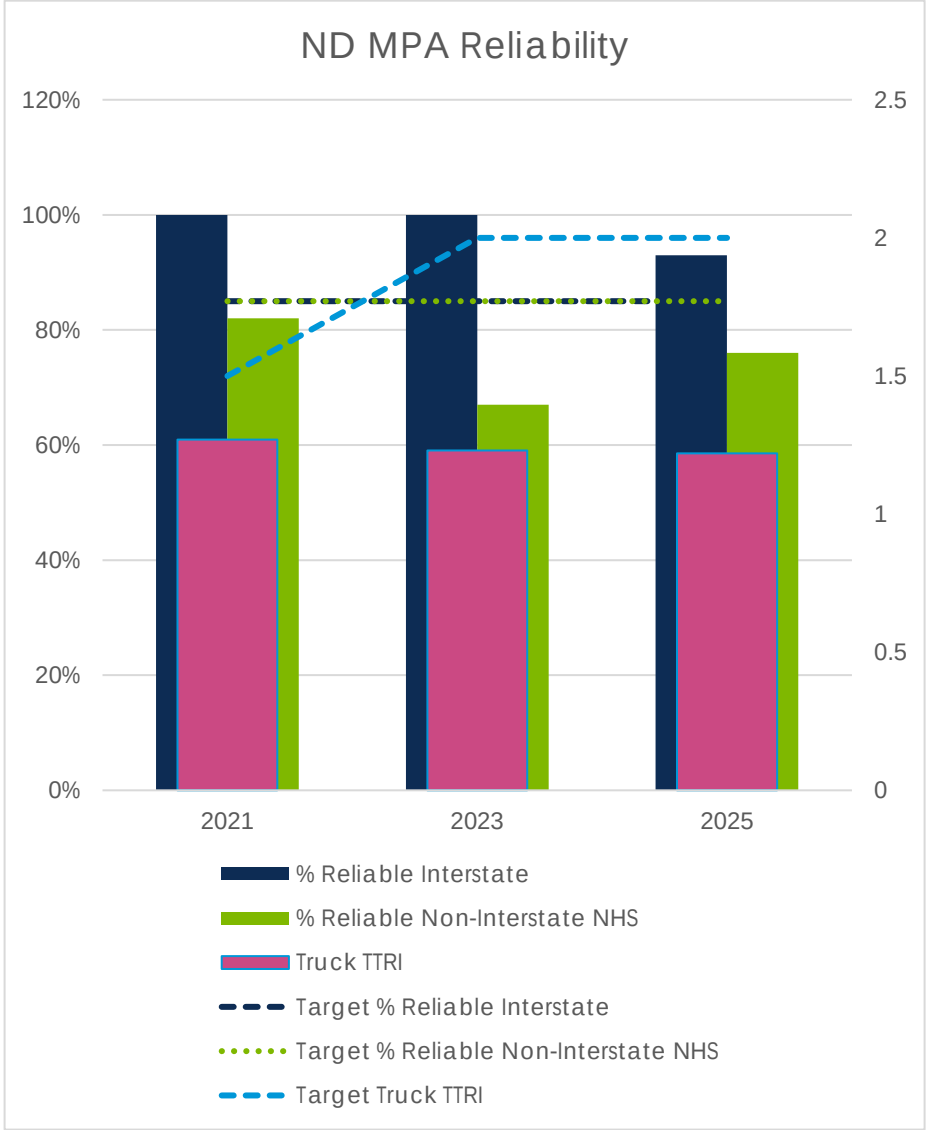
As shown in **Figure 6**, the Minnesota side of the MPA has met all the reliability performance targets. The North Dakota side of the MPA however, has never met the target for percentage of reliable person miles on the Non-Interstate NHS.

Although Metro COG has met most of the PM 3 targets set for the MPA, there is one target component that has never been met on the North Dakota side of the MPA (Non-Interstate NHS reliability). In 2024, Metro COG completed an Interstate Operations Study which recommended Transportation Systems Management and Operations (TSMO) strategies to increase reliability of the Non-Interstate NHS system, especially in proximity or interchange with the Interstate system.

Metro 2050 carries forward reliability as a key metric in assessing the regional transportation infrastructure in the FM Region. Metro COG will continue monitoring performance and trends on a biannual basis and through the organization's annual TIP development.

Figure 6. PM 3 Reliability Performance





The FM Region Today

Street and Highway Network

This section summarizes Metro COG's street and highway network, including federal, state, and local classifications, and the role of the regional transportation system in the MPA.

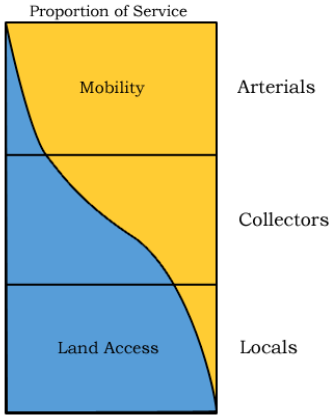
Functional Classification

Streets and highways within the MPA are classified based on their functional characteristics using a system referred to as functional classification. Functional class is defined based on criteria established by the Federal Highway Administration (FHWA) and defines an appropriate balance between a roadway's ability to facilitate mobility (speed of service and conflict points such as intersections or other conflict points) and accessibility (degree of access from adjacent private property/conflict points) for users as described by **Figure 7**. FHWA updated **Functional Classification Guidelines** in 2013 and made minor updates in 2023 to reflect current transportation needs and goals. The functional classification system is also used by state transportation agencies to organize administrative, budgetary, operations, and maintenance activities; several federal and state funding programs provide funds only for a region's functionally classified system of Collector, Arterial, and Interstate roadways.

Metro COG recently (2022) updated the regional functional classification designation. The update was the first since 2007. Metro COG made another update to functional classification in 2024 to correspond with change in UZA boundary. Moving forward, Metro COG will update functional classification on an annual or biennial basis, due to growth and change in the FM region.

Table 4 describes each functional classification, and **Figure 8** shows the functionally classified roads within the MPA.

Figure 7: Mobility and Accessibility Characteristics of Functionally Classified Roads

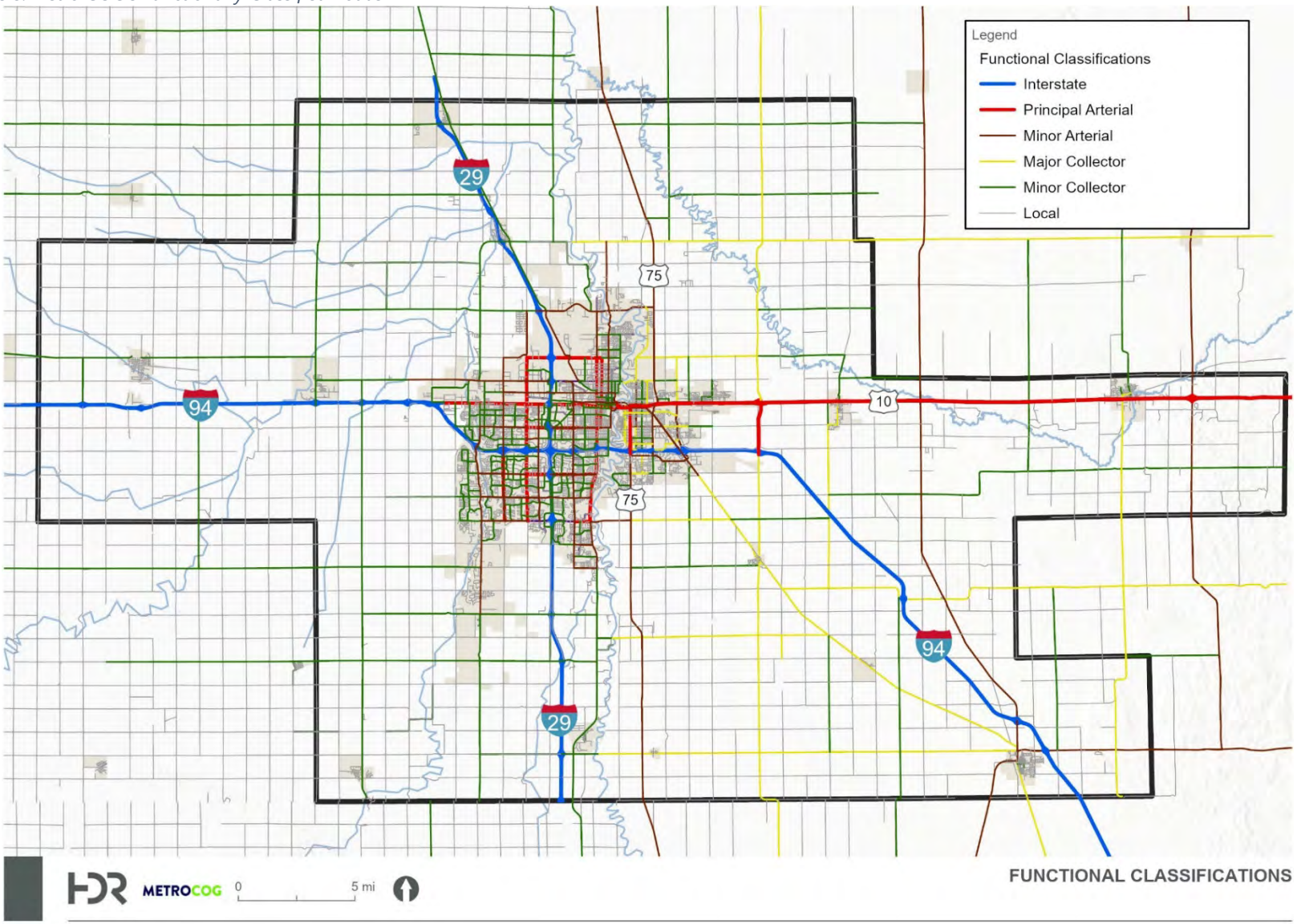


Source: Federal Highway Administration

Table 1: Functional Classification Descriptions

Functional Classification	Description
Interstate	Provide the highest degree of mobility and travel speeds over long distances via limited access facilities that connect major urban areas.
Principal and Minor Arterials	Provide high degree of mobility and travel speeds between urbanized areas, cities, and industrial centers via access-constrained facilities that limit access to adjacent land uses.
Major and Minor Collectors	Provide a balance between mobility and accessibility through connecting local roads to the arterial network by facilitating short and medium distance trips at lower speeds compared to arterials.
Local	Provide high degree of access by directly serving adjacent land uses. Facilitate short distance trips at low speeds.

Figure 8: Metro COG's Functionally Classified Roads



National Highway System

The National Highway System (NHS) is a system of roads identified by FHWA as the roadway network most critical in supporting the nation's economy, defense, and mobility needs. The NHS is comprised of several subsystems, including:[2]

- **Interstate**: The Eisenhower Interstate System of highways
- **Other Principal Arterials**: Highways in rural and urban areas providing access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network (STRAHNET)**: Network of highways important to the nation's strategic defense policy, providing defense access, continuity, and emergency capabilities for defense purposes.
- **Intermodal Connectors**: Highways providing access between major intermodal (truck to rail freight, etc.) facilities and the other four subsystems described above.

Roadways included in the NHS have additional planning implications as funding eligibility under certain federal programs require NHS designation. Each state transportation agency's performance reporting requirements are based on each state's NHS corridors.

Metro COG's roadways classified as part of the NHS are shown in **Figure 9**.

Roadway Jurisdiction

Roadway jurisdiction refers to the primary agency charged with maintaining and operating a roadway. Within the MPA, the agencies responsible for maintaining and operating the area's roadways include state, county, township, and local agencies including:

- **State Agencies**: North Dakota Department of Transportation (NDDOT), and Minnesota Department of Transportation (MnDOT)
- **County Agencies**: Cass County (North Dakota) and Clay County (Minnesota)
- **Township Agencies**: Berlin, Harwood, Casselton, Harmony, Raymond, Reed, Everest, Durbin, Mapleton, Barnes, Warren, Stanley, Normanna, Pleasant (North Dakota); Kragnes, Morken, Oakport, Moland, Moorhead, Glyndon, Riverton, Hawley, Eglon, Kurtz, Elmwood, Elkton, Holy Cross, Alliance, Barnesville, Humboldt (Minnesota)
- **Local Agencies**: Fargo, West Fargo, Horace (North Dakota); Moorhead and Dilworth (Minnesota)

Figure 10 shows the roadways and their corresponding agencies responsible for their maintenance and operations responsibilities.

[2] Federal Highway Administration, *National Highway System.*

Figure 9: National Highway System Routes in the MPA

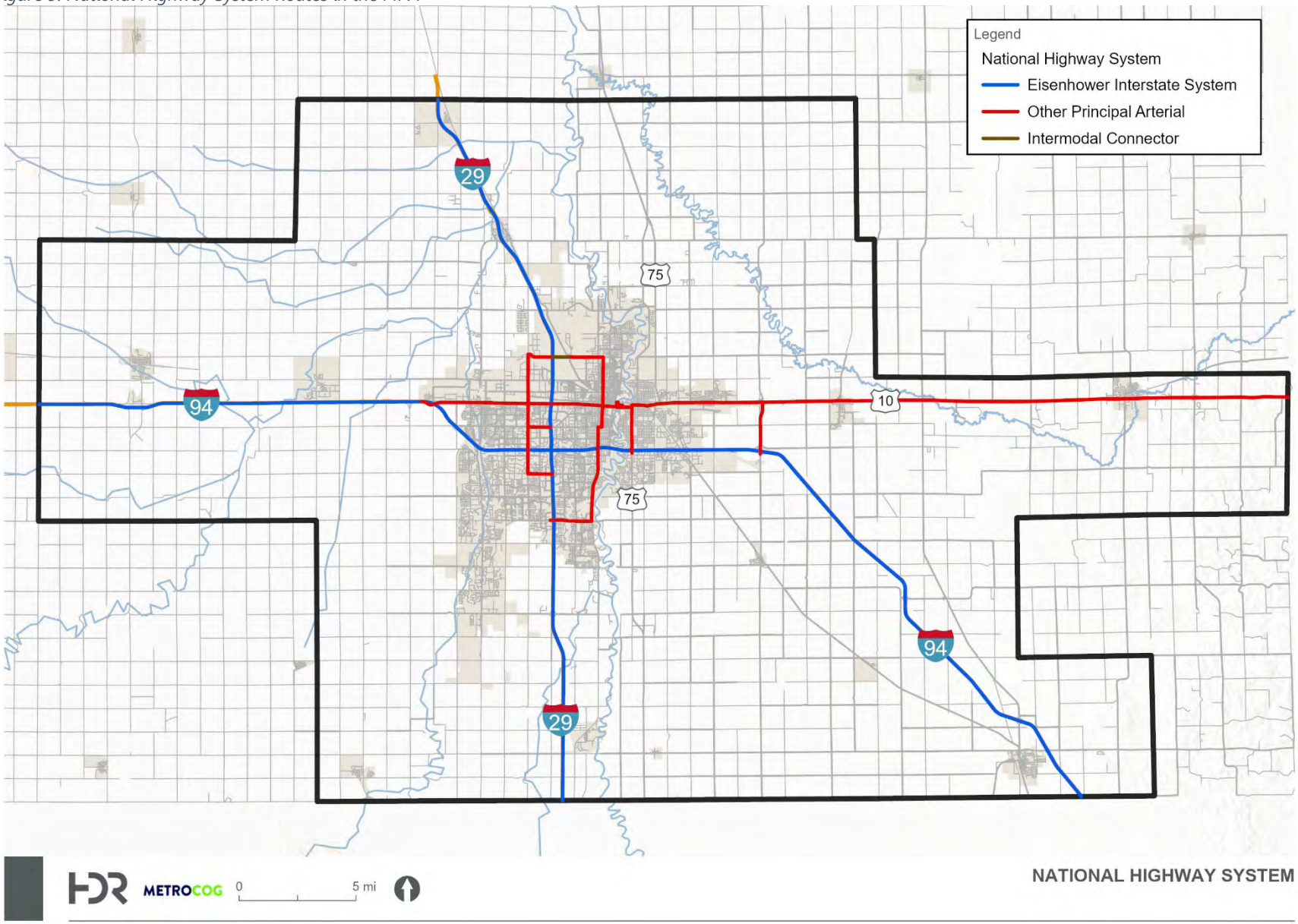
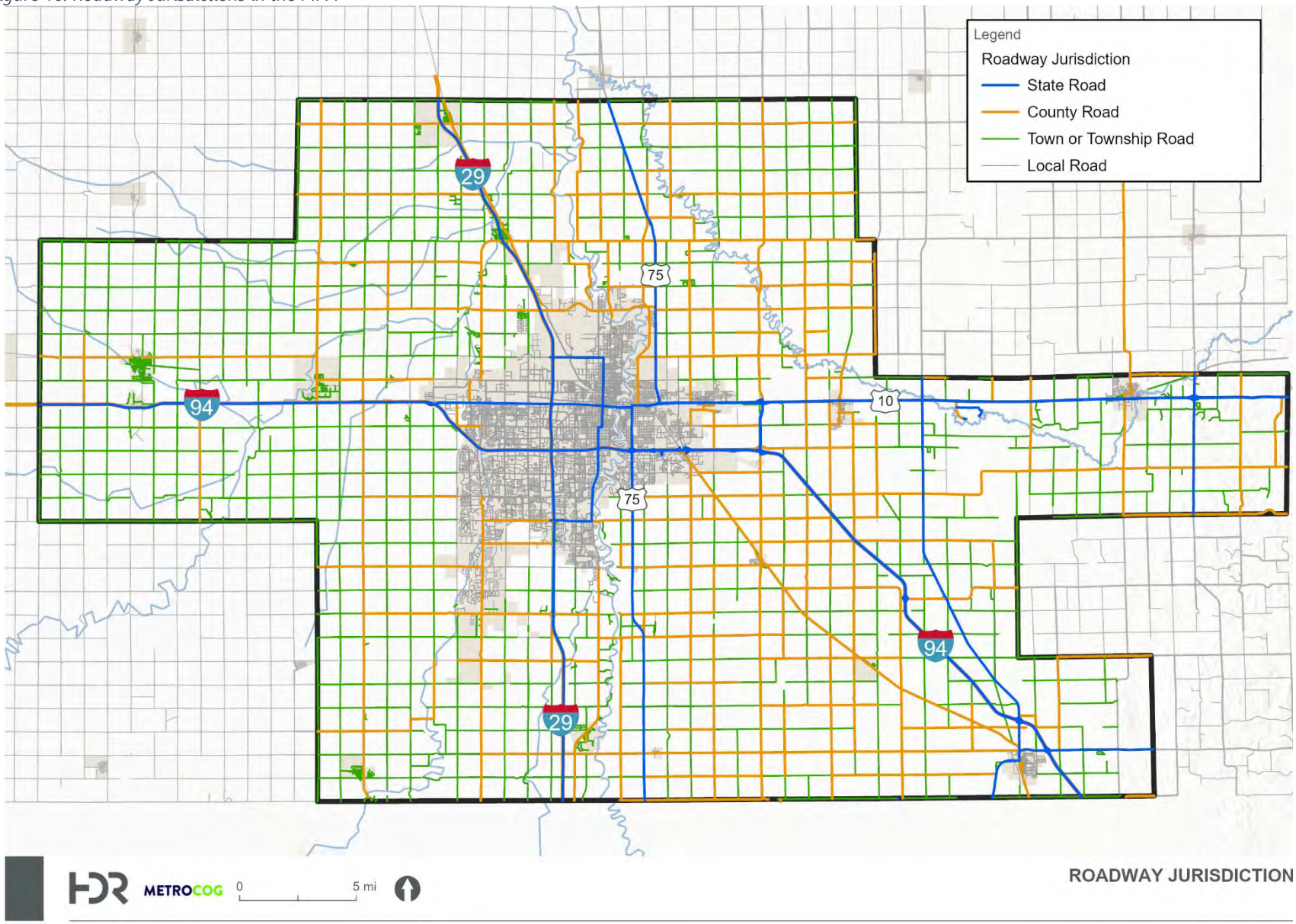


Figure 10: Roadway Jurisdictions in the MPA



SAFETY

Safety of the multimodal transportation system was reviewed based on historic crash data from NDDOT and MnDOT to identify key safety issues and trends within the FM Region.

The baseline safety performance analysis looks at both systemwide and location-based safety trends observed in the MPA, including:

- Systemwide crash trends, including total annual crashes, crash severity, manner of crash, and timing of crash.
- Location-based crash trends, including location of highest intersection crash frequency and crash rates.
- Bicycle and pedestrian-involved crash trends.

The crash data, provided by NDDOT and MnDOT includes years 2018 through 2022.

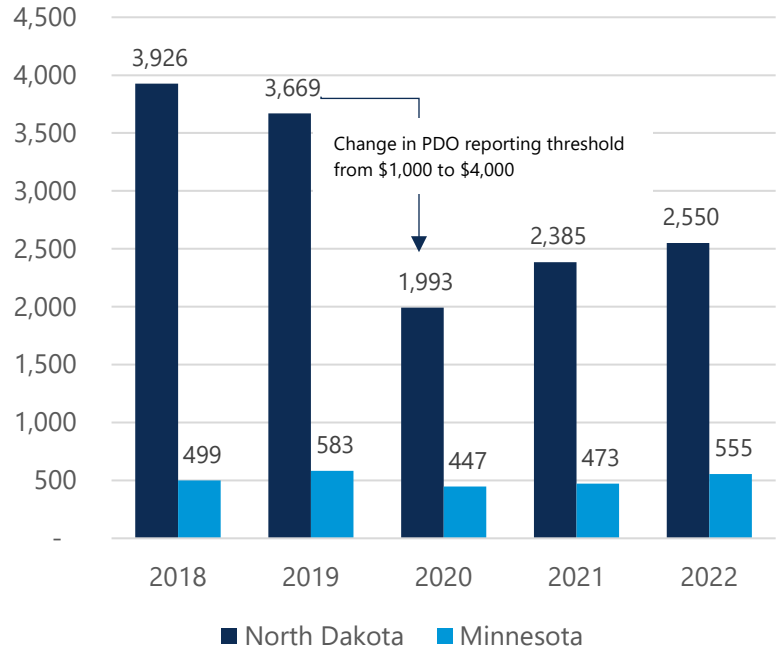
Systemwide Crash Trends

Annual crashes in the MPA between 2018 and 2022 are shown in **Figure 11**. Within the five-year analysis period, crashes within the MPA peaked in 2018 before declining in 2020. This stark decline is attributed to two (2) influences:

- In 2019, NDDOT revised the threshold for classification of a Property Damage Only (reportable) crash from $1,000 in damage to $4,000 in damage. This change removed many minor crashes in succeeding years that were previously reported prior to 2020.
- In 2020, the COVID-19 pandemic resulted in significantly reduced travel, resulting in a reduction of vehicle miles traveled (VMT). While this reduction in travel saw a nationwide reduction in overall crashes, the severity of crashes increased during this period.

After 2020, total crashes within the MPA increased as the FM Region experienced more stable post-pandemic traffic patterns, likely similar to pre-COVID-19 patterns.

Figure 11: Annual Crashes in the MPA, 2018 - 2022



Crash Severity

Crash severities for the FM Region for the years 2018 through 2022 are summarized in **Figure 12**. Crash severity refers to the

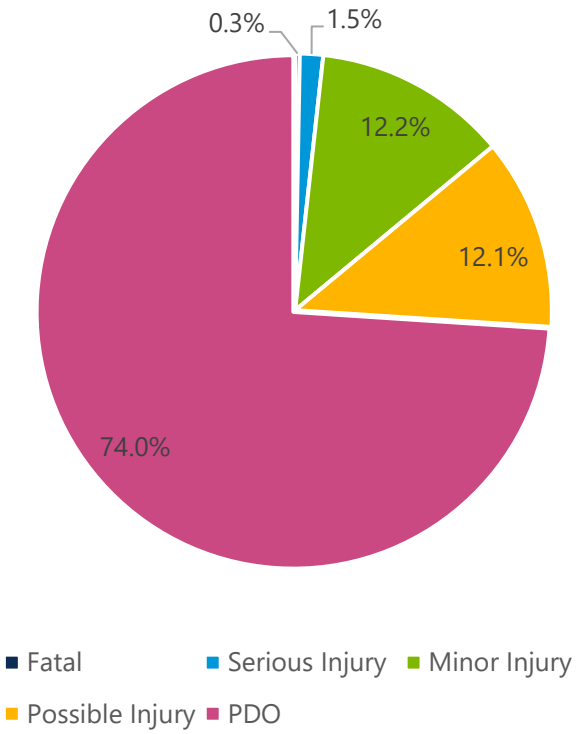
greatest injury sustained by an individual involved in a crash event, with severities classified into the following categories:

- **Fatal**: Crash results in fatal injuries to one or more persons.
- **Serious Injury**: Any injury, other than a fatality, which prevents the person from walking, driving, or normally continuing activities the person was capable of before the crash.
- **Minor Injury**: Any injury, other than a fatal or serious injury, evident to observers at the scene of the crash.
- **Possible Injury**: Any injury reported or claimed which was not fatal, serious, or minor.
- **Property Damage Only (PDO)**: Any crash in which no persons were inured but damage to a motor vehicle or property occurred.

Nearly 75% of crashes that occurred within the MPA between 2018 and 2022 resulted in PDO. Minor Injury and Possible Injury crashes each accounted for just over 12% of crashes within the MPA while Serious Injury crashes made up 1.5% of total crashes. A fatal injured was recorded in 0.3% of crashes occurring between 2018 and 2022.

Addressing Fatal and Serious Injury crashes is a top priority for Metro COG and its partner agencies. Both state DOTs have adopted safety initiatives and plans that aim to eliminate fatal and serious injury crashes, and Metro COG has emphasized the importance of safety in past planning efforts such as the 2045 MTP and the ongoing Comprehensive Safety Action Plan. the importance of safety is reinforced by the. Federal performance measures for safety are concerned reducing Fatal and Serious Injury crashes for the MPA's motorists, bicyclists, and pedestrians.

Figure 12: Crash Severities for MPA Crashes, 2018 - 2022



Fatal and Serious Injury crashes by year for the Metro COG area are shown in **Figure 13**. During the five-year analysis period, Fatal crashes peaked at 12 in 2018 before declining to 6 in 2019; the years 2020 and 2021 saw an increase in Fatal crashes over 2019 levels before further increasing to 12 in 2022.

Serious Injury crashes saw an increase between 2018 and 2019 before declining from a 2019 level of 51 Serious Injury crashes to 35 Serious Injury crashes in 2020. The years 2021 and 2022 saw a substantial increase in Serious Injury crashes when compared to the years 2018 through 2020.

While Federal performance measures use 5-years of crashes, using annual rates can indicate some shorter-term trends. Rates of fatal and serious injury crashes per 100 million Vehicle Miles Traveled (VMT) were calculated to capture annual trends of these crash types through a manner that normalizes crash events relative to traffic levels within the MPA. **Figure 14** presents annual crash rates for the years 2018 through 2022.

As **Figure 14** illustrates, fatal crash rates per 100 million VMT fluctuated from a low of 0.168 fatal crashes per 100 million VMT in 2019 to a high of 0.507 in 2022. Serious injury crash rates per 100 million VMT increased each year between 2018 and 2022, which reflects the substantial increase in these crashes in 2021 and 2022 while annual VMT levels saw only slight increases during these years.

Figure 13: Fatal and Serious Injury Crashes by Year, 2018 - 2022

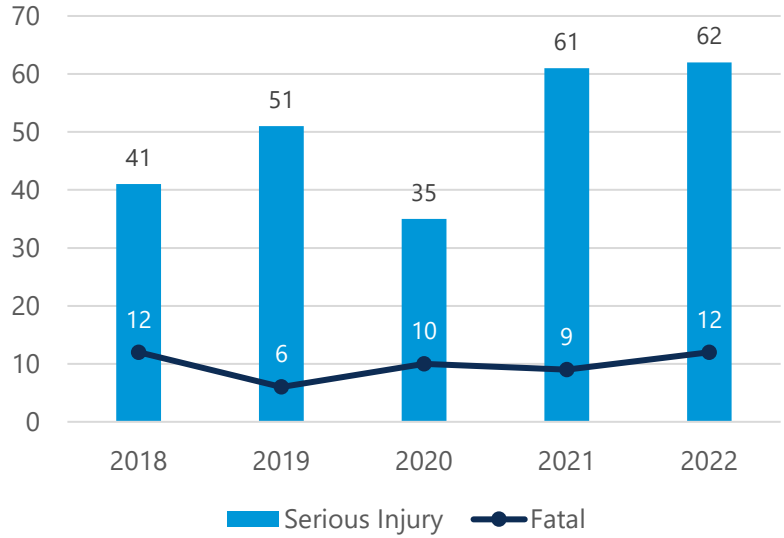
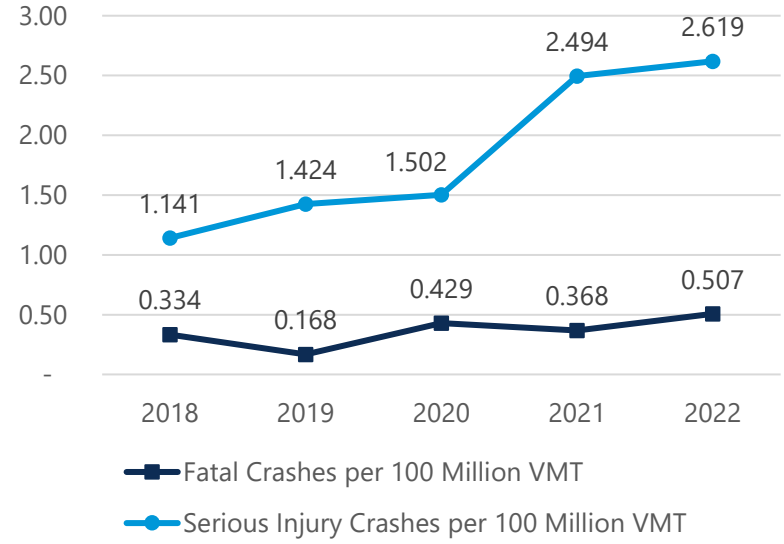


Figure 14: Fatal and Serious Injury Crashes per 100 Million VMT

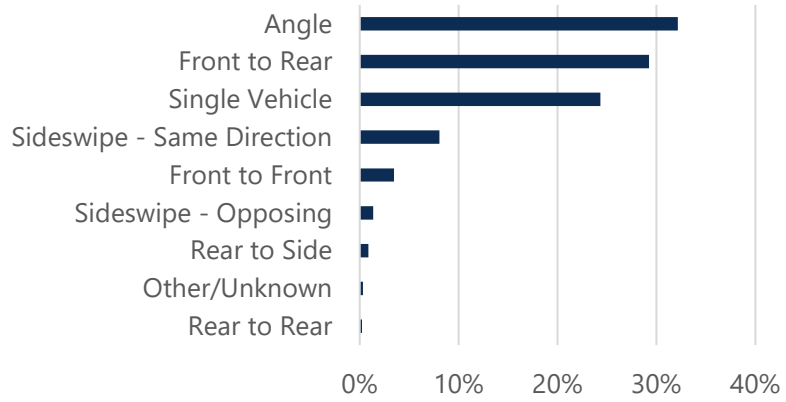


Manner of Crash

The manner, or way in which two vehicles involved in a crash came together, was also reviewed for as part of the baseline safety performance analysis. Through understanding the manner of which crashes are occurring within the region, location-specific safety countermeasures can be developed with the intent of reducing crash severities.

Figure 15 summarizes manner of crash for the five-year analysis period. As the **Figure 15** shows, the largest proportion of crashes were angle crashes which accounted for roughly 33% of all crashes between 2018 and 2022. The next most common manner of crash in the MPA was front to rear, also known as a rear-end crash; these crashes made up almost 30% of crashes during the five-year period. Single vehicle crashes were observed as the third most common type and refer to crash events in which a vehicle struck a fixed object such as a light pole, tree, or guardrail.

Figure 15: Manner of Crash for the MPA, 2018 - 2022



Contributing Factor

Contributing factor refers to events or operator behaviors that influenced a crash event. Factors contributing to crashes within the MPA were analyzed to understand common factors that have historically influenced crashes. **Table 5** summarizes annual contributing factor trends while **Figure 16** shows the distribution of crashes by key contributing factors that could potentially be addressed through engineering solutions:

- Ran Off Road
- Ran Red Light / Stop Sign
- Vision Obstructed
- Weather
- Wrong Way

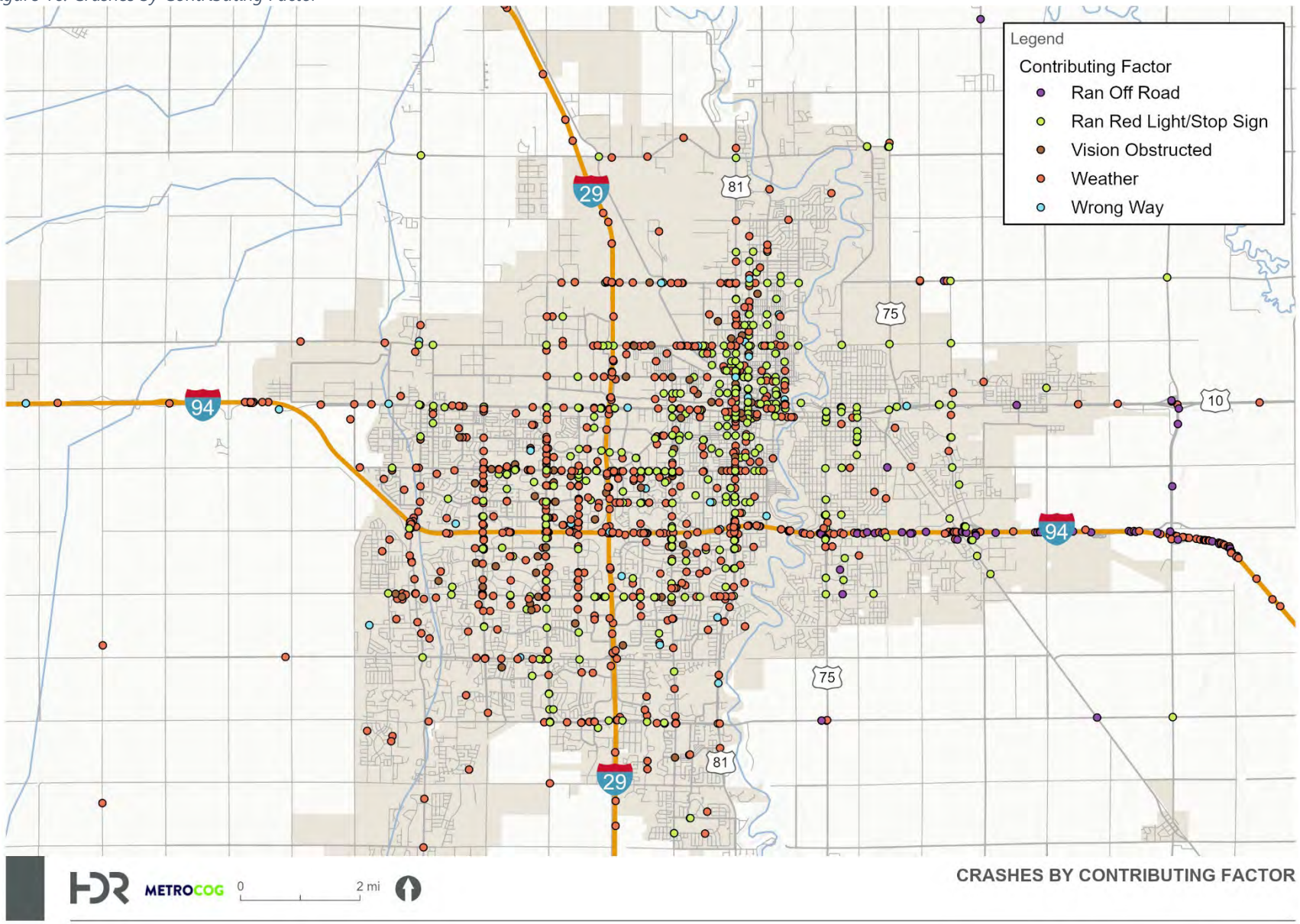
Between 2018 and 2022, 5,882 crashes did not have a clear contributing factor which represents roughly 34 percent of crashes that occurred during this period. Failure to keep in proper lane or to yield was the most common factor contributing to crashes while speed-related crashes comprised the second most common factor contributing to crashes.

Figure 16 shows the distribution of crashes based on the contributing factors outlined above. As the figure shows, these crashes were concentrated mainly in the City of Fargo along higher-volume arterial roads.

Table 4: Crashes by Contributing Factor

Contributing Factor	2018	2019	2020	2021	2022	Total
No Clear Contributing Factor	1,476	1,474	886	1,030	1,016	5,882
Fail to Keep in Proper Lane/Yield	511	543	315	335	402	2,106
Speed-Related	541	607	285	288	378	2,099
Following Too Close	509	393	199	279	264	1,644
Careless/Reckless Driving	409	350	195	296	268	1,518
Weather	225	236	120	131	250	962
Improper Maneuver	281	208	83	114	108	794
Ran Red Light/Stop Sign	161	162	107	125	142	697
Other/Unknown	150	125	113	138	145	603
Over Correct/Steering	38	42	24	25	37	166
Ran Off Road	39	21	31	20	14	125
Defective Equipment	21	18	21	25	23	108
Distracted Driving	25	14	21	21	26	107
Vision Obstructed	14	43	17	5	8	87
Disregard Road Markings/Traffic Signs	13	10	16	17	13	69
Wrong Way	11	6	6	7	10	40
Animal in Roadway	1	-	1	1	1	4
No Improper Action	-	-	-	1	-	1
Total	4,425	4,252	2,440	2,858	3,105	17,080

Figure 16: Crashes by Contributing Factor

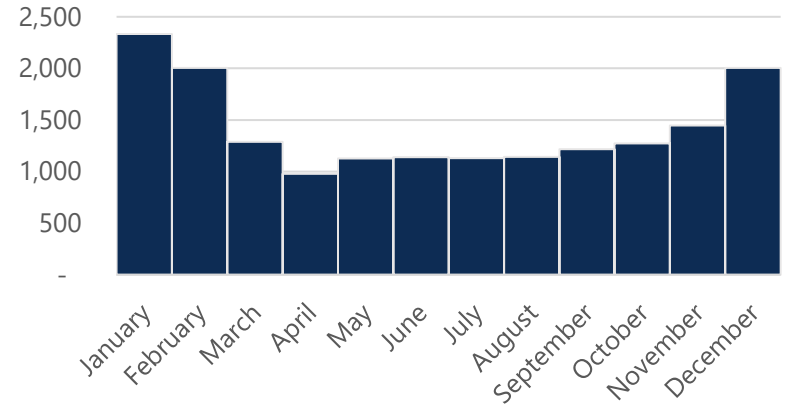


Crash Timing

Crash timing looks at temporal trends related to crash events, including the hours of the days, days of the week, and months of the year in which higher proportions of crashes occurred. Through understanding temporal factors that could be influencing crashes, such as winter weather conditions, and peak travel days, strategies to combat these influences can be identified.

Figure 17 shows crashes by month for the MPA. The key trend illustrated in **Figure 17** is the increase in crashes that occurred in winter months, namely December through February. This trend is common for geographic locations that experience winter weather as the accumulation of snow and ice on roadways can impact safety. A second factor is the increase in low light travel conditions during the early morning and evening periods that can further impact traveler safety.

Figure 17: Crashes by Month, 2018 - 2022



The day of the week can also have impact on safety conditions as days with increased peak travel periods, such as weekdays, can lead to more frequent crash events owing to higher levels of travel. Crashes by day of the week for the MPA are shown in **Figure 18**.

As **Figure 18** shows, the highest proportion of crashes occurred on Fridays, while both Saturday and Sunday were the days in which the fewest crashes occurred. The day of week trend typically follows the varying daily traffic volumes throughout the week.

Figure 18: Crashes by Day of Week, 2018 - 2022

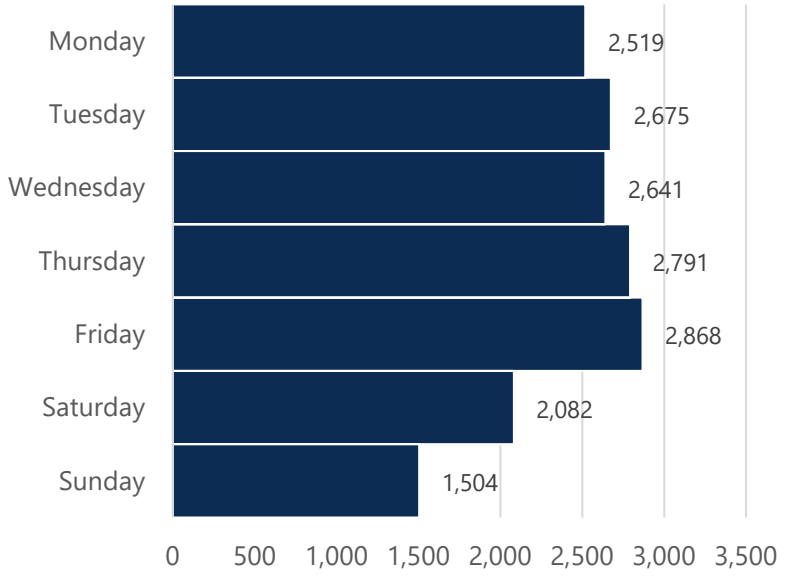
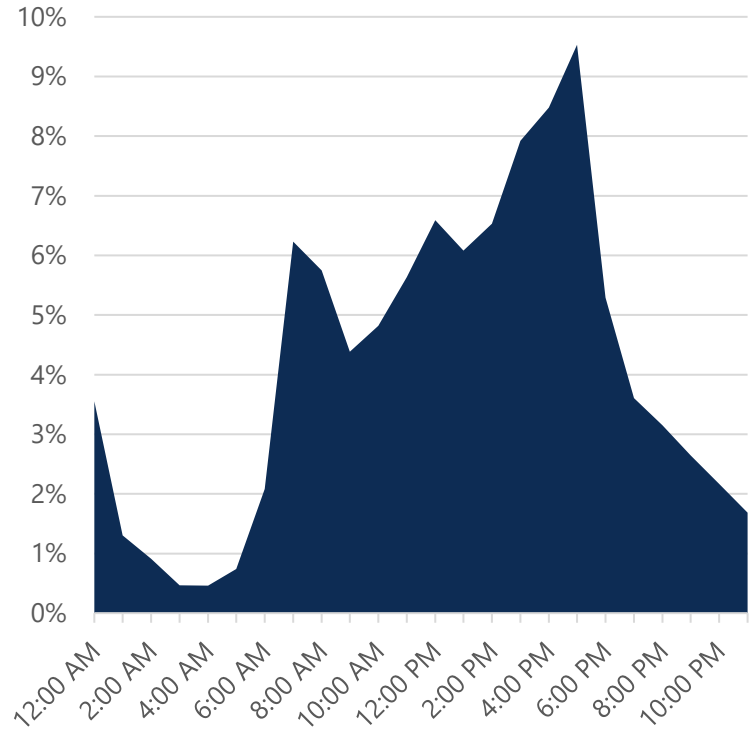


Figure 19 summarizes the proportions of total crashes as they occurred throughout the day. As **Figure 19** shows, crashes occurring between the years of 2018 through 2022 occurred most frequently in the afternoon hours of 3 PM and 6 PM and constituted 26% of all crashes. The hours of 7 AM through 9 AM also saw a relatively high proportion crashes occurring at 16.4 percent of all crashes.

Figure 19: Crashes by Hour of the Day, 2018 - 2022



Location-Based Crash Trends

The top 30 crash frequency intersections within the MPA were identified using historic crash data from the years 2018 through 2022. The method used to identify the top 30 crash intersections followed the method used by NDDOT to develop their urban and rural high crash intersection lists; crashes within 250 feet of an intersection are an intersection-related crash and are counted. Polygons developed by NDDOT for urban intersection locations were used to associate rear-end crashes that occurred within 1,000 feet of an intersection location and added to the crash count for that location.

The complete list of the top 30 crash frequency locations is shown in **Table 5**, which also details the calculated crash rate per million entering vehicles (MEV) and the entering volumes used to calculate the crash rates per MEV for each intersection. **Table 5** provides a breakdown of the crash severities for each of the top 30 crash frequency intersections based on NDDOT and MnDOT crash data. Those intersections highlighted in orange were identified by NDDOT as urban high crash locations based on historic crash data for the years 2019 through 2021.

Figure 20 shows the locations of each of the top 30 crash frequency intersections within the MPA. As the figures demonstrate, the majority of the top crash frequency intersections are found on the North Dakota side of the MPA and are located on higher volume roads. Of the 30 intersection locations, 17 were identified by NDDOT as high crash urban intersections.

Table 5: Top Crash Frequency Intersections

Rank	Intersection	Entering Volume	Crash Rate (per MEV*)	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	PDO	Total
1	13th Ave S & 45th St	44,900	1.42	0	7	23	11	75	**116**
2	Veterans Blvd & 23rd Ave E	37,600	1.35	0	1	5	7	80	**93**
3	13th Ave S & 25th St	31,800	1.55	1	2	15	20	52	**90**
4	45th St & 17th Ave S	39,800	1.22	0	1	16	18	54	**89**
5	45th St & 23rd Ave S	39,600	1.22	0	2	12	23	51	**88**
6	45th St & 19th Ave S	41,000	1.10	0	2	12	9	59	**82**
7	45th St & I-94 WB Ramps	33,300	1.29	0	0	6	15	57	**78**
8	19th Ave N & University Dr	25,800	1.63	0	0	13	11	53	**77**
8	University Dr LINK south of 19th Ave N	25,800	1.63	0	0	13	11	53	**77**
10	13th Ave S & 36th St / I-29 NB Ramps	41,200	0.93	0	0	5	14	51	**70**
10	13th Ave S & 42nd St	36,400	1.05	0	1	9	15	45	**70**
12	32nd Ave S & 45th St	39,600	0.95	0	0	13	10	46	**69**
13	University Dr & 8th Ave N	12,800	2.83	0	2	8	9	47	**66**
14	13th Ave S & 32nd St / Westrac Dr	34,500	0.98	0	1	13	10	38	**62**
15	34th St & US-10	31,100	1.06	1	2	6	14	37	**60**
15	32nd Ave S & 39th St	34,500	0.95	0	1	10	14	35	**60**
17	I-29 Exit 64 (13th Ave S), SB On-Ramp Merge Area	38,100	0.85	0	2	5	8	44	**59**
18	32nd Ave S & I-29 SB Ramps	41,200	0.77	0	0	3	8	47	**58**
18	32nd Ave S & 42nd St	23,300	1.36	0	1	15	10	32	**58**

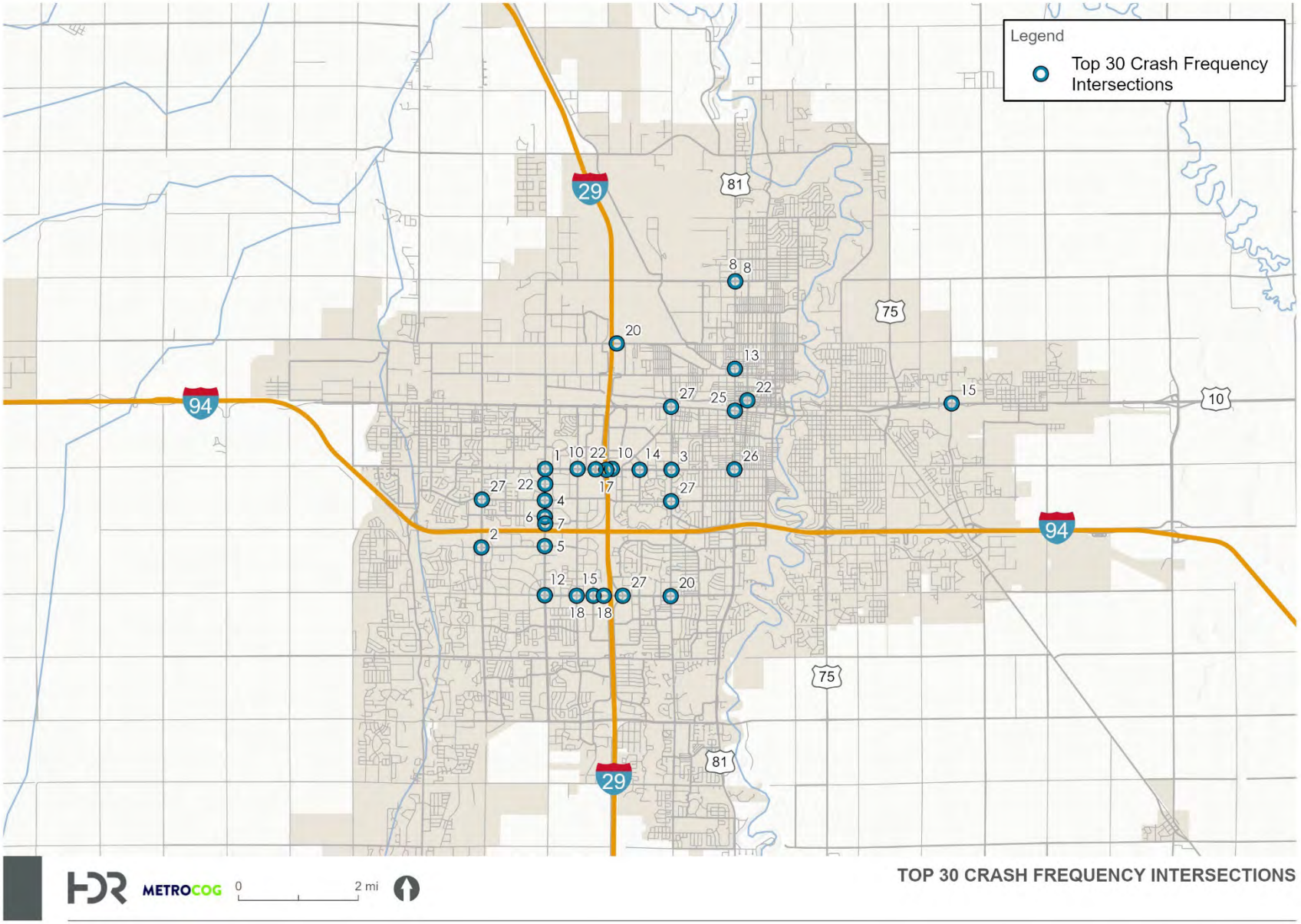
*Millon Entering Vehicles

Table 5 continued

Rank	Intersection	Entering Volume	Crash Rate (per MEV*)	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	PDO	Total
20	12th Ave N & I-29 NB Ramps	20,200	1.52	0	0	4	8	44	**56**
20	32nd Ave S & 25th St	32,900	0.93	0	2	10	10	34	**56**
22	10th St & 1st Ave N	12,700	2.38	0	1	12	8	34	**55**
22	45th St & 15th Ave S	18,400	1.64	0	2	9	14	30	**55**
22	13th Ave S & 38th St	19,500	1.55	0	2	7	10	36	**55**
25	Main Ave & University Dr	24,300	1.17	0	3	10	9	30	**52**
26	University Dr & 13th Ave S	26,300	1.06	0	0	8	10	33	**51**
27	32nd Ave S & 36th St	15,500	1.76	0	0	9	5	36	**50**
27	9th St E & 17th Ave E	23,800	1.15	0	0	7	2	41	**50**
27	25th St & 17th Ave S	31,600	0.87	0	1	8	11	30	**50**
27	Main Ave & 25th St	45,800	0.60	0	1	5	6	38	**50**
Orange highlights inclusion on NDDOT's high urban crash locations list.									

Source: North Dakota Department of Transportation, Minnesota Department of Transportation

Figure 20: Top 30 Crash Frequency Intersections UZA

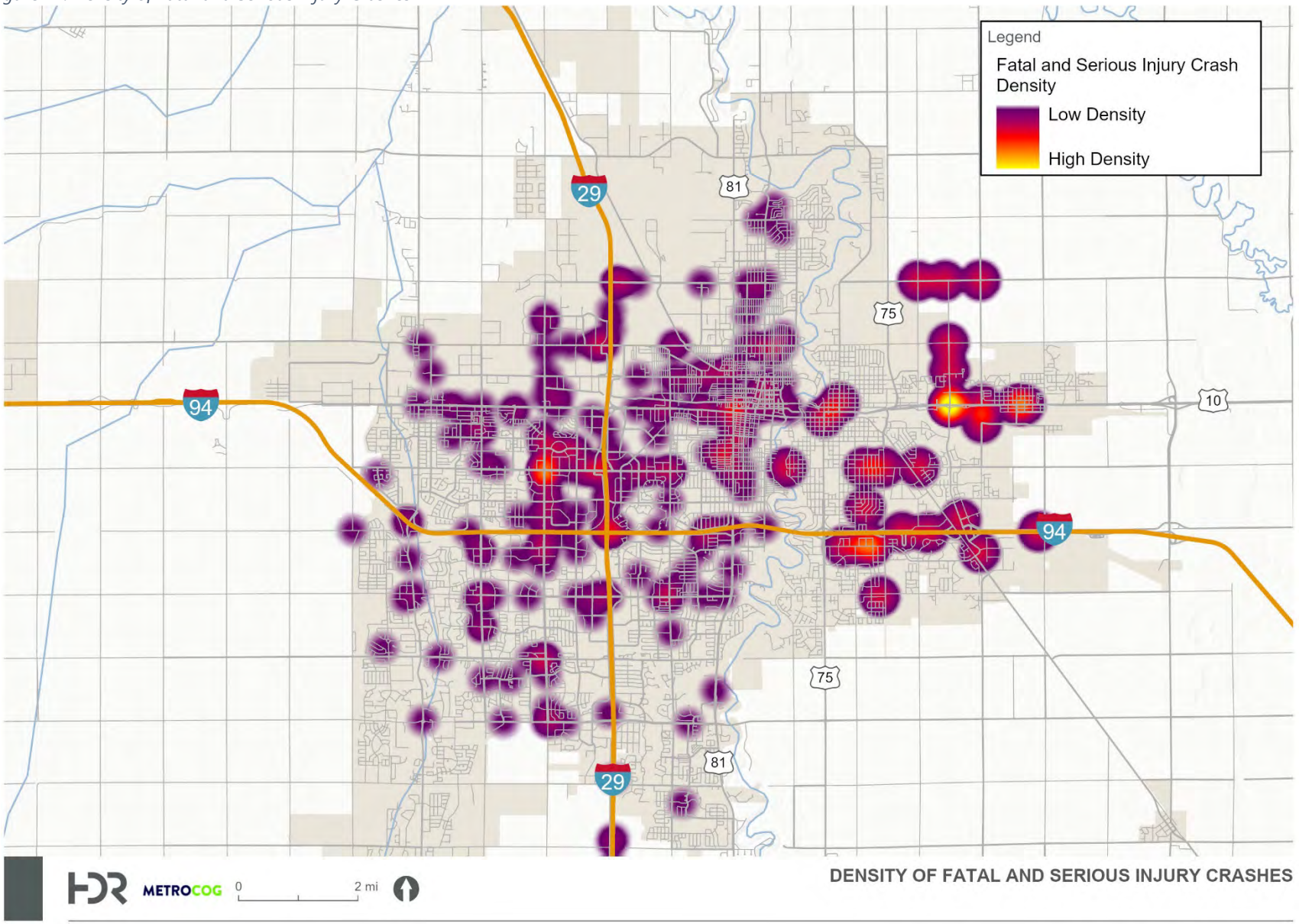


Fatal and Serious Injury Crash Density

Fatal and serious injury crashes were further analyzed to identify locations where these crash types were concentrated, based on historic crash data for the years 2018 through 2022. **Figure 21** displays a density heat map of fatal and serious injury crashes that occurred in the urban portion of the MPA during the 5-year period.

The resulting density analysis shown in **Figure 21** highlights several areas within the MPA that exhibited concentrations of fatal and serious injury crashes. These areas include downtown Fargo, along 13th Avenue W and 45 Street N in central Fargo, and I-94 and 34th Street in Moorhead.

Figure 21: Density of Fatal and Serious Injury Crashes



Bicycle and Pedestrian Crashes

A review of crash trends involving a bicyclist and/or pedestrian was conducted to gain a multimodal perspective on transportation system safety. This review looks at annual bicycle- and pedestrian-involved crashes and bicycle- and pedestrian-involved Fatal and Serious Injury crashes.

Annual Bicycle- and Pedestrian-Involved Crashes

Crashes involving a bicycle and/or pedestrian by year are shown in **Table 6**. For the North Dakota side of the MPA, 31 bicycle crashes occurred in 2018, with a decrease through 2020 before rising to 27 crashes in 2021. In 2022, the number of bicycle-involved crashes occurring within the five-year analysis period peaks at 33. Pedestrian-involved crashes increased between 2018 and 2019 before declining in 2020. Years 2021 and 2022 saw pedestrian-involved crashes increase over 2018 levels.

On the Minnesota side of the MPA, bicycle-involved crashes increased each year between 2018 and 2020 before declining in both 2021 and 2022. Annual pedestrian-involved crashes were mostly consistent between 2018 and 2021 and peaked in 2022 with a total of four (4) pedestrian-involved crashes.

Figure 22 and **Figure 23** show the locations of bicycle- and pedestrian-involved crashes that occurred between 2018 and 2022.

Table 6: Annual Bicycle- and Pedestrian-Involved Crashes, 2018 - 2022

Type	2018	2019	2020	2021	2022	Total
North Dakota						
Bicycle	31	29	22	27	33	**142**
Pedestrian	21	26	18	30	27	**122**
Minnesota						
Bicycle	0	2	5	3	2	**12**
Pedestrian	3	1	3	3	4	**14**

Figure 22: Bicycle- and Pedestrian-Involved Crashes in the MPA, 2018 - 2022

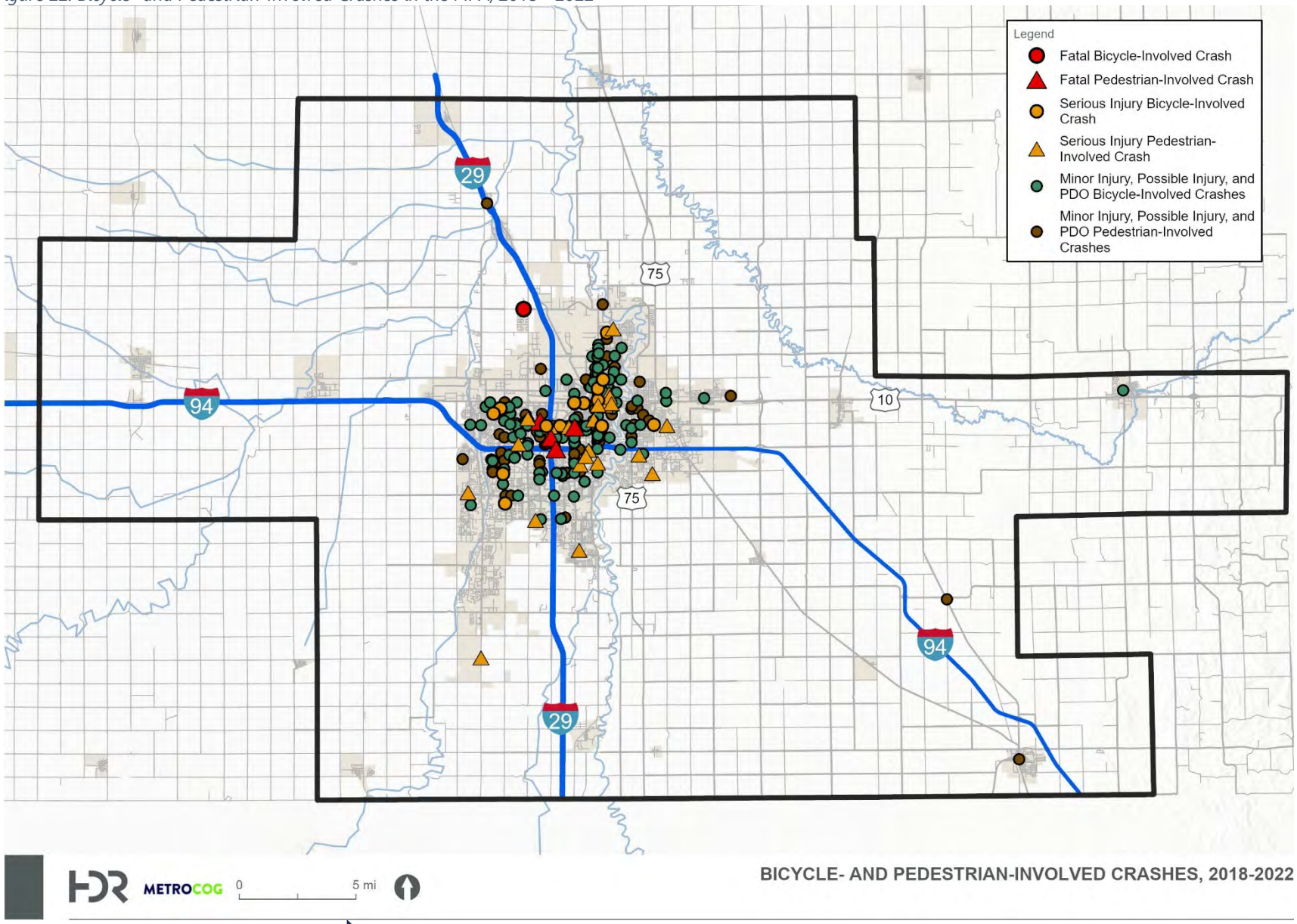
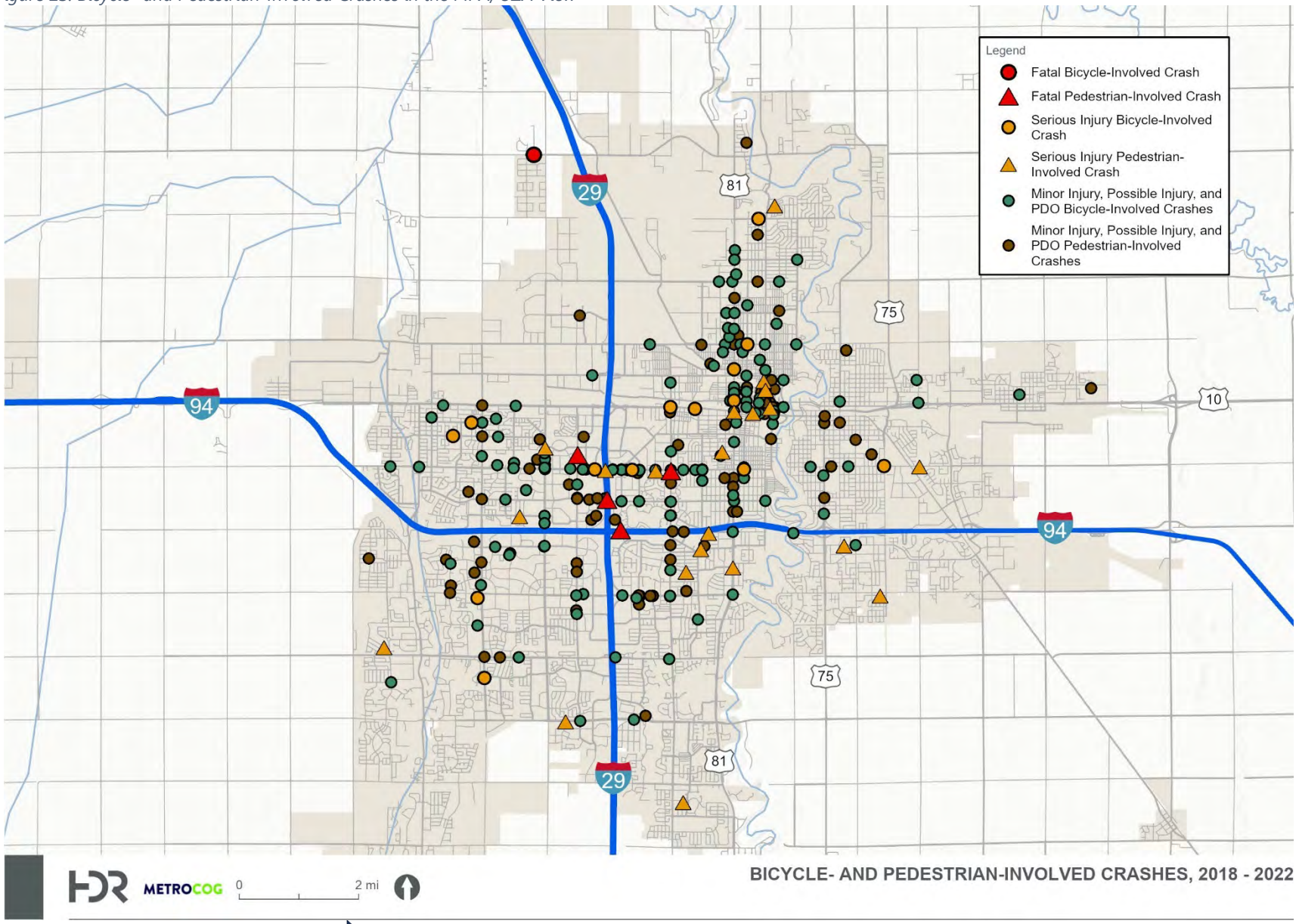


Figure 23: Bicycle- and Pedestrian-Involved Crashes in the MPA, UZA View

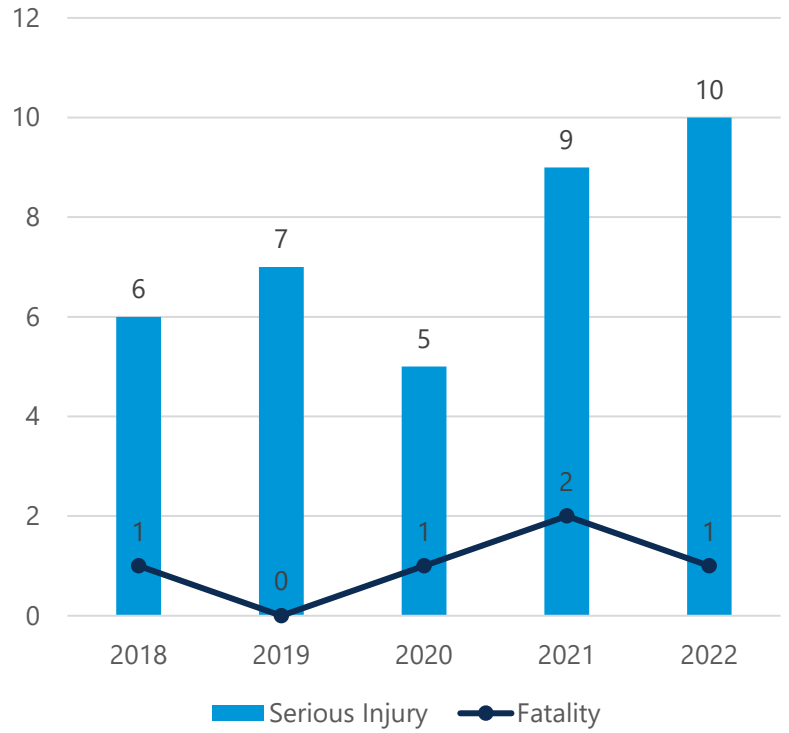


Fatal and Serious Injury Bicycle- and Pedestrian-Involved Crashes

Annual Fatal and Serious Injury crashes that involved a bicyclist or pedestrian are shown in **Figure 24**. Fatal bicycle- and pedestrian-involved crashes peaked in 2021 with 2, while each year typically saw one fatal bicycle- or pedestrian-involved Fatal crash.

Serious Injury crashes involving a bicycle or pedestrian saw an overall increase between 2018 and 2022. The year 2020 saw the lowest number of bicycle- or pedestrian-involved crashes with 5 while the year 2022 saw the highest number of bicycle- and pedestrian-involved crashes with 10.

Figure 24: Bicycle- and Pedestrian-Involved Fatal and Serious Injury Crashes, 2018 - 2022



PAVEMENT AND BRIDGE CONDITION

Pavement Condition

Pavement condition data provides information related to existing conditions and can be used to project future conditions and to identify maintenance and rehabilitation needs. Pavement condition data is inconsistent across Metro COG's member jurisdictions. Both North Dakota and Minnesota track pavement conditions but use different measurements to determine conditions. Minnesota only tracks County State Aid Highway pavements while North Dakota tracks County Road.

Metro COG's member jurisdiction's track pavement conditions differently, through various indices:

Pavement Condition Index (PCI)

PCI provides a snapshot of pavement health on a road and establishes a condition rating from 0 to 100, where a lower score indicates worse pavement conditions. A score above 55 is considered fair while above 70 is considered good. Many factors affect the PCI and rely upon observed pavement surface distresses and density of said distresses.

PCI data is provided from the following jurisdictions:

- Cass County (2023)
- City of Fargo (2023)
- City of West Fargo (year)
- North Dakota Department of Transportation

Ride Quality Index (RQI)

RQI provides a snapshot of pavement roughness on a road and establishes a condition rating from 0.0 to 5.0, where a lower score indicates worse pavement conditions. A score above 2.1 is considered fair while above 3.0 is considered good. RQI is calculated through measurements of roughness associated with the pavement and aligns closely with user experience.

Given the correlation to user experience, RQI and other similar roughness indices such as the International Roughness Index (IRI) are emerging as preferred pavement condition ratings for organizations and agencies implementing pavement management best practices focused on user experience.

RQI data is provided from the following jurisdictions:

- Minnesota Department of Transportation

Comparison of Regional Pavement Conditions

Because of the different measurement techniques and uncoordinated pavement condition data collection, it is difficult to cohesively determine the pavement condition of the entire roadway system in the region. Furthermore, PCI and RQI are incompatible pavement condition ratings, meaning each index rating cannot be converted from one to the other. Some indices can be converted to others, for example, RQI can be converted to IRI and vice versa. However, the incompatibility of

RQI and PCI does not mean pavement conditions are incomparable, as rating scales are similar. **Figure 25** provides a composite regional pavement condition map which reflects the various pavement conditions in a unified scale as described above.

However, of the 494 miles of comparable data, road conditions are in acceptable condition with over 95% of the roadway miles being in good or fair condition. Minnesota has more roads in fair or poor conditions compared to North Dakota, but that difference could be attributed to different measurement methods. Overall, both states have few roads that were measured in poor condition. **Table 7** shows pavement condition targets for North Dakota and Minnesota compared to current conditions. **Table 8** lists the segments in poor condition from each state.

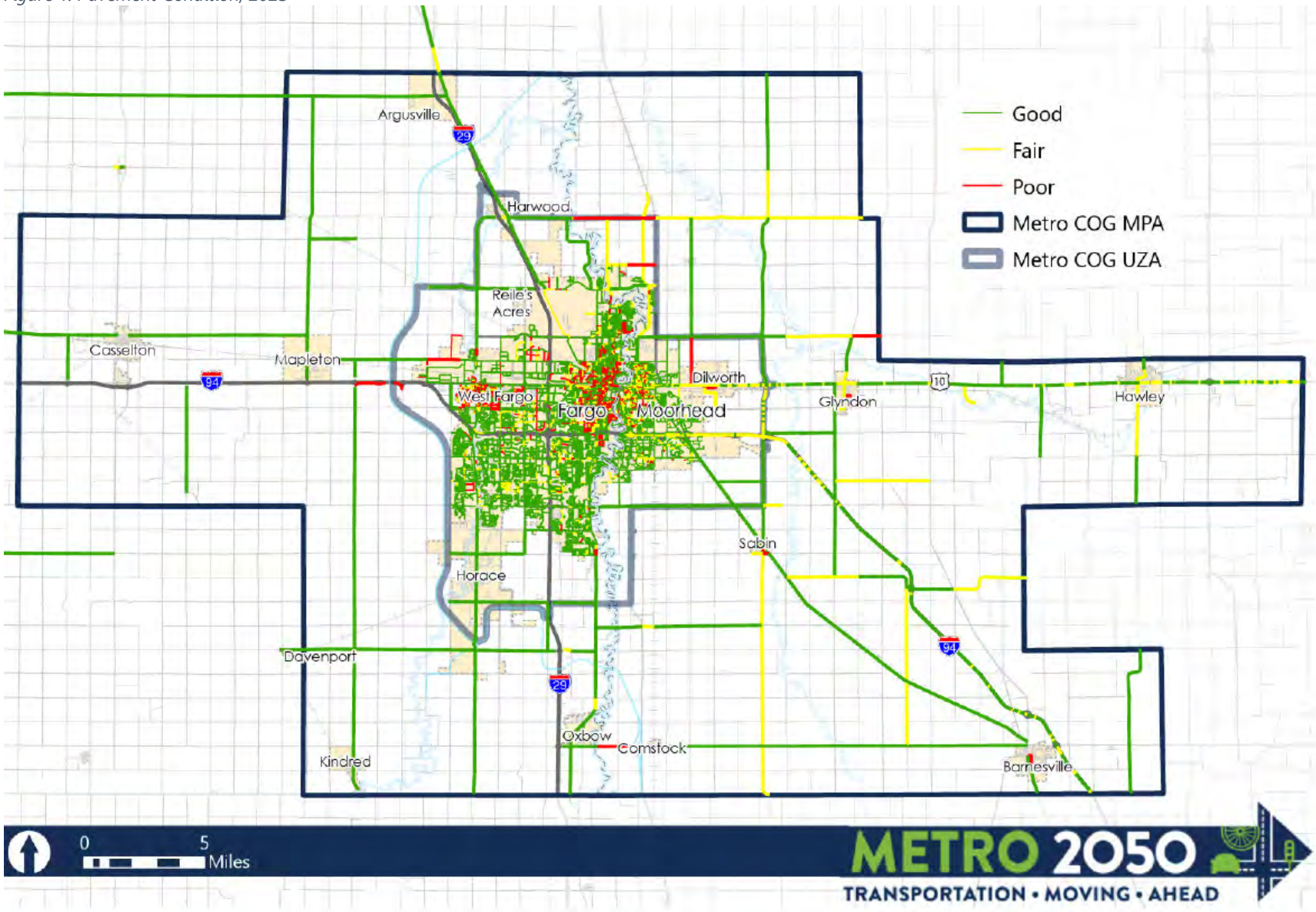
Table 7: Pavement Condition Targets compared to current ratings

Target		MnDOT Targets	Current Percent	NDDOT Targets	Current Percent
Non-Interstate Pavement	% in Good Condition	55%	%	58.3%	%
	% in Poor Condition	2%	%	3%	%

Table 8: Poor Condition Segments

State	Segment	Location	PCI/RQI
ND	37th St SE	165th Ave SE to 38th St NW	0 (PCI)
ND	County Road 17	North of 12th Ave NW	0 (PCI)
ND	12th Ave NW	26th St NW to the Sheyenne Diversion	0 (PCI)
MN	CSAH 3	1st Ave N to Center Ave	0.1 – 0.8 (RQI)
MN	CSAH 2	Highway 75 S to 159th Ave S	0.9 -1.4 (RQI)
MN	CSAH 26	State line to Highway 75 N	1.8 – 1.9 (RQI)
MN	CSAH 45	Main Street to Center Ave E	1.3 -1.4 (RQI)
MN	CSAH 9	Center Ave W to 28th Ave N	1.7 – 1.9 (RQI)
MN	CSAH 45	Center Ave E to 2nd Ave SE	0.6 – 1.3 (RQI)
MN	CSAH 11	2nd St NE to 1st St S	0.9 – 1.9 (RQI)
MN	CSAH 33	Highway 10 E to Reno St	1.9 (RQI)
MN	County Road 67	Kings Trail S to Holloway Ave S	0.9 – 1.1 (RQI)
MN	County Road 71	Barke Ave S to end of pavement	1.5 – 1.6 (RQI)
MN	CSAH 43	Front St to Front St	0.8 – 0.9 (RQI)
MN	CSAH 18	110th St N to 120th St N	1.7 (RQI)

Figure 1: Pavement Condition, 2023



Bridge Condition

The National Bridge Inventory (NBI) tracks and reports structure conditions for bridges and culverts throughout the United States. There are several components which contribute to bridge condition ratings including the deck, superstructure, and substructure condition. Culverts are also included in the NBI and include several other components which contribute to condition ratings. Using the lowest condition rating of the associated components, structures are categorized as good, fair, and poor.

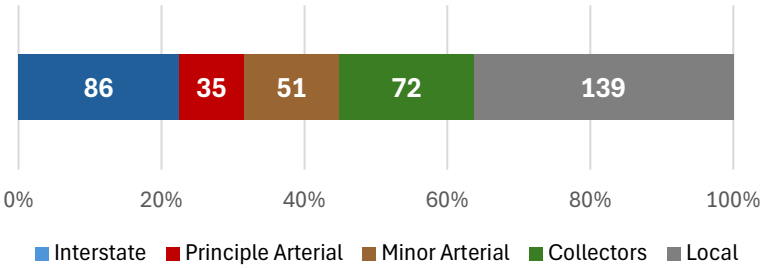
Overall, the structures in the Fargo-Moorhead area are in good condition. There are 383 bridges and culverts in the MPA with 95 percent (95%) of them being in good or fair condition. All structures with an anticipated future traffic volume of over 10,000 vehicles-per-day (VPD) are in fair or good condition. However, for structures on the NHS, Minnesota structures in the MPA are not meeting MnDOT targets with fewer good condition structures and more poor condition structures as seen in **Table 9**.

Table 2 Structure Condition PM 2 Targets for Metro COG compared to Current Condition

Target		MnDOT Targets	Current Percent	NDDOT Targets	Current Percent
NHS Bridges	% in Good Condition	30%	26%	50%	60%
	% in Poor Condition	5%	10%	10%	2%

Eighty-six (or 22% of structures in the MPA) of the structures are on the interstate system, while the rest are on roads classified as principal arterial, minor arterial, collector, or local. **Figure 26** shows the number and percentage of bridges by functional classification in the FM Region.

Figure 26 Bridges by Functional Classification



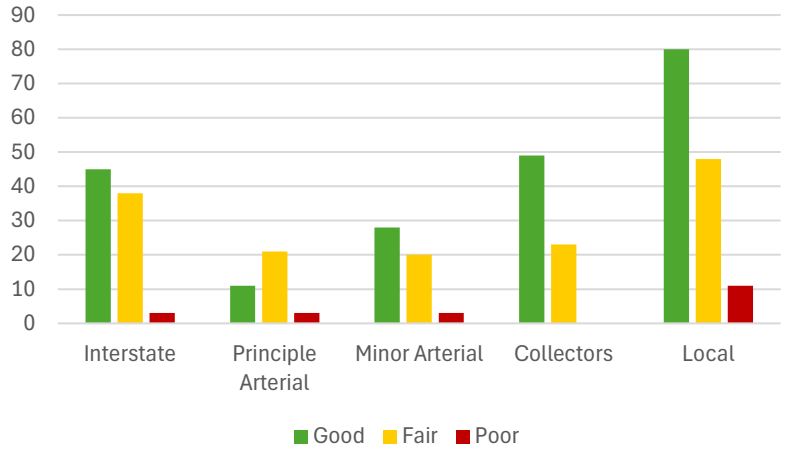
Of the 145 North Dakota structures not on the Interstate, 81 (or 56% of ND structures in the MPA) are in good condition, 57 (or 39% of ND structures in the MPA) are in fair condition, and 7 (or 5% of ND structures in the MPA) are rated poor condition.

For the 152 structures in Minnesota not on the interstate system, 87 (or 57% of MN structures in the MPA) are in good condition, 55 (or 36% of MN structures in the MPA) are in fair condition, and 10 (or 7% of MN structures in the MPA) are rated poor condition. **Table 10** and **Figure 27** show Metro COG's combined condition by functional classification.

Table 3: Structure Condition by Functional Classification

Functional Class	Good Condition	Fair Condition	Poor Condition
Interstate	45	38	3
Principle Arterial	11	21	3
Minor Arterial	28	20	3
Collector	49	23	0
Local	80	48	11

Figure 27: Structure Condition by Functional Class



Bridges on collector roadways are in the best condition of all functional classifications in the region. There are no bridges on collector roadways in poor condition and 68% are in good condition. Bridges on Principal Arterial roadways have the worst condition of the bridge classification types with only 31% in good condition and 9% in poor condition. Below is a table showing the bridges in poor condition.

Within the MPA, of the 170 structures in poor or fair condition, 46 or 27 percent are located within the urbanized area. **Table 11** lists all bridges and culvers in poor condition in the region.

Table11: Structures in Poor Condition in MPA

Structure	Location	Year Built
14809	Eastbound I-94 Bridge over 173rd St S and Burlington Northern Railroad	1968
14810	Westbound I-94 Bridge over 173rd St S and Burlington Northern Railroad	1968
5854	Eastbound Highway 10 over South Branch Buffalo River	1939
90836	90th St S over Ditch #58 midway between County Highway 12 and 70th Ave S	1945
90901	170th Ave S over stream east of intersection with 120th Street S	1953
92612	170th Ave S over Wolverton Creek	1969
L8228	12th Ave S over South Branch Buffalo River	1948
L8275	130th Ave S over Buffalo River	1959
L8296	80th Ave S over South Branch Buffalo River	1950
L8334	140th St S over Hay Creek/ Ditch #17	1939
L8348	110th Ave S over Stony Creek	1945
9125250	157th Ave SE over Swan Creek	1955
9137170	169th Ave SE over Rush River/ Drain #12	1961
9139300	52nd Ave S over Sheyenne River	1971
9140200	52nd Ave N over creek east of 57th St N	1976
FRGO12	Same bridge as 14524	1990
10006645	37th St SE over Swan Creek	1959
10013192	37th St SE over Drain #14	1970
94337335 L	Eastbound I-94 over Maple River	1959

SYSTEM OPERATIONS

Regional system operations were analyzed using several approaches that are consistent with Federal performance measure guidelines.

Traffic Operations

Traffic operations refers to the flow of vehicular traffic. Peak period vehicular travel times observed for the MPA are reported in this section, but it is important to note that this represents just one perspective on how the multimodal system operates. Metro COG recognizes that peak hour traffic operations is just one consideration or component of transportation system performance.

The purpose of analyzing traffic operations is to understand congestion patterns and how the system performs to accommodate demand. *Metro Grow* identified the need for the region to assess and address roadway capacity and congestion through balancing peak hour traffic volumes, daily traffic levels, travel times, travel demand, and levels of investment in the transportation network.[3] A holistic view of the multimodal transportation system is reflected in Metro COG's established methodologies to evaluate traffic operations on a 24-hour basis that de-emphasizes the limited recurring peak hour congestion that occurs in the MPA today.

Metro COG needs to understand how traffic manifests in the region therefore, 24-hour traffic operations analysis provides a more wholistic picture of traffic movements within the FM Region. A prime example of the benefits of this analysis could be seen in the post-pandemic traffic realignment, where morning peak periods shifted to Noon peak periods.

To evaluate the systemwide traffic operations occurring today, two approaches were used. The first approach analyzed probe data travel delays, while the second approach estimated daily congestion using a planning level-of-service (LOS) approach.

Probe Data Travel Delays

Probe data refers to passively collected location data sourced from mobile devices or in-vehicle navigation systems. This data is anonymized and aggregated so information resulting in reasonable assumptions about the locations and speeds at which vehicles traveled (including freight, and to a lesser degree, transit, bicycles, and pedestrians. This robust dataset provides valuable insights into traffic operations on a corridor-by-corridor basis within the FM Region.

The probe data used in the travel delay analysis was sourced from UrbanSDK software, which collects connected vehicle and mobile-device location-based data to monitor roadway networks. The software allows for analysis of traffic patterns related to speeding, safety, and congestion based upon said location-based data and points in time.

[3] Metro COG, *Metro Grow 2045.*

This data was analyzed to evaluate the daily variation in travel times to understand when and where travel delays occurred, and where efficiencies can be gained. Through this understanding, Metro COG can better address congestion and mobility issues through consideration of factors such as land use, availability of other transportation modes, and transportation costs.

Travel delay conditions, in terms of travel speed reductions, were analyzed for the morning (AM) and evening (PM) peak hour travel periods for the Interstate and NHS corridors within the MPA. The analysis compared the average peak hour travel times for both periods to free flow speeds, which resulted in the calculation of the percent reduction in travel times for each corridor.

The travel delay analysis showed that Metro COG's arterial network experiences declines during AM and PM peak hours that see reductions in speeds up to 40 percent (40%) below free flow speed levels. The highest reductions in speeds during both peak periods occur at controlled intersections due to conflicting traffic movements.

Figure 28 presents the peak period reductions for the AM period while **Figure 29** presents the reductions for the PM period.

Figure 28: AM Peak Period Speed Reductions for the Arterial System

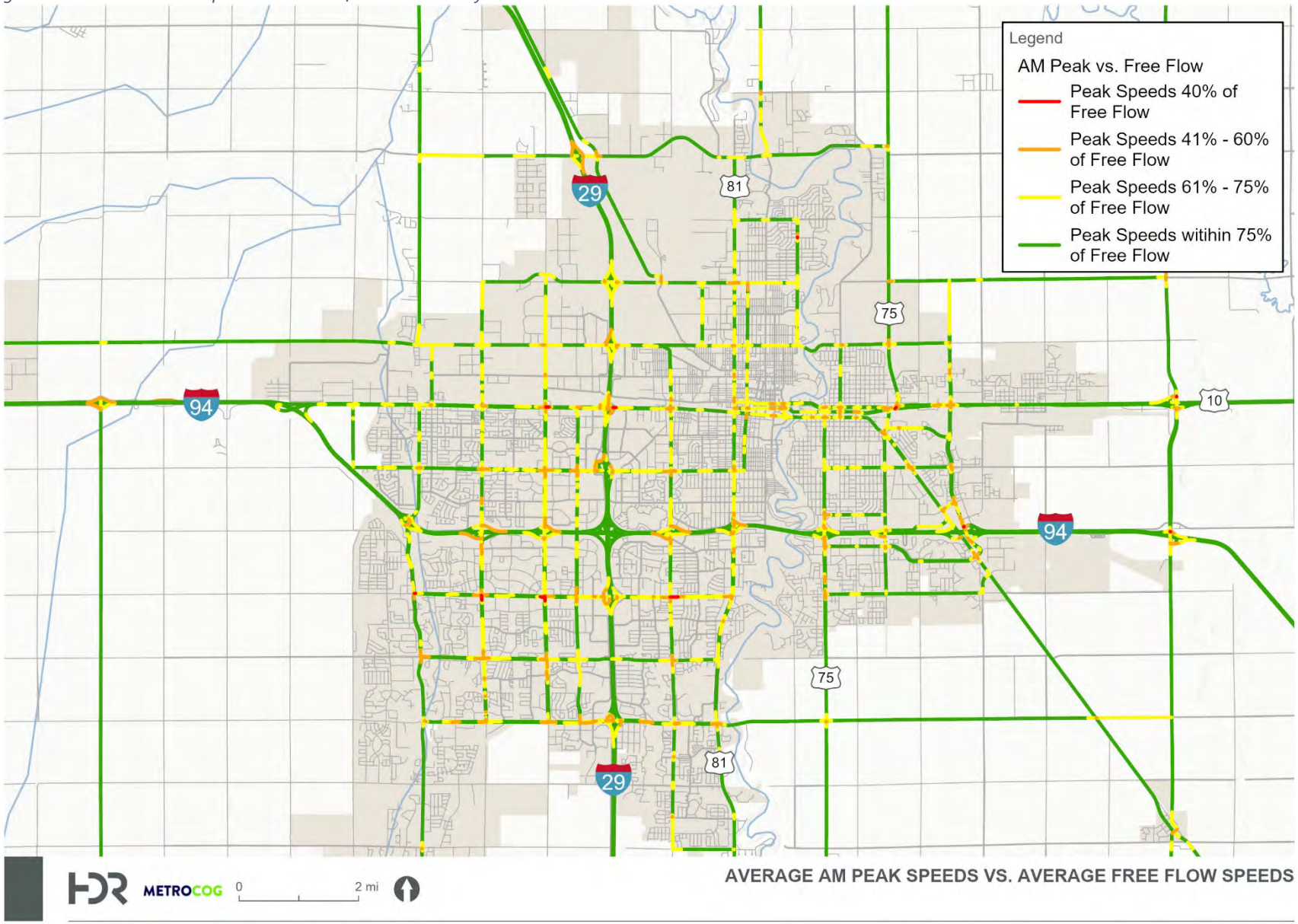
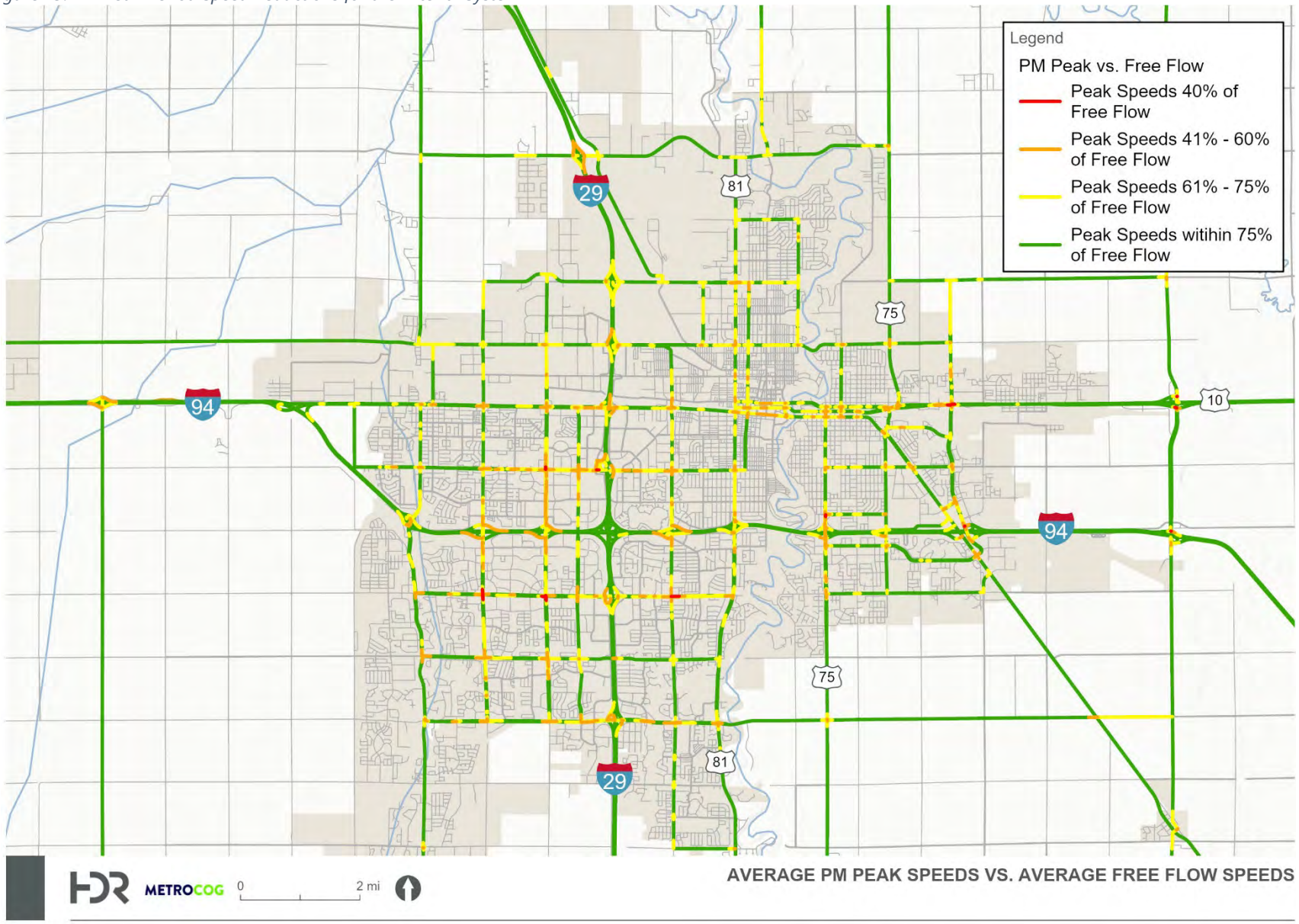


Figure 29: PM Peak Period Speed Reductions for the Arterial System



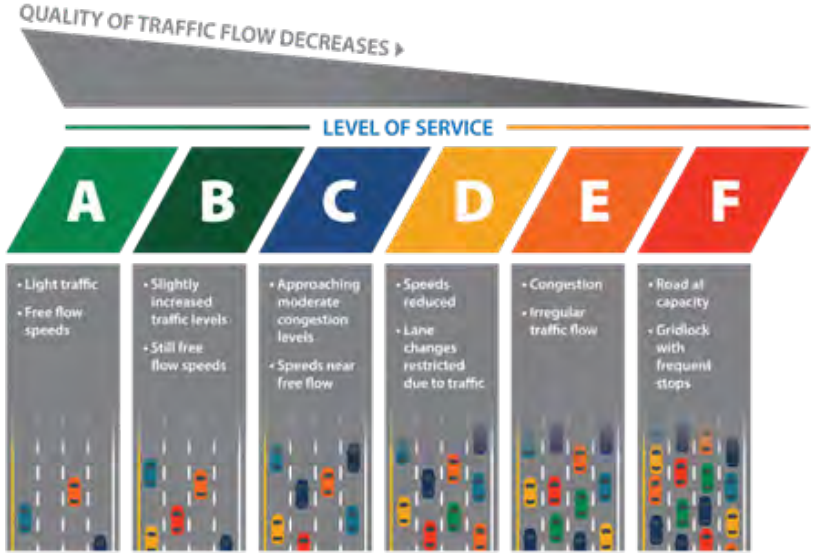
Planning Level-of-Service

The second approach to analyzing baseline traffic operations performance supplements the travel delay analysis discussed above. This approach, known as a planning LOS analysis, compares the daily traffic volume for a roadway to its design capacity, which results in the estimation of a volume-to-capacity (V/C) ratio. The V/C ratio is used to classify the estimated peak hour traffic operations of the roadway. The classifications reflect a grading scheme that ranges from LOS A, representing complete free flow traffic, to LOS F, representing gridlock traffic conditions. **Figure 30** summarizes the LOS classifications.

The LOS analysis conducted for the MPA is shown in **Figure 31** and **Figure 32**. As these figures indicate, most roadways within the MPA operate at LOS B or better during peak travel hours. There are several arterial roadway segments that operate at LOS C and D while several portions of the region's Interstate system exhibit congestion that registers as LOS E and F during peak hour travel conditions.

Metro COG and its partner agencies recognize that peak period travel delays are just one of many perspectives from which to evaluate system performance. While some peak period travel delays do occur in the FM Region, these travel delays are for relatively short periods of time, and travel conditions are not congested more than what is typical in a growing metropolitan area.

Figure 30: Level of Service Classifications



Source: Valley News Live

Figure 31: Estimated Level-of-Service for the MPA

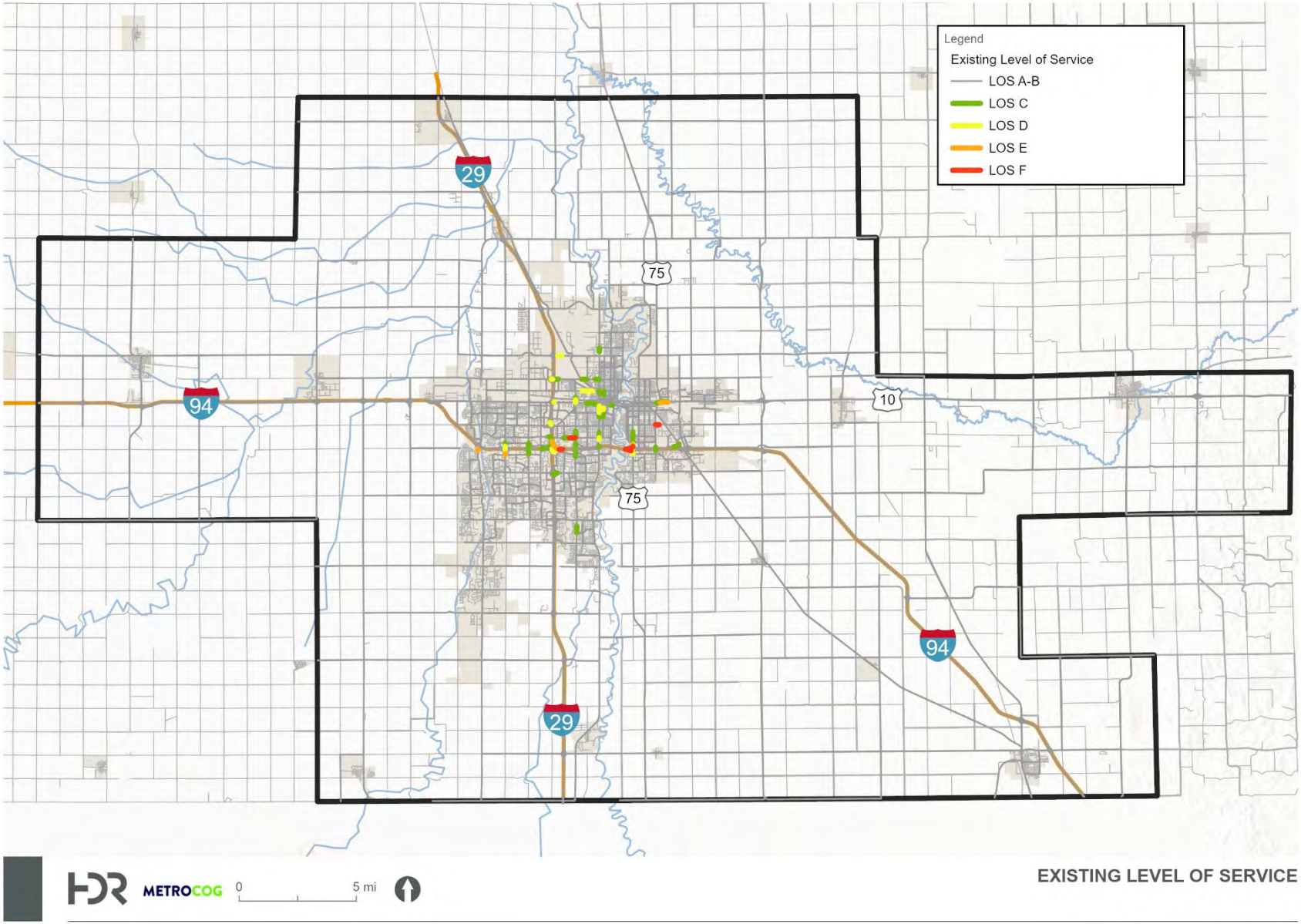
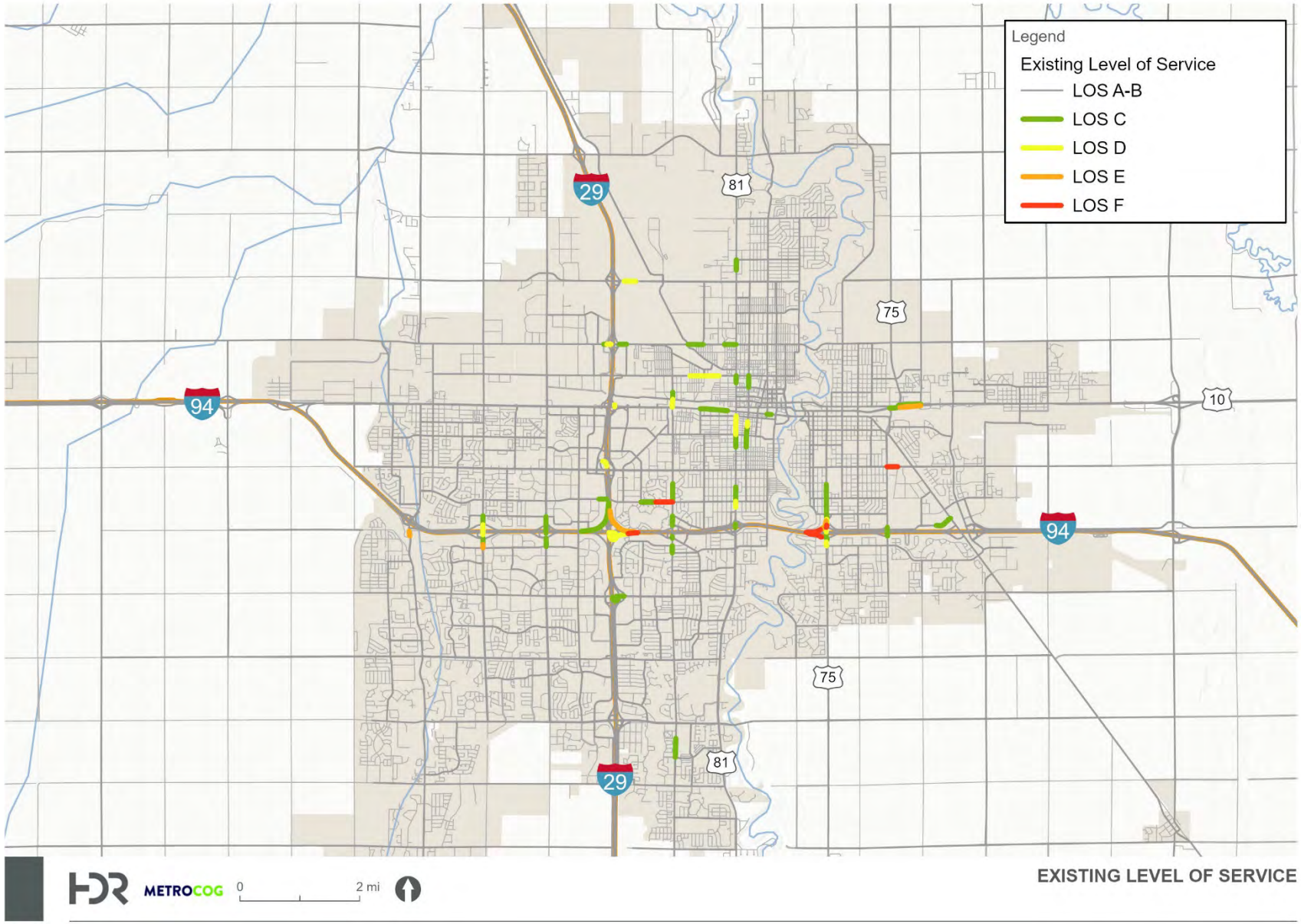


Figure 32: Estimated Level-of-Service for the MPA, Urban Inset



Travel Reliability

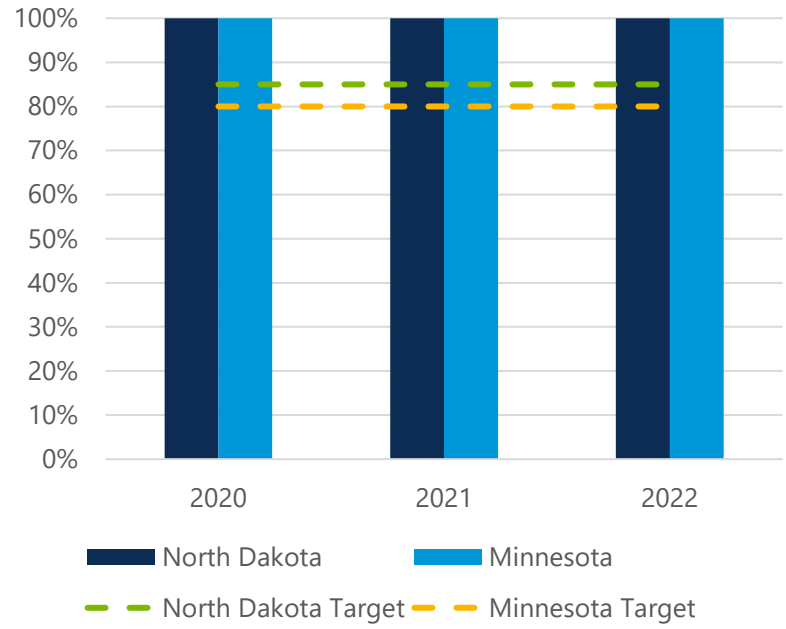
Travel reliability is a measure used by Metro COG to assess the reliability, or predictability, of travel times for passenger and freight vehicles across a corridor or an entire roadway network. Federal performance measures (PM 3) are concerned with travel reliability conditions and Metro COG reports reliability performance to FHWA on an annual basis.

Figure 33 through **Figure 35** shows historic performance made towards Metro COG's reliability targets based on the percentage of person-miles traveled on the Interstate and non-Interstate NHS considered reliable for the years 2020 through 2022. Reliability performance is reported for both the North Dakota and Minnesota portions of the MPA.

For passenger reliability, the assumed targets were 85 percent (85%) of person-miles traveled on the Interstate for the North Dakota portion and 80 percent (80%) for the Minnesota portion of the MPA; the non-Interstate NHS reliability target for the North Dakota portion was 85 percent (85%) and 90 percent (90%) for the Minnesota portion of the MPA. Reliability for Metro COG's freight system is reported using the Truck Travel Time Reliability Index (TTTR) and the target for the MPA was 1.5 for each year between 2020 and 2022.

Reliability performance of Metro COG's Interstate system for the years 2020 through 2022 is shown in **Figure 33**. Reliability on the FM Region's Interstate system exceeded both the North Dakota and Minnesota targets each year. The percentage of person-miles considered reliable was consistently 100% each year for the North Dakota and Minnesota portions of the MPA which indicates passenger traffic on I-29 and I-94 has historically been predictable, allowing for users to accurately plan around potential recurring congestion that could impact Interstate travel.

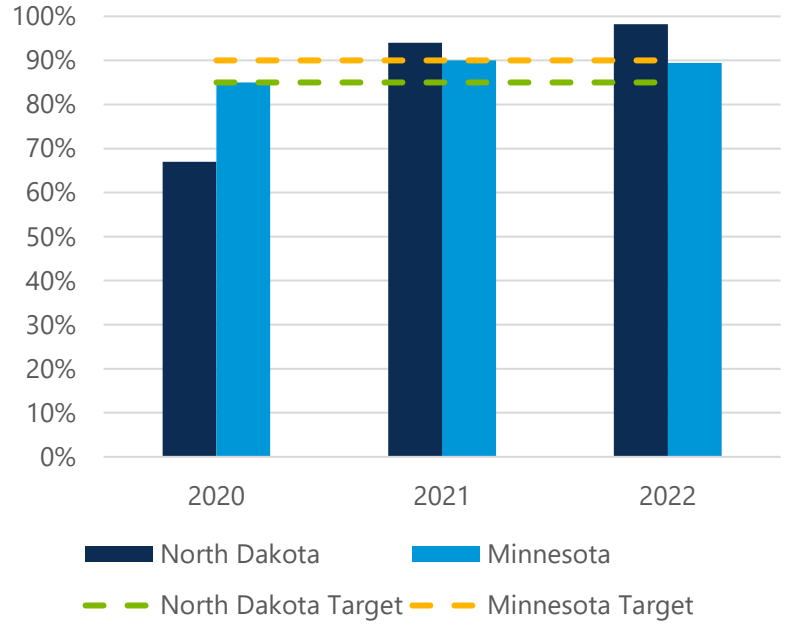
Figure 33: Annual Percent of Person-Miles Traveled on the Interstate that are Reliable for the MPA, 2020 - 2022



Source: Metro COG

Reliability performance of Metro COG's non-Interstate NHS system for the years 2020 through 2022 is shown in **Figure 34**. Reliability performance for the non-Interstate NHS fluctuated between 2020 and 2022, with 67% of person-miles traveled on the non-Interstate NHS within the North Dakota side of the MPA considered reliable in 2020. After 2020, reliability performance rose to 94 percent (94%) in 2021 and 98.2 percent (98.2%) in 2022. Despite the reduced percentage of reliable person-miles traveled on the North Dakota side in 2020, the targets for both the North Dakota and Minnesota portions of the MPA were met in 2021 and 2022.

Figure 34: Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable for the MPA, 2020 - 2022

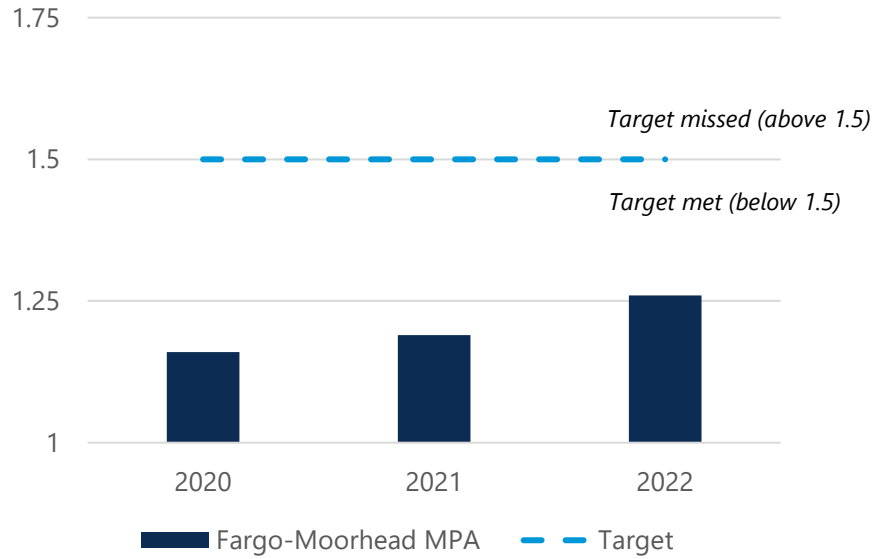


Source: Metro COG

Freight reliability performance of Metro COG's Interstate system for the years 2020 through 2022 is shown in **Figure 35**. The TTTR target for the Interstate was met each year between 2020 and 2022 while reported TTTR saw a slight increase towards 1.5 annually (must be 1.5 or less to meet target) . The general trend observed for TTTR which reflects the historic trend seen by the reliability of passenger traffic on the Interstate system during this same period in which the performance target was met each year.

Figure 36 and **Figure 37** shows annual reliability performance for the Interstate and non-Interstate NHS in 2022 based on data from the National Performance Management Research Dataset (NPMRDS).

Figure 35: Annual Interstate TTTR for the MPA, 2020 - 2022



Source: Metro COG

Figure 36: Interstate and Non-Interstate NHS Level of Travel Time Reliability, 2022

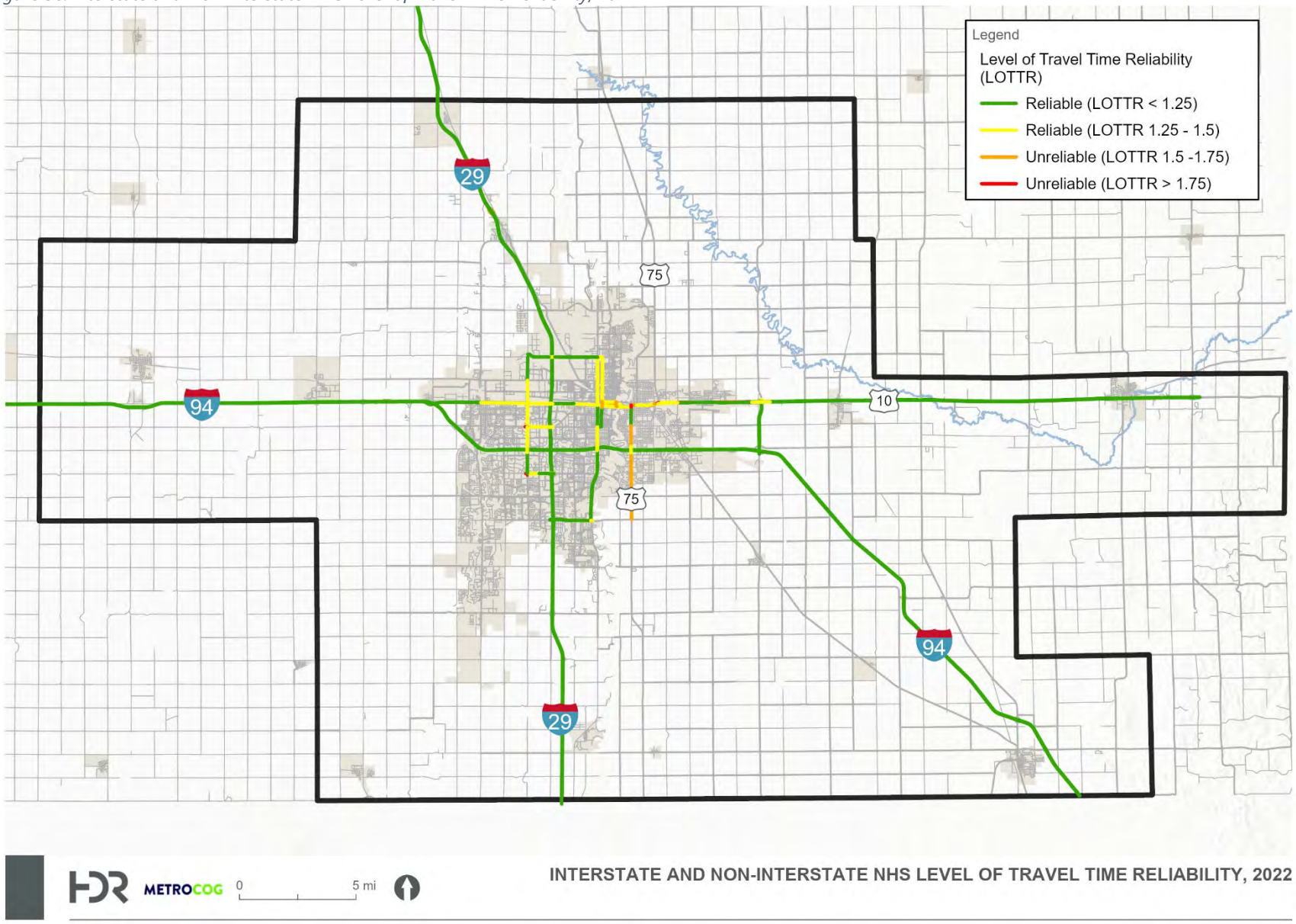
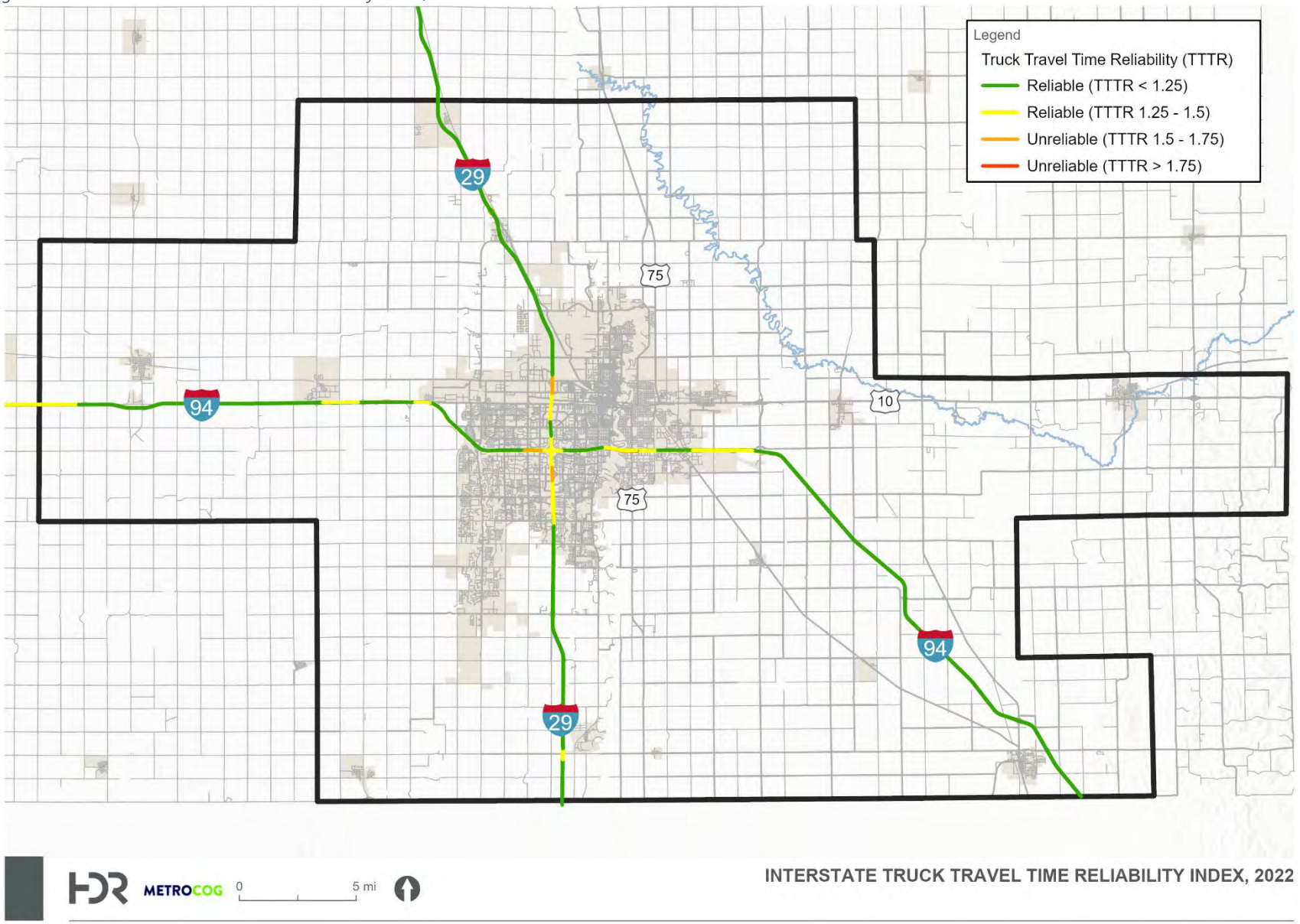


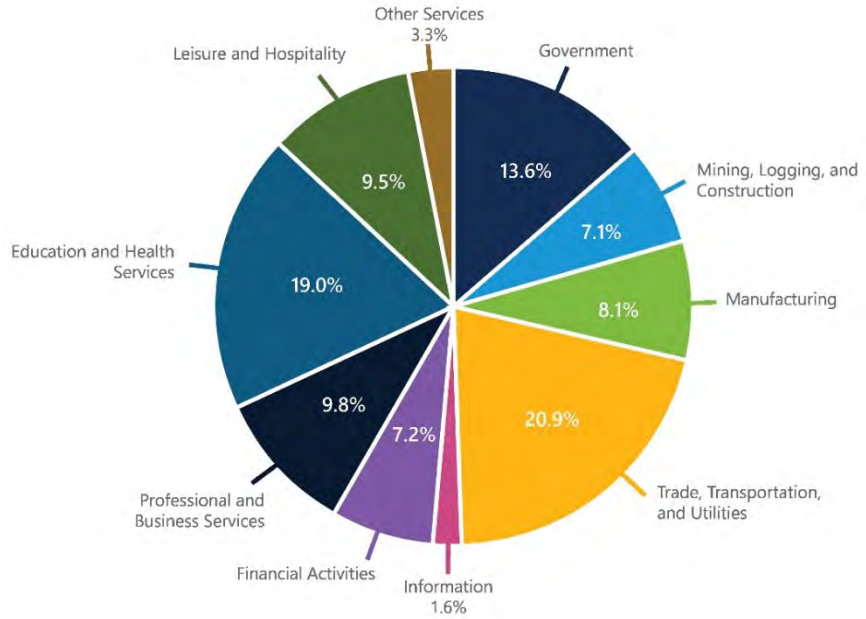
Figure 37: Interstate Truck Travel Time Reliability Index, 2022



FREIGHT SYSTEM

Freight has historically been a central component of the FM Area's regional economy. Beginning with the construction of the Great Northern Railroad in 1871, the Fargo-Moorhead region has been a critical gateway for freight traveling across the United States. Today the FM Region is the cross-roads of I-94 and I-29 and several BNSF rail lines including the Jamestown, Kansas & Oklahoma (KO), Hillsboro, Moorhead, and Staples subdivisions. Freight is a key sector of the regional economy as Trade, Transportation, and Utilities sector jobs represent 21 percent (21%) of MSA Non-Farm employment, which as of October 2023, is the highest employment for a sector in the region.[4] **Figure 38** summarizes the employment data sourced from the Bureau of Labor Statistics.

Figure 38: Employment by Industry in the Fargo-Moorhead Metropolitan Statistical Area



Source: United States Bureau of Labor Statistics

[4] United States Bureau of Labor Statistics, *Fargo, ND – MN.*

Highway Freight

Highway freight assets within the MPA consist of a series of Federally and state designated corridors in addition to a network of local roads designated for truck use.

Federally Designated Freight Routes

The passage of the FAST Act in 2015 established the National Highway Freight Network (NHFN) in an effort to direct Federal resources and policies towards the improvement of freight performance on US highways. The subsystems comprising the NHFN include:[5]

- **Primary Highway Freight System (PHFS)**: A network of highways identified as the most critical highway portions of the US freight transportation system. The PHFS is comprised of Interstate and NHS routes.
- **Other Interstate Portions not on the PHFS (non-PHFS)**: Remaining portions of the nation's Interstate system not included in the PHFS and provide continuity and access to freight facilities.
- **Critical Rural Freight Corridors (CRFCs)**: Public roads not found in urbanized areas that provide access and connection to the PHFS and the Interstate with critical freight facilities.
- **Critical Urban Freight Corridors (CUFCs)**: Public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with critical freight facilities.

PHFS routes within the MPA include I-94 through Moorhead to I-29, and I-29 north of I-94. I-29 south of I-94 and I-94 west of I-29 are designated as part of the non-PHFS system.

CUFCs for the state of North Dakota were designated by NDDOT in 2017. CUFCs in the MPA include:

- **40th Avenue N**, from I-29 to Hector International Airport.
- **12th Avenue**, from I-29 to Center Street.
- **Main Avenue**, from Center Street to I-29.
- **Center Street**, from 12th Avenue to Main Avenue.
- **I-94**, from 165th Avenue SE to I-29.
- **52nd Avenue**, from Veterans Boulevard to I-29.

Currently, there are no CRFCs designated in North Dakota.

The state of Minnesota does not currently have any routes designated as CUFCs or CRFCs.

State Designated Freight Routes

NDDOT updated the statewide Freight and Rail Plan in 2023. As part of this updated, the North Dakota Strategic Freight System Index that was developed as part of the 2015 State Freight Plan was carried forward. The North Dakota Strategic Freight System Index was created to classify freight-related transportation infrastructure and organizes freight-related infrastructure into three levels:[6]

- **Level One**: Infrastructure that supports international and interstate freight movements and CRFCs.

[5] Federal Highway Administration, *National Highway Freight Network*

[6] North Dakota Department of Transportation, *State Freight and Rail Plan*

- **Level Two**: Infrastructure that supports regional and intrastate freight movements.
- **Level Three**: Infrastructure that facilitates local freight movements.

Table 11 summarizes the roads component of the North Dakota Strategic Freight System Index. Within the MPA, I-29 and I-94 are both designated as a Level One strategic highway as **Figure 39** indicates.

Additional state regulations related to vehicle size, weight, height, and type of commodity shipped result in additional state designated freight routes. Routes within the MPA that carry weight restrictions include I-29, I-94, US 81, US 10, and 10th Street.

MnDOT maintains a network of state designated routes which includes the Principal Freight Network that consists of trunk highways, railroads, waterways, airports, and pipelines; for highway freight assets, the Principal Freight Network includes the entire NHS found in the state. Additional state freight networks include:[7]

- **Oversize-Overweight Network**: Roadways and highways that handle large sized loads that do not meet standard truck size or weight.
- **House Moving/Building Network**: Routes for transporting modular houses and large trailer homes across the state.
- **Restricted Routes**: Roadways with clearance limitations that would pose a danger to large semi-trucks or other vehicles due to structural design of bridges, guardrails, or other structures.
- **10 Ton Roadway Network**: Roadways build to 10 ton engineering specifications.

I-94 in Moorhead is designated as part of Minnesota's Oversize-Overweight network.

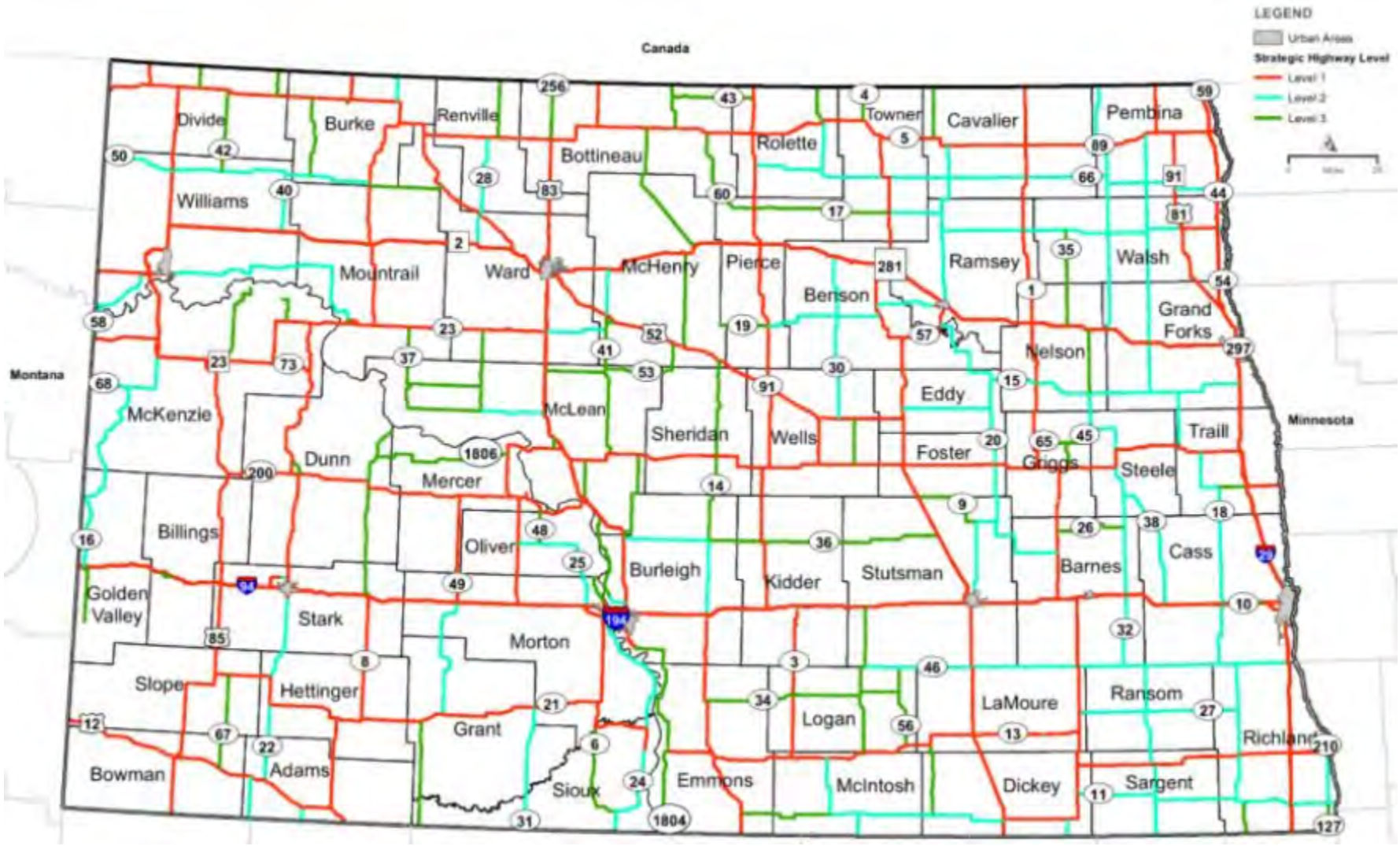
[7] Minnesota Department of Transportation, *Freight Networks Guide*

Table 4: Road Components of the North Dakota Strategic Freight System Index

Mode	Level One	Level Two	Level Three
Roads	Interstate and interregional highways	State corridors	District collectors
	Congressionally designated high-priority corridors	District corridors	
	Strategic Highway Network	Limited county major collectors	
	National Truck Network		Some county, city, township, and tribal roads
	Energy/agricultural access corridors	City principal arterials	
	High-truck-volume principal arterials		Border crossings processing fewer than 5,000 truck crossings per year
	24-hour border crossings and commercial facilities processing more than 40,000 trucks per year	Border crossings processing between 5,000 and 39,999 trucks per year and with opening hours of at least 12 hours	

Source: North Dakota Department of Transportation, *State Freight and Rail Plan*

Figure 39: North Dakota Strategic Freight System Highway Classifications



Locally Designated Freight Routes

Several corridors within the MPA have been designated for freight usage by local agencies. Metro COG's Regional Freight Plan, published in 2017, highlights a series of routes within the Cities of Fargo and West Fargo that are intended to encourage truck travel. Local freight routes designated by the City of Fargo involve seasonal weight restrictions that close certain routes to heavy truck traffic during the Spring, when roadways are most susceptible to damage caused by heavy freight.

Both Minnesota and North Dakota have regulations on how heavy commercial vehicle weight is distributed according to number of axles on the truck. North Dakota DOT has a 105,500 pound weight limit on these routes:

- I-94 west of Main Avenue
- Main Avenue
- 52nd Avenue S from I-29 to University Drive
- University Drive from 52nd Avenue S to Main Avenue[8]

Minnesota DOT has an 80,000 pound weight limit (or 10-tons per axle) on most State routes, including I-94, US 10, and MN 336[9]. Minnesota has seasonal load restrictions as well. The City of Fargo also maintains a truck route system with seasonal load restrictions and height restrictions[10].

The City of Moorhead does not have a designated truck route system, owing mainly to concerns regarding enforcement, increased maintenance costs, and administrative requirements from MnDOT requiring local agencies to petition the DOT each time a proposed truck route utilizes a State route.[11]

Daily Truck Trips

Data on daily truck trips for the MPA was sourced from FHWA's Freight Analysis Framework 5 (FAF5), which is a national freight model that leverages a range of data sources to estimate multimodal freight and commodity flows. FAF5 also forecasts multimodal freight and commodity flows through 2050, using 2017 as the baseline forecast year.

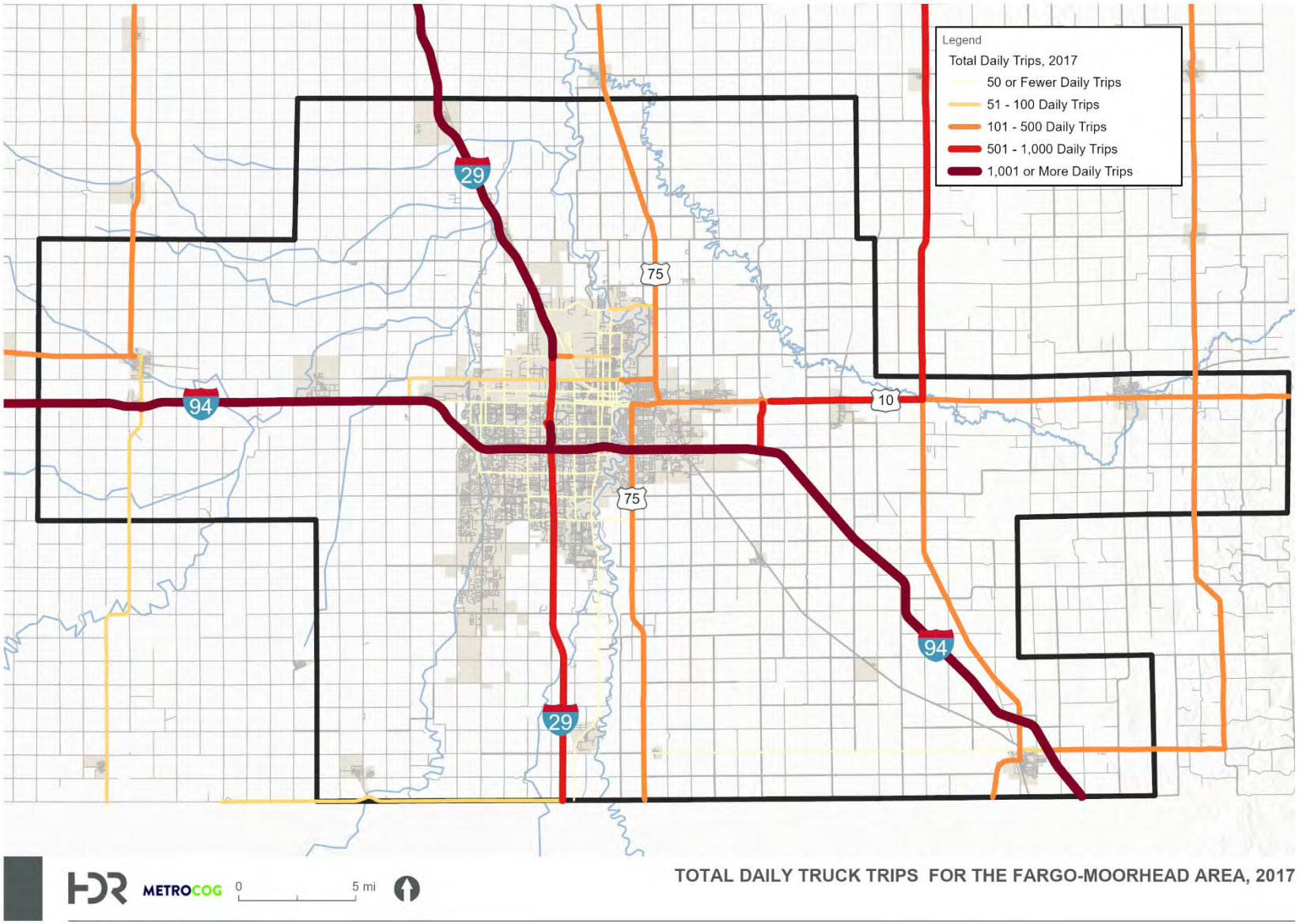
Daily truck trips were obtained from FAF5 to understand current highway freight usage within the MPA. **Figure 40** illustrates daily truck trips for the region. As **Figure 40** indicates, Interstate 29 (I-29) and I-94 carry the highest proportions of daily truck trips in the FM Region at 1,001 or more daily trips. MN 9 and US 75 east of Moorhead are additional highways demonstrating a high demand for truck traffic as both of these corridors recorded 501 or more daily truck trips based on the FAF5 data.

[8] North Dakota Department of Transportation, *Weight Limitations for Vehicles on Nort Dakota Highways.*
[9] Minnesota Department of Transportation, *2024 Minnesota Truck Book.*
[10] City of Fargo, *City of Fargo Truck Route Map.*
[11] Fargo-Moorhead Metro COG, *Regional Freight Plan.*

Annual Truck Tonnage

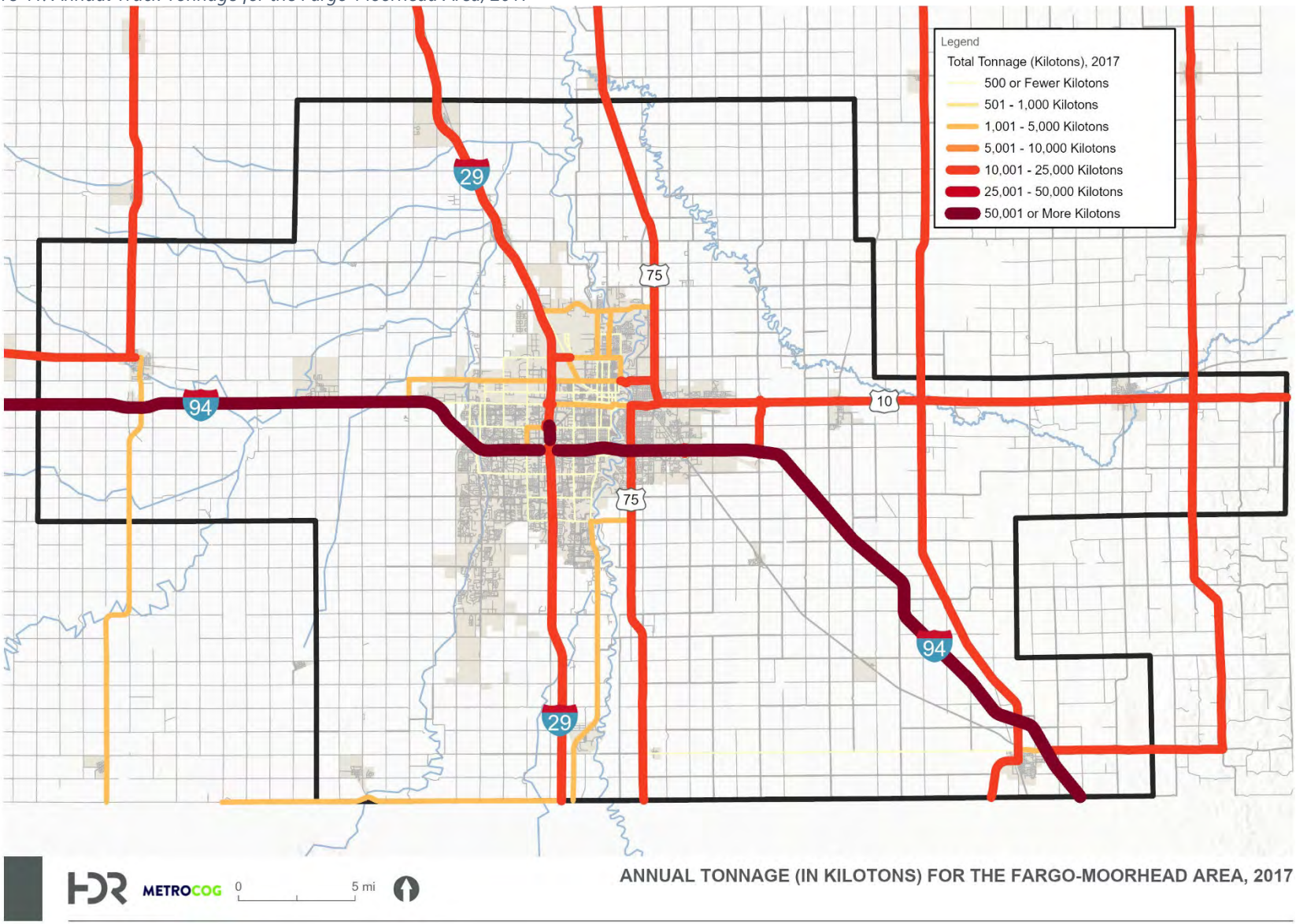
Annual tonnage was a second data item obtained from FAF5 and analyzed for the MPA. Annual tonnage, in terms of annual kilotons, moved on the highway network are shown in **Figure 41**. Similar to the highway routes exhibiting high daily truck trip levels, the routes within the MPA that carry higher levels of annual tonnage are I-94, I-29, U.S. 75, and U.S. 10.

Figure 40: Daily Truck Trips for the Fargo-Moorhead Area, 2017



Source: Federal Highway Administration, *Freight Analysis Framework 5*

Figure 41: Annual Truck Tonnage for the Fargo-Moorhead Area, 2017



Source: Federal Highway Administration, *Freight Analysis Framework 5*

Rail Freight

Rail freight assets within the MPA are comprised of a network of rail lines and crossings. Rail freight played a key role in the development of the region and continues to be a cornerstone of the regional economy.

Rail Lines

Today, the BNSF Railway (BNSF) mainline is found within the MPA and is classified by NDDOT as a Level One rail facility per the state's Strategic Freight System Index; **Table 12** details the rail components of the index.

In addition to the BNSF mainline, Otter Tail Valley Railroad (OTVR) and Red River Valley and Western Railroad (RRVW) operate rail freight services in the region. BNSF owns trackage rights to the 54 miles of track that OTVR operates on, shipping mainly chemicals, coal, and grain between Moorhead and Fergus Falls, Mn. BNSF also operates on the RRVW track found in the MPA.

Figure 42 and **Figure 43** shows the existing rail lines in the MPA.

Table 5: Rail Components of the North Dakota Strategic Freight System Index

Mode	Level One	Level Two	Level Three
Rail	Class I mainlines	Branch lines capable of carrying 286,000-pound rail cars	Branch lines capable of carrying 268,000-pound rail cars
	Strategic Rail Corridor Network		

Source: North Dakota Department of Transportation, *State Freight and Rail Plan.*

Figure 42: Freight Rail Assets in the MPA

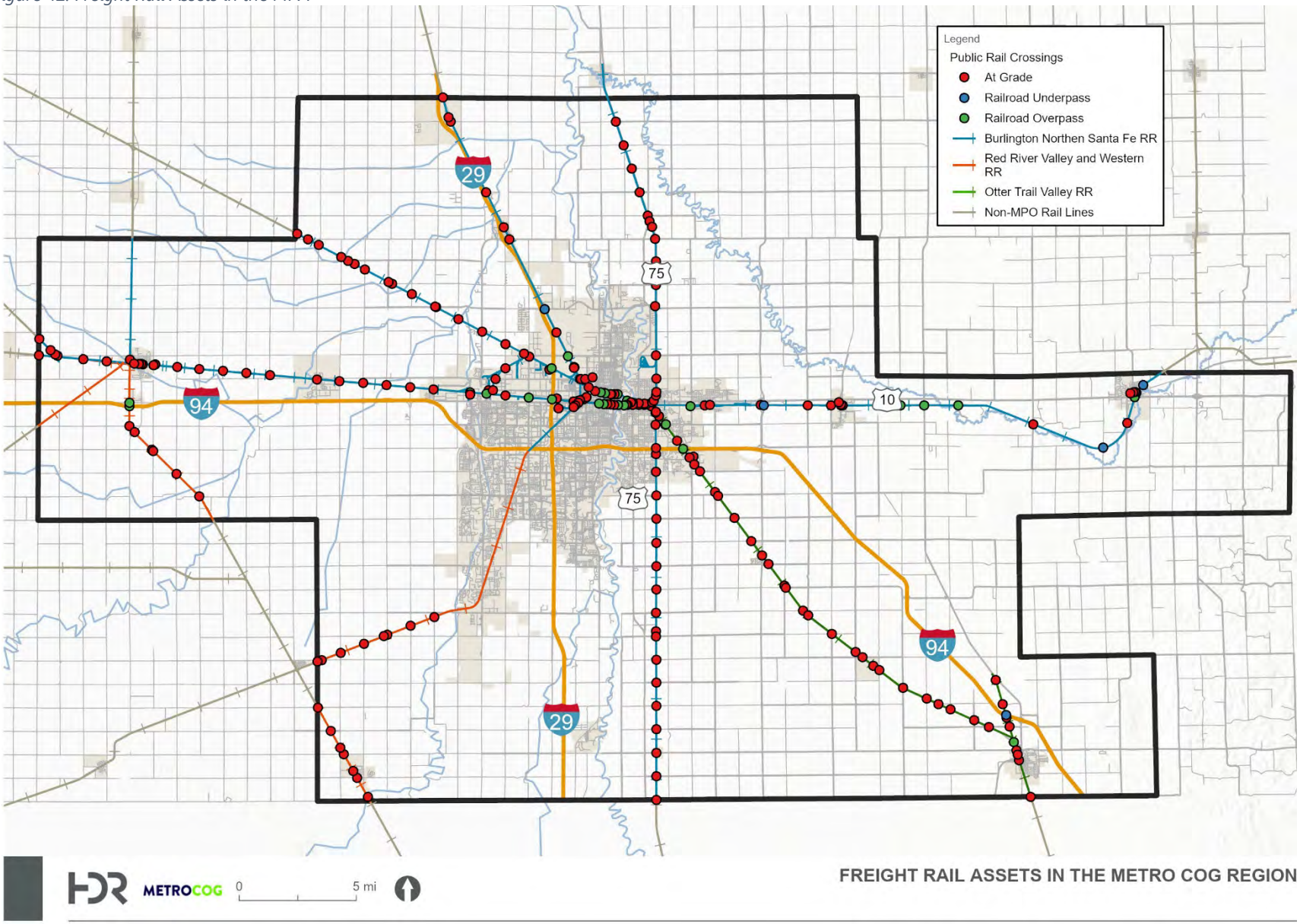
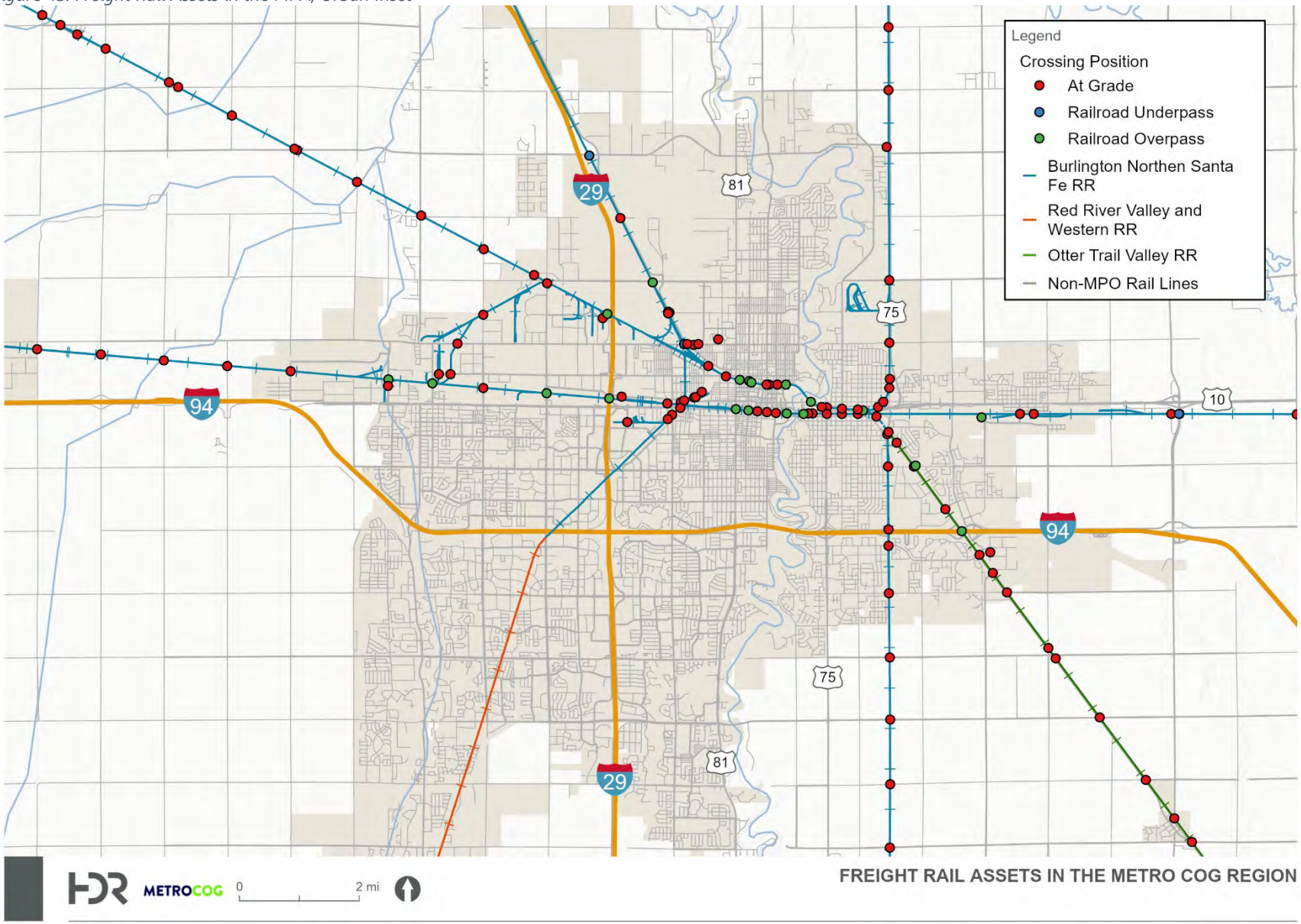


Figure 43: Freight Rail Assets in the MPA, Urban Inset



Rail Crossings

Rail crossings are vital transportation assets that provide network continuity across geographical or physical barriers such as waterways or roads. Crossings are organized into three categories based on their position relative to roadway:

- **Railroad At-grade**: The rail line intersects a roadway at-grade.
- **Railroad Over**: The rail line crosses a roadway via a separated overpass.
- **Railroad Under**: The rail line crosses a roadway via an underpass.

Today, 238 public rail crossings are found within the MPA as shown in **Table 13**. Of the 238 public rail crossings, 203 are at grade while 8 are railroad underpasses and 27 are railroad overpasses.

Table 6: Rail Crossings in the MPA

Crossing Position	Number of Crossings
At Grade	203
Railroad Under	8
Railroad Over	27
Total	**238**

Source: Federal Rail Administration, *Railroad Grade Crossings Dataset.*

The 238 rail crossings within the MPA see an average of 2,404 daily trains between 2019 and 2022, per the FRA Office of Safety Analysis. The crossings with the highest average daily number of trains are:

- The BNSF crossings located near downtown Hawley, with an average of 53 trains per day.
- The BNSF crossings in central Casselton with an average of 52 trains per day.

At-Grade Crossing in Downtown Fargo

Source: Valley News Live

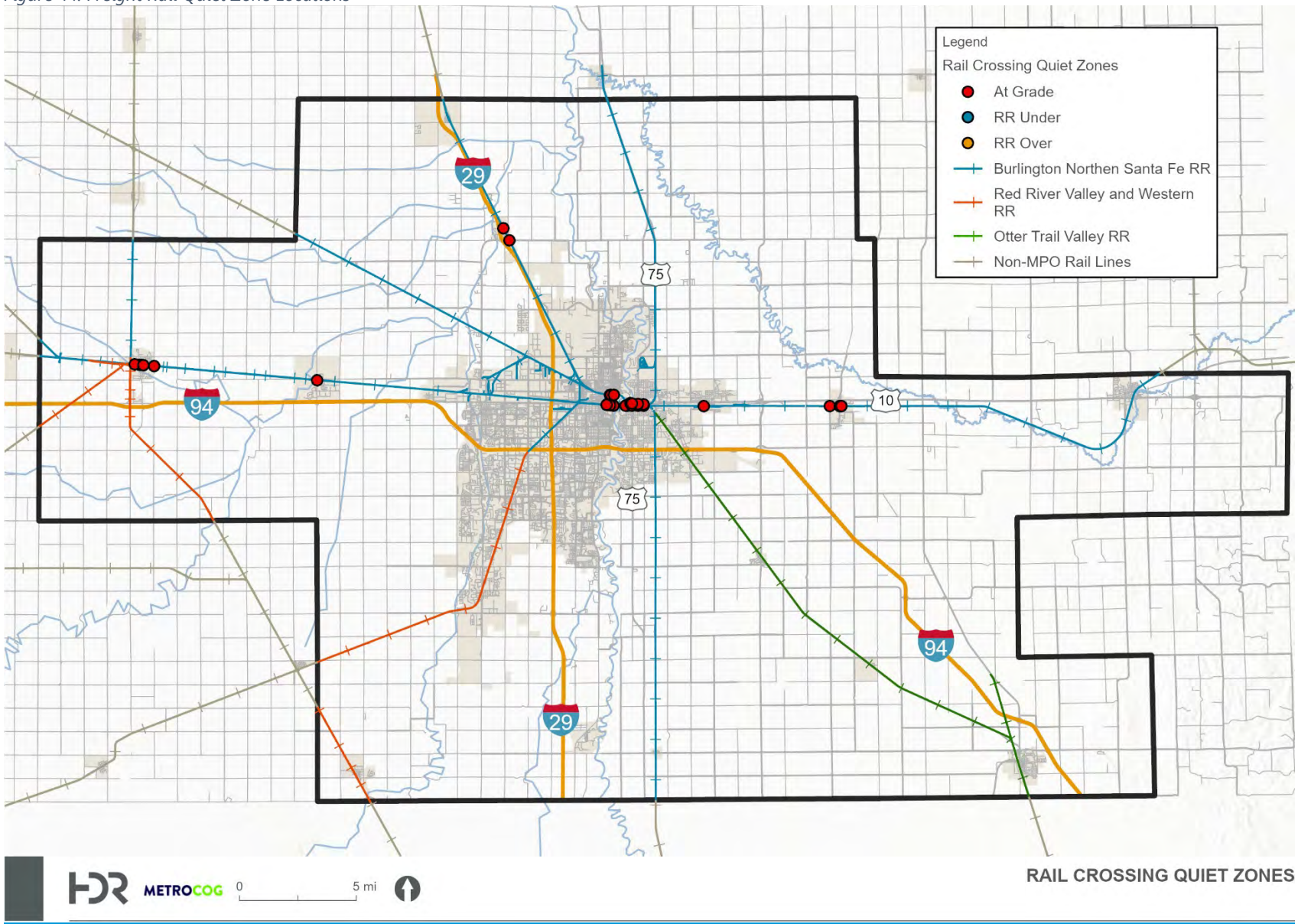
Quiet Zones

Of the public rail crossings within the MPA, 27 have train whistle bans, otherwise known as quiet zones. A map illustrating the location of these quiet zones is shown in **Figure 44** below. Most of these quiet zones are within the city limits of Fargo, Moorhead, Dilworth, Glyndon, Mapleton, Casselton, and Harwood.

Rail Crossing Safety

Rail crossing safety data maintained by FRA reports a total of 15 incidents occurred at railroad crossings within the MPA between 2018 and 2022. Of these 15 incidents, one resulted in a fatality and five resulted in injuries. A common factor contributing to these incidents was the user of the crossing attempting to pass through the crossing gates while a train was approaching or within the crossing. Other factors contributing to these crash occurrences were due to crossing users going around the crossing gates or stopping on the crossing.

Figure 44: Freight Rail Quiet Zone Locations



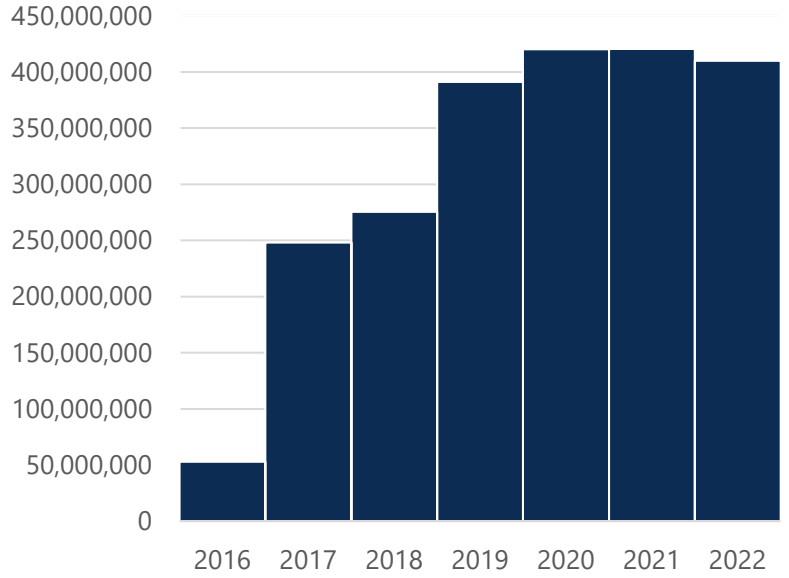
Air Freight

Hector International Airport facilitates air freight movements within the MPA. NDDOT has identified the airport as a Level One air freight facility per the Strategic Freight System Index published in the State Freight and Rail Plan (**Table 14**).

Today, several major freight and logistics companies use the airport as a hub, and the UPS air express facility that opened at Hector International in 2021 marked a major expansion of this service.

The rapid expansion of air freight operations at Hector International Airport are demonstrated by the annual cargo data published by the Federal Aviation Administration (FAA). Cargo data, reported in terms of landed weight, for Hector International for the years 2016 through 2022 is summarized in **Figure 45**. Air cargo operations in 2016 recorded just over 52 million pounds in cargo weight landed, which rose to over 420 million pounds in 2020.

Figure 45: Air Cargo Operations (Landed Weight) at Hector International Airport, 2016 - 2022



Source: Federal Aviation Administration, *Passenger Boarding and All-Cargo Data for U.S. Airports.*

Table 7: Air Components of the North Dakota Strategic Freight System Index

Mode	Level One	Level Two	Level Three
Air	Integrator hub airports	Integrator feeder airports	Airports with infrequent air cargo use
	Airports with cargo carried on passenger services		
	Air Force Bases		

Source: North Dakota Department of Transportation, *State Freight and Rail Plan*

Pipelines

Pipelines are a critical transportation mode that support freight activities through providing a cost-effective means of transporting goods, namely energy-related products such as crude oil and natural gas. Pipelines play a vital role in the economy of North Dakota and account for over half of the tonnage moved to, from, and within the state.[12] These facilities are also important to the state of Minnesota's freight system due to their ability to transport bulk liquid goods that would otherwise be moved via highway or rail modes, resulting in additional capacity issues on these networks.[13]

NDDOT recognizes the importance pipelines play in supporting the state's economy, especially the energy sector, demonstrated through the inclusion of this mode in the North Dakota Strategic Freight System Index; **Table 15** provides the Index's pipeline components.

Pipeline information sourced from the National Pipeline Mapping System was reviewed for Cass and Clay Counties. Based on this review, several active pipelines are located within the MPA as shown in **Figure 46** and **Figure 47**. Both gas transmission and hazardous liquid pipelines are operated in Cass and Clay Counties. Due to the security needs related to the nation's system of pipelines, the facilities shown in **Figure 46** and **Figure 47** are approximate locations.

Table 8: Pipeline Components of the North Dakota Strategic Freight System Index

Mode	Level One	Level Two	Level Three
Pipeline	Interstate transmission pipelines	Gathering pipelines	Distribution pipelines

Source: North Dakota Department of Transportation, *State Freight and Rail Plan*

[12] North Dakota Department of Transportation, *State Freight and Rail Plan*

[13] Minnesota Department of Transportation, *Statewide Freight System Plan*

Figure 46: Cass County Pipelines

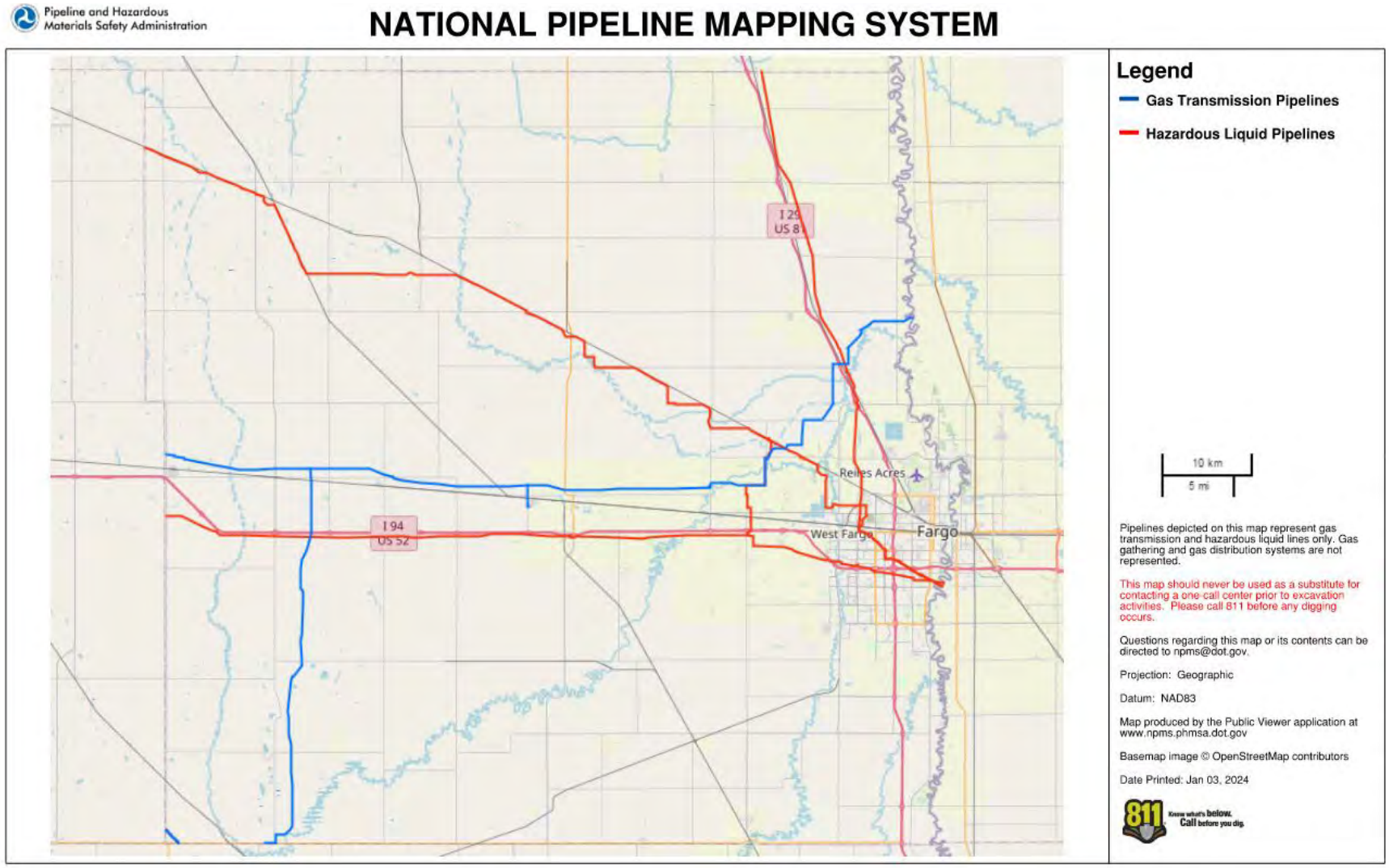
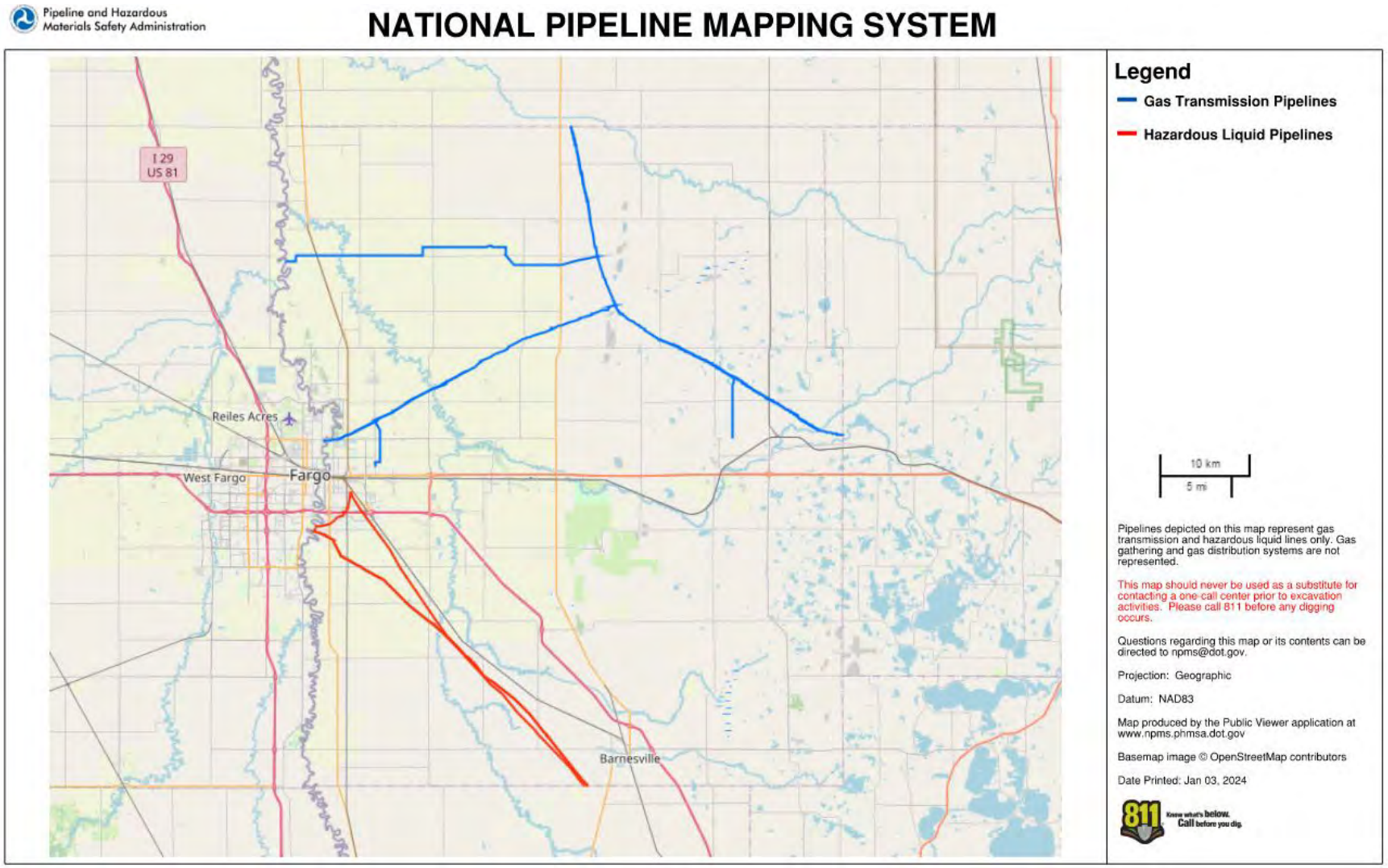


Figure 47: Clay County Pipelines



Intermodal Facilities

Intermodal facilities play a key role in the regional and state freight networks of North Dakota and Minnesota. These facilities act as transfer points for the movement of containers between one or more freight modes. Today, there are several intermodal facilities located within the MPA that facilitate the transfer of goods between various freight modes. These facilities include:

- Amazon, Fedex, and UPS air freight transfer facilities located near Hector International Airport.
- BNSF Depot in Dilworth that facilitates train to truck transfers.
- Magellan Pipeline facility in West Fargo that facilities pipeline to truck transfers.

The importance of access to intermodal facilities was identified in North Dakota's State Freight and Rail Plan, which delineates Intermodal Connector facilities that make up a sub-system of the NHS. This designation is reserved for highways that provide access between major intermodal facilities and the four sub-systems of the NHS presented in the **National Highway System** section of this report. At this time, one of the two Intermodal Connectors routes found within the state of North Dakota connects Fargo's Hector International Airport to I-29 via N 19th Avenue.

BICYCLE AND PEDESTRIAN SYSTEM

A complete bicycle and pedestrian network in the FM Region encourages active transportation, improves access, mobility, and connectivity for all modes of transportation. The existing bicycle and pedestrian network was analyzed for connectivity, active trip potential, collisions, level of traffic stress, and priority investments as part of the *2022 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan*. This section of the Baseline System Performance report summarizes the existing conditions analysis conducted as part of the Bicycle and Pedestrian Plan, a core policy plan for Metro COG. As such, some components may not align with analysis timeframes already covered in the MTP (e.g. collisions analysis below vs. previously covered safety performance analysis).

The existing bicycle and pedestrian network within the MPA is shown in **Figure 48** and **Figure 49**.

Connectivity

Connectivity is determined through the percentage of the network a person could travel to within a 10-minute walk, or 15-minute bicycle ride. The downtown areas of Fargo and Moorhead were found to have the highest connectivity ratios, as well as certain areas in west/southwest Fargo, and eastern West Fargo. Additionally, bicycle and pedestrian connectivity decreased around railroad tracks, the Interstates, regional drains or stormwater channels, along the Red River and Sheyenne River in West Fargo. Implementing more bicycle and pedestrian-friendly infrastructure to connect users across known barriers will improve connectivity across the MPA.

Active Trip Potential

Locating where concentrations of shorter trips occur is important to identify how trips could be replaced by walking or biking, and what infrastructure may be needed to support these types of trips. A large volume of trips under three miles are concentrated around North Dakota State University (NDSU), Concordia College, Minnesota State University Moorhead (MSUM), downtown Fargo, downtown Moorhead, and the West Acres shopping center. Half of the almost one million daily trips made in the FM Region were three miles or less, but only a small percentage of them were made by walking or biking. If more bicycle and pedestrian facilities are provided, more of these trips have the potential to be made using active transportation.

Collisions

In the *Bicycle and Pedestrian Plan* (2022), an analysis of collisions in the Metro COG area from 2016 to 2020 was conducted to locate common areas where collisions occur and could be a higher risk to pedestrians and bicyclists. The street segments with five (5) or more "very high" weighted scores for collisions are all located in Fargo, and include:

- North University Drive
- 25th Street South

- South University Drive

The street segment with the highest weighted crash score was 25th Street South at the intersection of 32nd Avenue South in Fargo. Street segments with extremely high weighted collision scores were at intersections of multi-lane roadways. When comparing these results to the system safety analysis detailed in the **Safety** section of this report, the segments of concern found in the 2022 Bicycle and Pedestrian Plan align with the safety analysis conducted as part of this baseline system performance analysis which identifies downtown Fargo as an area of frequent bicycle- and pedestrian-involved crashes. This is also consistent with findings of Metro COG's *Regional Comprehensive Safety Action Plan*.

Level of Traffic Stress

Level of Traffic Stress for pedestrians and bicyclists was calculated to understand where active transportation users may face the most travel challenges in the MPA. Roadways were evaluated based on number of lanes, speed limit, number of lanes, and sidewalk presence/completeness. Pedestrians were found to have a comfortable level based on posted speed limits and number of travel lanes on most roads in the network. Most roads outside of urban areas ranked high for bicycle stress, however these trips are less common in the area. Improvements to rural areas may help to increase bicycle tourism, by supporting recreational and longer routes throughout the FM Region.

Priority Investments

The priority investment analysis combines all the previous analyses to create a score to identify potential infrastructure improvements in the MPA. The highest concentration of highly ranked bicycle network links were found to be located in north Fargo, downtown Fargo, downtown Moorhead, southern Dilworth, and northeast West Fargo. **Figure 44** and **Figure 45** shows the locations of recommended bike and pedestrian improvements and priorities.

The highest priority areas for pedestrian investment were clustered in downtown Moorhead and downtown Fargo, the Brunsdale neighborhood in Fargo, North Dakota State University, and West Acres Mall. Similar to the bicycle priority investment analysis, links were located along collectors and arterials, highway crossings, and along the Red River.

Existing Facility Types

The current bicycle and pedestrian facility types found within the MPA are shown in **Figure 50** and **Figure 51** include bike lanes, paved shoulders, sharrows, signed bike routes, shared use paths, and sidewalks. **Table 16** provides a definition of each of these facility types.

Table 9: Existing Bicycle and Pedestrian Facilities in the MPA

Facility Type	Definition
Bike Lane 	Exclusive space for bicyclists contained within a roadway that is typically demarcated through pavement markings and signage. These facilities are located directly adjacent to motor vehicle travel lanes, occupying the space between the curb and travel lane.
Paved Shoulders 	Enhanced shoulder facilities along roadways that can accommodate bicycle and pedestrian usage. These facilities are typically implemented along rural roadways, or roadways that lack other bicycle and pedestrian infrastructure.
Sharrows 	Roadway markings that indicate a shared lane environment amongst bicycles and motor vehicles. These markings alert motorists to potential bicycle usage along the road, and can be used for wayfinding purposes. Sharrows are generally implemented on lower-volume and lower-speed roadways.

Table 16 continued

Facility Type	Definition
Signed Bike Routes 	Treatments used to indicate the presence of a bicycle facility or to distinguish facilities for bicycle, pedestrian, and motor vehicle usage.
Shared Use Paths 	A facility for non-motorized users, including bicyclists, pedestrians, skaters, wheelchair users, and other users, that is separated from motorized traffic and are generally designed at widths that accommodate two-way travel.
Sidewalks 	Facilities separated from the roadway that facilitate pedestrian travel. These facilities provide the basic infrastructure needed to connect pedestrians with their destinations.

Figure 48: Existing Bicycle and Pedestrian Network, 2022

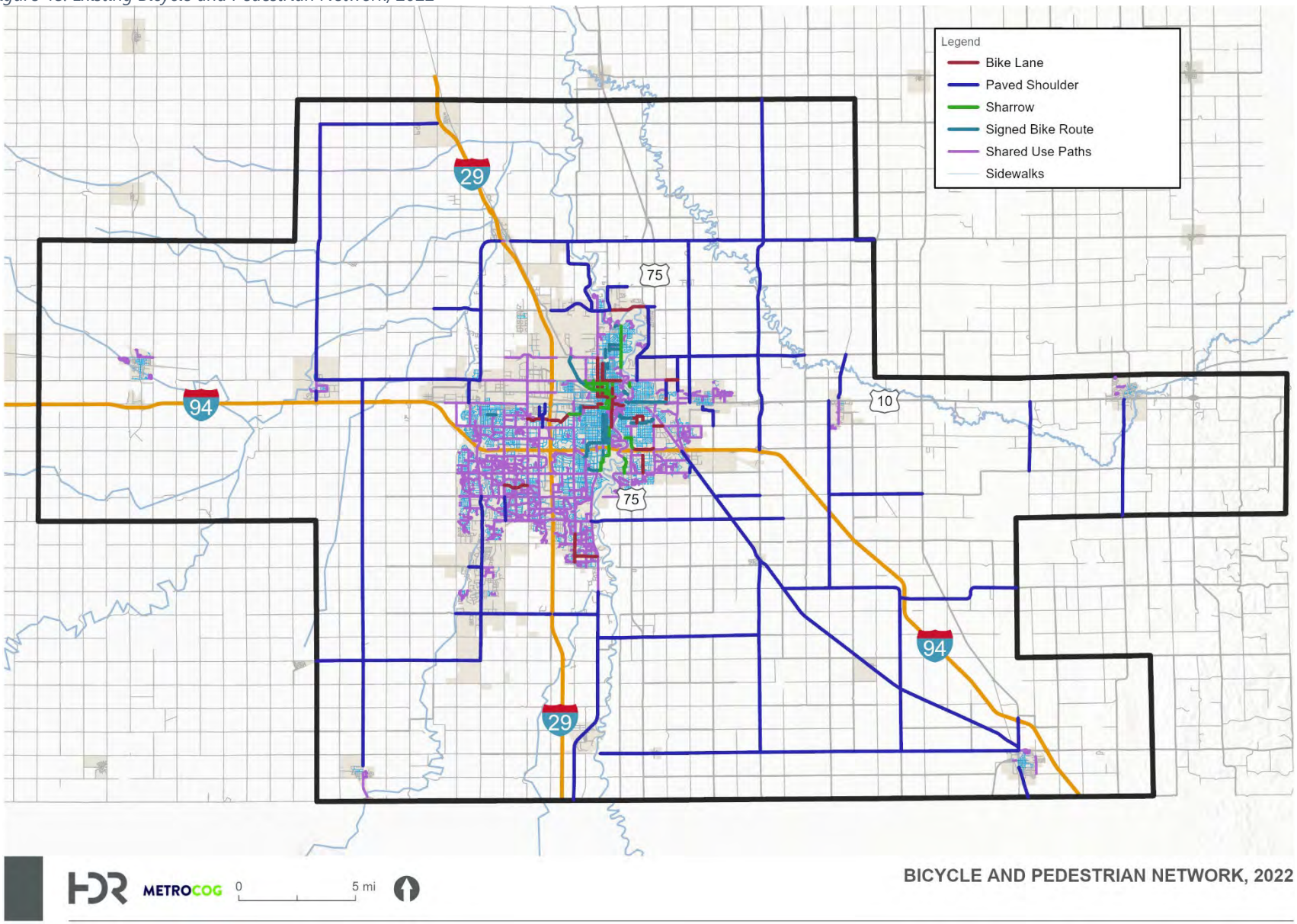


Figure 49: Existing Bicycle and Pedestrian Network, Urban Inset

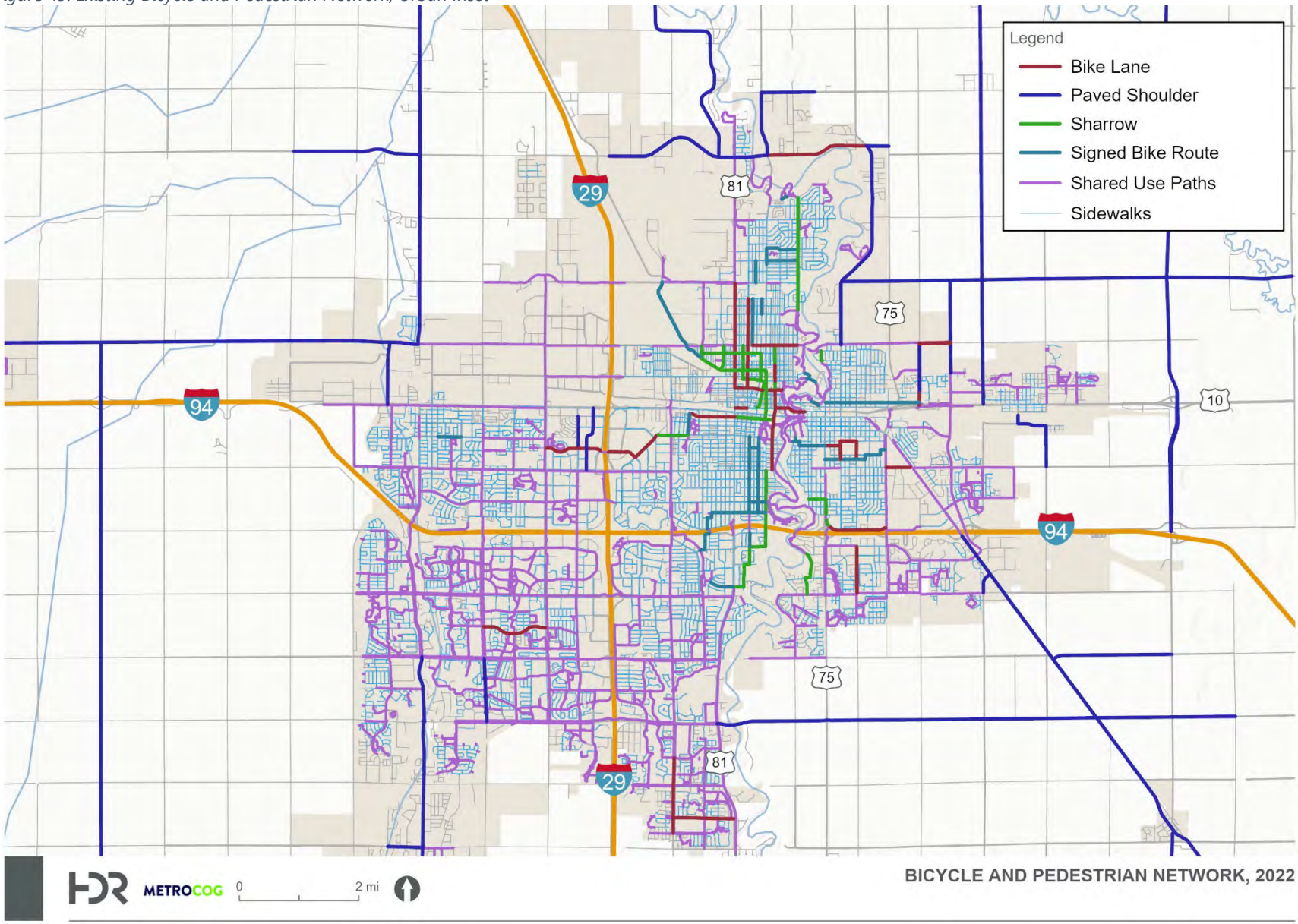


Figure 50: Recommended Bike and Pedestrian Network Improvements and Priorities

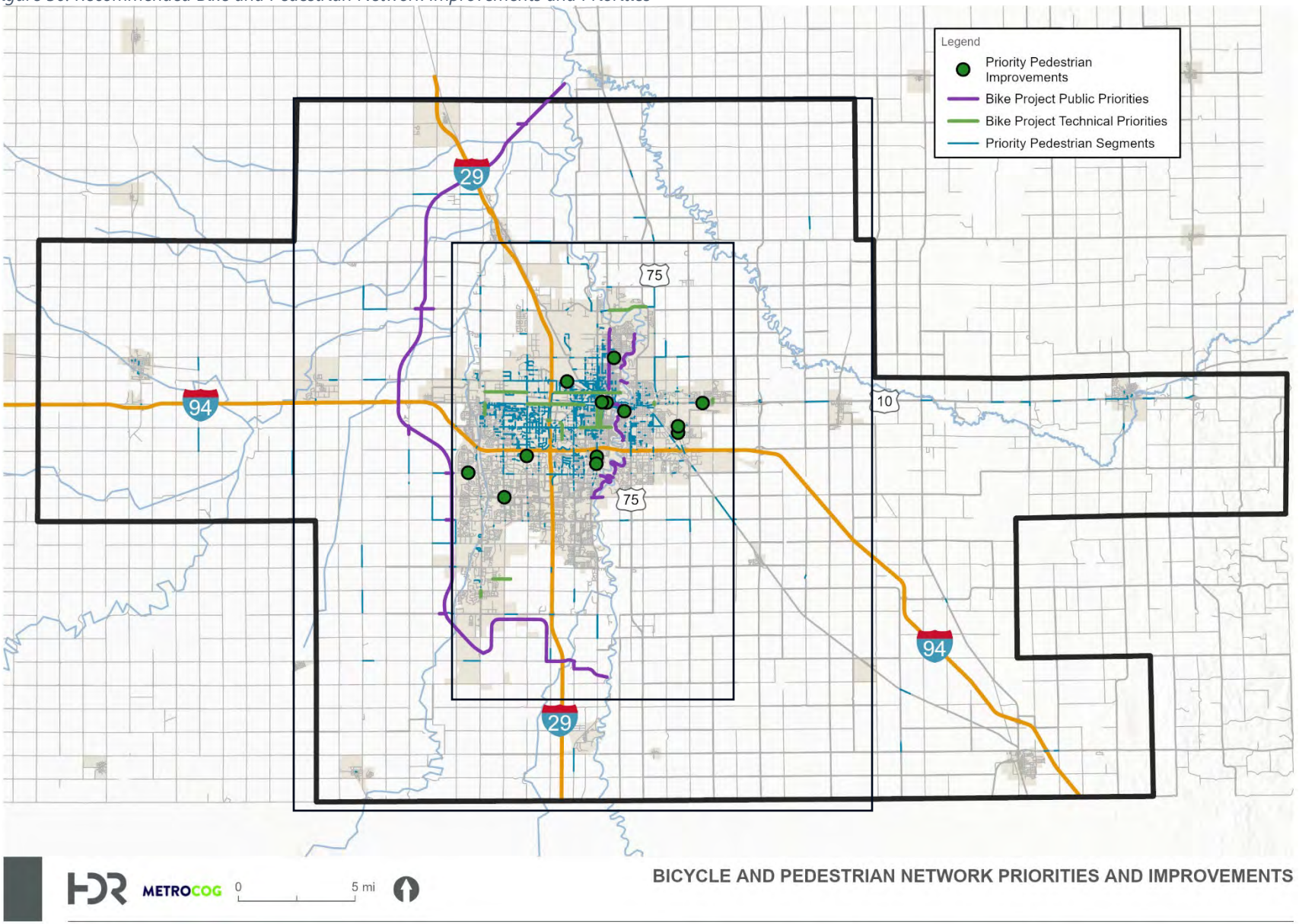
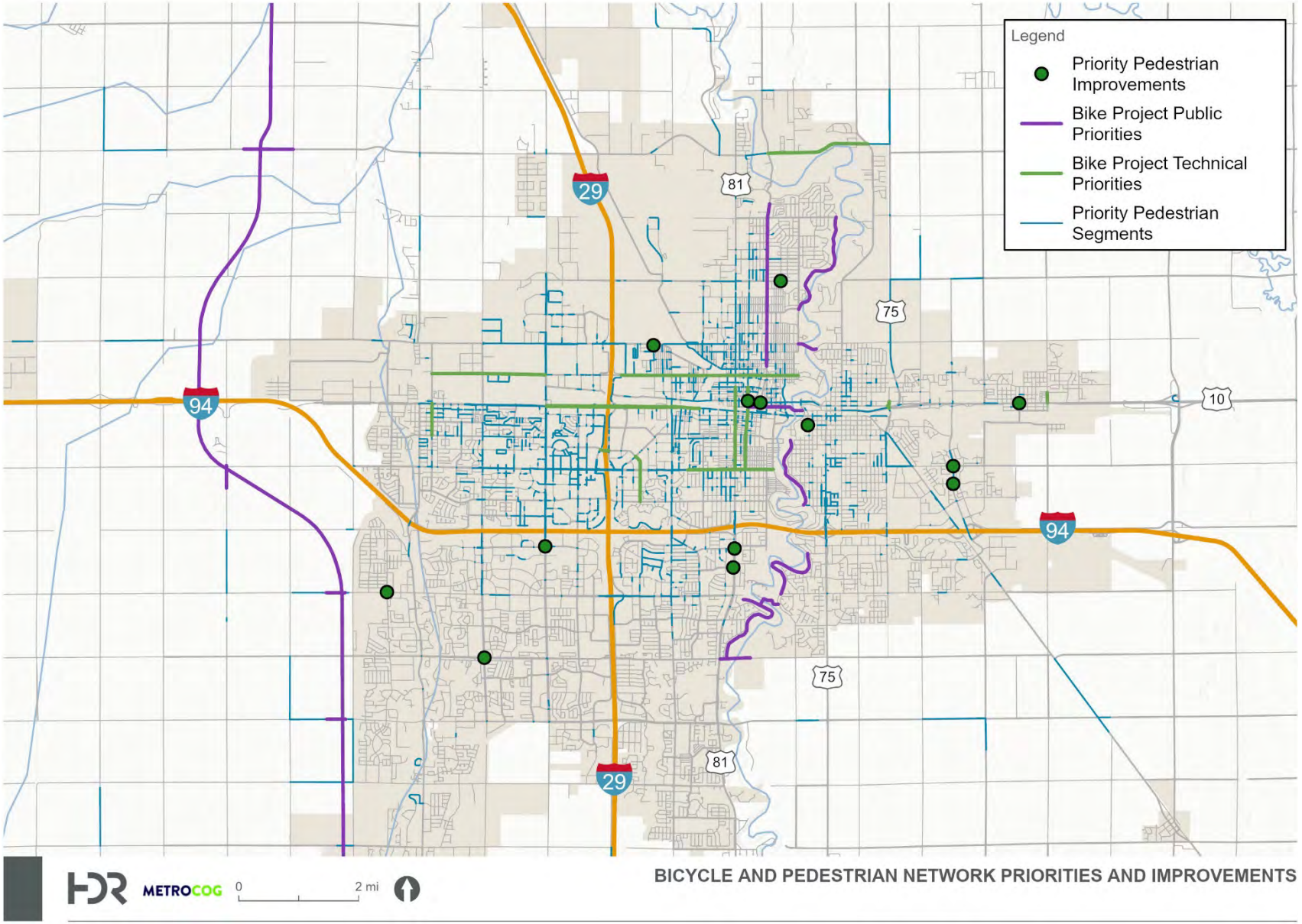


Figure 51: Recommended Bike and Pedestrian Network Improvements and Priorities, Urban Inset



TRANSIT

Metro Area Transit (MATBUS) is the main transit provider for the Fargo-Moorhead area. The cities of Fargo and Moorhead operate the bus system, which provides fixed-route and paratransit to both Fargo and Moorhead, as well as to West Fargo and Dilworth.

FM Ride Source acts as a directory for additional transit services within the MPA, which include the following key services:

- **Valley Senior Services**: Valley Senior Services is a human services agency that assists people 60 years of age and older, including demand-response transit service that operates Monday through Friday between 7:30 AM and 4:30 PM in Fargo, West Fargo, Moorhead, and Dilworth.
- **Handi-Wheels Transportation, Incorporated**: Handi-Wheels Transportation is a nonprofit organization that provides door-to-door demand-response transit services to residents of Fargo and West Fargo Monday through Friday between 6 AM and 6 PM, and Saturdays from 3 PM to 6 PM.

Other specialized transit services included in FM Ride Source's directory are summarized in **Table 17**.

Table 10: FM Ride Source Directory, 2020

Provider Name	Service Hours
1 Priority Transportation	M-F 6 AM-6 PM Weekends by appt.
CareAVan	24 Hours, 7 Days
Doyles Yellow Checker Cab Inc.	24 Hours, 7 Days
FM Mobility Care	24 Hours, 7 Days
FM Taxi	24 Hours
Handi-Wheels	M-F 6 AM-6 PM Sat 3 PM-6PM
Jefferson Lines	Mon-Sun 4:30 AM-11 PM
Lakes Medi-Van	24 Hours, 7 Days
Lucky 7 Taxi Service Inc.	24 Hours, 7 Days
MATBUS Fixed Route	M-F 6:15 AM-11:15 PM Sat 7:15 AM-11:15 PM
MAT Paratransit	M-F 6:15 AM-11:15 PM Sat 7:15 AM-11:15 PM Sun 7 AM-5PM
Metro Senior Ride	Fargo, WF, MHD, Dilworth M-F 7:30 AM-4:30 PM
Precision Transportation	24 Hours, 7 Days
Ready Wheels	M-Sat 6 AM-6 PM
Transit Alternatives	M-F 6 AM-6PM
Uber & Lyft	24 Hours, 7 Days

Source: MATBUS 2021-2025 Transit Development Plan

Fixed-Route Service

MATBUS operates a series of fixed-routes primarily in Metro COG's UZA, Monday through Friday from 6:15 AM to 10:15 PM and Saturdays from 7:15 AM to 10:15 PM. Seven (7) routes operate in Moorhead and Dilworth, of these, five (5) operate solely in Moorhead, and three (3) extend east into Dilworth. Several routes including Routes 31, 32 (E and W), 33, 34, and MATBUS On-Demand, a demand-response service, directly serve NDSU; these routes operate weekdays only, and Routes 31, 32, and 33 operate only during the Fall and Spring academic semesters.

MATBUS also operates LinkFM, which is a free circulator route providing service across the Red River, between the downtowns of Fargo and Moorhead. As of January 1, 2020 , LinkFM only operates during community-sponsored events. **Figure 52** shows MATBUS' existing fixed routes.

A single ride for MATBUS' fixed-route system is $1.50 and sponsoring agencies (e.g. hospitals, service providers, etc.) can purchase a pack of 20 rides for $30.00. Unlimited ride passes are also available, starting at $5.00 for a one-day pass, $60.00 for a 120-day college semester pass offered as a promotional fare to faculty and staff at U-Pass participating colleges and to students of colleges not participating in the U-Pass program, and a 31-day business pass for the regional workforce. All rates noted are subject to change.

A discounted fare is available for elderly (age 60 or older), persons with disabilities, Medicare Card Holders, and youth (K-12th grade) users. The fare schedule for MATBUS users is summarized in **Table 18**.

MATBUS Connect

MATBUS introduced a new fare payment system, *MATBUS Connect*, in May 2022. *MATBUS Connect* is a digital platform where users can access a Connect Card, Connect Mobile App, and Connect Portal which allows for fare payments to be conducted via an internet-enabled mobile device.

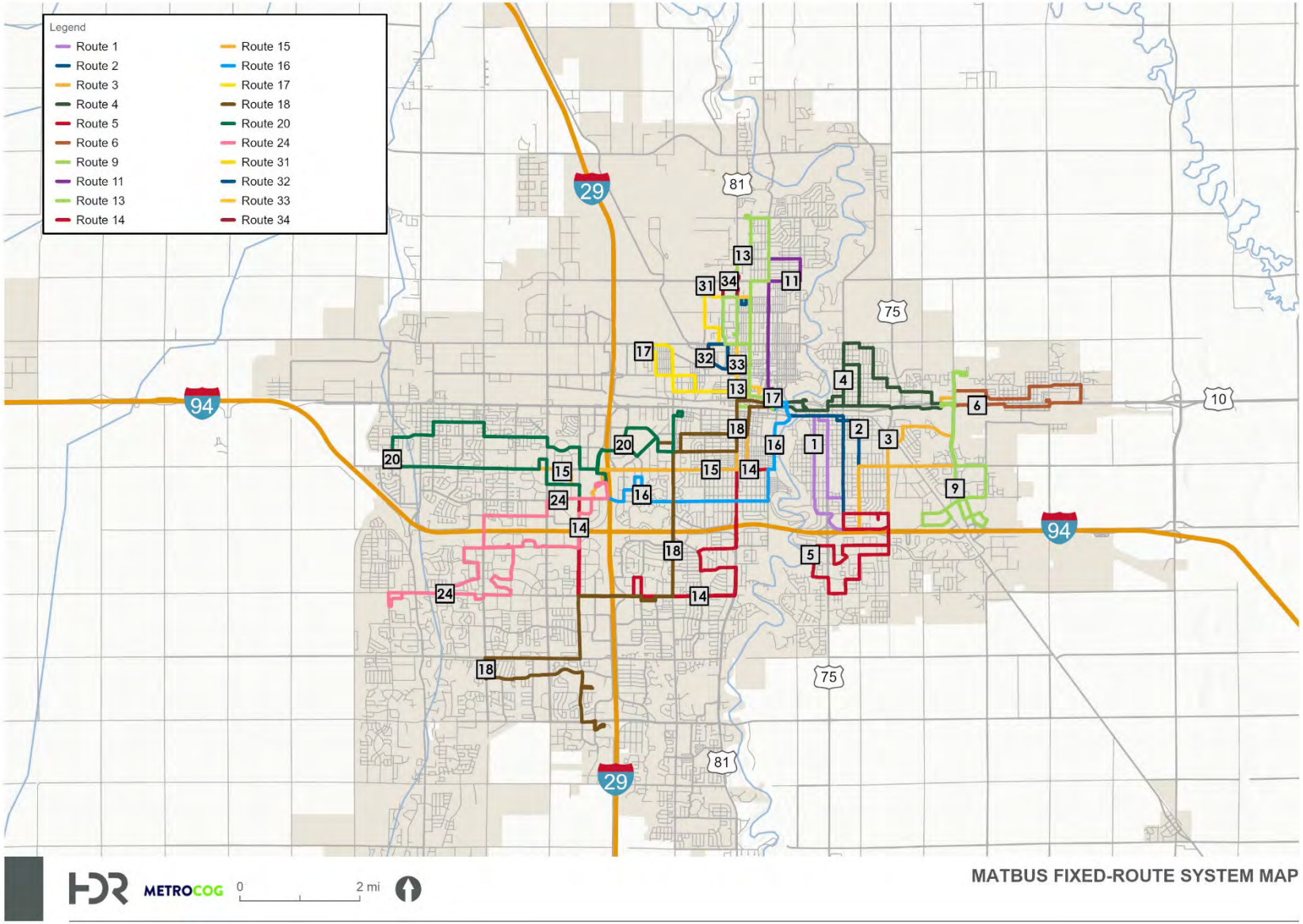
MATBUS Connect utilizes a different fare structure than regular MATBUS fixed-route service. This structure uses a fare capping feature that limits payments for transit usage by requiring fare payment up to a certain amount, and any rides taken beyond the fare cap are free. **Table 18** details the *MATBUS Connect* fare structure.

Table 11: MATBUS Fixed-Route and MATBUS Connect Fare Structure

MATBUS Fixed-Route	Cash/Ticket per Ride		Unlimited Ride Pass		
	Single Ride	Pack of 20	1-Day	120 Day College Semester Pass	31-Day Business Pass
Adult Fare	$1.50	$30.00	$5.00	$60.00	$27.00
Discount Fare	$0.75	-	-	-	-
MATBUS Connect	**Single Ride**	**1-Day Fare Cap**	**31-Day Fare Cap**	**Youth 90-Day Fare Cap**	
Adult Fare	$1.50	$3.00	$42.00	-	
Discount Fare	$0.75	$3.00	$27.00	$27.00	

Source: MATBUS, Fares and Passes

Figure 52: MATBUS Fixed-Route System Map



Source: United States Department of Transportation, *National Transit Map Routes*

MAT Paratransit

MAT Paratransit is a door-to-door service offered in accordance with the Americans with Disabilities Act (ADA) that supplements the region's fixed-route service and operates in the communities of Fargo, West Fargo, Moorhead, and Dilworth. MAT Paratransit service is reserved for people with disabilities who have obtained a Special Users Card.

Paratransit service is offered seven days a week, operating between the hours of 6:15 AM and 11:15 PM Monday through Friday, 7:15 AM to 11:15 PM Saturdays, and Sundays from 7 AM to 5 PM. Rides are offered for $3 per passenger and personal attendants and children under the age of seven can accompany an eligible passenger for free.

Source: MATBUS

MATBUS On-Demand

MATBUS expanded transit service within the region with the introduction of MATBUS On-Demand in March 2023, which is a free on-demand transit service offered in the Fargo Industrial Park and on the North Dakota State University (NDSU) campus.[14]

MATBUS On-Demand allows users to book personalized rides for up to 5 people within designated service areas, and rides are booked via the TransLoc app. Service within the Fargo Industrial Park is intended to connect users with MATBUS fixed route service; on-demand service provides connections to MATBUS' Routes 14, 15, 16, 17, 20, and 24 and service is offered year-round on Mondays through Fridays. Service to NDSU's campus is intended to provide students with free weekday service after the fixed routes serving NDSU end for the day.

[14] MATBUS, *MATBUS On-Demand.*

Fixed-Route and Paratransit Performance

The current performance of MATBUS fixed-route and paratransit services was analyzed using agency profile information source from Federal Transit Administration's (FTA) National Transit Database (NTD) for the years 2018 through 2022. **Table 19** summarizes performance for the fixed-route, paratransit, and overall MATBUS system.

Between 2018 and 2022, annual unlinked passenger trips made on MATBUS fixed-route and paratransit services saw a significant decline. Annual unlinked passenger trips peaked in 2018 with 1,491,682 recorded for both fixed-route and paratransit service before declining to 885,604 in 2020; this decline coincided with the COVID-19 public health pandemic which saw local shelter-in-place ordinances that impacted travel behavior across all modes. Annual unlinked trips declined further in 2021 before increasing in 2022.

Annual operating expenses for MATBUS fixed-route and paratransit experienced a sharp increase between 2018 and 2022 while passenger revenues from fares collected declined during this period, which was largely due to the COVID-19 public health pandemic. MATBUS suspended fare collection between March 23, 2020, and March 31, 2021 in response to the pandemic which is reflected in the high operating expense-to-revenue ratios for 2020 and 2021.

Transit in Transition

There is a significant level of activity around the Fargo-Moorhead transit system in 2024.

Transit System Structure – There is an ongoing study of the future structure of MATBUS, considerations of how it should be organized and administered.

Large Urban Area Designation – With the urbanized area crossing the 200,000 population to a Transportation Management Area (TMA), the area's Federal funding source is changing to the large urban program. Fleet maintenance needs and funding sources are being evaluated currently.

Post-Pandemic Ridership and Service Levels - Like many other transit agencies, service frequency greatly decreased following the 2020 pandemic and driver shortage. Some ridership segments have rebounded to 2019 levels and driver availability has impacted service levels on some routes and days.

Table 12: MATBUS Fixed-Route and Paratransit Performance, 2018-2022

Service	Performance Measure	2018	2019	2020	2021	2022
Overall	Annual Unlinked Trips	1,491,682	1,396,884	885,604	835,041	889,763
	Revenue Hours	105,760	104,354	97,149	109,274	96,496
	Revenue Miles	1,332,888	1,291,852	1,178,307	1,295,341	1,164,872
	Passenger Trips per Revenue Hour	14.1	13.4	9.1	7.6	9.2
	Operating Expense	$7,817,280	$8,374,269	$8,994,556	$12,048,358	$10,956,070
	Passenger Revenue	$767,194	$853,178	$198,637	$496,814	$659,308
	Operating Cost per Passenger Trip	$5.24	$5.96	$10.16	$14.43	$12.31
	Operating Expense-to-Revenue Ratio	10.19	9.82	45.28	24.25	16.62
Fixed-Route	Annual Unlinked Trips	1,439,017	1,343,534	848,312	782,239	834,392
	Revenue Hours	82,895	81,464	80,189	83,157	68,248
	Revenue Miles	1,008,093	967,238	939,436	951,896	794,727
	Passenger Trips per Revenue Hour	17.4	16.5	10.6	9.4	12.2
	Operating Expense	$6,407,291	$6,883,334	$7,509,635	$9,947,128	$8,705,578
	Passenger Revenue	$609,385	$693,452	$157,804	$378,745	$500,901
	Operating Cost per Passenger Trip	$4.45	$5.09	$8.85	$12.72	$10.43
	Operating Expense-to-Revenue Ratio	10.51	9.93	47.59	26.26	17.38
Paratransit	Annual Unlinked Trips	52,665	53,350	37,292	52,802	55,371
	Revenue Hours	22,865	22,890	16,960	26,117	28,248
	Revenue Miles	324,795	324,614	238,871	343,445	370,145
	Passenger Trips per Revenue Hour	2.3	2.3	2.2	2	2
	Operating Expense	$1,409,989	$1,490,935	$1,484,921	$2,101,230	$2,250,492
	Passenger Revenue	$157,809	$159,726	$40,833	$118,069	$158,407
	Operating Cost per Passenger Trip	$26.77	$27.95	$39.82	$39.79	$40.64
	Operating Expense-to-Revenue Ratio	8.93	9.33	36.37	17.80	14.21

Source: National Transit Database, Agency Profile 2018-2022

Transit Asset Management

Transit Asset Management (TAM) is a strategic and systemic approach for the procurement, operation, maintenance, rehabilitation, and replacement of transit assets to ensure safe, cost-effective, and reliable service for current and future users.

Federal rulemaking set forth in 49 U.S.C. 625 requires agencies, such as MATBUS, that receive federal financial assistance and own, operate, or manage capital assets publish a TAM plan. MATBUS reviews and updates the TAM plan every four years; two TAM plans—one for the North Dakota side of the MPO region and one for the Minnesota side— are maintained by Metro COG.

Key information included in the TAM plans are performance management targets for transit assets as required in 49 U.S.C. 625. Performance targets are set for equipment, rolling stock, and facilities. The performance measures for MATBUS established in the current TAM plans are summarized in **Table 20** through **Table 22**.

Table 13: Performance Management for All Assets

Assets	TAM Target, No More Than	TAM System Target
Equipment: All revenue and non-revenue service vehicles & assets > $20,000	10% exceed Useful Life Benchmark	90%
Rolling Stock: All revenue vehicles	10% exceed Useful Life Benchmark	90%
Facilities: Maintenance, administrative, passenger	10% exceed Useful Life Benchmark	90%

Source: City of Fargo, *MATBUS Transit Asset Management Plan 2021-2025*; City of Moorhead, *MATBUS Transit Asset Management Plan 2021-2025*

Table 14: Useful Life Benchmark for Transit Vehicles

Category	Typical Characteristics				FTA Minimum Life		MATBUS Useful Life Benchmark	
	Length	Approx. Gross Vehicle Weight	Seats	Average Cost (2017)	Years	Miles	Years	Miles
Heavy-Duty Large Bus Class 700	35 to 60 ft.	33,000 to 40,000	27 to 40	$471,000 - $524,000	12	500,000	12	500,000
Light-Duty Mid-Sized Bus Class 400	25 to 35 ft.	10,000 to 16,000	16 to 25	$79,000 - $206,000	5	150,000	5	150,000
Non-Revenue Automobile	-	10,000 to 20,000	3 to 12	$20,000 - $55,000	4	100,000	10	150,000
Revenue Automobile	-	<10,000	3 to 12	$20,000 - $55,000	4	100,000	4	100,000

Source: City of Fargo, *MATBUS Transit Asset Management Plan 2021-2025*; City of Moorhead, *MATBUS Transit Asset Management Plan 2021-2025*

Table 15: Useful Life Benchmark for Transit Facilities

Category	Usage	Useful Life Benchmark (Years)
Garage-Operations-Admin. Facility-Metro Transit Garage	Administrative offices/Storage/Wash/Dispatch/Training & Maintenance	40
Transfer Facility-Ground Transportation Center	Administrative offices/Restrooms/Passenger Seating/Dispatch	40
Shelters	Structure/Seating	20

Source: City of Fargo, *MATBUS Transit Asset Management Plan 2021-2025*; City of Moorhead, *MATBUS Transit Asset Management Plan 2021-2025*

Transit Asset Management Performance

A review of MATBUS TAM performance was conducted based on the most recent information reported to the NTD, which includes the years 2021 through 2023. The NTD information for the years 2021 and 2022 reports the performance for MATBUS equipment, facilities, and rolling stock, and provides the target percent not in State of Good Repair while the 2023 information indicates the average fleet age of buses and demand response vehicles. **Tables 23** and **24** provide a summary of the TAM performance included in the NTD reports.

Table 23 details MATBUS TAM performance for the years 2021 and 2022. As the table shows, asset management of MATBUS equipment including automobiles, trucks, and other rubber tire vehicles, improved between 2021 and 2022. The asset management performance of MATBUS facilities saw no change during this timeframe while performance of MATBUS rolling stock varied; the asset management performance of buses, sports utility vehicles, and vans improved while performance of cutaway vehicles and minivans declined.

Table 24 details the latest TAM performance reported for MATBUS, which is for the year 2022. The NTD information provides the average age of MATBUS bus and demand response fleet vehicles. Based on the NTD data, the average age of buses is 8.8 while the average age of demand response vehicles is 5.4.

Table 16: MATBUS Transit Asset Management Performance Targets, 2021 - 2022

Performance Measure	Asset Type	Target Percent Not in Good State of Repair	
		2021	2022
Equipment	Automobiles	29%	0%
	Trucks and other Rubber Tire Vehicles	60%	0%
Facility	Administrative / Maintenance Facilities	0%	0%
	Passenger / Parking Facilities	0%	0%
Rolling Stock	Bus	29%	24%
	Cutaway	15%	28%
	Minivan	11%	31%
	Sports Utility Vehicle	50%	33%
	Van	36%	23%

Source: National Transit Database, Agency Profile 2021-2022

Table 17: MATBUS Transit Asset Management Performance Targets, 2023

Mode	Vehicles Operated in Max Service	Vehicles Available for Max Service	Percent Spare Vehicles	Average Fleet Age (Years)
Bus	25	34	15.4%	8.8
Demand Response	13	15	36.0%	5.4

Source: National Transit Database, Agency Profile 2023

Public Transit Agency Safety Plan

Federal regulations require transit agencies receiving federal funds under FTA's Urbanized Area Formula Grants (Section 5307) to develop a Public Transit Agency Safety Plan (PTASP) to manage safety for users of public transit systems.[15]

MATBUS current Public Transit Agency Safety Plan was approved in February 2024. The PTASP details MATBUS policies and procedures for managing safety on the public transit system as well as the identification and management of potential risks, safety goals and objectives, and performance monitoring and management.

MATBUS PTASP Performance Targets

The cities of Fargo and Moorhead have set PTASP performance targets, which are officially transmitted to their respective state DOTs by July 31st of each year. These targets are based on a five-year rolling average based on NTD reportable safety events.[16]

The current targets identified in MATBUS PTASP cover a range of topics and are presented in **Table 25** through **Table 27**.

[15] Federal Transit Administration, *Public Transportation Agency Safety Plans.*

[16]

Table 18: PTASP Injury and Safety Event Targets

Mode of Service	Injuries (Total)		Injuries (per 100k Vehicle Revenue Miles)	
	Fargo	Moorhead	Fargo	Moorhead
Fixed Route Bus	1.2	0.6	0.13	0.13
On Demand / ADA Paratransit	0	0	0	0
Valley Senior Services	0	0	0	0
Mode of Service	**Safety Event (Total)**		**Safety Event (per 100k Vehicle Revenue Miles)**	
	Fargo	**Moorhead**	**Fargo**	**Moorhead**
Fixed Route Bus	2.2	1.4	0.24	0.29
On Demand / ADA Paratransit	0.2	0.2	0.06	0.06
Valley Senior Services	0	0	0	0

Source: Cities of Fargo and Moorhead, Public Transportation Agency Safety Plan

Table 19: PTASP Fatality Performance Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100k Vehicle Revenue Miles)	Work-Related Employee Fatalities
Fixed Route Bus	0	0	0
On Demand / ADA Paratransit	0	0	0

Source: Cities of Fargo and Moorhead, Public Transportation Agency Safety Plan

Table 20: PTASP Maintenance Performance Targets

Mode of Service	Mean Distance Between Mechanical Failures (Miles)	Percentage of Preventative Maintenance Completed within 10% of Scheduled Mileage
Fixed Route Bus	9,000	90
On Demand / ADA Paratransit	12,000	

Source: Cities of Fargo and Moorhead, Public Transportation Agency Safety Plan

REGIONAL CONNECTIONS

The regional multimodal transportation system facilitates alternative modes of travel within the MPA. The multimodal system is a network of transportation modes that provide connectivity to destinations outside of the FM Region. These transportation options include air travel, intercity rail, and intercity bus modes.

Air Travel

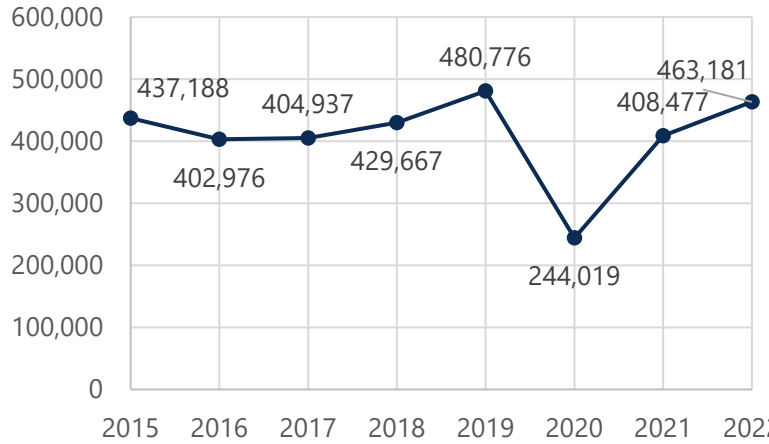
Several facilities in the FM Region provide aviation or air travel services. Air travel services include commercial and general service, as well as air freight services. The key aviation facilities within the region are:

- Hector International Airport, located in Fargo, North Dakota, offers commercial, general aviation, and air freight services.
- Moorhead Municipal Airport, located in Moorhead, Minnesota, offers general aviation services.
- Hawley Municipal Airport, located in Hawley, Minnesota, offers general aviation services.
- West Fargo Municipal Airport, located in West Fargo, North Dakota, offers general aviation services.
- Robert Odegaard Field, located in Kindred, North Dakota, offers general aviation services.
- Casselton Robert Miller Regional Airport, in Casselton, North Dakota, offers general aviation services.

Hector International Airport is the largest airport in the MPA and attracts passengers from across eastern North Dakota, northeastern South Dakota, and northwest Minnesota. The importance of this facility in meeting the FM Region's commercial aviation needs is exemplified by historic enplanement (boarding) data, which is summarized by year in **Figure 53**.

Total commercial enplanements for the year 2015 exceeded 430,000. The following year (2016) saw a decline to 403,000 enplanements in 2016, after which annual enplanements increased each year until 2019. Year 2020 saw a decline in commercial enplanements owing to the COVID-19 public health pandemic. After 2020, commercial enplanements began trending towards pre-pandemic levels.

Figure 53: Historic Commercial Enplanements at Hector International Airport, 2015 - 2022



Source: Federal Aviation Administration, *Passenger Boarding and All-Cargo Data for U.S. Airports*

The current airlines offering commercial service through Hector International Airport include:

- Allegiant, with service to Las Vegas, Nevada, Mesa, Arizona, St. Pete-Clearwater, Florida, Orlando-Sanford, Florida, and Nashville, Tennessee.
- American Airlines, with service to Phoenix, Arizona, Dallas, Texas, and Chicago, Illinois.
- Delta, with service to Minneapolis-St. Paul, Minnesota.
- Frontier, with service to Denver, Colorado, and Orlando, Florida.
- United, with service to Denver, Colorado, and Chicago, Illinois.

Intercity Bus

Intercity bus service through the MPA is operated by Jefferson Lines. Passengers of Jefferson Lines can access the service from the MATBUS Ground Transportation Center (GTC),1201 University Drive in Fargo, as well as the stop at 615 14th Street S in Moorhead. These stops provide access to four (4) Jefferson Line routes (**Figure 54**):

- Service north to Grand Forks, North Dakota via I-29. Service continues east into Minnesota via US 2.
- Service west to Valley City, Jamestown, Bismarck, and Dickinson via I-94. Service continues west into Montana.
- Service east into Minnesota via US 10 to Detroit Lakes.
- Service east via I-94 to St. Cloud, Minnesota, and Minneapolis, Minnesota.

Figure 54: Jefferson Line Routes in North Dakota

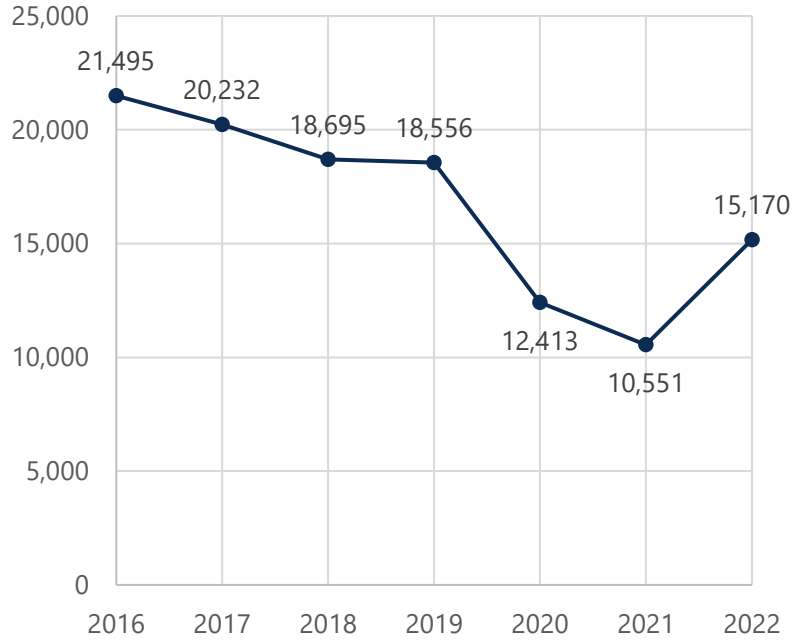
Source: Jefferson Lines

Intercity Rail

Intercity rail service through the FM Region is operated by Amtrak via the Empire Builder Line that connects Chicago, Illinois with Spokane, Washington; the line then serves the cities of Seattle, Washington and Portland, Oregon.

Amtrak users can board the Empire Builder Line at the Amtrak station located at the old REA building adjacent to the former Great Northern Railway Depot in Fargo. Annual departure statistics for passengers using the Fargo Amtrak station are shown in **Figure 55**.

Figure 55: Amtrak Arrivals and Departures for the Fargo Station, 2016 - 2022



Source: Rail Passengers Association, Amtrak Service in Fargo, ND

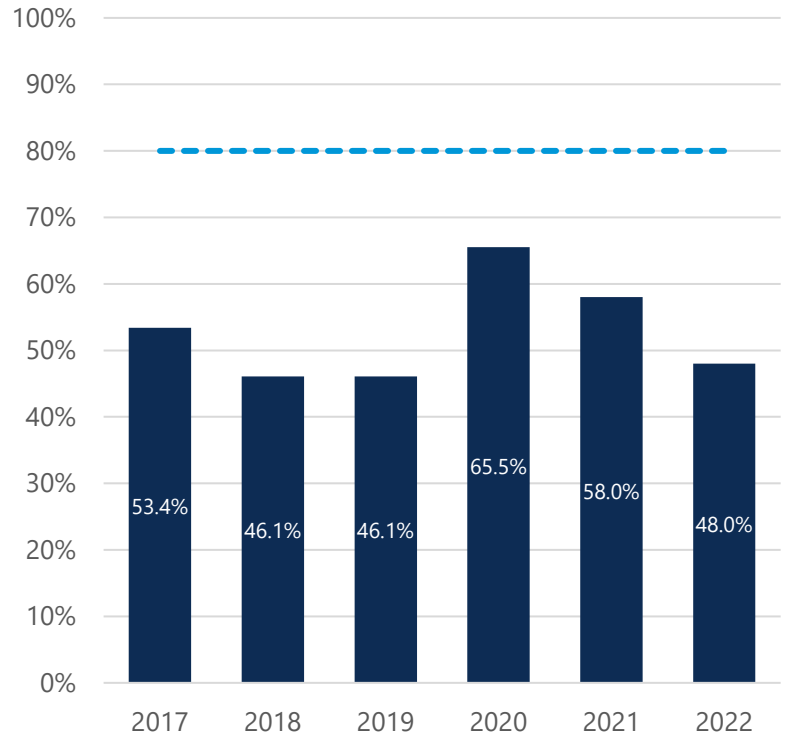
On-time performance of Amtrak service is a key service measure used to evaluate the performance of intercity rail service. The performance of Amtrak lines is compared to the Federal Railroad Administration's (FRA's) On-Time Performance Standard target of 80 percent (80%) of passengers arriving on time. The route level of on-time performance for the Empire Builder, as listed in the Federal Railroad Administration's third quarter 2024 *Report on the Performance and Service Quality of Intercity Passenger Train Operations,* is 52 percent (52%) meaning that about half of all trips arrive within 15 minutes of their scheduled time.

NDDOT's 2050 State Freight and Rail Plan published historic on-time performance of the Empire Builder line for all stations within the state of North Dakota. **Figure 56** summarizes the historic on-time performance of the Empire Builder line for the years 2017 through 2022.

As **Figure 56** shows, the Empire Rail Line consistently fails to meet the 80 percent on-time performance target due mainly to commuter train interference, slow order delays, and freight train interference.[17]

[17] North Dakota Department of Transportation, *State Freight and Rail Plan.*

Figure 56: All-Stations On-Time Performance of the North Dakota Portion of the Empire Builder Line



Source: North Dakota Department of Transportation, State Freight and Rail Plan; Amtrak, Fact Sheet FY 2022-State of North Dakota

Intercity Rail Initiatives

Several intercity rail initiatives are currently being explored which could increase passenger rail service to the FM Region.

North Coast Hiawatha Service

The North Coast Hiawatha line was a tri-weekly section of the Empire Builder line that was operated between Minneapolis/St. Paul, Minnesota and Spokane, Washington via southern Montana from 1971 to 1979.[18] Today, efforts are being led by the Big Sky Passenger Rail Authority to reinstate the North Coast Hiawatha service, which has resulted in the route selected for Corridor ID funding, which is an early step in the process of developing the route as a long-term passenger rail project.[19]

Reinstatement of the North Coast Hiawatha service would provide the FM Region additional intercity passenger rail service that complements the existing Empire Builder service. This service would offer intercity passenger rail service would connecting Fargo with St. Paul to the east and Helena, Montana to the west; planning studies for the route have also identified other potential stops in North Dakota, including Valley City, Jamestown, and Mandan. **Figure 57** presents a map of the North Coast Hiawatha line in red and the existing Empire Builder line in blue.

[18] Amtrak, *North Coast Hiawatha Passenger Rail Study.*

[19] KFYR TV, *Old North Coast Hiawatha rail route takes giant step towards reinstatement.*

Figure 57: North Coast Hiawatha and Empire Builder Long-Distance Passenger Service Lines

Source: Amtrak, North Coast Hiawatha Passenger Rail Study

All Aboard Northwest

All Aboard Northwest is a 501 (c) (4) nonprofit organization created in 2021 to bring economic, environmental, and equity benefits to communities within the Greater Northwest. The organization advocates for the regional needs of rail passengers and coordinates with transportation organizations, such as Metro COG to strengthen relations between these groups and citizens of the region.

As part of their advocacy activities, All Aboard Northwest is participating in the Amtrak Daily Long-Distance Service Study led by FRA and authorized under Section 22214 of the Bipartisan Infrastructure Law. The purpose of this study is to evaluate the restoration of daily long-distance intercity passenger rail service and the potential for new Amtrak long-distance routes.[20] The study began in 2022 and a final document had not yet been released at the time of writing Metro 2050.

All Aboard Northwest has been able to work with FRA and regional stakeholders to establish a vision for the future of intercity passenger rail service in the Greater Northwest. This vision touches the FM Region through the incorporation of the North Coast Hiawatha line that adds additional service between the cities of Fargo, North Dakota and St. Paul, Minnesota. **Figure 58** illustrates the vision as developed in the Amtrak Daily Long-Distance Service Study.

Empire Builder

Under BIL and additional funding for intercity rail, Amtrack is pursuing funding for replacement of locomotives and cars. In replacing the Amtrak fleet, there is opportunity for expansion of service. Metro COG has been involved in conversations to add an additional train to the Empire Builder service, bringing the service to two (2) westbound trains and two (2) eastbound trains daily. Metro COG will continue to coordinate with Amtrak and the working group on this expansion of service.

[20] Federal Rail Administration, *Amtrak Daily Long-Distance Service Study.*

Figure 58: All Aboard Northwest's Vision for Long-Distance Intercity Passenger Rail Service

Source: All Aboard Northwest

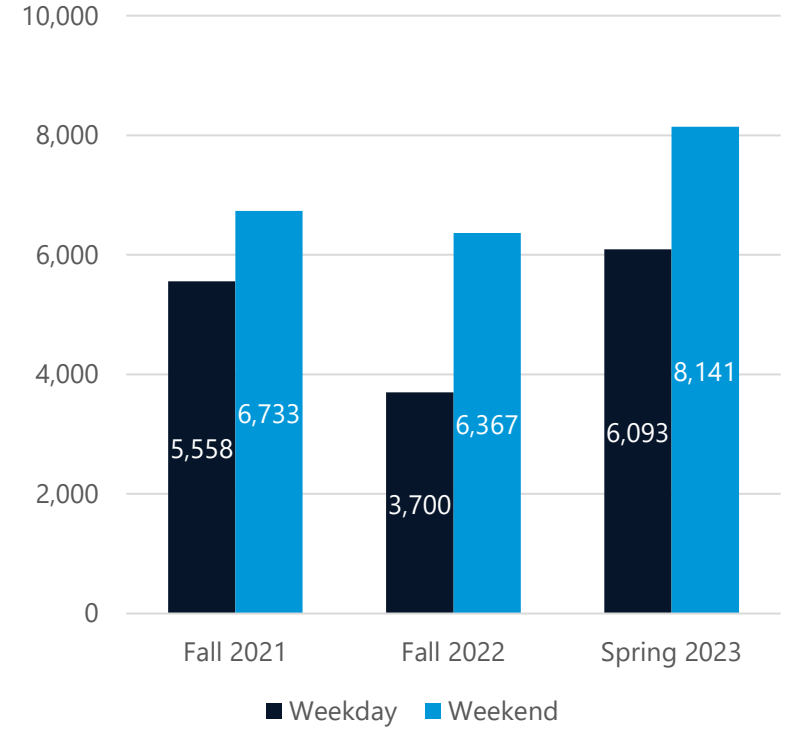
Transportation Network Companies

An additional option for mobility within the MPA is provided by the Transportation Network Companies (TNCs) Uber and Lyft. TNCs are private companies that provide users with on-demand transportation that can be booked via app-based platforms. These services offer users high levels of flexibility and convenience but typically require a web-enabled mobile device in order to book a trip. Traditional taxicab services are also available in the MPA.

To understand the total usage of TNCs in the MPA, data sourced from Replica HQ was utilized to show total trips taken using TNC services, trip purpose, and time of departure. Data shown below represents a typical weekday or weekend in Fall 2021, Fall 2022, and Spring 2023. Weekday and weekend travel data is shown separately as travel behavior normally changes from typical commutes on weekdays, and TNC demand will typically increase.

Figure 59 details the total number of trips taken using TNCs and taxicabs on both typical weekdays and weekends in Fall 2021, Fall 2022, and Spring 2023. Weekends trips in Fall 2021 exceeded weekday trips by 1,175. In Fall 2022, trips taken on a weekday drastically decreased, and weekend trips stayed constant, leading to a wider margin of 2,667 trips between weekdays and weekends. By Spring 2023, weekday trips taken using TNCs increased to 6,093, however still did not outpace weekend trips, which were at 8,141.

Figure 59: Total Trips Taken by TNC/Taxicab, 2021 - 2023



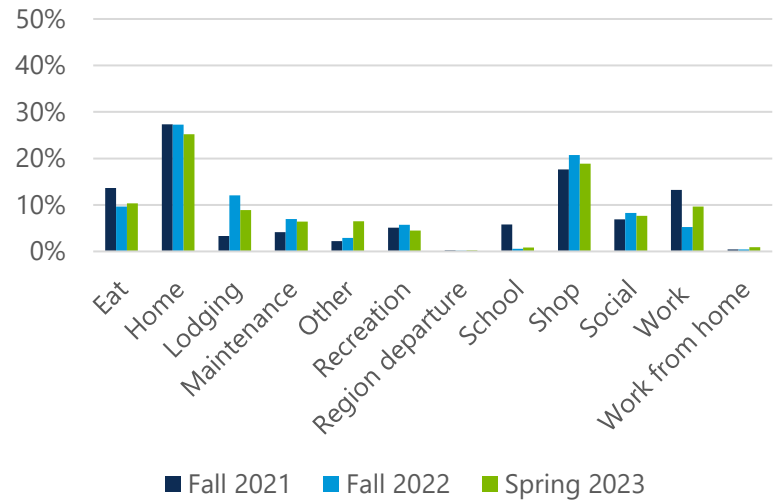
Source: Replica HQ

In addition to the total trips taken, trip purpose data was also collected to understand the primary reasons these modes are used. **Figure 60** shows the most common TNC and taxicab trips for the typical weekday in Fall 2021, Fall 2022, and Spring 2023, while **Figure 61** shows the trip purposes for weekend trips during the same time periods.

According to **Figure 60**, the most common trip purposes for weekday trips were to the home of the trip taker, and second most common being shopping destinations. Destinations to home represented the largest majority of TNC and taxicab trips, at 27 percent in Fall 2021 and Fall 2022, and decreases slightly to 25 percent in Spring 2023.

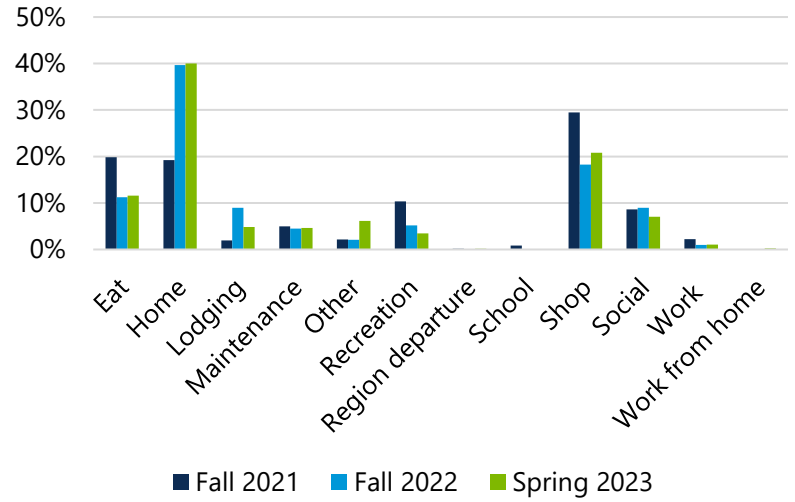
On a typical weekend day, the most common purpose for TNC and taxicab trips is also to the home of the trip taker, around 40 percent for Fall 2022 and Spring 2023 (**Figure 61**). Trips to shopping destinations increased from weekdays to weekends, with Fall 2021 being 30% of trip purposes.

Figure 60: Purposes for Weekday TNC/Taxicab Trips, 2021-2023



Source: Replica HQ

Figure 61: Purposes for Weekend TNC/Taxicab Trips, 2021 2023



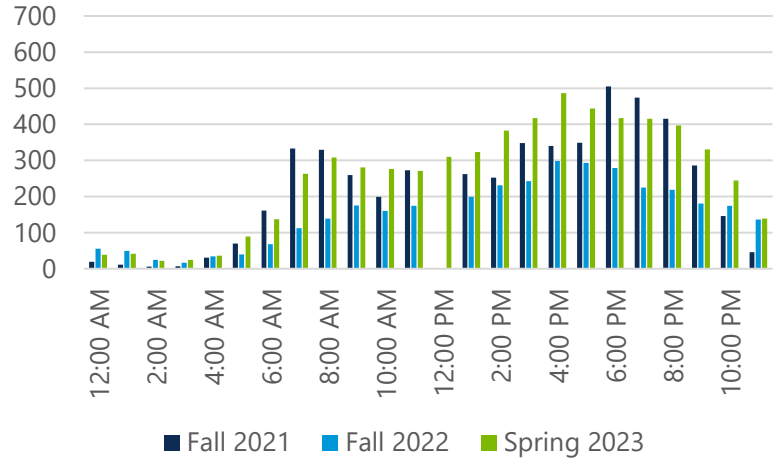
Source: Replica HQ

In addition to total trips and trip purpose, time of departure is a useful metric to measure peak hours of TNC and taxicab trips and identify strategies for curb space to pick up and drop off riders and address any issues. Time of departure for TNC and taxicab trips are summarized for a typical weekday and typical weekend in **Figure 62** and **Figure 63**, respectively.

According to **Figure 62,** time of departure for TNC and taxicab trips on weekdays begins to increase after 2 PM, and peaks between 5 and 6 PM, with the largest share of trips being in Spring 2023. Across all three years, the departure times follow the same trends and peak around the same time of day, which is afternoon into the early evening. Fall 2021 had the greatest peak of TNC and taxicab departures, which occurred at 6 PM. The lowest share of departures for all years occurred between 12 am and 5 AM.

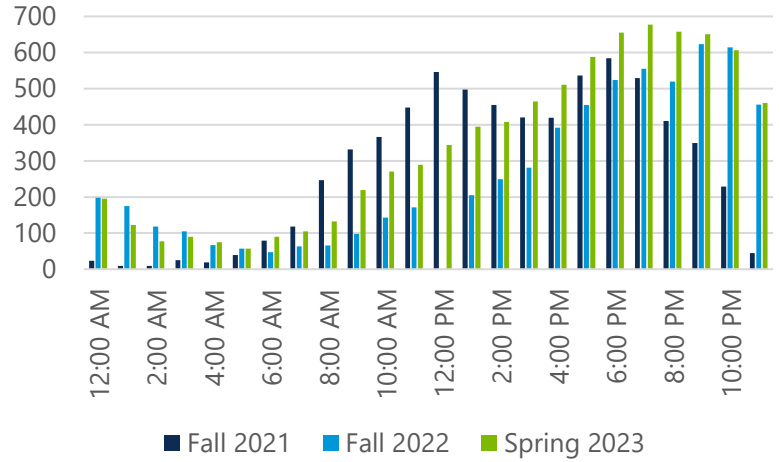
A much more significant increase into afternoon and evening departures occurs on weekends, as shown in **Figure 63**. The highest number of departures during weekends occurred between 12 PM and 1 PM, and slowly decreases through the afternoon to then peak between 5 PM and 10 PM. The highest peak during the 5 PM – 10 PM period was during Spring 2023. Compared to weekday trips, a higher amount of TNC and taxicab trips occurred during 7 PM to 3 PM, which correlates with the use of these modes for shopping and social purposes as described above.

Figure 62: Time of Departure for Weekday TNC/Taxicab Trips, 2021-2023



Source: Replica HQ

Figure 63: Time of Departure for Weekend TNC/Taxicab Trips, 2021-2023



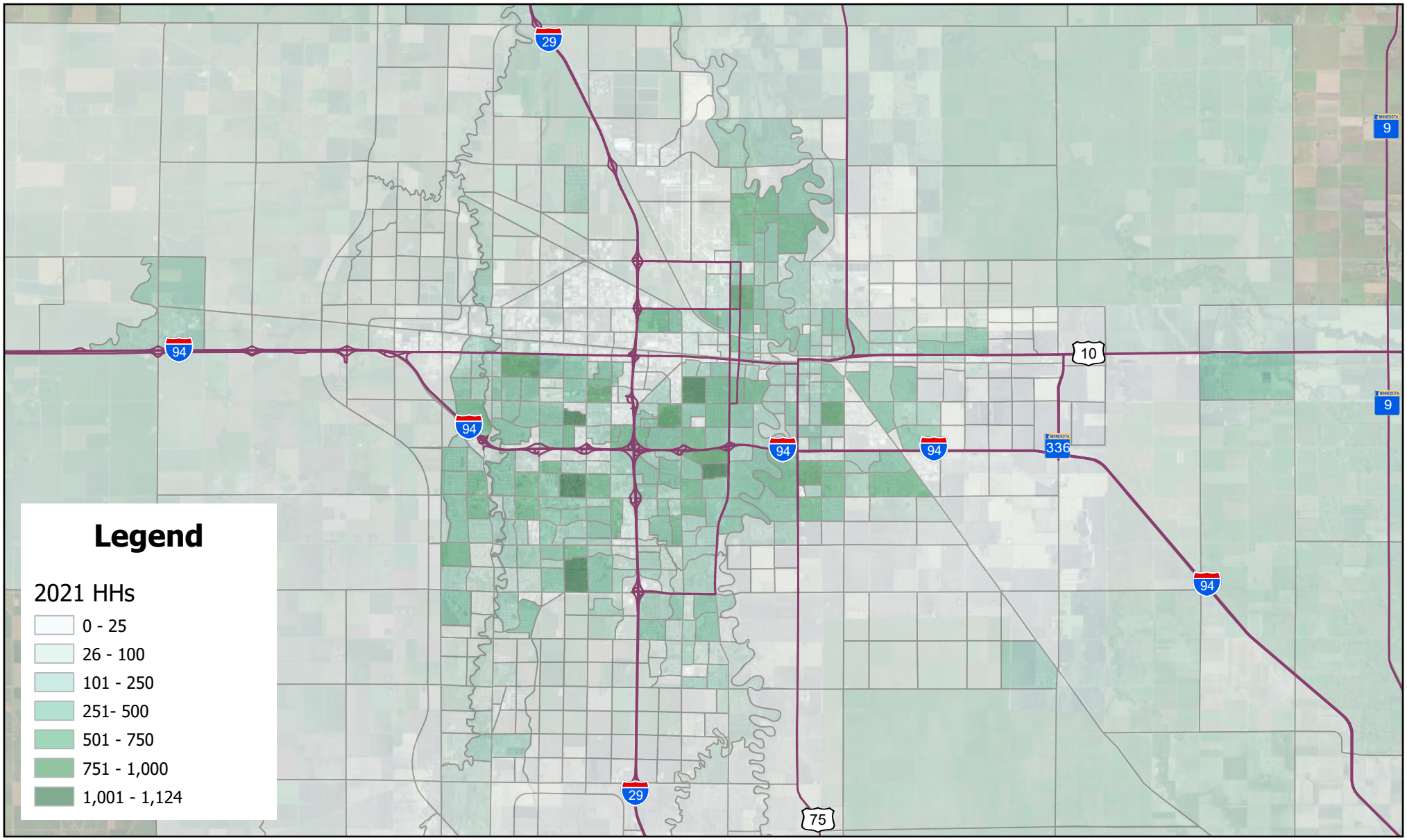
Source: Replica HQ

Appendix C:
Travel Demand Model Updates

Appendix C: Travel Demand Model Updates

As a part of Metro COG's Metropolitan Transportation Plan (MTP), Metro 2050, the regional travel demand model was updated to reflect current conditions and projections. The project team coordinated with NDSU's Advanced Traffic Analysis Center (ATAC) to update the model. This process used the following steps to inform Metro 2050. The following pages highlight the inputs and outputs of the modeling exercises.

Step 1	Metro COG staff updated Socioeconomic Data for the base year, 2035, and 2050 per Traffic Analysis Zone based on regional projections.
Step 2	ATAC prepared the updated model reflecting current modeling methodologies, current traffic volumes and the updated socioeconomic assignments.
Step 3	ATAC and the project team updated the model with a current existing plus committed roadway network to establish the baseline model. Through this refinement process various updates were made to reflect trip assignment and ratios as an adjustment to a post-COVID model.
Step 4	The model was used to test project scenarios to understand the impacts of future projects on the system.



2021 Baseline Number of Households by TAZ

SRF

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METRO 2050
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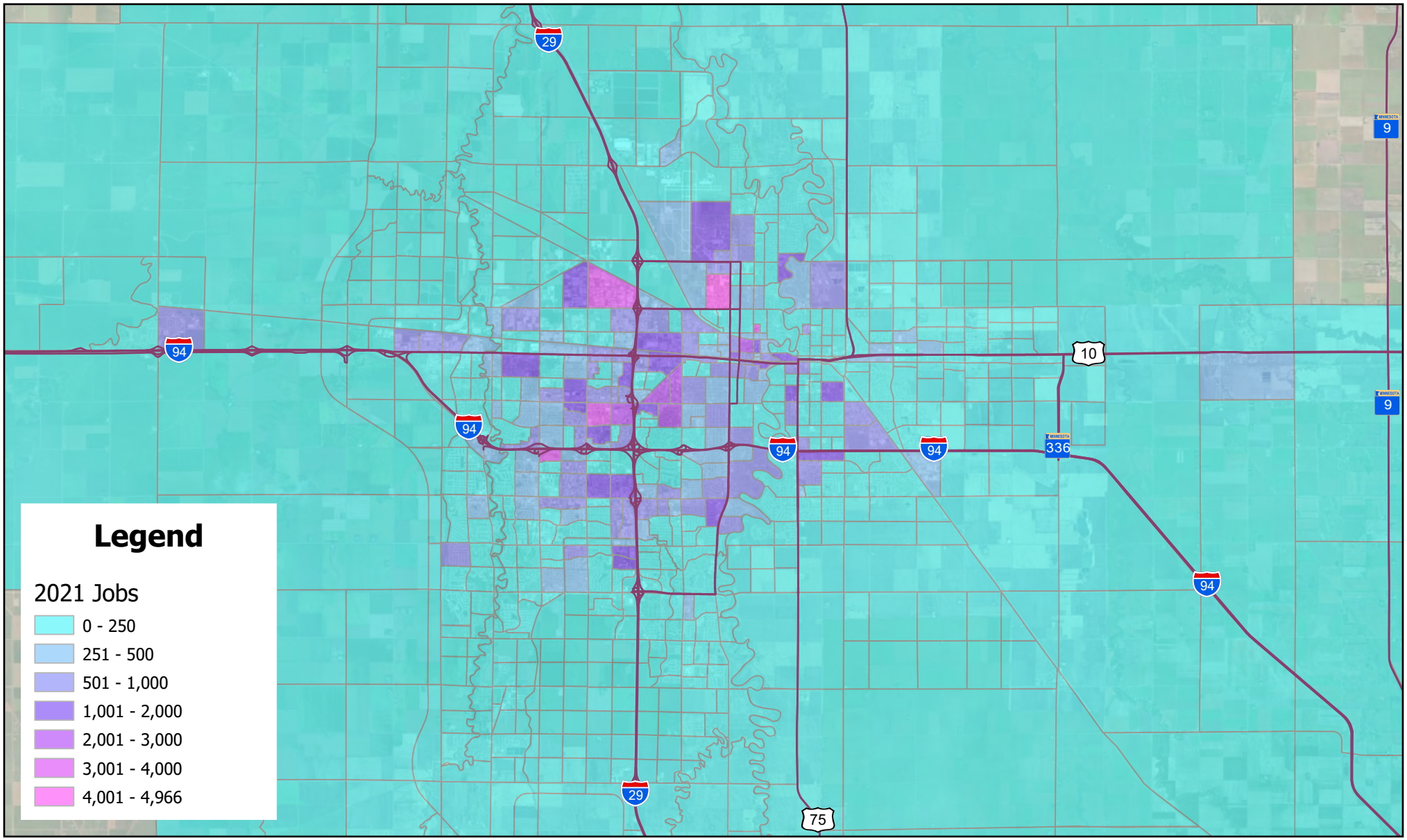

2021 Baseline Number of Jobs by TAZ

SRF

METROCOG
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N

METRO 2050
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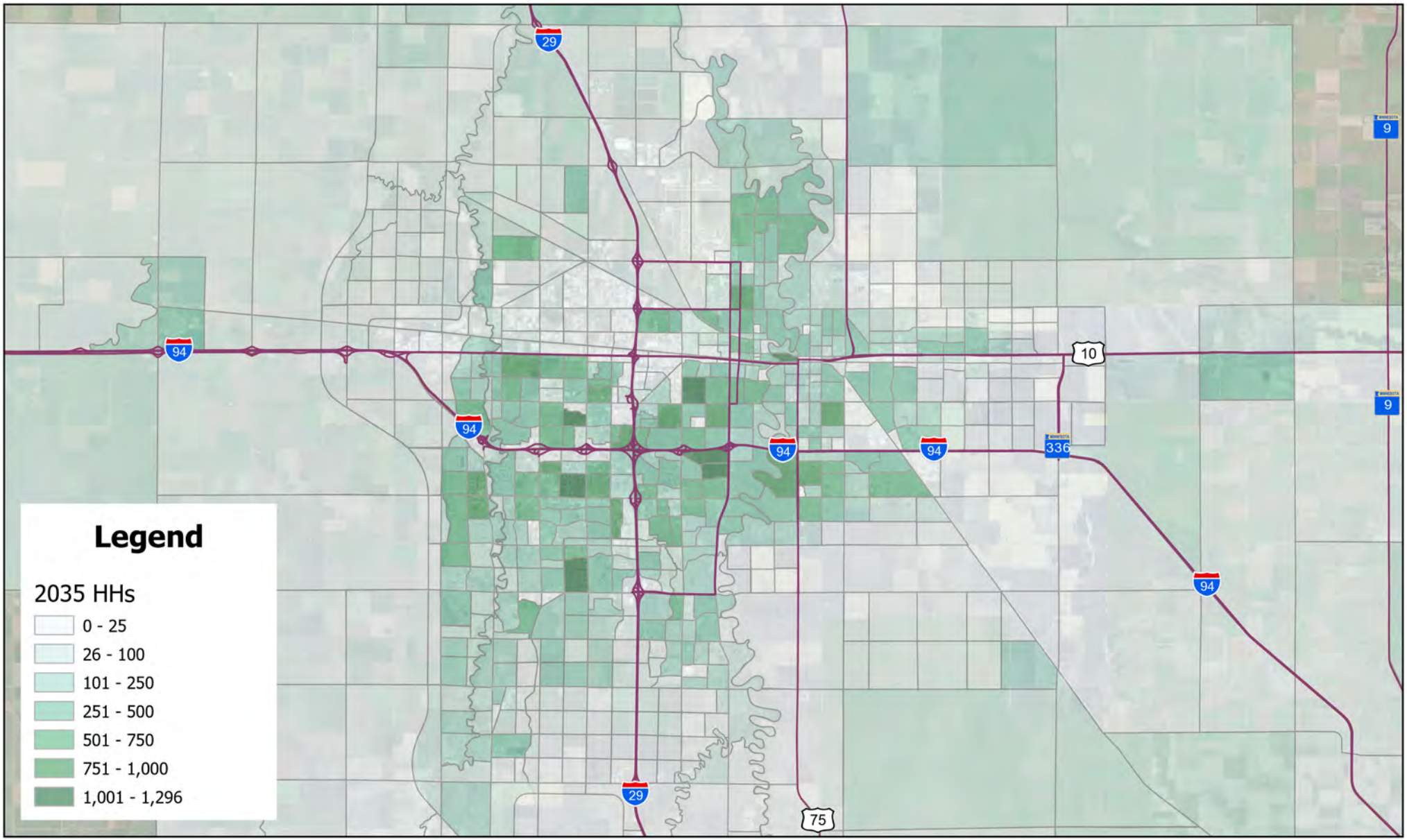

2035 Forecasted Number of Households by TAZ

SRF

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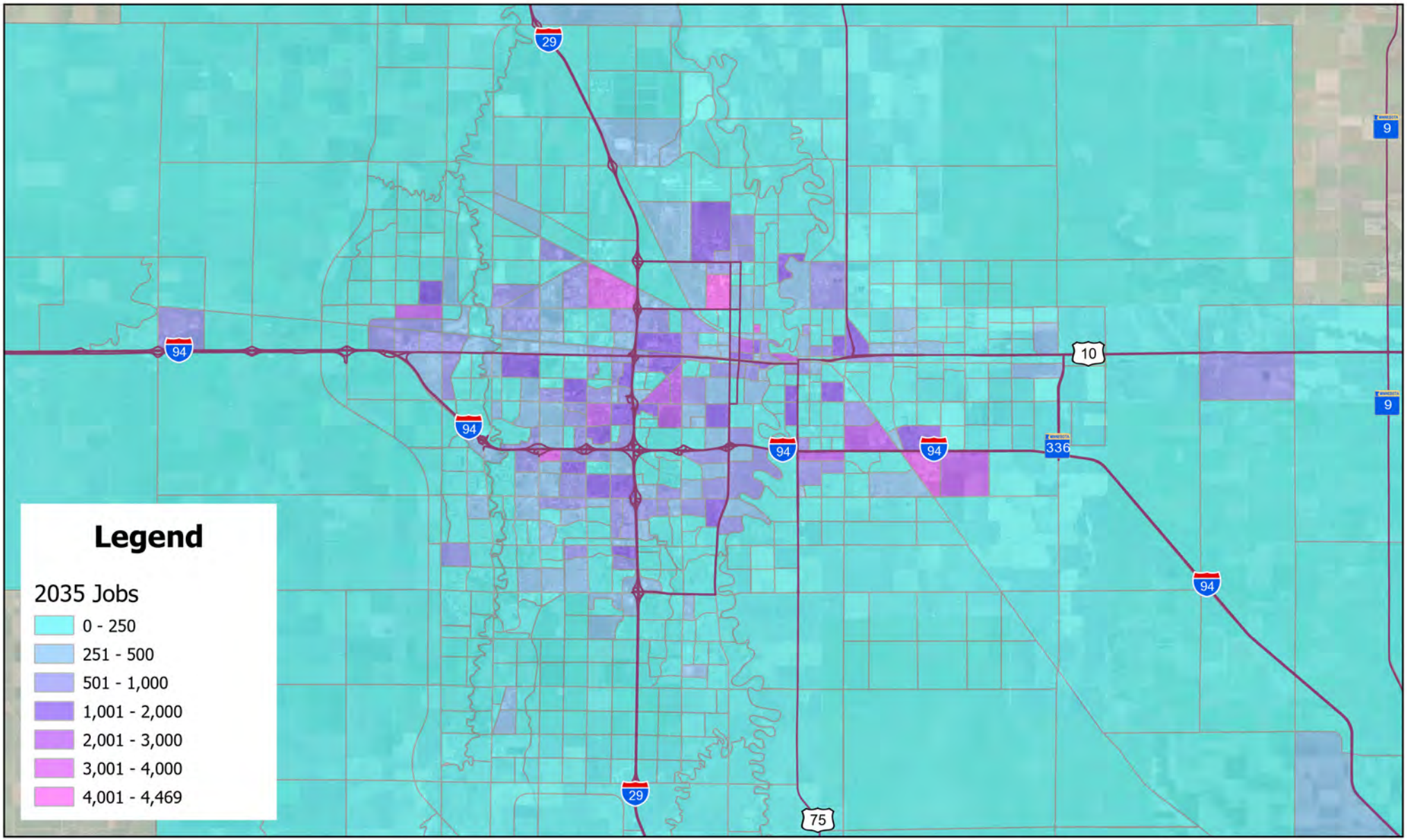

2035 Forecasted Number of Jobs by TAZ

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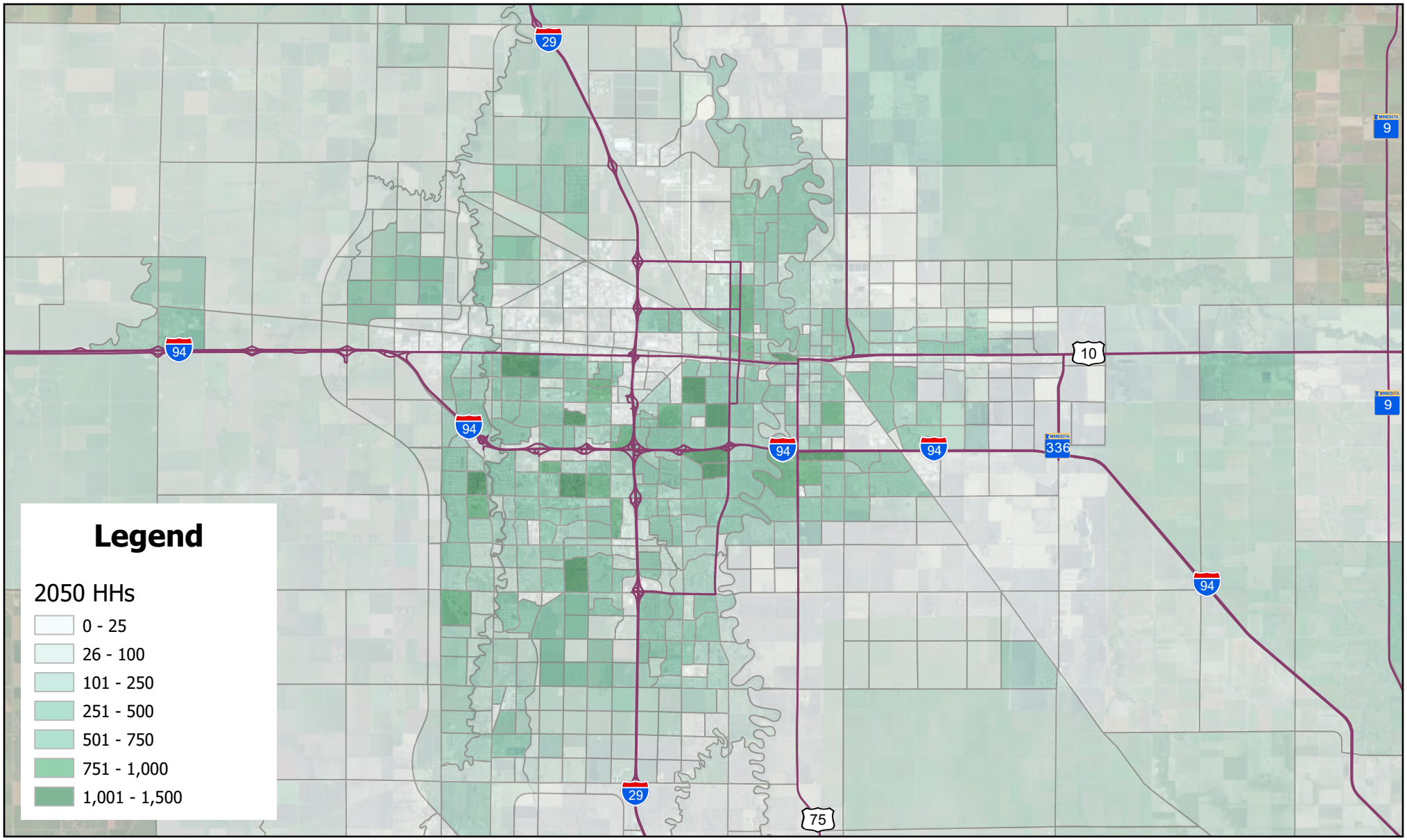

2050 Forecasted Number of Households by TAZ

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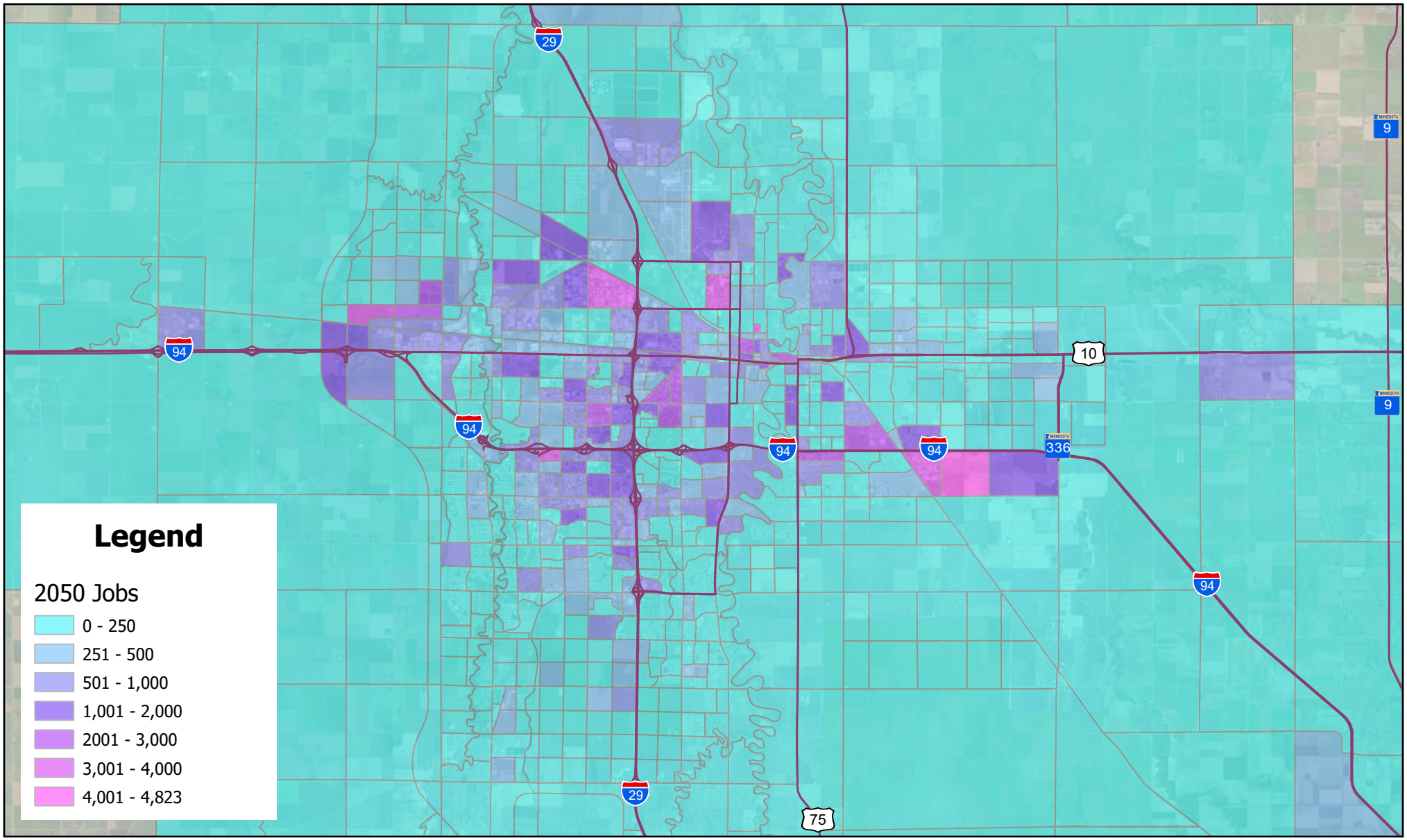

2050 Forecasted Number of Jobs by TAZ

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Legend

Adjusted Volume over Capacity Ratio

- < 0.70
- 0.70 - 0.80
- 0.80 - 0.90
- 0.90 - 1.00
- > 1.00

Modeled AADT: Modeled Adjusted Volume

UZA - Baseline (2021) Volume

0 0.5 1 2 3 4 Miles

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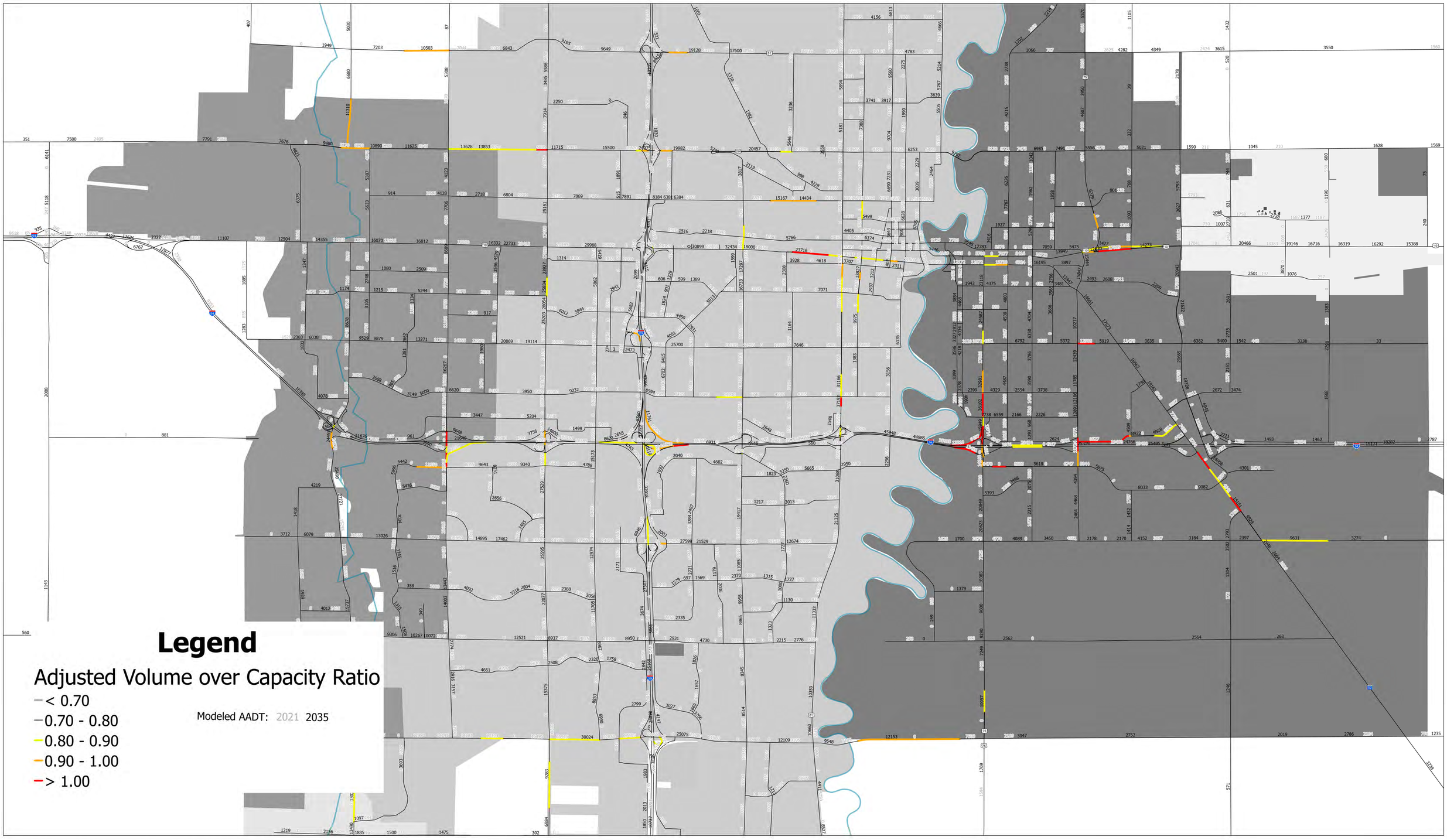

UZA - Modeled 2035 Volume

0 0.5 1 2 3 4 Miles

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METRO 2050
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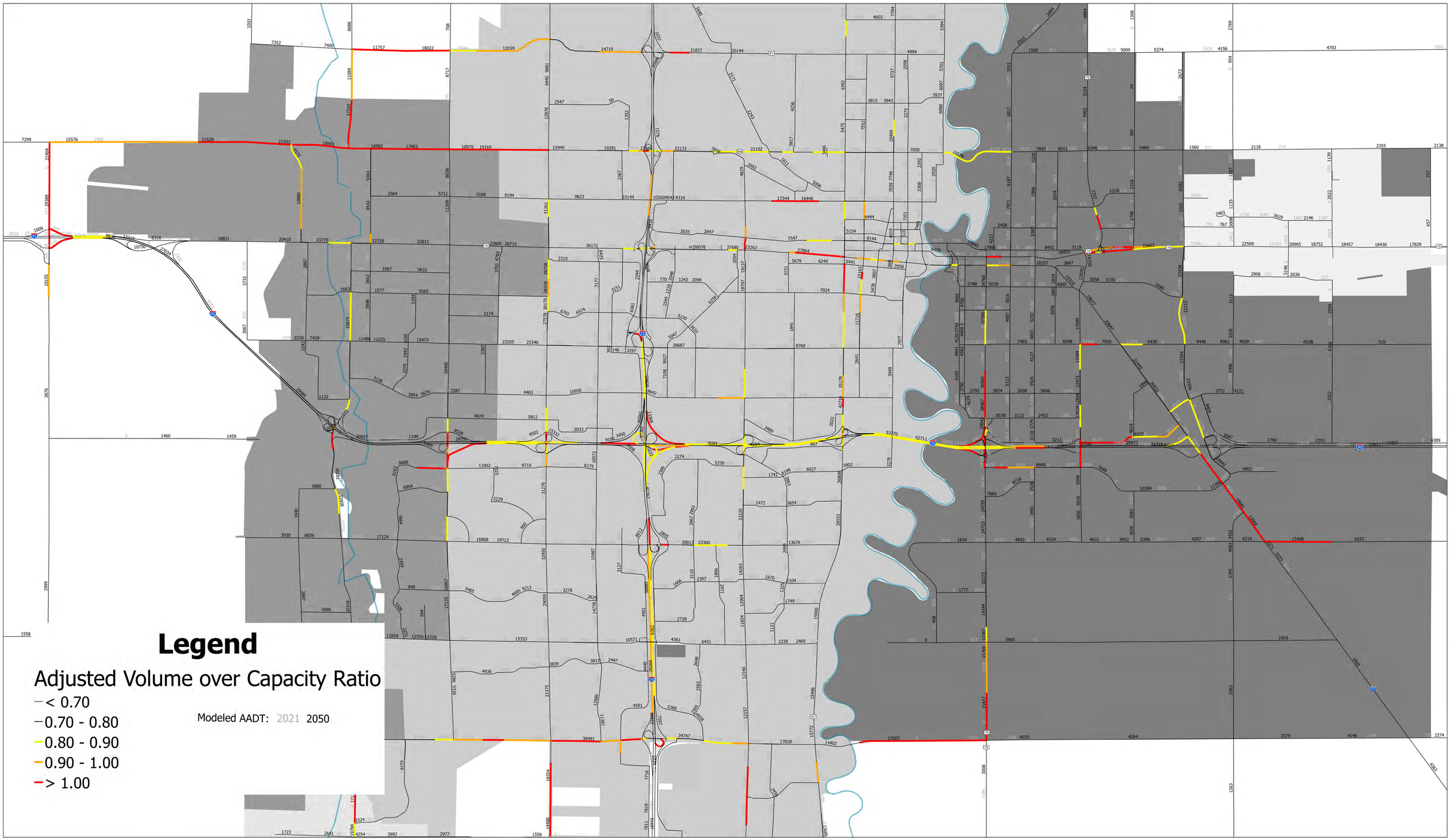

UZA - Modeled 2050 Volume

0 0.5 1 2 3 4 Miles

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N

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Legend

Adjusted Volume over Capacity Ratio

- < 0.70
- 0.70 - 0.80
- 0.80 - 0.90
- 0.90 - 1.00
- > 1.00

Modeled AADT: Modeled Adjusted Volume

MPA - Baseline (2021) Volume

0 1.5 3 6 9 12 Miles

N

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METRO 2050
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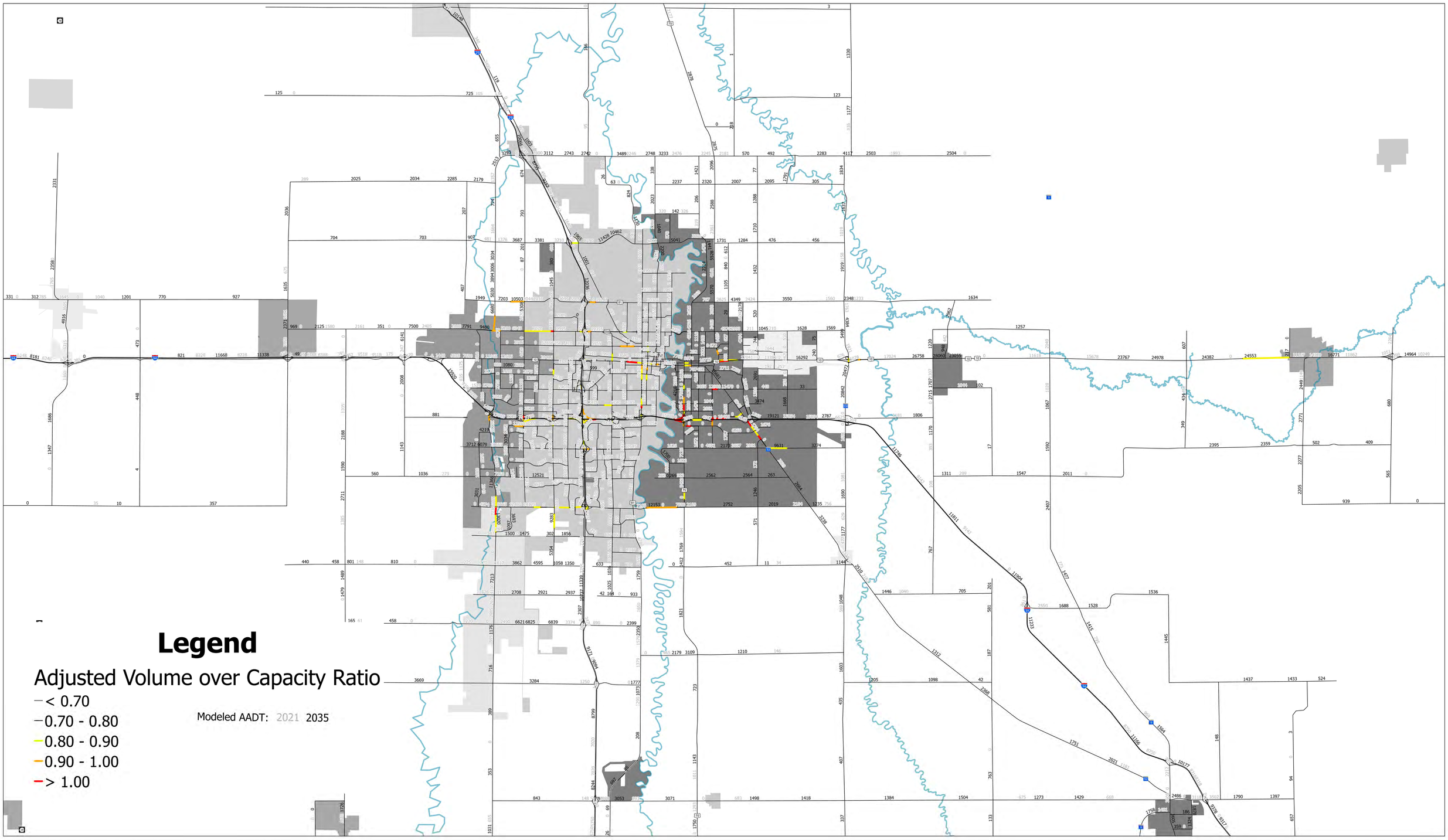

MPA - Modeled 2035 Volume

0 1.5 3 6 9 12 Miles

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METRO 2050
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Legend

Adjusted Volume over Capacity Ratio

- < 0.70
- 0.70 - 0.80
- 0.80 - 0.90
- 0.90 - 1.00
- > 1.00

Modeled AADT: 2021 2050

MPA - Modeled 2050 Volume

0 1.5 3 6 9 12 Miles

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METRO 2050
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Appendix D:
Funding Allocation Projections

Appendix D: Funding Allocation Projections

As a part of Metro COG's Metropolitan Transportation Plan (MTP), Metro 2050, future funding allocations for the three federally allocated programs were explored. These planning level projections assumed the continuation of STBG, TA, and CRP funds through the 2050 planning year, under the assumption of distribution for each planning year. This appendix highlights the assumptions used to establish the funding projections.

FUNDING REVIEW

Early in the planning process, past regional spending and allocations were reviewed, this included a review of funding distributions within the most recent TIP (2024). This review provided an understanding of funding flows throughout the region for the three sources explored within the MTP, along with other sources used. The following table highlights the 2024 TIP funding.

	2024	2025	2026	2027
NHPP	$ 4,747,700	$ 10,493,000	$ 46,915,150	$ 22,259,932
STBG-U	$ 9,935,200	$ 9,600,000	$ 10,278,064	$ 10,484,210
STBGP	$ 14,450,873	$ 1,137,534	$ 1,272,400	$ 4,544,000
CMAQ	$ -	$ -	$ -	$ -
CRP	$ 1,242,800	$ 1,140,000	$ -	$ -
HSIP	$ 6,248,681	$ 4,755,163	$ 718,000	$ -
TA	$ 1,609,761	$ 844,170	$ 450,000	$ -
NHFP	$ -	$ -	$ -	$ -
FTA Section 5307	$ 4,537,123	$ 4,553,400	$ 5,226,500	$ 5,401,750
FTA Section 5310	$ 83,232	$ 84,897	$ 86,594	$ 86,594
Section 5311	$ -	$ -	$ -	$ -
Section 5339	$ 11,899,592	$ 2,537,988	$ 884,000	$ 1,084,000
Other Federal Funds	$ 4,764,712	$ 6,785,096	$ 937,000	$ -
Total	$ 59,519,674	$ 41,931,248	$ 66,767,708	$ 43,860,486

2050 FUNDING FORECASTS

The Metro 2050 process projected STBG, TA, and CRP funding from 2024 through 2050. This process included an assumption of a 2 percent growth per funding source per year, based on the allocation received in 2024 for the region. This growth was assumed on an annual basis throughout the 25-year planning horizon. The totals would establish the total allocation per timeline discussed within the plan. This was also separated by state due to the varied allocations.

		2024	Short Term (2028-2030)	Mid Term (2031-2040)	Long Term (2041-2050)
Minnesota	STBG	$ 1,000,000	$ 3,312,675	$ 12,577,788	$ 15,332,253
	CRP	$ 120,000	$ 397,521	$ 1,509,335	$ 1,839,870
	TA	$ 225,000	$ 745,352	$ 2,830,002	$ 3,449,757
	Total	$ 1,345,000	$ 4,455,548	$ 16,917,124	$ 20,621,880
		2024	Short Term (2028-2030)	Mid Term (2031-2040)	Long Term (2041-2050)
North Dakota	CRP	$ 990,000	$ 3,279,549	$ 12,452,010	$ 15,178,930
	STBG	$ 10,000,000	$ 33,126,754	$ 125,777,876	$ 153,322,529
	TA	$ 850,000	$ 2,815,774	$ 10,691,119	$ 13,032,415
	Total	$ 11,840,000	$ 39,222,077	$ 148,921,005	$ 181,533,874

Appendix E:
Planning Level Cost Estimates

Appendix E: Planning Level Project Cost Estimates

Metro COG's Metropolitan Transportation Plan (MTP), Metro 2050: Transportation Moving Ahead identifies transportation projects for includes a financial analysis to forecast local, state, and federal revenues available within Metro COG's Metropolitan Planning Area. As a fiscally constrained plan, project expenditures are projected through local planning-level cost estimates.

Planning-level cost estimates are high-level cost estimates based upon the project typology and project scope as provided by Metro COG's jurisdictional partners. From a planning perspective, these cost estimates include high level construction-based costs, including only those that are federally eligible within the funding sources identified within the plan. In most cases, project scopes in the MTP are general planning assumptions that will be developed over time, as project development progresses from identification in the MTP, to funding solicitation, to final design and implementation. Through Metro COG's metropolitan transportation planning process, and as local jurisdictions pursue federal funds, project scopes will need to be further refined.

LOCAL UNDERSTANDING

High-level cost estimates were developed for Metro 2050, by reviewing local (Metro COG) engineering cost estimates and bid-price information from 2022. The information was then adjusted by an inflationary factor greater than eight percent to provide 2024 or current year estimates. Given the scope of Metro COG's MTP as a regional planning project, preferential standards of local construction practice, which may vary by local jurisdiction, were not included. However, utilizing regional historic cost and bid information assists in accommodating and understanding local practice. Planning-level estimates are provided on a per-mile basis. Project cost estimates are the results of the following formula:

[Per-Mile Cost Estimate] X [Project Length in Miles] = Total Estimated Cost in 2024 $

YEAR OF EXPENDITURE

Planning-level cost estimates vary by year of expenditure (YOE) based upon forecast inflationary factors. In recent years, inflationary pressure has created a lot of volatility and inaccuracy of construction estimates. Therefore, a conservative rate of 4.0 percent annual increase is used to calculate constructions costs from 2024 dollars to the midpoint of each planning timeframe used in the plan. This included the inflation of estimates to 2029, 2035 and 2045 estimated costs. Project cost estimates were not inflated to a YOE for illustrative projects, as the timeline of implementation is undetermined at this point.

PROJECT TYPOLOGY

Planning-level cost estimates were established for each of the six project typologies explored within the MTP. From a planning level perspective, the per mile costs were applied based on the project type and associated roadway design (described in the next section).

- **Reconstruction:** The reconstruction project typology includes the rebuilding of roadway along the existing alignment with additional design changes included. These may include changes to the number or arrangement of lanes, change of roadway type, or intersection updates.
- **Capacity Expansion:** Capacity expansion projects include those that add additional vehicle capacity to the roadway and include the addition of driving and/or auxiliary lanes.
- **Roadway Extension:** The roadway extension typology includes construction projects that would extend an existing road or create a new roadway that does not exist today.
- **Rehabilitation:** Rehabilitation projects included those that focus on the rehabilitation of the roadway surface or design elements. Specific rehabilitation efforts include mill and overlays, pavement repair, and full depth reclamation.
- **Bike and Pedestrian:** Bike and pedestrian projects include the construction of sidewalks, trails, and bike infrastructure that support the movement of bicyclists and pedestrians. These projects may be standalone infrastructure projects or the addition of infrastructure along an existing roadway.
- **Safety:** Safety projects include various forms of infrastructure investments that would enhance the safe movement of vehicles, pedestrians, and bicyclists. Safey projects in the MTP are based upon local jurisdiction's estimates based upon scope understanding and are not included in the estimates provided in the section below.

Each of the project typologies include investments that may include structural work for specific projects. Cost estimates were included for projects where known structural work was identified (i.e., an existing structure would be impacted by the project). Simple calculations were used to provide high-level cost estimates for bridges and other grade separating structures. Structure and incidental cost are estimated through the following formula:

[$300] X [Structure Size in Square Feet] = Total Estimated Structure Cost in 2024 $

For structures specific to bicycle and pedestrian projects, the following formula is used:

[$600] X [Structure Size in Square Feet] = Total Estimated Structure Cost in 2024 $

PROJECT COSTS

Planning-level costs are calculated for the below roadway types and configurations. Typical cross section assumptions can be found in Figure 1 and Figure 2 at the end of this document.

TWO-LANE URBAN

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Two-lane	Concrete	Reconstruction	Sidewalk w/ parking lanes	$5,172,028.40
Two-lane	Concrete	Reconstruction	Sidewalk w/out parking lanes	$3,443,722.15
Two-lane	Concrete	Reconstruction	Trail w/ parking lanes	$5,614,272.40
Two-lane	Concrete	Reconstruction	Trail w/out parking lanes	$3,885,966.15
Two-lane	Bituminous	Reconstruction	Sidewalk w/ parking lanes	$3,578,337.65
Two-lane	Bituminous	Reconstruction	Sidewalk w/out parking lanes	$2,528,051.90
Two-lane	Bituminous	Reconstruction	Trail w/ parking lanes	$3,820,704.80

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Two-lane	Bituminous	Reconstruction	Trail w/out parking lanes	$2,970,295.90
Two-lane	Concrete	New Road	Sidewalk w/ parking lanes	$5,840,303.75
Two-lane	Concrete	New Road	Sidewalk w/out parking lanes	$4,013,600.63
Two-lane	Concrete	New Road	Trail w/ parking lanes	$6,385,835.00
Two-lane	Concrete	New Road	Trail w/out parking lanes	$4,559,131.88
Two-lane	Bituminous	New Road	Sidewalk w/ parking lanes	$3,995,200.63
Two-lane	Bituminous	New Road	Sidewalk w/out parking lanes	$2,973,066.25
Two-lane	Bituminous	New Road	Trail w/ parking lanes	$4,540,731.88
Two-lane	Bituminous	New Road	Trail w/out parking lanes	$3,518,597.50
Two-lane	Bituminous	Mill & Overlay	Pavement width 22-ft.	$316,104.00
Two-lane	Bituminous	Full Depth Reclaim	Pavement width 22-ft.	$806,870.40
Two-lane	Concrete	Pavement Repair*	Pavement width 22-ft.	$1,164,000.00

*Assumes repair of 30 percent of surface area.

THREE-LANE URBAN

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Three-lane	Concrete	Reconstruction	Sidewalk w/ parking lanes	$6,291,831.70
Three-lane	Concrete	Reconstruction	Sidewalk w/out parking lanes	$4,563,133.30
Three-lane	Concrete	Reconstruction	Trail w/ parking lanes	$6,734,075.70
Three-lane	Concrete	Reconstruction	Trail w/out parking lanes	$5,005,377.30
Three-lane	Bituminous	Reconstruction	Sidewalk w/ parking lanes	$4,209,262.20
Three-lane	Bituminous	Reconstruction	Sidewalk w/out parking lanes	$3,188,584.30
Three-lane	Bituminous	Reconstruction	Trail w/ parking lanes	$4,651,506.20
Three-lane	Bituminous	Reconstruction	Trail w/out parking lanes	$3,630,828.30
Three-lane	Concrete	New Road	Sidewalk w/ parking lanes	$7,023,826.25
Three-lane	Concrete	New Road	Sidewalk w/out parking lanes	$5,196,821.25
Three-lane	Concrete	New Road	Trail w/ parking lanes	$7,569,357.50
Three-lane	Concrete	New Road	Trail w/out parking lanes	$5,742,352.50
Three-lane	Bituminous	New Road	Sidewalk w/ parking lanes	$4,657,270.00
Three-lane	Bituminous	New Road	Sidewalk w/out parking lanes	$3,634,833.75
Three-lane	Bituminous	New Road	Trail w/ parking lanes	$5,202,801.25
Three-lane	Bituminous	New Road	Trail w/out parking lanes	$4,180,365.00
Three-lane	Bituminous	Mill & Overlay	Pavement width 33-ft.	$474,144.40
Three-lane	Bituminous	Full Depth Reclaim	Pavement width 33-ft.	$1,209,278.40
Three-lane	Concrete	Pavement Repair*	Pavement width 33-ft.	$1,743,000.00

*Assumes repair of 30 percent of surface area.

FOUR-LANE URBAN

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Four-lane	Concrete	Reconstruction	With sidewalk	$5,682,936.60
Four-lane	Concrete	Reconstruction	With trail	$6,125,180.60
Four-lane	Bituminous	Reconstruction	With sidewalk	$3,849,508.65
Four-lane	Bituminous	Reconstruction	With trail	$4,291,752.85
Four-lane	Concrete	New Road	With sidewalk	$6,380,343.75
Four-lane	Concrete	New Road	With trail	$6,925,875.00
Four-lane	Bituminous	New Road	With sidewalk	$4,296,903.13
Four-lane	Bituminous	New Road	With Trail	$4,842,434.88
Four-lane	Bituminous	Mill & Overlay	Pavement width 44-ft.	$630,228.00
Four-lane	Bituminous	Full Depth Reclaim	Pavement width 44-ft.	$1,613,740.80
Four-lane	Concrete	Pavement Repair*	Pavement width 44-ft.	$2,325,000.00

*Assumes repair of 30 percent of surface area.

FIVE-LANE URBAN

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Five-lane	Concrete	Reconstruction	With sidewalk	$6,802,322.45
Five-lane	Concrete	Reconstruction	With trail	$7,244,566.45
Five-lane	Bituminous	Reconstruction	With sidewalk	$4,510,015.95
Five-lane	Bituminous	Reconstruction	With trail	$4,952,259.95
Five-lane	Concrete	New Road	With sidewalk	$7,563,535.63
Five-lane	Concrete	New Road	With trail	$8,109,066.88
Five-lane	Bituminous	New Road	With sidewalk	$4,958,641.88
Five-lane	Bituminous	New Road	With Trail	$5,504,173.13
Five-lane	Bituminous	Mill & Overlay	Pavement width 55-ft.	$788,268.00
Five-lane	Bituminous	Full Depth Reclaim	Pavement width 55-ft.	$2,016,148.80
Five-lane	Concrete	Pavement Repair*	Pavement width 55-ft.	$2,904,000.00

*Assumes repair of 30 percent of surface area.

SIX-LANE URBAN

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Six-lane	Concrete	Reconstruction	With sidewalk	$7,918,571.10
Six-lane	Concrete	Reconstruction	With trail	$8,360,815.10
Six-lane	Bituminous	Reconstruction	With sidewalk	$5,170,548.35
Six-lane	Bituminous	Reconstruction	With trail	$5,612,792.35
Six-lane	Concrete	New Road	With sidewalk	$8,743,162.50
Six-lane	Concrete	New Road	With trail	$9,288,693.75
Six-lane	Bituminous	New Road	With sidewalk	$5,620,409.38
Six-lane	Bituminous	New Road	With Trail	$6,165,940.63
Six-lane	Bituminous	Mill & Overlay	Pavement width 66-ft.	$946,308.00
Six-lane	Bituminous	Full Depth Reclaim	Pavement width 66-ft.	$2,418,556.80
Six-lane	Concrete	Pavement Repair*	Pavement width 66-ft.	$3,486,000.00

*Assumes repair of 30 percent of surface area.

TWO-LANE RURAL

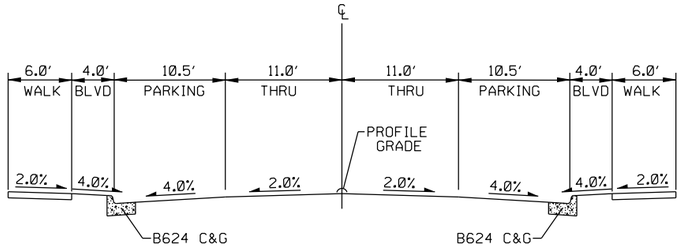
Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Two-lane	Concrete	Reconstruction	10-ft. paved shoulders	$6,202,779.00
Two-lane	Concrete	Reconstruction	4-ft. paved shoulders	$4,815,491.00
Two-lane	Bituminous	Reconstruction	10-ft. paved shoulders	$4,328,321.00
Two-lane	Bituminous	Reconstruction	4-ft. paved shoulders	$3,466,383.00
Two-lane	Concrete	New Road	10-ft. paved shoulders	$6,350,684.00
Two-lane	Concrete	New Road	4-ft. paved shoulders	$5,112,796.00
Two-lane	Bituminous	New Road	10-ft. paved shoulders	$4,486,946.00
Two-lane	Bituminous	New Road	4-ft. paved shoulders	$3,774,708.00
Two-lane	Bituminous	Mill & Overlay	Pavement width 42-ft.	$601,656.00
Two-lane	Bituminous	Mill & Overlay	Pavement width 30-ft.	$430,320.00
Two-lane	Bituminous	Full Depth Reclaim	Pavement width 42-ft.	$1,539,621.60
Two-lane	Bituminous	Full Depth Reclaim	Pavement width 30-ft.	$1,099,164.00
Two-lane	Concrete	Pavement Repair*	Pavement width 42-ft.	$2,220,000.00
Two-lane	Concrete	Pavement Repair*	Pavement width 30-ft.	$1,584,000.00

*Assumes repair of 30 percent of surface area.

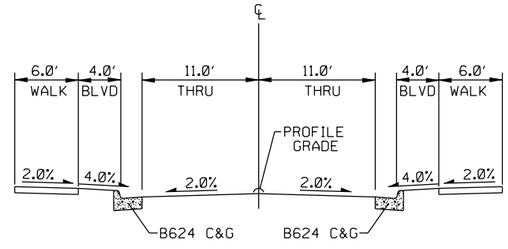
SHARED USE PATH OR TRAIL

Configuration	Surface Type	Project Typology	Features	Estimated Cost (Per mile 2024 $)
Shared Use Path or Trail	Concrete	Bike & Ped	10-ft.	$1,199,090.63

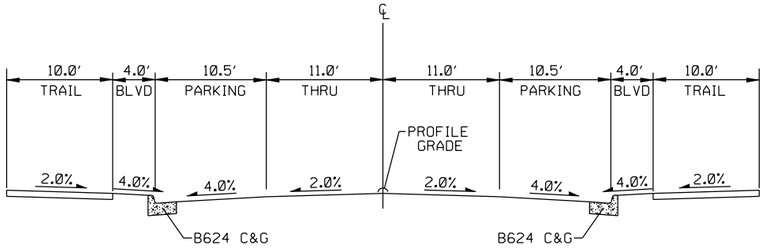
Attachment A: Typical Cross Sections



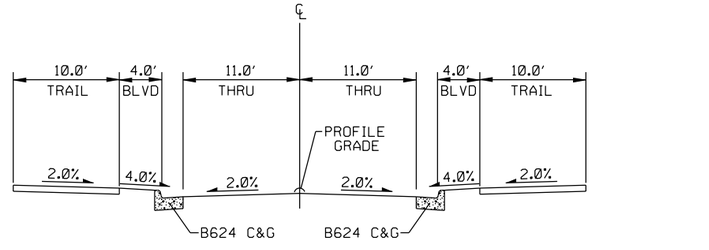
2-LANE URBAN RECONSTRUCTION WITH SIDEWALK AND PARKING LANES



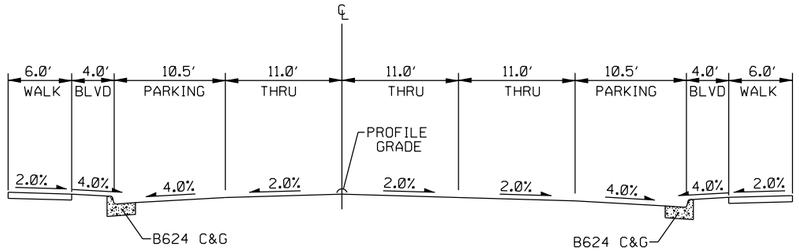
2-LANE URBAN RECONSTRUCTION WITH SIDEWALK AND NO PARKING LANES



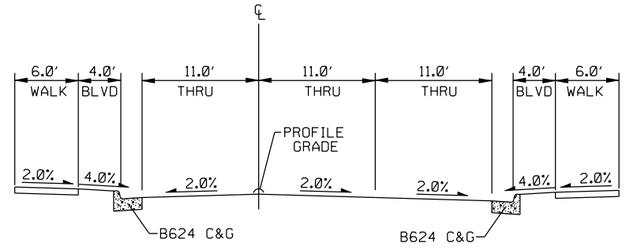
2-LANE URBAN RECONSTRUCTION WITH TRAIL AND PARKING LANES



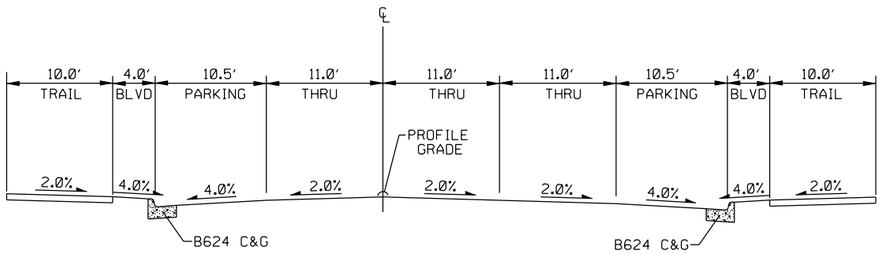
2-LANE URBAN RECONSTRUCTION WITH TRAIL AND NO PARKING LANES



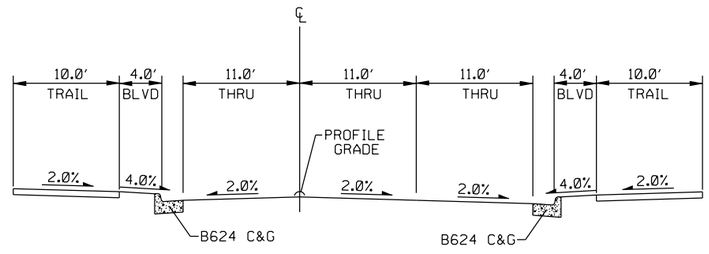
3-LANE URBAN RECONSTRUCTION WITH SIDEWALK AND PARKING LANES



3-LANE URBAN RECONSTRUCTION WITH SIDEWALK AND NO PARKING LANES



3-LANE URBAN RECONSTRUCTION WITH TRAIL AND PARKING LANES



3-LANE URBAN RECONSTRUCTION WITH TRAIL AND NO PARKING LANES

DGN

SRF

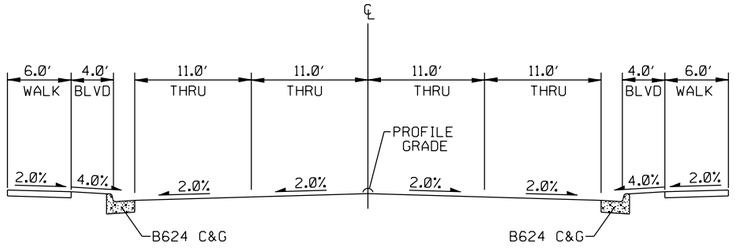
Job #
$DATE$

METRO 2050

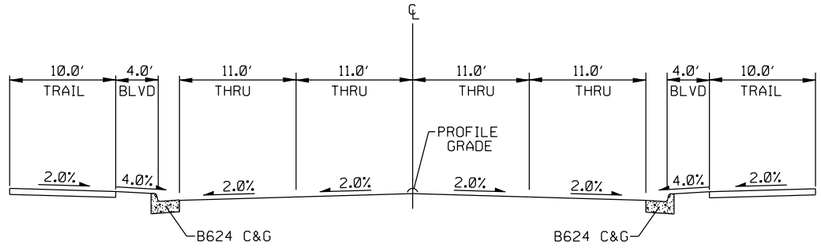
Typical Section Assumptions

FM METRO COG

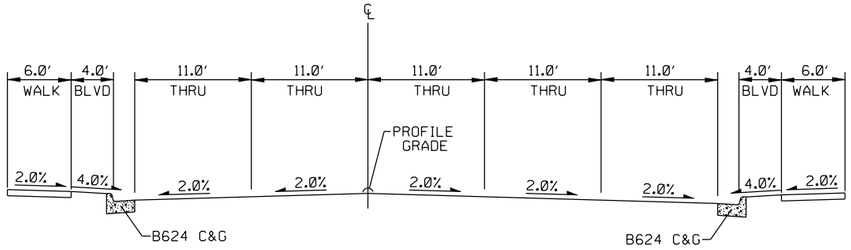
Figure 1



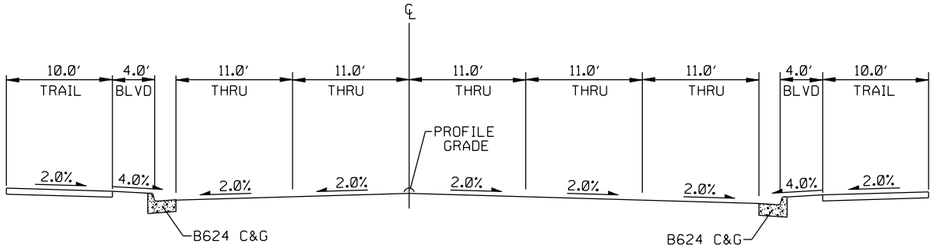
4-LANE URBAN RECONSTRUCTION WITH SIDEWALK



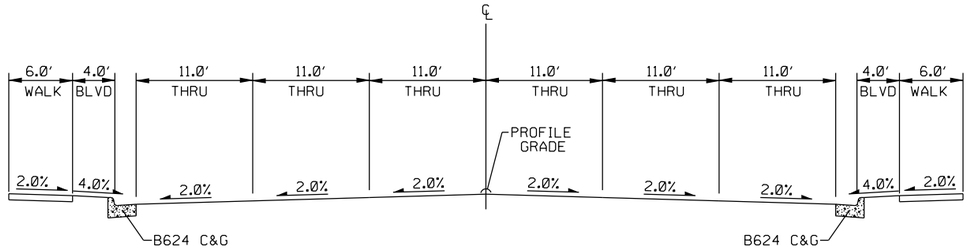
4-LANE URBAN RECONSTRUCTION WITH TRAIL



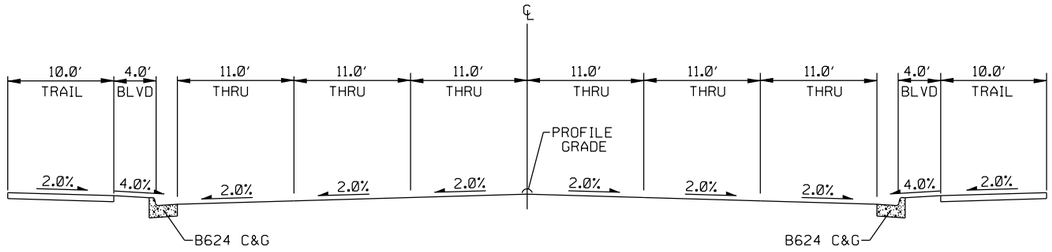
5-LANE URBAN RECONSTRUCTION WITH SIDEWALK



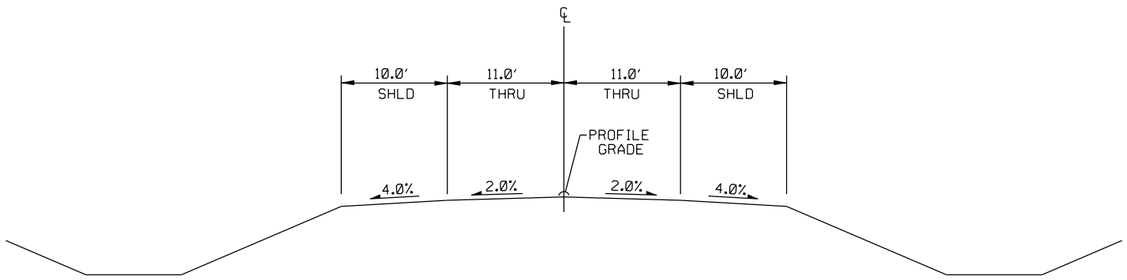
5-LANE URBAN RECONSTRUCTION WITH TRAIL



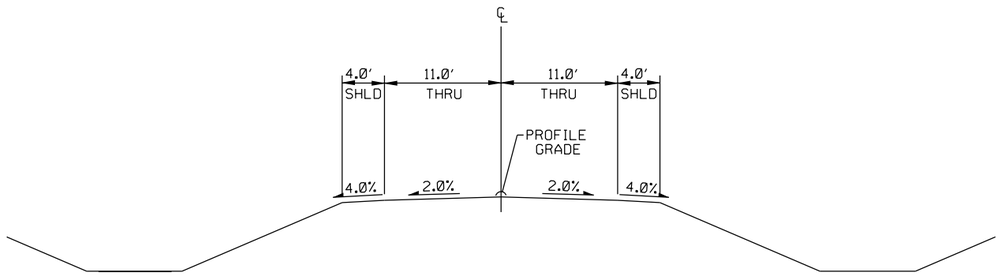
6-LANE URBAN RECONSTRUCTION WITH SIDEWALK



6-LANE URBAN RECONSTRUCTION WITH TRAIL



2-LANE RURAL RECONSTRUCTION WITH PAVED SHOULDER



2-LANE RURAL RECONSTRUCTION WITH PAVED SHOULDER

DGN

SRF

Job #
$DATE$

METRO 2050

Typical Section Assumptions

FM METRO COG

Figure 2

Appendix F:
FTA Section 5307, 5310, & 5339 Projects

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Appendix F: FTA Section 5307, 5310, and 5339 Projects

The Federal Transit Authority (FTA) is an operating administration of the U.S. Department of Transportation that provides assistance to transit agencies across the US. Multiple funding programs are distributed to large and small urbanized areas through established formulas to assist in the funding of public transit services and capital needs. The City of Fargo is currently the designated recipient of 5307, 5310, and 5339 funds for MATBUS. Each of these programs is described within the Appendix with project lists identified for 2024 to 2029 needs.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)

States, Designated Recipients, and State or local government authorities that operate a public transportation service are eligible for the Enhanced Mobility of Seniors and Individuals with Disabilities Program through Title 49 U.S.C. 5310. These funds may be used to improve mobility for seniors and individuals with disabilities. This program provides funds that can be used toward capital and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990.
- Public Transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit.
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

This program is available for large urbanized areas, small urbanized areas and rural areas via an established formula and is referred to as "the Section 5310 program".

Section 5310 Eligible Direct Recipients

For urbanized areas with a population over 200,000, like Fargo-Moorhead, Eligible Direct Recipients include States, Designated Recipients, and State or local government authorities that operate public transportation service. The City of Fargo is the Designated Recipient for the Fargo-Moorhead region.

Fargo-Moorhead Region 5310 Projects

The following projects have been identified for the Fargo-Moorhead Region as eligible for 5310 funds for 2024 to 2029. A total of $1.5 million is projected to be available across the six years.

Table 1. Section 5310 Eligible Projects

Project	Total Cost	Fiscal Year						Local Funds
		2024	2025	2026	2027	2028	2029	
Projected 5310 Funds Available		**$234,876.00**	**$239,573.52**	**$244,364.99**	**$249,252.29**	**$254,237.34**	**$259,322.08**	--
2024								
Mobility Manager	$51,000.00	$40,800.00	--	--	--	--	--	$10,200.00
Vehicle Replacement - MHD 7191	$225,000.00	$78,876.00	$112,374.00	--	--	--	--	$33,750.00
2025								
Mobility Manager	$144,000.00	$115,200.00	--	--	--	--	--	$28,800.00
2026								
Mobility Manager	$149,040.00	--	$119,232.00	--	--	--	--	$29,808.00
Shelter Replacement - 2 MHD	$50,000.00	--	--	$40,000.00	--	--	--	$10,000.00
2027								
Mobility Manager	$153,511.20	--	--	$122,808.96	--	--	--	$30,702.24
Shelter Replacement - 2 MHD	$50,000.00	--	$8,000.00	$32,000.00	--	--	--	$10,000.00
Shelter Replacement - 2 Fargo	$50,000.00	--	--	$40,000.00	--	--	--	$10,000.00
2028								

Project	Total Cost	Fiscal Year						Local Funds
		2024	2025	2026	2027	2028	2029	
Projected 5310 Funds Available		**$234,876.00**	**$239,573.52**	**$244,364.99**	**$249,252.29**	**$254,237.34**	**$259,322.08**	**--**
Mobility Manager	$158,116.54	--	--	$9,556.00	$116,937.23	--	--	$31,623.31
Vehicle Replacement - Fargo 8231	$255,000.00	--	--	--	$2,027.00	$ 214,723.00	--	$38,250.00
2029								
Mobility Manager	$162,860.03	--	--	--	$130,288.03	--	--	$32,572.01
Replacement Vehicle - Fargo 8234	$255,000.00	--	--	--	--	$39,514.00	$177,236.00	$38,250.00
Shelter Replacement	$120,000.00	--	--	--	--	--	$96,000.00	$24,000.00
Subtotal		**$234,876.00**	**$239,606.00**	**$244,364.96**	**$249,252.25**	**$254,237.00**	**$273,236.00**	**--**
Remaining Funds		**$0.00**	**$(32.48)**	**$0.03**	**$0.04**	**$0.34**	**$(13,913.92)**	**--**

URBANIZED AREA FORMULA GRANTS PROGRAM (SECTION 5307)

Designated Recipients are eligible to receive Urbanized Area Formula Grant funds to assist in the development, improvement, and use of public transportation system in urbanized areas. Within the Fargo-Moorhead region, the City of Fargo is the Designated Recipient that then distributes funds to MATBUS.

Fargo-Moorhead Region 5307 Projects

The following projects have been identified for the Fargo-Moorhead Region as eligible for 5307 funds for 2024 to 2029. A total of $27.7 billion is projected to be available throughout the six years.

Table 2. Section 5307 Eligible Projects

Project	Total Cost	Fiscal Year						Local Funds
		2024	2025	2026	2027	2028	2029	
Projected 5307 Funds Available		**$4,391,931.00**	**$4,479,769.62**	**$4,569,365.01**	**$4,660,752.31**	**$4,753,967.36**	**$4,849,046.71**	**--**
2024								
FTA Operating Assistance	--	$4,391,931.00	--	--	--	--	--	--
2025								
FTA Operating Assistance	--	--	$4,479,769.62	--	--	--	--	--
2026								
FTA Operating Assistance	--	--	--	$4,569,365.01	--	--	--	--
2027								
FTA Operating Assistance	--	--	--	--	$4,660,752.31	--	--	--
2028								
FTA Operating Assistance	--	--	--	--	--	$4,753,967.36	--	
2029								
FTA Operating Assistance	--	--	--	--	--	--	$4,849,046.71	--
Subtotal		**$4,391,931.00**	**$4,479,769.62**	**$4,569,365.01**	**$4,660,752.31**	**$4,753,967.36**	**$4,849,046.71**	**--**
Remaining Funds		**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**--**

GRANTS FOR BUS AND BUS FACILITIES (SECTION 5339)

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and Designated Recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Section 5339 eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Within the Fargo-Moorhead region, the City of Fargo is the Designated Recipient that then distributes funds to MATBUS.

Fargo-Moorhead Region 5339 Projects

The following projects have been identified for the Fargo-Moorhead Region as eligible for 5339 funds for 2024 to 2029. A total of $2.1 million is projected to be available throughout the six years.

Table 3. Section 5339 Eligible Projects

Project	Total Cost	Fiscal Year						Local Funds
		2024	2025	2026	2027	2028	2029	
Projected 5339 Funds Available		**$334,470.00**	**$341,159.40**	**$347,982.59**	**$354,942.24**	**$362,041.08**	**$369,281.91**	**--**
2024								
None	--	--	--	--	--	--	--	--
2025								
Sweeper/Scrubber	$38,333.00	$30,666.40	--	--	--	--	--	$7,666.60
Shop Equipment	$7,000.00	$5,600.00	--	--	--	--	--	$1,400.00
2026								
Pedestrian Warning	$180,000.00	$144,000.00	--	--	--	--	--	$36,000.00

Project	Total Cost	Fiscal Year						Local Funds
		2024	2025	2026	2027	2028	2029	
Projected 5339 Funds Available		**$334,470.00**	**$341,159.40**	**$347,982.59**	**$354,942.24**	**$362,041.08**	**$369,281.91**	**--**
Microtransit Vehicle - Exp MHD	$225,000.00	$154,204.00	$37,046.00	--	--	--	--	$33,750.00
Microtransit Vehicle - Exp MHD	$225,000.00	--	$180,000.00	--	--	--	--	$45,000.00
2027								
Pedestrian Warning	$450,000.00	--	$124,114.00	$235,886.00	--	--	--	$90,000.00
2028								
Vehicle Replacement - MHD 2161	$737,530.00	--	--	$112,097.00	$354,943.00	$159,860.50	--	$110,629.50
Vehicle Replacement - Fargo 8232	$255,000.00	--	--	--	--	$202,181.00	$14,569.00	$38,250.00
2029								
Vehicle Replacement - Fargo 8233	$255,000.00	--	--	--	--	--	$216,750.00	$38,250.00
Marriot Hub Shelter Improvements	$150,000.00	--	--	--	--	--	$120,000.00	$30,000.00
Shelter Replacement	$30,000.00	--	--	--	--	--	$24,000.00	$6,000.00
Subtotal		**$334,470.40**	**$341,160.00**	**$347,983.00**	**$354,943.00**	**$362,041.50**	**$375,319.00**	**--**
Remaining Funds		**$(0.40)**	**$(0.60)**	**$(0.41)**	**$(0.76)**	**$(0.42)**	**$(6,037.09)**	**--**

Appendix G:
Full Project Tables & Project Scoring Matrix

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Attachment A: Project Listing by ID

ID	Jurisdiction	Project_Type	Corridor	Information	Tags	Tier	TerminiFrom	TerminiTo	Weighted Score	Cost Estimate (2024 $)	Timeframe	Funding Source	Roadway Type	Safety	Travel Efficiency	Walking_& Biking	Transit	Maintainance	Impact Reduction	Transportaion_Decisions	Emerging Tech	Connecting_People & Places	Freight	Combined Score
1	NDDOT	Rehabilitation	Main Ave	CPR		Short-Term (2028-2030)	25th St	I-29	3.50	3,902,309.12	Short-R	--	6-lane urban w/ sidewalk	4.2	3.6	4.3	2.8	2.0	2.4	4.0	1.0	3.2	3.0	30.5
2	NDDOT	Rehabilitation	Main Ave	CPR		Short-Term (2028-2030)	I-29	45th St	3.55	3,043,429.38	Short-R	--	6-lane urban w/ sidewalk	3.8	3.2	4.3	2.3	2.5	2.4	5.0	1.0	3.2	3.3	31.0
3	City of Fargo	Rehabilitation	52nd Ave S	CPR		Mid-Term (2031-2040)	I-29	University Dr	3.37	5,172,162.90	Mid-R	--	5-lane urban w/ SUP	3.8	3.6	3.3	2.3	2.5	2.6	5.0	1.0	2.8	3.3	30.2
4	City of Fargo	Rehabilitation	Broadway Dr	Major Rehab, CPR, Brick Replacement, ADA Upgrades		Short-Term (2028-2030)	Main Ave	7th Ave N	3.47	3,220,804.82	Short-R	--	2-lane urban w/ sidewalk/parking	4.4	3	3.3	4.3	1.5	3.4	4.0	1.0	4.2	3.3	32.4
5	City of Fargo	Rehabilitation	25th St N	CPR		Illustrative	1st Ave N	7th Ave N	3.18	791,398	Vision	--		4.2	3	2.7	3.8	1.5	2.6	4.0	1.0	4.2	3.0	29.9
6	City of Fargo	Rehabilitation	25th St S	CPR		Illustrative	53rd Ave S	58th Ave S	2.58	1,230,641	Vision	--		2.2	3	3.3	1.0	2.0	2.6	3.0	1.0	1.4	3.3	22.9
7	City of Fargo	Rehabilitation	University Dr N	CPR		Mid-Term (2031-2040)	19th Ave N	32nd Ave N	3.28	0	Mid-R	--	5-lane urban w/ sidewalk/SUP	3	3.2	3.3	3.8	2.0	2.6	5.0	1.0	4.2	3.3	31.4
8	City of Fargo	Rehabilitation	University Dr S	CPR		Short-Term (2028-2030)	Main Ave	13th Ave S	3.77	1,079,847.71	Short-R		2-lane urban w/ sidewalk/ no parking	4.4	3.2	4.3	4.3	2.0	2.6	5.0	1.0	4.2	3.0	34.0
9	NDDOT	Rehabilitation	University Dr S	CPR		Mid-Term (2031-2040)	I-94	32nd Ave S	3.91	4,308,029.28	Mid-R	--	6-lane urban w/ SUP	4.4	3.6	4.3	4.3	2.5	2.4	5.0	1.0	4.2	3.3	35.0
10	City of Fargo	Rehabilitation	University Dr S	CPR		Short-Term (2028-2030)	52nd Ave S	Briarwood Pl	2.62	2,105,620.83	Short-R		3-lane urban w/ SUP one side	2.4	3.2	3.3	1.0	2.0	2.4	3.0	1.0	1.4	3.3	23.1
11	City of Fargo	Rehabilitation	5th Ave S	CPR		Long-Term (2041-2050)	University Dr	7th St S	3.28	448,547.85	Long-C	STBG	2-lane urban w/ sidewalk (pking)	4.2	3	3.3	4.3	1.5	2.4	3.0	1.0	4.0	3.3	30.0
12	City of Fargo	Rehabilitation	45th St S	CPR	CMP	E+C	I-94	32nd Ave S																
13	City of Fargo	Rehabilitation	45th St S	CPR	CMP	E+C	Main Ave	I-94																
14	City of Fargo	Rehabilitation	32nd Ave S	CPR		E+C	45th St S	42nd St S																
15	City of Fargo	Rehabilitation	32nd Ave S	CPR		Long-Term (2041-2050)	42nd St S	I-29	3.78	2,499,305.44	Long-C	STBG	6-lane urban w/ sidewalk/SUP	4.4	3.6	3.7	4.3	2.5	2.4	5.0	1.0	4.2	3.3	34.4
16	City of Fargo	Rehabilitation	40th Ave S	CPR		Short-Term (2028-2030)	51st St S	42nd St S	3.39	2,505,168.10	Short-R	--		4.4	2.8	2.7	4.3	2.0	2.4	5.0	1.0	3.8	3.3	31.7
17	City of Fargo	Rehabilitation	7th Ave N	CPR		Short-Term (2028-2030)	University Dr	25th St N	3.48	1,768,351.48	Short-C	STBG	3-lane urban w/ sidewalk	4.4	2.8	4.3	3.8	1.0	2.6	5.0	1.0	3.8	3.0	31.7
18	City of Fargo	Reconstruction	1st Ave N	Reconstruction		Short-Term (2028-2030)	3rd St N	Roberts St N	3.85	1,817,899.15	Short-C	STBG	4-lane urban w/ sidewalk	4.4	3	4.3	4.3	2.0	2.2	4.0	3.0	4.2	3.7	35.1
19	City of Fargo	Reconstruction	1st Ave N	Reconstruction		Short-Term (2028-2030)	Roberts St N	University Dr N	3.82	2,223,546	Short-C	STBG	4-lane urban w/ sidewalk	4.4	3.2	4.3	4.3	2.0	2.2	3.0	3.0	4.2	4.0	34.6
20	City of Fargo	Reconstruction	17th Ave S	Reconstruction		Short-Term (2028-2030)	42nd St S	38th St S	3.47	2,199,478.61	Short-C	STBG	3-lane urban w/ sidewalk/SUP (no pking	3.4	2.8	3.3	4.3	1.5	3.2	5.0	3.0	4.2	3.7	34.4
21	City of Fargo	Reconstruction	17th Ave S	Reconstruction		Short-Term (2028-2030)	35th St S	25th St S	3.71	5,417,845.43	Short-C	STBG	2-lane urban w/ sidewalk (pking)	4.4	3	3.3	4.3	1.5	3.2	5.0	3.0	4.2	4.0	35.9
22	City of Moorhead/City of Dilworth	Extension	12th Ave S			Illustrative	45th St S	14th St SE	1.96	5,957,256.81	Vision	--	3-lane urban w/SUP no parking	1.4	2.6	2.0	1.3	0.5	1.6	5.0	1.0	2.8	2.7	20.8
23	City of Fargo	Reconstruction	10th St N	Reconstruction		Mid-Term (2031-2040)	NP Ave	8th Ave N	4.11	4,385,617.47	Mid-R	--	3-lane urban w/ sidewalk (no pking)	4.2	3.6	4.3	4.3	2.5	2.2	5.0	3.0	4.2	5.0	38.3
24	NDDOT	Reconstruction	University Dr N	Reconstruction		Mid-Term (2031-2040)	12th Ave N	19th Ave N	3.72	4,525,934.58	Mid-R	--	3-lane urban w/ sidewalk (no pking)	3.6	3	4.0	4.3	2.0	2.2	5.0	3.0	4.2	4.0	35.3
25	NDDOT	Reconstruction	University Dr N	Reconstruction		Mid-Term (2031-2040)	1st Ave N	12th Ave N	4.02	0	Mid-R	--	3-lane urban w/ sidewalk (no pking)	4.4	3	4.3	4.3	2.5	2.2	5.0	3.0	4.2	3.7	36.6
26	NDDOT	Reconstruction	University Dr S	Reconstruction		Short-Term (2028-2030)	13th Ave S	18th Ave S	3.73	4,548,442.33	Short-R	--	5-lane urban w/ sidewalk	4.4	3.2	4.0	3.8	1.5	2.2	5.0	3.0	3.8	4.0	34.9
27	City of Fargo	Reconstruction	19th Ave N	Reconstruction		Mid-Term (2031-2040)	Dakota Dr	18th St N	3.59	4,134,074.55	Mid-R	--	4-lane urban w/ SUP	3.8	3.6	3.0	2.3	2.5	2.2	5.0	3.0	3.6	5.0	34.0
28	City of Fargo/City of West Fargo	Capacity Expansion	Veterans Blvd	Widen to 6 Lanes	CMP	Mid-Term (2031-2040)	I-94	32nd Ave S	2.85	9,534,337.55	Mid-C	STBG	6-lane urban w/ SUP	4	3	2.3	2.0	1.5	1.6	5.0	1.0	1.8	4.0	26.2
29	City of Fargo/City of Moorhead	Reconstruction	12th Ave N/15th Ave N	Replace Bridge over the Red River		Illustrative	Red River ND	Red River MN	3.14	22,451,626	Vision	--	3-lane urban w/SUP no parking	3.2	2.8	4.0	2.3	1.0	2.2	5.0	3.0	2.8	3.3	29.6
33	City of Fargo	Reconstruction	NP Ave	Reconstruction		E+C	8th St N	2nd St N																
34	City of Fargo	Bike & Ped	Drain 27	Drain 27 Shared Use Path (Phase 1)		Short-Term (2028-2030)	52nd Ave S	59th Ave S	3.32	792,366.22	Short-C	TA	10' Shared Use Path with lighting	2.6	4	5.0	1.5	0.5	3.8	5.0	5.0	4.6	0.3	32.3
35	City of Fargo	Bike & Ped	Drain 27	Drain 27 Shared Use Path (Phase 2)		Mid-Term (2031-2040)	63rd St S	Drain 27	3.12	393,072.15	Mid-C	TA	10' SUP with lighting	2.4	4	5.0	1.3	0.5	3.8	3.0	5.0	4.6	0.3	29.9
36	City of Fargo	Bike & Ped	Drain 53	Drain 53 Bike & Ped Crossing		Mid-Term (2031-2040)	Prairie Farms Add.	Near 57th Ave S	3.15	3,046,511.04	Mid-C	TA	10' SUP with lighting	2.4	4	5.0	1.5	0.5	4.0	3.0	5.0	4.6	0.3	30.3
37	City of Fargo	Bike & Ped	Drain 53	Drain 53 Shared Use Path		Mid-Term (2031-2040)	64th Ave S	73rd Ave S	3.10	670,511.04	Mid-C	TA	10' SUP with lighting	2.4	3.6	5.0	1.3	0.5	4.0	3.0	5.0	4.6	0.3	29.7
38	City of Fargo	Bike & Ped	10th St N	Shared Use Path South Side of Water Reclamation Plant	CMP	E+C	10th St N	Broadway Dr N																
39	City of Fargo	Bike & Ped	25th Ave S	Bike/ped improvements and pedestrian Safety Improvements at Intersection of University Dr S and 25th Ave S	CMP	Short-Term (2028-2030)	Milwaukee Trail	9th St S	3.82	422,878.71	Short-C	CRP		4.4	4	5.0	5.0	0.5	4.0	3.0	5.0	5.0	0.3	36.2
40	City of Fargo	Bike & Ped	19th Ave N	Shared Use Path with RR Grade Separation		Short-Term (2028-2030)	I-29	Dakota Dr	3.46	1,132,771.32	Short-C	CRP	10' SUP with lighting	3.2	4.2	5.0	1.5	0.5	4.0	5.0	5.0	4.6	0.3	33.3
41	City of Fargo	Bike & Ped	28th Ave S	Pedestrian Bridge over I-29	CMP	Long-Term (2041-2050)	I-29	I-29	3.59	3,574,580.47	Long-C	CRP		3.4	4	5.0	3.5	0.5	4.0	4.0	5.0	5.0	0.3	34.7
42	City of Fargo	Bike & Ped	47th Ave S	Pedestrian Bridge over I-29	CMP	Long-Term (2041-2050)	I-29	I-29	3.41	3,513,022.16	Long-C	STBG		3	4.2	5.0	2.5	0.5	3.8	4.0	5.0	4.6	0.3	32.9
43	City of Fargo	Bike & Ped	Old Hwy 81	Paved Shoulders		Illustrative	Dakota Dr	40th Ave N	3.30	0	Vision			2.8	4.2	5.0	1.5	0.5	3.8	4.0	5.0	4.6	0.3	31.7
44	City of Fargo	Bike & Ped	NP Ave	Bike & Ped Improvements		E+C	Broadway	4th St N																
45	City of Fargo	Bike & Ped	Main Ave	Bike & Ped Improvements	CMP	Long-Term (2041-2050)	25th St	45th St	3.87	4,496,781	Long-C	CRP	10' SUP no lighting	4.6	4.2	5.0	3.5	0.5	3.8	5.0	5.0	4.6	0.3	36.5
47	City of Fargo	Bike & Ped	Just North of 47th Ave S	Osgood Utility Corridor, Shared Use Path	CMP	Long-Term (2041-2050)	Veterans Blvd	45th St S	3.45	813,459.54	Long-C	TA	10' SUP with lighting	3.4	4	5.0	2.5	0.5	4.0	3.0	5.0	5.0	0.3	32.7
48	City of Fargo	Bike & Ped	12th Ave N	Bike & Ped Improvements		Long-Term (2041-2050)	I-29	29th St N	3.97	5,519,338	Long-C	STBG	10' SUP no lighting	4.6	4.2	5.0	4.5	0.5	3.8	5.0	5.0	5.0	0.3	37.9
49	City of Fargo	Bike & Ped	7th Ave N	Bike & Ped Improvements		Long-Term (2041-2050)	36th St N	2nd St N	4.01	7,957,673	Long-C	STBG	10' SUP no lighting	4.8	4	5.0	4.5	0.5	4.0	5.0	5.0	5.0	0.3	38.1
50	City of Fargo	Safety	52nd Ave S	Install R Cut at intersection of 52nd Ave S and 27th St S	CMP	Short-Term (2028-2030)	27th St S	27th St S	2.76	1,110,000	Short-C	STBG		3	3.2	3.3	1.3	0.5	1.8	3.0	5.0	2.0	3.7	26.8
51	City of Fargo	Safety	45th St S	Auxiliary Lane North Side of I-94 Interchange	CMP	Mid-Term (2031-2040)	19th Ave S	I-94	3.13	693,917.19	Mid-C	STBG	2-lane urban no sidewalk/trail	3.4	3.2	3.3	3.3	0.5	1.8	4.0	5.0	3.2	3.7	31.4
52	City of Fargo	Safety	45th St S	Remove Negative Left-Turn Offsets	CMP	Illustrative	I-94	Main Ave	4.01	7,254,685.01	Vision		2-lane urban no sidewalk/trail	5	3.6	4.3	4.3	0.5	2.8	5.0	5.0	3.6	5.0	39.1
53	MnDOT	Bike & Ped	Center Ave	Bike & Ped Improvements		Short-Term (2028-2030)	8th St N	26th St N	3.76	800,062.33	Short-R	--	10' Shared Use Path no lighting	4	4.2	5.0	4.0	0.5	4.0	4.0	5.0	5.0	0.3	36.0
55	City of Moorhead	Bike & Ped	11th St N	Bike & Ped Improvements		Illustrative	Center Ave	15th Ave N	3.81	524,252.60	Vision		10' Shared Use Path no lighting	4.4	4.2	5.0	5.0	0.5	4.0	3.0	5.0	4.6	0.3	36.0
56	City of West Fargo	Capacity Expansion	26th St W	Reconstruction		Long-Term (2041-2050)	40th Ave NW	32nd Ave NW	1.41	5,048,491.54	Long-R	--	3-lane urban w/ SUP no parking	1	1.4	1.0	1.0	0.5	1.8	5.0	1.0	1.4	1.3	15.4
57	City of West Fargo/NDDOT	Capacity Expansion	13th Ave W	Grade Separation/Interchange at I-94 and 13th Ave W	CMP	Mid-Term (2031-2040)	I-94	I-94	1.73	33,348,432.37	Mid-R	--	3-lane urban w/ SUP no parking	1.6	1.8	1.0	1.3	0.5	1.4	5.0	1.0	1.4	4.0	19.0
58	City of West Fargo	Reconstruction	Sheyenne St	Reconstruction		Mid-Term (2031-2040)	40th Ave W	52nd Ave W	2.99	6,265,321.25	Mid-C	STBG	4-lane urban w/ SUP	2.8	2.8	4.0	1.3	2.0	2.2	5.0	3.0	2.0	1.3	26.4
59	City of West Fargo	Reconstruction	Center St	Reconstruction		Mid-Term (2031-2040)	BNSF RR	12th Ave NW	3.18	3,367,830.21	Mid-C	STBG	2-lane urban w/ SUP (pking)	3.4	2.8	4.0	1.3	1.5	2.0	4.0	3.0	3.0	4.0	29.0
61	City of West Fargo	Reconstruction	CR 17	Reconstruction		Mid-Term (2031-2040)	19th Ave NW	32nd Ave NW	2.29	4,496,781.09	Mid-C	STBG	2-lane rural	1.6	2.8	2.7	1.0	1.0	2.2	5.0	3.0	2.4	1.3	23.0
62	City of West Fargo	Reconstruction	40th Ave NW	Reconstruction		Long-Term (2041-2050)	CR 17	14th St NW	2.14	4,413,370.96	Long-C	STBG	2-lane rural	1.6	2.2	2.7	1.0	1.0	1.6	5.0	3.0	1.4	1.3	20.8
63	City of West Fargo	Reconstruction	9th St E	Reconstruction		Short-Term (2028-2030)	Main Ave	7th Ave E	3.69	3,258,840.92	Short-C	STBG	3-lane urban w/ sidewalk/SUP/parking	4.4	3.2	3.3	3.3	2.0	2.2	5.0	3.0	4.2	4.0	34.6
64	City of West Fargo	Reconstruction	9th St E/Veterans Blvd	Reconstruction		Mid-Term (2031-2040)	14th Ave E	I-94	3.40	5,519,337.78	Mid-R	--	5-lane urban w/ sidewalk/SUP	3.2	3	3.3	3.8	2.0	2.0	5.0	3.0	3.8	3.7	32.8

ID	Jurisdiction	Project_Type	Corridor	Information	Tags	Tier	TerminiFrom	TerminiTo	Weighted Score	Cost Estimate (2024 $)	Timeframe	Funding Source	Roadway Type	Safety	Travel Efficiency	Walking_& Biking	Transit	Maintainance	Impact Reduction	Transportaion_Decisions	Emerging Tech	Connecting_People & Places	Freight	Combined Score
65	City of West Fargo	Capacity Expansion	12th Ave NW	3-lane & intersection control at 9th St NW	CMP	Mid-Term (2031-2040)	9th St NW	26th St NW	1.97	7,957,673.45	Mid-R	--	3-lane urban w/ SUP no parking	1.6	2.2	1.0	1.0	1.5	1.8	5.0	1.0	1.8	3.7	20.6
66	City of West Fargo	Bike & Ped	Sheyenne St	Shared Use Path		Mid-Term (2031-2040)	40th Ave W	52nd Ave W	3.46	838,459.46	Mid-C	CRP	10' SUP with lighting	3.4	4.2	5.0	1.5	0.5	3.4	5.0	5.0	4.6	0.3	32.9
67	City of West Fargo	Bike & Ped	Sheyenne St	Bike & Ped Improvements		Illustrative	13th Ave W	7th Ave W	3.56	267,379.14	Vision		10' Shared Use Path no lighting	3.2	4.2	5.0	3.0	0.5	3.8	5.0	5.0	4.6	0.3	34.6
68	City of West Fargo/City of Horace	Bike & Ped	52nd Ave W	Bike & Ped Improvements	CMP	Mid-Term (2031-2040)	Sheyenne St	9th St W	3.35	498,249.01	Mid-C	CRP	10' SUP with lighting	3.4	4.2	5.0	1.3	0.5	3.6	3.0	5.0	5.0	0.3	31.3
69	City of West Fargo	Bike & Ped	Center St	Bike & Ped Improvements		Mid-Term (2031-2040)	Main Ave	12th Ave	3.65	785,470.54	Mid-C	CRP	10' SUP with lighting	4.2	4.2	5.0	2.5	0.5	3.8	4.0	5.0	4.6	0.3	34.1
70	City of Dilworth/Clay County	Reconstruction	15th Ave N	Reconstruction		Short-Term (2028-2030)	7th St NE	60th St N	2.55	4,333,749.91	Short-C	STBG	2-lane rural (gravel)	1.6	2.6	3.3	1.3	1.0	2.4	5.0	3.0	2.6	2.7	25.5
71	City of Dilworth	Extension	14th St NE	14th St Extension, New street	CMP	Long-Term (2041-2050)	Adams Ave	12th Ave S	1.94	25,000,000	Vision	--	2-lane urban w/ SUP (pking)	1.6	2.6	1.3	1.8	0.5	1.8	5.0	1.0	2.4	3.3	21.3
72	City of Dilworth/MnDOT	Bike & Ped	US 10/Center Ave	Shared Use Path	CMP	Short-Term (2028-2030)	34th St	14th St	4.06	1,069,524.38	Short-R	--	10' Shared Use Path no lighting	5	4.8	5.0	5.0	0.5	3.8	4.0	5.0	5.0	0.3	38.4
73	City of Horace	Reconstruction	CR 17/Main St	Reconstruction & Urbanization		Long-Term (2041-2050)	76th Ave S	88th Ave S/Wall Ave	2.65	5,017,080.32	Long-C	STBG	3-lane urban w/ SUP	1.6	2.4	4.0	1.0	2.0	2.0	5.0	3.0	1.4	1.3	23.7
74	City of Horace/City of Fargo	Extension	Veterans Blvd/57th St S	New roadway	CMP	Mid-Term (2031-2040)	76th Ave S	88th Ave S	1.64	4,578,410.56	Mid-R	--	2-lane urban w/ SUP	1.4	2.6	1.3	1.0	0.5	1.8	5.0	1.0	1.4	1.3	17.4
75	City of Horace	Capacity Expansion	Wall Ave/88th Ave S	Reconstruct to 3-lane, urbanization		Short-Term (2028-2030)	Main St/CR 17	57th St S/Veterans Blvd	1.53	5,215,482.50	Short-R	--	3-lane with parking both sides & trail	1	1.8	1.0	1.0	1.0	1.8	5.0	1.0	1.4	1.3	16.3
76	City of Horace	Reconstruction	81st St S	Reconstruction, urbanization		Mid-Term (2031-2040)	CR 14/100th Ave S	112th Ave S	2.04	6,178,991.73	Mid-R	--	2-lane urban w/ sidewalk (pking)	1.6	2.2	2.7	1.0	1.0	2.2	3.0	3.0	1.4	1.3	19.4
78	City of Horace	Capacity Expansion	76th Ave S	Reconstruct to 3-lane, urbanization		Mid-Term (2031-2040)	CR 17/Main St	57th St S/Veterans Blvd	1.45	1,783,271.90	Mid-R	--	3-lane urban w/SUP no parking	1	1.8	1.0	1.0	0.5	2.0	5.0	1.0	1.4	1.3	16.0
79	City of Horace	Reconstruction	64th Ave S	Reconstruct to 3-lane, urbanization		Short-Term (2028-2030)	66th St S	57th St S/Veterans Blvd	2.19	4,093,476.56	Short-C	STBG	3-lane urban w/ SUP	1.6	2.6	3.3	1.0	1.0	2.0	3.0	3.0	1.4	1.3	20.3
80	City of Horace	Bike & Ped	Drain 27	Shared Use Path		Mid-Term (2031-2040)	88th Ave S	S of 100th Ave S	3.12	1,076,761.23	Mid-C	TA	10' SUP with lighting	2.4	4	5.0	1.3	0.5	3.8	3.0	5.0	4.6	0.3	29.9
81	City of Horace	Bike & Ped	Red River Valley & Western RI	Shared Use Path		Mid-Term (2031-2040)	Wall Ave/88th Ave S	Red River Diversion	3.09	1,602,368.95	Mid-C	TA	10' SUP with lighting	2.4	3.6	5.0	1.3	0.5	3.8	3.0	5.0	4.6	0.3	29.5
82	City of Horace	Bike & Ped	CR 17/Main St	Shared Use Path		Mid-Term (2031-2040)	52nd Ave S	64th Ave S	3.30	534,383.55	Mid-C	TA	10' SUP no lighting	2.6	4.2	5.0	1.3	0.5	3.6	5.0	5.0	4.6	0.3	32.1
83	City of Horace	Bike & Ped	CR 17/Main St	Shared Use Path		Short-Term (2028-2030)	64th Ave S	76th Ave S	3.23	821,997.04	Short-C	TA	10' Shared Use Path with lighting	2.4	3.8	5.0	1.3	0.5	3.6	5.0	5.0	4.6	0.3	31.5
84	City of Horace	Bike & Ped	Main St/CR 17	Bike & Ped Improvements		Short-Term (2028-2030)	Wall Ave/88th Ave S	Park Dr	3.09	210,031.72	Short-C	TA	10' Shared Use Path with lighting	2.4	3.8	5.0	1.3	0.5	3.6	3.0	5.0	4.6	0.3	29.5
85	City of Horace	Bike & Ped	CR 17/Main St	Shared Use Path		Mid-Term (2031-2040)	Park Dr	100th Ave S/CR 14	3.24	392,924.52	Mid-C	TA	10' SUP no lighting	2.4	3.8	5.0	1.3	0.5	3.8	5.0	5.0	4.6	0.3	31.7
86	City of Horace/City of West Fargo	Bike & Ped	52nd Ave S	Shared Use Path		Mid-Term (2031-2040)	Sheyenne St	9th St W	3.19	490,190.76	Mid-C	TA	10' SUP with lighting	2.6	4.2	5.0	1.3	0.5	3.6	3.0	5.0	5.0	0.3	30.5
87	City of Horace	Bike & Ped	Wall Ave/88th Ave S	Shared Use Path		Short-Term (2028-2030)	CR 17/Main St	57th St S/Veterans Blvd	3.26	821,398.30	Short-C	TA	10' Shared Use Path with lighting	2.4	4	5.0	1.3	0.5	3.8	5.0	5.0	4.6	0.3	31.9
88	City of Moorhead	Bike & Ped	27th Ave S	Shared Use Path		Long-Term (2041-2050)	26th St S	SE Main Ave	3.69	271,892.58	Long-C	CRP/TA	10' SUP no lighting	3.8	4.2	5.0	5.0	0.5	3.6	3.0	5.0	5.0	0.3	35.4
89	City of West Fargo	Capacity Expansion	26th St W	Reconstruction		Mid-Term (2031-2040)	Main Ave W	21st Ave W	1.77	10,198,614.01	Mid-R	--	3-lane urban w/SUP no parking	1.4	1.6	1.0	1.0	1.0	1.2	5.0	1.0	1.8	4.0	19.0
90	City of West Fargo	Capacity Expansion	26th St W	26th St W Grade Separation of the Sheyenne Diversion	CMP	Mid-Term (2031-2040)	Sheyenne Diversion	Sheyenne Diversion	1.41	454,314.37	Mid-R	--	3-lane urban w/SUP no parking	1	1.4	1.0	1.0	0.5	1.8	3.0	1.0	1.8	3.0	15.5
91	City of West Fargo	Capacity Expansion	26th St W	Reconstruction		Mid-Term (2031-2040)	8th Ave NW/Sheyenne Diversion	Main Ave Service Dr	1.81	3,590,526.25	Mid-R	--	3-lane urban w/SUP no parking	1.4	1.6	1.0	1.0	1.0	1.8	5.0	1.0	1.8	4.0	19.6
92	City of West Fargo/NDDOT	Capacity Expansion	26th St W	Interchange reconfiguration and new bridge over Sheyenne Diversion	CMP	Mid-Term (2031-2040)	Main Ave Service Dr	Main Ave W	1.78	40,500,000	Mid-R	--		1.6	1.8	1.0	1.0	0.5	2.0	5.0	1.0	1.8	4.0	19.7
93	City of Fargo	Rehabilitation	University Dr S	CPR		Mid-Term (2031-2040)	32nd Ave S	40th Ave S	3.30	0	Mid-R	--	5-lane urban w/ sidewalk/SUP	3.4	3.6	3.3	3.3	2.0	2.4	5.0	1.0	3.6	3.3	30.9
94	City of Fargo	Rehabilitation	40th Ave S	CPR		Mid-Term (2031-2040)	42nd St S	32nd St S	3.06	1,809,549.77	Mid-C	--		3.2	3.2	2.7	2.8	2.0	2.4	5.0	1.0	3.6	3.3	29.2
95	City of Fargo	Rehabilitation	7th Ave N	CPR		Short-Term (2028-2030)	25th St N	I-29	3.67	1,699,319.24	Short-C	STBG	3-lane urban w/sidewalk/parking	4.2	3	4.3	3.3	2.0	2.6	5.0	1.0	4.2	3.3	32.9
96	City of West Fargo	Capacity Expansion	26th St W	Reconstruction		Mid-Term (2031-2040)	19th Ave NW	Sheyenne Diversion	2.08	7,284,071.92	Mid-C	STBG	3-lane urban w/SUP no parking	1.6	1.4	1.0	1.0	2.5	1.6	5.0	1.0	1.8	3.3	20.2
97	City of West Fargo	Capacity Expansion	26th St W	Reconstruction	CMP	Long-Term (2041-2050)	32nd Ave NW	19th Ave NW	1.41	5,010,951	Long-R	STBG	3-lane urban w/SUP no parking	1	1.4	1.0	1.0	0.5	1.8	5.0	1.0	1.4	1.3	15.4
98	City of West Fargo	Capacity Expansion	CR 17	3-Lane	CMP	Mid-Term (2031-2040)	12th Ave NW	19th Ave NW	1.93	3,670,692.03	Mid-R	--	3-lane urban w/SUP no parking	2	2.2	1.0	1.0	1.0	1.8	5.0	1.0	1.8	3.3	20.1
99	City of West Fargo	Reconstruction	CR 17	Reconstruction		Mid-Term (2031-2040)	32nd Ave NW	40th Ave NW	2.18	4,190,236.98	Mid-C	STBG	2-lane rural	1.6	2.4	2.7	1.0	1.0	2.0	5.0	3.0	1.4	1.3	21.4
100	City of West Fargo	Reconstruction	40th Ave NW	Reconstruction		Long-Term (2041-2050)	14th St NW	26th St NW	2.13	4,342,491.33	Long-C	STBG	2-lane rural	1.6	2.2	2.7	1.0	1.0	1.4	5.0	3.0	1.4	1.3	20.6
101	City of West Fargo	Reconstruction	40th Ave NW	Reconstruction		Long-Term (2041-2050)	9th ST NW	CR 17	2.17	4,352,916.98	Long-C	STBG	2-lane rural	1.6	2.4	2.7	1.0	1.0	1.6	5.0	3.0	1.6	1.3	21.2
102	City of West Fargo/Cass County	Reconstruction	12th Ave NW	Reconstruction		Mid-Term (2031-2040)	166th Ave SE	165th Ave SE/Raymond Interchange	2.29	4,332,203.48	Mid-C	STBG	2-lane rural	1.6	2.4	2.7	1.0	1.0	2.0	5.0	3.0	1.6	2.7	22.9
103	City of West Fargo/Cass County	Reconstruction	12th Ave NW	Reconstruction		Mid-Term (2031-2040)	38th St NW	166th Ave SE	2.56	4,349,390.27	Mid-C	STBG	2-lane rural	2.2	2.4	2.7	1.0	1.5	1.6	5.0	3.0	2.0	3.3	24.7
104	City of West Fargo	Capacity Expansion	12th Ave NW	3-lane		Mid-Term (2031-2040)	26th St NW	38th St NW	1.90	5,021,035.00	Mid-R	--	3-lane urban w/SUP no parking	1.6	1.8	1.0	1.0	1.5	1.2	5.0	1.0	1.8	3.7	19.6
105	City of Dilworth	Reconstruction	15th Ave N	Reconstruction		Short-Term (2028-2030)	34th St N	7th St NE	2.90	6,544,432.05	Short-R	--	2-lane rural	3.2	2.6	4.0	1.8	1.0	2.2	3.0	3.0	2.8	2.7	26.2
106	City of Dilworth	Reconstruction	15th Ave N	Reconstruction		Short-Term (2028-2030)	60th St N	MN 336	2.24	4,178,213.44	Short-R	--	2-lane rural	1.6	2.2	2.7	1.3	1.0	2.2	5.0	3.0	2.0	1.3	22.3
107	City of Horace	Reconstruction	CR 17/Main St	Reconstruction & Urbanization		Mid-Term (2031-2040)	52nd Ave S	64th Ave S	2.76	5,022,128.33	Mid-C	STBG	3-lane urban w/ SUP	2	2.8	4.0	1.0	2.0	2.0	5.0	3.0	1.4	1.3	24.5
108	City of Horace	Reconstruction	CR 17/Main St	Reconstruction & Urbanization		Long-Term (2041-2050)	64th Ave S	76th Ave S	2.65	5,015,428.09	Long-C	STBG	3-lane urban w/ SUP	1.6	2.4	4.0	1.0	2.0	2.0	5.0	3.0	1.4	1.3	23.7
109	City of Horace	Reconstruction	CR 17/Main St	Reconstruction & Urbanization		Long-Term (2041-2050)	88th Ave S/Wall Ave	100th Ave S	2.66	4,982,734.45	Long-C	STBG	3-lane urban w/ SUP	1.6	2.4	4.0	1.0	2.0	2.2	5.0	3.0	1.4	1.3	23.9
110	City of Horace/City of Fargo	Extension	Veterans Blvd/57th St S	New roadway and bridge over Drain 27	CMP	Mid-Term (2031-2040)	53rd Ave S	64th Ave S	1.83	3,664,691.49	Mid-R	--	2-lane urban w/ SUP	1.4	2.6	2.0	1.3	0.5	1.8	5.0	1.0	2.0	1.3	18.9
111	City of Horace/City of Fargo	Extension	Veterans Blvd/57th St S	New roadway		Mid-Term (2031-2040)	64th Ave S	76th Ave S	1.64	4,561,914.20	Mid-R	--	2-lane urban w/ SUP	1.4	2.6	1.3	1.0	0.5	1.8	5.0	1.0	1.4	1.3	17.4
112	City of Horace/City of Fargo	Extension	Veterans Blvd/57th St S	New roadway		Illustrative	88th Ave S	100th Ave S	1.78	5,744,613.41	Vision		3-lane urban w/ SUP	1.4	2.6	2.0	1.0	0.5	2.0	5.0	1.0	1.4	1.3	18.2
116	Clay County	Rehabilitation	70th Ave N			Mid-Term (2031-2040)	1st St N	US 75	2.03	7,038,863.09	Mid-R	--	2-lane rural	2.4	2.2	2.0	1.0	1.5	2.6	2.0	1.0	1.4	2.0	18.1
117	City of Dilworth/Clay County	Rehabilitation	40th St N/CSAH 9			Short-Term (2028-2030)	28th Ave N	US 10	3.15	1,202,993.52	Short-R	--	2-lane rural	4	3	3.3	3.3	1.5	2.6	4.0	1.0	2.6	3.3	28.6
118	City of Moorhead	Rehabilitation	14th St S			Mid-Term (2031-2040)	Main Ave	9th Ave S	3.07	3,108,843.56	Mid-R	--	2-lane urban w/ sidewalk (pking)	3.2	2.8	3.3	4.3	1.5	2.6	3.0	1.0	4.2	3.0	28.9
119	City of Fargo	Rehabilitation	42nd St S			Mid-Term (2031-2040)	2nd Ave S	30th Ave S	3.66	14,826,978.81	Mid-C	STBG	4-lane urban w/ sidewalk	4.4	3.2	3.7	4.3	2.0	2.6	5.0	1.0	4.2	3.3	33.7
119	City of West Fargo	Extension	15th St W			Mid-Term (2031-2040)	I-94	Sheyenne Diversion	3.66	14,826,978.81	Mid-C	STBG	4-lane urban w/ sidewalk	4.4	3.2	3.7	4.3	2.0	2.6	5.0	1.0	4.2	3.3	33.7
120	City of West Fargo	Extension	15th St NW			Illustrative	12th Ave NW	4th Ave NW	1.97	5,317,571	Vision	--	3-lane urban w/sidewalk and parking	2	2.6	2.0	1.0	0.5	1.6	3.0	1.0	2.4	3.7	19.8
121	City of West Fargo	Rehabilitation	12th Ave NW	Bridge Rehabilitation		Long-Term (2041-2050)	Sheyenne Diversion	Sheyenne Diversion	2.22	1,365,000	Long-C	STBG		2.4	2.8	2.0	1.0	1.5	2.6	3.0	1.0	1.8	2.7	20.8
122	City of West Fargo	Rehabilitation	CR 17			Mid-Term (2031-2040)	Railroad	12th Ave NW	2.56	2,151,655.79	Mid-C	STBG	2-lane rural	2.6	2.8	2.0	1.0	3.0	2.4	3.0	1.0	2.0	2.7	22.5
129	City of Moorhead	Safety	12th Ave S			Illustrative	8th St S	40th St S	3.80	0	Vision	--		4.4	3	4.3	4.3	0.5	2.8	5.0	5.0	4.2	3.7	37.2
137	City of Fargo	Safety	45th St S			Illustrative	Main Ave	I-94	4.01	1,500,000	Vision			5	3.6	4.3	4.3	0.5	2.8	5.0	5.0	3.6	5.0	39.1
144	City of West Fargo/Cass County	Capacity Expansion	38th St NW	4-lane divided	CMP	Mid-Term (2031-2040)	I-94	12th Ave NW	1.84	5,888,513.06	Mid-R	--	4-lane urban w/SUP	1.6	1.6	1.0	1.0	1.0	1.2	5.0	1.0	1.8	4.3	19.5
145	City of West Fargo	Reconstruction	9th St NW	Turn Lanes and Intersection Control at 12th Ave NW	CMP	Illustrative	12th Ave NW	Main Ave W	2.95	4,966,712.08	Vision		3-lane urban no parking	2.8	3	4.0	1.3	1.5	2.0	3.0	3.0	2.2	4.0	26.8
146	City of West Fargo	Safety	12th Ave N	Intersection control		Illustrative	9th St NW	9th St NE	2.88	2,569,066.66	Vision		3-lane urban	3.8	2.8	2.7	1.0	0.5	2.0	5.0	5.0	1.8	3.7	28.2
147	City of West Fargo	Capacity Expansion	19th Ave N	3-Lane	CMP	Mid-Term (2031-2040)	CR 17	57th St N	1.76	5,035,113.56	Mid-R	--	3-lane urban w/SUP no parking	1.6	2.2	1.0	1.0	1.0	1.8	5.0	1.0	1.8	2.0	18.4
148	City of Fargo	Capacity Expansion	76th Ave S	3-Lane	CMP	Mid-Term (2031-2040)	Veterans Blvd/57th St S	38th St S	1.92	7,271,902.61	Mid-R	--	3-lane urban w/SUP no parking	2	2	1.0	1.0	1.0	1.6	5.0	1.0	1.4	4.0	20.0
149	City of Fargo	Capacity Expansion	88th Ave S	3-Lane	CMP	Illustrative	Veterans Blvd/57th St S	38th St S	1.92	7,266,014.16	Vision		3-lane urban w/SUP no parking	2	2	1.0	1.0	1.0	1.6	5.0	1.0	1.4	4.0	20.0
150	City of Fargo	Capacity Expansion	45th St S	4-Lane Divided	CMP	Illustrative	52nd Ave S	64th Ave S	2.07	6,780,337.18	Vision		4-lane urban w/SUP no parking	3.4	1.8	1.0	1.3	0.5	1.8	5.0	1.0	1.4	3.3	20.5
151	City of Fargo	Capacity Expansion	45th St S	3-Lane	CMP	Mid-Term (2031-2040)	64th Ave S	76th Ave S	1.43	4,204,867.04	Mid-R	--	3-lane urban w/SUP no parking	1	1.8	1.0	1.0	0.5	1.8	5.0	1.0	1.4	1.3	15.8
153	City of Moorhead/Clay County	Capacity Expansion	60th Ave S	3-Lane	CMP	Long-Term (2041-2050)	University Ave S	US 75	2.06	6,070,961.43	Long-R	--	3-lane urban w/SUP no parking	2	2.4	1.0	1.0	1.5	1.8	5.0	1.0	1.4	4.0	21.1
154	MnDOT	Capacity Expansion	US 75	3-Lane	CMP	Illustrative	46th Ave S	60th Ave S	1.93	7,506,956.58	Vision		3-lane urban w/SUP no parking	2	2.2	1.0	1.3	1.5	1.6	5.0	1.0	1.4	2.3	19.3
155	City of Moorhead/Clay County	Capacity Expansion	CSAH 52/SE Main Ave	3-Lane	CMP	Long-Term (2041-2050)	I-94	40th Ave S	2.20	4,107,633.97	Long-R	--	3-lane urban w/SUP no parking	2.6	2.4	1.0	1.3	1.5	1.8	5.0	1.0	1.8	3.7	22.0

ID	Jurisdiction	Project_Type	Corridor	Information	Tags	Tier	TerminiFrom	TerminiTo	Weighted Score	Cost Estimate (2024 $)	Timeframe	Funding Source	Roadway Type	Safety	Travel Efficiency	Walking_& Biking	Transit	Maintainance	Impact Reduction	Transportaion_Decisions	Emerging Tech	Connecting_People & Places	Freight	Combined Score
156	City of Dilworth	Extension	8th Ave NE	8th Ave NE Extension	CMP	Mid-Term (2031-2040)	15th St NW	7th St NE	2.18	7,664,554.35	Mid-R	--	3-lane urban w/ SUP	2.6	2.6	2.0	2.8	0.5	1.8	3.0	1.0	2.8	2.7	21.7
157	City of Dilworth	Extension	8th Ave NE	8th Ave NE Extension	CMP	Long-Term (2041-2050)	Woodbridge Dr	60th St N	1.74	4,447,490.61	Long-R	--	3-lane urban w/ SUP	1.6	2.6	1.3	2.3	0.5	1.6	3.0	1.0	2.0	2.7	18.6
158	City of Moorhead	Rehabilitation	17th St N	Rehab. Include bike/ped improvements.	CMP	Short-Term (2028-2030)	15th Ave N	1st Ave N	3.16	317,117.09	Short-R	--	2-lane urban w/ sidewalk	3.4	2.8	3.3	4.3	1.5	3.4	3.0	1.0	4.2	3.0	29.9
159	City of Moorhead	Rehabilitation	11th St S	Mill & Overlay		Long-Term (2041-2050)	12th Ave S	28th Ave S	3.04	543,327.74	Long-C	STBG	2-lane urban w/ sidewalk (pking)	3.2	2.8	3.3	4.3	1.5	2.6	3.0	1.0	3.8	3.0	28.5
160	City of Moorhead	Rehabilitation	4th St S	Mill & Overlay		Long-Term (2041-2050)	12th Ave S	22nd Ave S/Rivershore Dr	2.79	331,383.49	Long-C	STBG	2-lane urban w/ sidewalk (pking)	2.8	2.6	3.3	4.0	1.0	2.6	3.0	1.0	3.6	2.7	26.6
161	City of Moorhead	Rehabilitation	5th St S	Mill & Overlaly		Long-Term (2041-2050)	12th Ave S	Rivershore Dr	2.89	358,863.98	Long-C	STBG	2-lane urban w/ sidewalk (pking)	2.8	2.8	3.3	4.3	1.0	2.6	3.0	1.0	4.2	3.0	28.0
162	City of Moorhead	Rehabilitation	Rivershore Dr	Mill & Overlay		Long-Term (2041-2050)	4th St S	24th Ave S	2.88	53,933.31	Long-C	STBG	2-lane urban w/ sidewalk (no pking)	3.2	2.8	3.3	4.3	1.0	2.4	3.0	1.0	3.2	3.0	27.2
163	City of Moorhead	Rehabilitation	24th Ave S	Mill & Overlay		Mid-Term (2031-2040)	Rivershore Dr	8th St S	2.91	69,465.17	Mid-C	STBG	3-lane urban w/ sidewalk	3.2	2.8	3.3	3.8	1.0	2.4	3.0	1.0	3.8	3.3	27.6
164	MnDOT	Bike & Ped	Varies	Heartland Trail (Old Alignment)		Illustrative	Clay County Eastern Boundary	US 75 Moorhead	3.76	0	Vision	--	10' SUP no lighting	4.2	4	5.0	2.5	0.5	4.2	5.0	5.0	5.0	0.3	35.7
165	City of Fargo	Reconstruction	25th St S			Long-Term (2041-2050)	23rd Ave S	Rose Creek Coulee Bridge	3.59	16,313,477.27	Long-C	STBG	5-lane urban w/ sidewalk/SUP	4.4	3.6	3.3	4.3	2.0	2.2	3.0	3.0	3.8	3.7	33.3
166	City of Moorhead	Reconstruction	40th Ave S			Illustrative	40th St S	9th St S	3.40	9,347,091.23	Vision		2-lane urban w/ SUP (no pking)	3.4	2.8	4.0	4.3	1.0	2.2	5.0	3.0	4.0	3.3	33.0
167	City of Moorhead	Reconstruction	12th Ave S			Mid-Term (2031-2040)	40th St S	Appletree Ln	3.30	5,423,197.10	Mid-C	STBG	3-lane urban w/ SUP	3.4	2.6	4.3	3.8	1.0	2.2	5.0	3.0	3.0	2.7	31.0
168	City of Moorhead	Reconstruction	17th St S			Long-Term (2041-2050)	Main Ave	12th Ave S	3.25	2,741,901.51	Long-C	STBG	2-lane urban w/ sidewalk (pking)	3.2	2.8	4.0	3.3	1.5	2.2	3.0	3.0	3.6	3.7	30.2
169	MnDOT	Reconstruction	Main Ave			Long-Term (2041-2050)	11th St S	3rd Ave S	3.33	0	Long-R	--	5-lane urban w/ SUP	3	3	4.0	3.8	2.0	2.2	3.0	3.0	3.2	3.7	30.8
170	City of Moorhead	Reconstruction	1st Ave N	Include bike/ped improvements.	CMP	Short-Term (2028-2030)	Red River Bridge	21st St S	3.84	4,917,524	Short-R	--	5-lane urban w/sidewak	3.8	3	4.3	3.8	2.0	3.0	5.0	3.0	4.2	4.0	36.1
171	City of West Fargo	Reconstruction	15th St W			Mid-Term (2031-2040)	I-94	32nd Ave W	2.71	8,475,510.82	Mid-C	STBG	2-lane rural	3.2	2.4	2.0	1.3	1.5	2.0	5.0	3.0	2.2	3.7	26.2
172	City of Dilworth/City of Moorhead	Reconstruction	34th St N			Short-Term (2028-2030)	28th Ave N	3rd Ave N	3.45	7,098,412.10	Short-C	STBG	2-lane urban w/ SUP	4.2	3	4.0	3.8	1.0	2.2	4.0	3.0	3.4	3.7	32.2
173	MnDOT	Reconstruction	US 10			Short-Term (2028-2030)	10th St Hawley	Parke Ave S Glyndon	3.23	0	Short-R	--	4-lane rural highway	3.4	3.2	2.7	1.0	2.5	2.6	5.0	3.0	1.8	5.0	30.2
174	City of Dilworth/MnDOT	Extension	12th Ave S	12th Ave S Interchange with MN 336	CMP	Illustrative	MN 336	MN 336	2.03	6,388,500.27	Vision	--	3-lane urban w/SUP no parking	2	3.2	2.0	1.0	0.5	2.0	3.0	1.0	1.6	4.3	20.6
175	City of Dilworth	Extension	14th St NE			Mid-Term (2031-2040)	15th Ave N	8th Ave N	1.81	2,334,211.00	Mid-R	--	2-lane urban w/ SUP (pking)	1.6	2.6	1.3	2.3	0.5	1.8	3.0	1.0	2.0	3.3	19.4
176	City of West Fargo/City of Horace	Reconstruction	52nd Ave S	Urbanization		Mid-Term (2031-2040)	Sheyenne St	9th St W	2.55	3,661,227.52	Mid-C		4-lane urban w/ SUP	2	2.8	4.0	1.0	1.5	2.0	3.0	3.0	1.8	1.3	22.4
177	City of Dilworth	Extension	Main St N	New street, Main Street extension	CMP	Short-Term (2028-2030)	4th Ave NE	15th Ave NE	1.83	2,834,632.16	Short-R	--	2-lane urban w/ sidewalk/SUP (pking)	1.6	2.6	1.3	2.3	0.5	1.6	3.0	1.0	2.6	3.3	19.8
178	City of Moorhead/Clay County	Reconstruction	50th Ave S	BNSF RR Grade Separation	CMP	Illustrative	BNSF RR	BNSF RR	2.16	0	Vision	--		1.6	2.6	3.3	1.0	1.0	1.6	3.0	3.0	1.4	1.3	19.9
179	MnDOT	Reconstruction	US 75	Intersection Improvements, Roundabout	CMP	Long-Term (2041-2050)	50th Ave S	50th Ave S	2.44	0	Mid-R	--		2.2	2.8	3.3	1.3	1.0	2.2	3.0	3.0	2.0	2.0	22.8
180	City of Moorhead/MnDOT	Reconstruction	US 75	Intersection Improvements, Roundabout	CMP	Illustrative	46th Ave S	46th Ave S	2.75	2,000,000	Vision	--		2.8	2.6	3.3	1.8	1.0	2.2	5.0	3.0	2.0	2.3	26.0
181	City of Moorhead	Bike & Ped	Village Green Blvd	Update asphalt path to concrete		Long-Term (2041-2050)	20th St	CSAH 52	3.44	778,118.86	Long-C	CRP/TA	10' SUP no lighting	3	4.2	5.0	3.5	0.5	3.8	3.0	5.0	5.0	0.3	33.3
182	City of Moorhead	Rehabilitation	Village Green Blvd	Mill & Overlay		Illustrative	Westmoor Dr	CSAH 52	2.56	220,272.24	Vision		4-lane urban w/ sidewalk/SUP	2.6	2.8	3.3	1.8	1.0	2.4	3.0	1.0	3.2	2.7	23.8
183	City of Moorhead	Reconstruction	11th St S			Mid-Term (2031-2040)	9th Ave S	12th Ave S	3.40	1,139,910.63	Mid-C	STBG	2-lane urban w/ SUP (pking)	3	3	4.0	4.3	2.0	2.2	3.0	3.0	3.8	3.7	31.9
184	City of Moorhead/City of Fargo	Reconstruction	Center Ave/NP Ave	Bridge turns 100 in 2038		Long-Term (2041-2050)	Red River	Red River	3.85	18,453,600	Long-R	--		3.6	3.6	4.0	3.8	2.5	2.2	5.0	3.0	4.2	4.3	36.2
185	NDDOT	Bike & Ped	ND 46	Bike/ped improvements		Short-Term (2028-2030)	163rd Ave SE	CR 81	3.31	0	Short-R	--	10' Shared Use Path no lighting	2.8	3.6	5.0	1.3	0.5	3.4	5.0	5.0	5.0	0.3	31.9
186	City of Fargo	Bike & Ped	13th Ave S	Shared Use Path, Bike Lane, Sharrows	CMP	Mid-Term (2031-2040)	21St St S	4th St S	4.03	719,393.64	Mid-C	CRP	10' SUP no lighting	4.8	4	5.0	5.0	0.5	3.8	5.0	5.0	5.0	0.3	38.4
187	City of Fargo	Bike & Ped	Broadway	Bike/ped improvements	CMP	Mid-Term (2031-2040)	7th Ave N	32nd Ave N	3.96	2,461,845	Mid-C	CRP	10' SUP no lighting	4.8	4	5.0	5.0	0.5	3.8	4.0	5.0	5.0	0.3	37.4
188	City of Fargo	Bike & Ped	Red River	Shared Use Path		Short-Term (2028-2030)	15th Ave N	32nd Ave N	3.38	1,094,465.65	Vision		10' Shared Use Path no lighting	3	4	5.0	3.0	0.5	3.6	3.0	5.0	5.0	0.3	32.4
189	City of Fargo	Bike & Ped	Red River	Shared Use Path		E+C	Lemke Park	40th Ave S																
190	City of Moorhead	Bike & Ped	52nd Ave/60th Ave S	Shared Use Path		Illustrative	University Dr Fargo	Bluestem Moorhead	3.34	1,360,145.19	Vision		10' SUP with lighting	3	4.2	5.0	1.5	0.5	3.8	4.0	5.0	4.6	0.3	31.9
192	City of Moorhead	Bike & Ped	SE Main Ave	Improve bike/ped crossing of I-94	CMP	Mid-Term (2031-2040)	27th Ave S	Village Green Dr	3.51	379,006.35	Mid-C	CRP/TA	10' SUP with lighting	3.2	4.2	5.0	3.8	0.5	4.0	3.0	5.0	5.0	0.3	34.0
193	City of Moorhead	Bike & Ped	12th Ave S	Bike/ped Underpass		Mid-Term (2031-2040)	34th St S	34th St S	3.51	2,030,791	Mid-C	CRP/TA	10' SUP with lighting	3.4	4.2	5.0	4.0	0.5	3.6	3.0	5.0	4.6	0.3	33.6
194	City of Moorhead/MnDOT	Bike & Ped	21st St S	Bike/ped underpass		Illustrative	US 10	US 10	3.70	40,522.76	Vision	--	10' SUP with lighting	3.8	4.2	5.0	4.0	0.5	3.8	4.0	5.0	5.0	0.3	35.6
195	City of Moorhead	Bike & Ped	Oakport St N	Shared Use Path		Illustrative	28th Ave N	MB Johnson Park	3.07	425,021.58	Vision	--	10' SUP with lighting	2.4	4	5.0	1.5	0.5	3.8	2.0	5.0	4.6	0.3	29.1
196	City of Moorhead	Bike & Ped	11th St N	Shared Use Path		Mid-Term (2031-2040)	15th Ave N	28th Ave N	3.53	820,616.57	Mid-C	CRP/TA	10' SUP with lighting	3.6	4	5.0	3.8	0.5	3.8	3.0	5.0	4.6	0.3	33.6
197	City of Moorhead	Bike & Ped	14th St S & 24th Ave S			Long-Term (2041-2050)	28th Ave S	20th St S	3.57	376,438.70	Long-C	CRP/TA	10' SUP no lighting	3.4	4	5.0	5.0	0.5	3.6	3.0	5.0	4.6	0.3	34.4
199	City of Moorhead	Bike & Ped	6th St			Illustrative	Center Ave	24th Ave S	3.80	867,148.76	Vision	--	10' SUP no lighting	4	4	5.0	5.0	0.5	3.8	4.0	5.0	5.0	0.3	36.6
200	City of Moorhead	Reconstruction	50th Ave S	Reconstruction/Urbanization		Illustrative	US 75	20th St S	2.47	0	Vision	--		2.2	2.6	3.3	1.0	1.5	2.2	3.0	3.0	1.4	2.0	22.2
201	City of Moorhead	Extension	20th St S	New street, preserve ROW	CMP	Illustrative	45th Ave S	50th Ave S	1.54	2,313,570.09	Vision	--	2-lane urban w/SUP no parking	1.4	2.6	1.3	1.3	0.5	1.6	3.0	1.0	2.0	1.3	16.0
202	City of Moorhead	Reconstruction	14th St S	Reconstruct & urbanize 14th St S	CMP	Mid-Term (2031-2040)	35th Ave S	40th Ave S	3.10	1,360,362.18	Mid-C	STBG	2-lane urban w/ sidewalk (no pking)	2	2.6	4.0	4.3	1.5	3.0	3.0	3.0	4.0	3.0	30.4
203	City of Moorhead	Rehabilitation	28th St S	Mill & Overlay		Mid-Term (2031-2040)	Village Green Blvd	40th Ave S	2.46	164,980.98	Mid-R	--	2-lane urban w/ sidewalk (pking)	2.2	2.6	2.7	1.8	1.5	2.6	3.0	1.0	3.4	2.7	23.4
204	City of Moorhead	Rehabilitation	Village Green Blvd	Mill & Overlay		Illustrative	22nd St S	28th St S	2.71	314,246.33	Vision		4-lane urban w/ SUP	2.4	3	2.7	2.8	2.0	2.6	3.0	1.0	3.2	3.0	25.6
205	City of Moorhead	Reconstruction	20th St S	Reconstruction		Illustrative	28th Ave S	30th Ave S	3.52	1,076,579.09	Vision	--	4-lane urban w/SUP no parking	3.4	3.2	4.0	4.3	2.0	2.2	3.0	3.0	3.8	4.0	32.9
206	City of Moorhead	Rehabilitation	28th Ave S/Holiday Dr	Mill & Overlay		Long-Term (2041-2050)	24th Ave S	20th St S	2.94	616,496.39	Long-C	STBG	2-lane urban (pking)	3.2	2.8	3.3	4.3	1.0	2.6	3.0	1.0	3.8	3.0	28.0
207	City of Moorhead	Rehabilitation	24th Ave S	Mill & Overlay		Mid-Term (2031-2040)	20th St S	8th St S	3.17	310,070.41	Mid-C	STBG	2-lane urban w/ sidewalk (pking)	3.6	3.2	3.3	4.3	1.5	2.6	3.0	1.0	3.8	3.3	29.6
208	City of West Fargo	Bike & Ped	Sheyenne River	Shared Use Path, Bridge over the Sheyenne River		Illustrative	Sheyenne St	17th Ave E	3.36	2,564,640.40	Vision		10' SUP with lighting	2.8	4.2	5.0	2.5	0.5	3.6	4.0	5.0	4.6	0.3	32.5
209	City of West Fargo	Bike & Ped	Main Ave W	Bike Path with Bridge over Sheyenne River to Armour Park		Short-Term (2028-2030)	Armour Park		3.42	2,107,333.29	Short-R	--	10' Shared Use Path with lighting	3.4	4.2	5.0	2.5	0.5	3.8	3.0	5.0	4.6	0.3	32.3
210	MnDOT	Reconstruction	US 10	Reconstruct US 10	CMP, ITS	Short-Term (2028-2030)	13th St	34th St	3.98	0	Short-R	--	5-lane urban w/ SUP	4.4	3.6	4.0	3.3	2.0	3.4	5.0	3.0	4.2	4.7	37.5
211	MnDOT	Rehabilitation	MN 9	Mill & Overlay, replace/extend box culverts		Short-Term (2028-2030)	Hwy 210 Wilkin County	6th St W Barnesville	2.35	0	Short-R	--	2-lane rural	3	2.4	1.3	1.0	2.0	2.4	5.0	1.0	1.4	2.3	21.9
212	MnDOT	Rehabilitation	MN 9	Bridge repair		Short-Term (2028-2030)	I-94	I-94	2.10	0	Short-R	--		2.4	2.8	2.0	1.0	1.5	2.0	2.0	1.0	1.4	3.0	19.1
213	MnDOT	Rehabilitation	MN 34	Redeck Bridge		Short-Term (2028-2030)	I-94	I-94	2.09	0	Short-R	--		2.8	2.8	1.3	1.0	1.5	2.6	2.0	1.0	1.4	3.0	19.4
214	MnDOT	Reconstruction	US 10	Reconstruction	CMP, ITS	Short-Term (2028-2030)	34th St	7th St	3.92	0	Short-R	--	5-lane urban w/ SUP	4.4	3.8	4.3	3.8	2.0	2.4	4.0	3.0	3.4	5.0	36.1
215	MnDOT	Rehabilitation	I-94	Resurface		Short-Term (2028-2030)	MN 336	CSAH 10	2.68	0	Short-R	--	4-lane highway	2.6	3.2	2.0	1.0	2.5	2.4	5.0	1.0	2.0	3.3	25.0
216	MnDOT	Capacity Expansion	I-94	Reconstruct	CMP	Mid-Term (2031-2040)	MN 336	Red River	3.79	0	Mid-R	--	6-lane highway	3.6	3.6	4.0	2.8	2.5	2.4	5.0	3.0	3.6	5.0	35.5
217	MnDOT	Reconstruction	US 10	Bridge Replacement (both directions)		Mid-Term (2031-2040)	Buffalo River	Buffalo River Hawley	2.33	0	Mid-R	--		2.8	2.8	2.0	1.0	1.0	2.4	2.0	3.0	1.8	3.7	22.5
218	MnDOT	Rehabilitation	US 10	Concrete Overlay		Mid-Term (2031-2040)	Dilworth	Glyndon	3.07	0	Mid-R	--	4-lane highway	3.6	3.6	2.0	2.8	2.5	2.4	5.0	1.0	2.6	3.3	28.8
219	MnDOT	Rehabilitation	US 10	Resurface		Mid-Term (2031-2040)	CSAH 31 Hawley	CSAH 5 Lake Park	2.76	0	Mid-R	--	4-lane highway	3	3.2	2.0	1.0	2.5	2.6	5.0	1.0	1.8	3.3	25.4
220	NDDOT	Capacity Expansion	I-29	I-29 capacity expansion	CMP	Short-Term (2028-2030)	I-94	52nd Ave S	2.49	0	Short-R	--		3.2	3	1.0	1.5	1.5	2.0	5.0	1.0	1.8	5.0	25.0

ID	Jurisdiction	Project_Type	Corridor	Information	Tags	Tier	TerminiFrom	TerminiTo	Weighted Score	Cost Estimate (2024 $)	Timeframe	Funding Source	Roadway Type	Safety	Travel Efficiency	Walking_&_Biking	Transit	Maintainance	Impact Reduction	Transportaion_Decisions	Emerging Tech	Connecting_People & Places	Freight	Combined Score
221	NDDOT	Reconstruction	40th Ave N	Interchange reconfiguration	CMP	Illustrative	I-29	I-29	2.77	0	Vision		Interchange	2.2	2.8	2.7	1.0	2.0	2.4	5.0	3.0	1.4	4.3	26.8
222	NDDOT	Capacity Expansion	I-94	I-94 capacity expansion to basic 8-lanes	CMP	Mid-Term (2031-2040)	I-29	Red River	2.49	0	Mid-R	--		3.2	3	1.0	1.5	1.5	2.0	5.0	1.0	1.8	5.0	25.0
223	NDDOT	Reconstruction	I-29	I-29 braided ramps	CMP	Mid-Term (2031-2040)	13th Ave S	I-94	3.67	0	Mid-R	--		3.8	3.6	4.0	3.3	1.5	2.4	5.0	3.0	3.6	5.0	35.2
224	NDDOT	Capacity Expansion	I-29	I-29 Auxilliary Lanes	CMP	Long-Term (2041-2050)	12th Ave N	Main Ave	2.07	0	Long-R	--		2.2	3	1.0	1.3	0.5	2.0	5.0	1.0	1.8	5.0	22.8
225	NDDOT	Reconstruction	I-29	braided NB loop ramp	CMP	Mid-Term (2031-2040)	I-94	I-94	3.31	0	Mid-R	--		3.6	3.6	3.3	2.3	1.0	2.6	5.0	3.0	3.2	5.0	32.6
226	NDDOT	Rehabilitation	I-94			Short-Term (2028-2030)	38th St NW	13th Ave W	2.64	0	Short-R	--	4-lane highway	2.6	3.2	1.3	1.3	2.5	2.6	5.0	1.0	3.0	3.3	25.8
227	NDDOT	Rehabilitation	I-94			Mid-Term (2031-2040)	Sheyenne Street	I-29	3.21	0	Mid-R	--		3.8	3.6	2.7	2.8	2.0	2.4	5.0	1.0	3.6	3.3	30.2
228	NDDOT	Rehabilitation	I-94			Mid-Term (2031-2040)	I-29	Red River	3.34	0	Mid-R	--		3.8	3.6	3.3	2.8	2.0	2.4	5.0	1.0	3.6	3.3	30.8
229	NDDOT/MnDOT	Reconstruction	I-94	Red River Bridge Replacement		Mid-Term (2031-2040)	Red River	Red River	3.02	0	Mid-R	--		2.6	3.2	4.0	1.8	1.5	2.4	3.0	3.0	3.0	3.7	28.1
230	NDDOT	Reconstruction	I-29	I-29 reconstruction	CMP	Mid-Term (2031-2040)	40th Ave S	124th Ave S	3.61	0	Mid-R			3	3.6	4.0	2.3	2.5	2.4	5.0	3.0	3.2	5.0	34.0
231	City of Horace	Capacity Expansion	76th Ave S	Reconstruct to 3-lane, urbanization		Mid-Term (2031-2040)	81st St S	CR 17/Main St	1.49	3,973,257.34	Mid-R	--	3-lane urban w/SUP no parking	1	1.4	1.0	1.0	1.0	1.6	5.0	1.0	1.4	1.3	15.7
232	City of Fargo	Bike & Ped	17th Ave S	Bike & Ped Improvements		Illustrative	University Dr S	5th St S			Vision													
233	City of Dilworth	Extension	14th St NE	14th St NE Grade Separation over BNSF RR	CMP	Illustrative	US 10	Adams Ave	2.36	0	Vision			3	3	1.3	2.8	0.5	1.8	5.0	1.0	2.4	4.0	24.8
234	City of Dilworth	Reconstruction	Main St S			Mid-Term (2031-2040)	2nd Ave SE	CR 78	2.66	994,337.69	Mid-R	--	2-lane urban w/ sidewalk (pking)	2.8	2.8	2.7	2.3	1.0	2.2	3.0	3.0	2.6	3.7	26.0
235	City of Dilworth/City of Moorhead	Extension	12th Ave S	New Street		Short-Term (2028-2030)	14th St SE	MN 336	2.05	8,244,349.93	Short-R	--	3-lane urban w/ SUP	1.8	2.8	2.0	1.0	0.5	1.8	5.0	1.0	1.4	4.0	21.3
236	Various	Capacity Expansion	NE Ring Route	NE Ring Route	CMP	Mid-Term (2031-2040)	NE Ring Route		2.18	32,369,257.29	Mid-R	--	2-lane rural no SUP no parking	2	2	1.7	1.3	1.5	1.8	5.0	1.0	1.4	4.0	21.6
237	MnDOT	Extension	14th St SE	14th St SE Interchange with I-94	CMP	Mid-Term (2031-2040)	I-94	I-94	2.09	0	Mid-R	--		2	3.2	1.3	1.0	0.5	2.0	5.0	1.0	2.4	4.3	22.8
238	Cass County	Reconstruction	38th St W			Mid-Term (2031-2040)	I-94	48th St SE	2.39	2,328,321	Mid-C	STBG	2-lane rural	1.6	2.2	2.7	1.0	1.0	2.2	5.0	3.0	2.4	3.3	24.4
240	Cass County	Reconstruction	32nd Ave W			Mid-Term (2031-2040)	15th St W	165th Ave SE	2.24	7,299,917	Vision	--	2-lane rural	1.6	2.2	2.7	1.3	1.0	2.2	5.0	3.0	2.0	1.3	22.3
241	City of West Fargo	Reconstruction	13th Ave E			Short-Term (2028-2030)	Prairie Pkwy	15th St	3.45	6,661,229	Short-R	--	5-lane urban w/ sidewalk/SUP	3.4	3	3.3	3.8	2.0	2.2	5.0	3.0	3.4	4.0	33.1
242	City of West Fargo	Reconstruction	9th St NE			Illustrative	Railroad	Railroad	3.18	0	Vision		2-lane urban (grade separation??)	3	3	3.3	1.8	2.0	2.0	5.0	3.0	3.2	3.7	30.0
243	NDDOT	Capacity Expansion	I-94	I-94 capacity to basic 6 lane	CMP	Mid-Term (2031-2040)	Sheyenne Street	I-29	2.49	0	Mid-R	--		3.2	3	1.0	1.5	1.5	2.0	5.0	1.0	1.8	5.0	25.0
244	City of Moorhead	Reconstruction	34th St S			Short-Term (2028-2030)	N of 12th Ave Intersection	I-94 WB Ramp	3.40	4,722,610.12	Short-R		4-lane urban w/ SUP											
245	City of Fargo/NDDOT	Capacity Expansion	64th Ave S	New Interchange at 64th Ave S and I-29	CMP	Illustrative	I-29	I-29			Vision													
246	City of Fargo/NDDOT	Capacity Expansion	76th Ave S	New Interchange, 76th Ave S and I-29	CMP	Illustrative	I-29	I-29			Vision													
247	Clty of Fargo	Extension	76th Ave S			Mid-Term (2031-2040)	I-29	25th St S	2.22	5,692,745.38	Mid-C	STBG	3-lane urban w/ SUP	2.6	3.2	2.0	1.0	0.5	1.6	5.0	1.0	1.4	4.0	22.3
248	City of Fargo	Reconstruction	76th Ave S			Mid-Term (2031-2040)	25th St S	Orchard Park Dr	2.95	6,599,225.91	Mid-C	STBG	3-lane urban w/ SUP	2.2	2.8	4.0	1.0	2.0	2.2	5.0	3.0	1.4	3.3	26.9
249	City of Horace	Extension	78th St S	New collector roadway	CMP	Mid-Term (2031-2040)	64th Ave S	76th Ave S	1.59	5,778,277.83	Mid-R	--	3-lane urban w/ SUP	1.4	2.6	2.0	1.0	0.5	1.2	3.0	1.0	1.4	1.3	15.4
250	City of Horace	Bike & Ped	Drain 27	Shared Use Path		Short-Term (2028-2030)	Deer Creek Connection	76th Ave S	3.24	1,108,751.24	Short-C	CRP	10' SUP with lighting	2.4	4	5.0	1.3	0.5	3.6	5.0	5.0	4.6	0.3	31.7
251	City of Horace	Reconstruction	64th Ave S	Urbanization		Mid-Term (2031-2040)	CR 17/Main St	81st St S	2.40	5,596,827.74	Mid-C	STBG	3-lane urban w/ SUP	1.6	2.2	4.0	1.0	1.5	2.0	3.0	3.0	1.4	1.3	21.0
252	City of Dilworth/City of Moorhead/MnDC	Extension	14th St SE			Long-Term (2041-2050)	12th Ave S	I-94	1.86	3,389,317.94	Long-C	STBG	2-lane urban w/ SUP (pking)	1.4	2.6	1.3	1.0	0.5	1.8	5.0	1.0	2.2	3.7	20.5
300	MnDOT	Reconstruction	Main Avenue/US 75			Short-Term (2028-2030)			3.70	0	Short-R	--												
301	City of Moorhead/City of Fargo	Bike & Ped	Bluestem Moorhead			Short-Term (2028-2030)	Bluestem	40th Ave S	3.40	5,000,025	Short-R	--		1.6	3	43.0	1.8	0.5	2.6	3.0	1.0	1.4	1.0	20.2
302	City of Dilworth/City of Moorhead	Safety	34th St N			Mid-Term (2031-2040)	8th Ave N	8th Ave N	2.60	215,872	Mid-R	--												
303	City of Dilworth/Clay County	Bike & Ped	CSAH 9			Short-Term (2028-2030)	4th Ave NW	3rd Ave NW	4.40	790,524	Short-C	CRP/TA	Ped Improvements	5	4.8	5.0	5.0	0.5	3.8	4.0	5.0	5.0	5.0	43.1
304	City of Fargo	Bike & Ped	Red River SUP			Short-Term (2028-2030)	Main Avenue	NP Avenue	3.90	1,471,469	Short-C	CRP	Reconstruct Shared Use Path	4.6	4.2	5.0	5.0	0.5	4.0	3.0	5.0	5.0	0.3	36.6
306	City of West Fargo	Bike & Ped	Beaton Drive			Illustrative	Sheyenne Street	Bobcat Facility		0	Vision	--	Construct new Shared Use Path	3.2	3	5.0	1.8	0.5	3.2	3.0	1.0	3.2	1.0	24.9
307	MnDOT	Extension	I-94	Interchange		Illustrative	at 55th St S/14th St SE			30,416,323	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
308	Moorhead		11th St	Grade Separation from Railroad	CMP	E+C	Main Avenue	1st Ave N		72,999,174		--												
309	City of Moorhead	Extension	55th St S/14th St SE	Build New Street	CMP	Illustrative	12th Ave S	28th Ave S		6,843,673	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
311	Clay County	Extension	SE Beltway Route	Expressway Route	CMP	Illustrative	US 75	I-94		14,830,999	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
312	Cass County	Reconstruction	76th Avenue S	Pave Gravel Road		Illustrative	Memory Ln	165th Ave		8,139,408	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
313	City of Fargo/Clay County		76th Avenue S/80th Avenue S	Bridge over Read River	CMP	Illustrative	Red River (Forest River Road)	US 75		21,991,001	Vision	--												
314	MnDOT/NDDOT	Capacity Expansion	I-94	Interstate Operations	CMP	Illustrative	Sheyenne St (West Fargo)	34th St (Moorhead)		23,155,338	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
315	NDDOT	Capacity Expansion	I-29		CMP	Illustrative	Main Avenue	52nd Ave S		1,824,979	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
316	MnDOT	Capacity Expansion	I-94		CMP	Illustrative	Red River	MN 336		0	Vision	--												
317	City of Fargo	Reconstruction	1st Ave N			E+C	10th Street	University Drive	2.02	794,731.69			2-lane urban w/ SUP (pking)	2	3.2	1.3	1.3	0.5	1.2	5.0	1.0	2.2	4.0	21.7
318	Clay County	Rehabilitation	CSAH 3			Illustrative	CSAH 18	CSAH 22		0	Vision	--	Mill and Overlay											
319	City of West Fargo	Reconstruction	13th Ave E			Illustrative	Sheyenne Street	9th Street East		Vision		--	Reconstruction											
320	Cass County	Extension	West Perimeter Road	Expressway Route	CMP	Illustrative	I-29 N of UZA	I-29 S of UZA		0	Vision	--		0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Attachment B: Project Scoring Matrix

METRO 2050
TRANSPORTATION • MOVING • AHEAD

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Safety & System Security	Reduce the number and severity of crashes.	Review crash modification factors to determine potential project impact on these individual safety categories.	Safety improvements included	Minimal reduction in area of crashes	Crash reduction in area of no existing crashes	Crash reduction in area of moderate severity	Crash reduction in area of high severity	•Data: Project List, Crash Data 5-fatal crashes on segments of project 4-severe crashes on segments of projects 3- project types that may reduce projects near fatal, severe, or high-crash areas 2-project types that may proactively address safety in areas without significant crash history 1- projects that would not likely reduce crashes or improve safety
	Eliminate all traffic-related death and severe injuries in the region.		Safety improvements included	Crash reduction in area of no existing crashes	Crash reduction in area of previous fatal or serious injury crash	Crash reduction within 1/4 mile of high injury network	Crash reduction in high injury network	•Data: Project List, Crash Data, High-Injury Network 5- Any project on the HIN 4-Any project within 1/4-mile of HIN 3- Project in area with previous severe crashes or high-crash areas 2-Project in area with no previous severe crashes 1-projects that would proactively address safety in areas without significant crash history
	Reduce the severity of bicycle and pedestrian crashes.		Safety improvements included	Minimal reduction in area of crashes	Crash reduction in area of no existing crashes	Crash reduction in area of moderate severity	Crash reduction in area of high severity	•Data: Project List 5- bike ped project on Cyclist HIN or Ped HIN 4-bike & ped project within 1/4-mile of Cyclist HIN or Ped HIN 3-reconsturction, rehabilitation, 2-extenstion 1-capactiy expansion
	Reduce the number of transit-involved crashes.	Project has potential to reduce bus-involved crashes along an existing bus route.	Safety improvements included	Improves safety, but not near a current route	Improves safety within 1/2 mile of transit route	Improves safety within 2 blocks of transit route	Improves safety on transit route	•Data: Project List, MATBUS Fixed Routes 5-projects on MATBUS route 4-projects within 1/4-mile MATBUS route 3-projects between 1/4-mile and half mile of MATBUS Route 2-projects away from MATBUS Route 1-projects on Interstate or capactiy expansion
	Support strategies to make transportation infrastructure more adaptive and responsive to environmental, social and economic change.	Project has the potential to reduce flooding or other hazard risk or improves the region's response to change (i.e., alternate routes).	General improvements	General improvements that will adapt to change	Project improves connection to an alternate route or regional connection	Project improves connection to an alternate route or regional connection	Project improves an identified alternate route, reduces flooding potential, or improves regional connections	•Data: Project List, MATBUS Fixed Routes, Federal Functional Classification 5-Rehab. projects, Bike & Ped projects, and any project type on a MATBUS fixed route or FFC collector and above excluding capacity projects (no anticipated ROW acq.) 3-Reconstruction projects and bike and ped projects intersecting MATBUS fixed route or FFC collector and above, 1-Capacity Expansion & Extension (projects requiring additional permanent ROW).

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Travel Efficiency & Reliability	Improve travel reliability on the NHS and arterial roadways.	Project would improve safety or system management in a corridor with reliability issues.	N/A	Capacity relief not near NHS	Capacity relief on nearby roadway	Limited capacity relief on NHS Route	Capacity relief on NHS Route	•Data: Project List, NHS Routes, Peak Performance, 5-Capacity expansion project on NHS or extension project parallel to NHS 4-All projects on NHS exluding cacity expansion or extension projects 3-Capacity expansion project on NHS-intersecting roadway or extension project intersecting NHS 2-Capacity expansion or extension project not on NHS nor intersecting NHS 1-anything else.
	Limit recurring peak period delay on the NHS and arterial roadways.	Project would improve traffic operations / improve forecasted level-of-service (use LOS E/F as deficiency).	N/A	Maintains LOS	Improvement to LOS, though not an LOS E/F	Slight improvement, but maintains a LOS E/F outside of peak hours	Improvement from LOS E/F	•Data: Project List, NHS Routes, Peak Performance, 5- Capacity project on forecast LOS E segment 4-Other than capacity, project improvements on forecast LOS E/F segment 3-Capacity, Safety, Reconstruction, Bike & Ped project type on NHS 2-rehabilitation on NHS 1- anything else.
	Improve the connectivity of the street and multimodal networks and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.	Not a connection, but is context sensitive	Provides a connection	Provides a connection within the grid network	Provides a key connection within the grid network	Provides a key connection in the grid network and responds to connects	•Data: Project List, Location 5-Obvious grid network connection improves circuity (i.e. reconstruction projects depending on scope, new bike & ped projects, and extension projects) 3-Arguable grid network connection may improve circuity 1-any other project (this one is somewhat subjective, based on evaluators understanding of the local transportation system and map interpretation)
	Support uninterrupted travel flow of all modes, including congestion reduction, incident response, and service reliability.	Project would reduce create less starting and stopping of traffic. Project features may include innovative intersections, reduced number of traffic signals, adaptive signals, freeway and arterial management technologies, and innovative street treatments.	General improvements	General improvements to traffic flow	Provides flow improvements that may vary throughout the day	Supports consistent operations	Supports consistent operations using multiple techniques	•Data: Project List 5-Capacity expansion, extension, and Bike & Ped (new facilities) 4-Reconstruction projects 3-rehab projects 2- any other project (one could argue all projects are helpful to traffic flow, no 1 score possible)
	Prioritize system investments that improve efficiency of the system and consider invests in transportation demand management and improvements that reduce emissions and vehicle miles traveled (VMT).	Project would result in a reduction of congestion with travel demand management investments and/or reduction in vehicle miles traveled.	General improvements	Reduces congestion and reduces emissions or VMT	Reduces congestion and reduces emissions or VMT	Reduces congestion and reduces emissions and VMT	Reduces congestion on a roadway with existing issues and reduces emissions or VMT	•Data: Project List, MATBUS Fixed Routes, Peak Period Data 5-On future congested roads capacity projects or bike & ped projects or parallel route extension 4-capacity and bike & ped projects on MATBUS fixed route (may include other operational improvements such as safety) 3-bike & projects 2-any project on MATBUS fixed route 1-any other project

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Walking, Biking, & Rolling	Improve walking and biking connections and reduce network gaps.	Project would improve network connectivity by completed an identified gap or improving measures including intersection density, walk scores, etc.	General improvements	Provides new network connection	Provides new network connections or access to network.	Both termini include existing regional trails, and/or improves access to network	Closes an identified network gap	•Data: Project List, Existing FM Area Bike & Ped Facilities 5- New bike & ped project connecting existing system gap 4-new bike & ped facilities not identified as gap but termini are both existing bike & ped facilities 3-Bike & Ped project or reconstruction with bike & ped improvements on or intersecting MATBUS fixed route 2-bike & ped project or reconstruction with bike & ped improvements 1- any other project.
	Support facility design that provides a comfortable and safe environment for walking, biking, and rolling.	Project includes design features to improve safety and comfort for users, identified using a qualitative assessment of project elements.	General improvements	--	Include bicycle and pedestrian features	--	Includes design features to improve comfort of walkers/bikers.	•Data: Project Type 5- bike & ped projects or reconstruction projects with shared use path 3-general bike & ped projects and reconstruction projects with general bike & ped improvements identified 1- any other project.
	Provide bicycle and pedestrian corridors that connect community destinations and conducive land uses.	Project will connect community destination, identified using a qualitative assessment of connections.	General improvements	--	Increases connection to system	--	Provides a key connection to a high traffic community destination	•Data: Project List, TDMSE or TAZ data (2035 & 2050) 5-bike & ped projects within 1/2 mile of TAZes in the 67th percentile of HHs and TAZes in the 67th percentile of Jobs 3- all other bike & ped projects or reconstruction projects wiith bike & ped improvements 1- any other project.
Transit Access & Reliability	Improve pedestrian and bicycle connection to transit corridors.	Project includes bicycle and pedestrian features that improve or create connections to transit corridors and destinations.	General improvements	Includes improvements that may provide future connection	Includes bicycle and pedestrian improvements with a 1/2 mile of a transit route	Includes bicycle and pedestrian improvements that connect to a transit route	Includes bicycle and pedestrian improvements along a transit route	•Data: Project List, MATBUS Fixed Routes 5- bike & ped projects and reconstruction projects with bike & ped improvements on an existing MATBUS fixed route 4- bike & ped projects and reconstruction projects with bike & ped improvements on a segment intersecting an existing MATBUS fixed route 3-bike & ped projects and reconstruction projects with bike & ped improvements within 1/2-mile of MATBUS fixed route 2-any bike & ped project or reconstruction projects with bike & ped improvements 1- any other project.
	Support transit connections to other regional centers, including bus and rail services.	Project includes new or improved transit service with connections to regional transit offerings.	General improvements	Improves a roadway feature within a mile of an existing route	Improves a roadway feature on a connecting roadway	Improves a roadway feature on an existing transit route	Includes multiple improvements on an existing transit route	•Data: Project List, MATBUS Fixed Routes 5-projects along an exisitng MATBUS fixed route 4-projects intersecting MATBUS fixed route 3-projects within 1/2-mile of MATBUS fixed route 2-projects within 1-mile of MATBUS fixed route 1-any other project
	Support the maintenance of efficient transit infrastructure, including the transit fleet.	Project includes improvements to transit infrastructure, including fleet, station facilities, and bus enhancements.	Could include future transit facility upgrades	--	includes improvements within a 1/2 mile of transit routes	--	Includes improvements along an existing transit route	•Data: Project List, MATBUS Fixed Routes 5-rehab project on an existing MATBUS fixed route 3-rehab project within 1/2-mile of MATBUS fixed route 1- any other projects.

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
	Promote right-sized transit services to increase transit access throughout the region, including micromobility and fixed route services.	Project includes transit service that is scaled to the service area, with assessment based upon a qualitative assessment of land uses and connections.	Project includes roadway operations or bike/ped connection improvements near within a 1/2 mile of TOD uses.	--	Project includes roadway operations or bike/ped connection improvements near within a 1/4 mile of TOD uses.	--	Project includes roadway operations or bike/ped connection improvements near TOD uses.	•Data: Project List, MATBUS Fixed Routes 5- bike & ped projects and reconstruction projects with bike & ped improvements or operations improvements on an existing MATBUS fixed route within TAZes in the 67th percentile for Jobs or HHs 3- bike & ped projects and reconstruction projects with bike & ped improvements or operations improvements on an existing MATBUS fixed route within 1/4-mile of TAZes in the 67th percentile for Jobs or HHs 1- bike & ped projects and reconstruction projects with bike & ped improvements or operations improvements on an existing MATBUS fixed route within 1/2-mile of TAZes in the 67th percentile for Jobs or HHs. (some projects should score zero)
Maintain Transportation Infrastructure	Continue to maintain NHS routes in good condition and minimize NHS routes in poor condition.	System Performance Metric: Use pavement and bridge investment models to estimate asset management investment needs. Maintenance projects will be included in the project list.	General pavement improvements	Improves pavement on roadway connecting to a NHS roadway	Improves pavement on an NHS route currently in fair or better condition	Improves pavement on an NHS route currently in fair condition	Improves pavement on an NHS route currently in poor condition	•Data: NHS System, Project List, Pavement condition 5-rehab and reconstruction projects on an NHS route in poor condition 4- rehab and reconstruction projects on an NHS route in fair condition 3-rehab and reconstruction projects on an NHS route in better than fair condition 2-rehab and reconstruction projects on roadway intersecting with NHS route 1-any other project.
	Continue to maintain the arterial system in good condition, prioritizing multimodal corridors.		Improves pavement on roadway connecting to an arterial roadway	Improves pavement on an arterial roadway currently in fair or better condition	Improves pavement on an arterial roadway currently in fair condition	Improves pavement on an arterial roadway currently in poor condition	Improves pavement on an arterial roadway currently in poor condition with multimodal features	•Data: Project List, Roadway FFC, Existing Bike & Ped Facilities, MATBUS Fixed Routes 5-rehab and reconstruction projects on an arterial in poor condition and with existing bike & ped facilities and/or along MATBUS fixed route 4- rehab and reconstruction projects on an arterial in poor condition 3-rehab and reconstruction projects on an arterial route in fair condition 2-rehab and reconstruction projects on an arterial route with better than fair condition 1 - rehab and reconstruction projects that intersect an arterial route. (some projects should score zero)

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Community Context & Impact Reduction	Limit transportation impacts to natural resources.	Project minimizes and//or mitigates any impacts to known natural resources.	General improvements	--	Project has potential to minimize impacts to natural resources	--	Project includes planning level concepts to minimize impacts to natural resources	•Data: Project Type 5-Bike Ped Projects, rehab projects 3-Reconstuction projects 1- Other (verify project scope in some cases, i.e. safety projects)
	Provide transportation system that fits within its context and mitigate impacts to environmental and community features.	Project was assessed for its relationship to surround context, is consistent with adjacent land uses, and mitigates any impacts.	Major project with potential for greater mitigation and/or minimization	-	Project requires ROW acquisition with minimal mitigation and/or minimization.	--	Project does not require ROW acquisition virtually no mitigation and/or minimization.	•Data: Project List 5-Rehabilitation, bike & ped, safety projects (No ROW required) 3-reconstruction projects, bike & ped projects depending on scope (minimal ROW required) 1-Capacity Expansion and Extension projects
	Improve access to the multimodal options for environmental justice and Title VI communities.	Project will improve access (more service, improved connections) to EJ populations, and if services are consistent with Title VI.	Project improves regional mobility improvements	Project improves network within a mile of EJ or Justice 40 population	Project improves network within a 1/2 mile of an EJ or Justice 40 population	Project improves network within a 1/4 mile of an EJ or Justice 40 population	Project improves network within an EJ or Justice 40 population	•Data: Project List, EJ (TItle VI) and Justice 40 Population locations (CEJST disadvantaged Census tracts) 5-Non Expansion projects within overlay 4-Non Expansion projects witin 1/4 mile of overlay 3-Non Expansiton projects within 1/2 mile of EJ overlay 2-Non Expansion projects within 1 mile of EJ overlay
	Prioritize investments in transit, biking, and walking improvements that reduce greenhouse gas emissions and vehicle miles traveled (VMT)/vehicle hours traveled (VHT).	Evaluate project-level VMT/VHT for potential reduced energy and consider projects that promote transportation technology. Air Quality improvements are a secondary benefit.	--	--	Project will support multimodal movement or reduce SOV travel or reduce emissions with consistent travel flow.	--	Project will support multimodal movement or reduce SOV travel and reduce emissions with consistent travel flow.	•Data: Project Type, MATBUS fixed routes 5-Bike & ped projects or other projects that improve bike and ped facilities or travel on an existing transit fixed-route corridor. 4-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor which connects or intersects with a transit fixed-route corridor. 3-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor within 1/2-mile of a transit fixed-route corridor. 2-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor within 1-mile of a transit fixed-route corridor. 1-Other
	Monitor regional air quality and implement practice to improve quality as needed (e.g., reduce transportation system energy consumption).	Evaluate project-level VMT/VHT and congestion changes to assess air quality impacts.						

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Freight Network	Improve freight reliability on the Interstate and NHS Systems to support regional and national commerce.	Project would improve freight safety or system management or Interstate system, per Federal performance measures.	General improvements	Improvements within a mile of Interstate or NHS	Improvements within a 1/2 mile of Interstate or NHS	Improve connections to Interstate or NHS for Freight	Includes improvements to interstate or NHS that accommodate freight movement	• Data: Project Type, NHS Routes, Truck Tonnage 5-if projects are on heavy freight routes (exluding bike & ped) 4-connect to those routes (excluding bike & ped) 3-within half mile of those routes (excluding bike & ped) 2-within mile of those routes (excluding bike & ped) 1-other projects
	Provide improvements to the truck freight system, including movement from the origin/destination in the region and/or through the region.	Project includes design features that would improve freight movement and connections to regional freight destinations. Features may include an increase in corridor load limits or alternative truck routes.	Includes and improvement greater than one mile from a freight corridor	Includes at least one improvement to support freight travel within 1 mile of a freight route	Includes at least one improvement to support freight travel on an existing freight route	Includes multiple improvements to support freight travel within 1 mile of a freight route	Includes multiple improvements to support freight travel on an existing freight route	• Data: Project type, NHS Route, top freight tonnage routes 5- projects on heavy freight routes 4-within 1/2 mile of heavy freight routes 3-within half mile of those routes 2-within mile of those routes 1-other projects
	Policy Objective: Delineate and maintain a regional comprehensive freight network and prioritize investments for these regional connections.	Project includes freight improvements for infrastructure identified within the regional freight corridor.	Improvements to a roadway within 1 mile of the regional freight corridor		Improvements to a roadway within 1/2 mile of the regional freight corridor	Improvements to a roadway within 1/4 mile of the regional freight corridor	Improvements to a roadway on the regional freight corridor	•Data: Project type, Annual Truck Tonnage for the Fargo-Moorhead Area, 2017 5-projects on freight network 4-projects within 1/4 mile of freight newtork 3-projects witin 1/2 mile of fright network 2-Projects within 1 mile of regional freight corridor 1-Any other projects
Emerging Trends		Includes some emerging trend	Has the potential to include an emerging trend	--	Includes at least one emerging trend	--	Includes multiple emerging trends	•Data: Project List 5-scope identifies multiple emerging transportation trends (e.g. ITS, etc.) 3-scope identifies one emerging trend 1-all other projects (this is hard because of limited scope identified in the MTP)
Transportation decision	Coordinate regional land use and transportation investment decisions.	Project reduces long-term operations and/or maintenance costs.	General improvements	Improves connections to future regional destinations	Improves connection to roadways that connection regional destinations	Improves connection to at least one regional destination	Improves connection to multiple regional destinations	•Data: Project Type,MATBUS Route, Location 5-on MATBUS routes 4-within 1/2 mile of MATBUS route 3-other bike/ ped projects 2-other projects 1-expansion projects

Goal	Objective	Metric	Ranking					Methodology Notes
			1	2	3	4	5	
Connecting People & Places	Create places people want to live, work, shop and recreate.	Project is consistent with or directly supports regional economic development goals.	General improvements	Improves movement within a mile of employment centers	Improves movement within a 1/2 mile of employment centers	Improves movement within a 1/4 mile of employment centers	Improves movement within employment centers	•Data: Project Type, TAZ (baseline jobs, and 2050 jobs) 5-Projects within the TAZes in the 67th percentile for Jobs. 4-Projects within 1/4-mile of TAZes in the 67th percentile for jobs. 3-Proejcts within 1/2-mile of TAZes in the 67th percentile for jobs. 2-Projects with 1-mile of TAZes in the 67th percentile for jobs. 1-Projects more than 1-mile from TAZes in the 67th percentile for jobs.
	Closely coordinate regional land use and transportation investment decisions.	Project includes improvements that support regional land use decisions.	--	--	Improvements that could support future land use policy	--	Improvements that support future land use policy	•Data: Project Type, TAZ (baseline jobs and HHs, and 2050 jobs and HHs) 5-Reconstruction, extension, bike & ped, and safety projects within the highest density jobs and HH TAZes. 3-Capacity projects with the highest density jobs and HHs TAZes and all reconstruction, extension, bike & ped, and safety projects within mile of the highest density jobs and HHs TAZes. 1-All projects more than 1-mile from the highest density jobs and HHs TAZes.
	Support the development of transit-intensive corridors that include development that encourages making trips by public transit and connections for walkers, bikers, and rollers.	Project would result in improvements that support investments in transit corridors and reduce VMT/VHT.	General improvements	Improvements within a mile of a transit route or multimodal corridor	Improvements within a 1/2 mile of a transit route or multimodal corridor	Improvements that connect to a transit route or multimodal corridor	Improvements on a transit route and multimodal corridor	•Data: MATBUS Transit Routes, Existing Bike & Ped Facilities. 5-Safety, traffic operations, bike & ped projects or other projects that improve bike and ped facilities or travel on an existing transit fixed-route and multimodal corridor. 4-Safety, traffic operations, bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor which connects or intersects with a transit fixed-route or multimodal corridor. 3-Safety, traffic operations, bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor within 1/2-mile of a transit fixed-route or multimodal corridor. 2-Safety, traffic operations, bike & ped projects or other projects that improve bike and ped facilities or travelon a corridor within 1-mile of a transit fixed-route or multimodal corridor. 1-General improvement projects that directly or indirectly improve bike & ped facilities or transit connections.
	Promote complete streets improvements in corridors that would see economic benefit, ensuring that land uses are accessible by multiple modes.	Project improves walking or biking conditions in a defined commercial, industrial or mixed-use development area.	General improvements	Improves walking/biking within 1 mile of a defined area	Improves walking/biking within 1/2 mile of a defined area	Improves walking/biking within 1/4 mile of a defined area	Improves walking/biking in a defined area	•Data: TAZ (baseline jobs and HHs, and 2050 jobs and HHs) 5-Bike & ped projects or other projects that improve bike and ped facilities or travel in the highest density jobs and HH TAZes. 4-Bike & ped projects or other projects that improve bike and ped faciliteis or travel on a corridor within 1/4-mile of the highest density jobs and HHs TAZes 3-Bike & ped projects or other projects that improve bike and ped faciliteis or travel on a corridor within 1/2-mile of the highest density jobs and HHs TAZes 2-Bike & ped projects or other projects that improve bike and ped faciliteis or travel on a corridor within 1-mile of the highest density jobs and HHs TAZes 1-General improvement projects that directly or indirectly improve bike & ped safety or connections.
	Balance multimodal connections to support transit-oriented development.	Project includes bicycle and pedestrian features that improve or create connections to transit corridors and destinations.	General improvements	Improvements within a mile of a transit route or multimodal corridor	Improvements within a 1/2 mile of a transit route or multimodal corridor	Improvements connecting to a transit route or multimodal corridor	Improvements on a transit route and multimodal corridor	Overlayed MATBUS Transit Routes,and Bicycle & Pedestrian Facilities 5-Bike & ped projects or other projects that improve bike and ped facilities or travel on an existing transit fixed-route corridor. 4-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor which connects or intersects with a transit fixed-route corridor. 3-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor within 1/2-mile of a transit fixed-route corridor. 2-Bike & ped projects or other projects that improve bike and ped facilities or travel on a corridor within 1-mile of a transit fixed-route corridor. 1-General improvement projects that directly or indirectly improve bike & ped facilities or connections.

Appendix H:
Environmental Review & Consultation

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Appendix H: Environmental Review & Consultation

ENVIRONMENTAL REVIEW

Most projects in Metro 2050 include programmatic scoping details without specific design or engineering information. The prioritization process could not evaluate each project thoroughly, even with an environmental desktop review. The environmental review and prioritization were conducted at a high level, meaning potential environmental impacts cannot be precisely identified until project elements are more clearly defined as projects move past inclusion in Metro 2050 and toward project delivery. As projects advance toward implementation and/or are programmed in Metro COG's Transportation Improvement Program (TIP), a more detailed environmental review will be required. The environmental review process may vary depending on project size, location, and scope, to assess potential impacts and, as necessary, develop mitigation and/or minimization measures. The following list outlines key elements that may warrant further review as projects progress towards the environmental review and National Environmental Protection Act (NEPA) process.

IMPACTS TO PARKS, OPEN SPACE, GREENBELTS, PARKWAYS, CONSERVATION AREAS, AND TRAILS

- Regulatory Requirements: Section 4(f) and 6(f) of the Department of Transportation Act of 1966.
- Regulatory Requirements: Land and Water Conservation Fund (LWCF) Act of 1965.

IMPACTS TO HISTORIC STRUCTURES, BUILDINGS, SITES, OR OBJECTS ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES (NHRP)

- Regulatory Requirements: Section 106 of the National Historic Preservation Act (1966).
- Regulatory Requirements: Section 4(f) of the Department of Transportation Act (1966).

LOCATION OF PROJECT WITH RESPECT TO FLOODWAYS AND FLOODPLAINS, AND IMPACTS TO WATER QUALITY

- Coordination: National Flood Insurance Program (NFIP).
- Coordination: National Flood Insurance Act of 1968 (42 U.S.C. 4001 et seq.).

- Coordination: Code of Federal Regulations (CFR) – Title 44, Chapter 1 (FEMA).
- Coordination: Code of Federal Regulations (CFR) – Title 23, Part 650 (FHWA, DOT).
- Coordination: Applicable Local Floodplain Administrator.
- Relevant Information: Federal Emergency Management Agency's (FEMA) 100-year floodplain.
- Regulatory Requirements: Executive Order (EO) 11988, Floodplain Management (1977).
- Regulatory Requirements: Flood Disaster Protection Act (1973).
- Regulatory Requirements: National Flood Insurance Act (1968).
- Regulatory Requirements: Code of Federal Regulations, Title 23 – Chapter 1 (FHWA, DOT) – Part 650 (Bridges, Structures, and Hydraulics).
- Regulatory Requirements: Code of Federal Regulations, Title 44 – Chapter 1 (FEMA).
- Regulatory Requirements: Disaster Recovery Reform Act (DRRA) of 2018.

IMPACTS TO WETLANDS

- Coordination: U.S. Army Corps of Engineers.
- Regulatory Requirements: Executive Order 11990, Protection of Wetlands (1977).
- Regulatory Requirements: Section 404 of the Clean Water Act (1972).

IMPACTS TO WILDLIFE AND THREATENED AND ENDANGERED SPECIES

- Coordination: U.S. Fish and Wildlife Service.
- Coordination: Endangered Species:
    - Gray Wolf, Northern Long-eared Bat, Dakota Skipper, Monarch Butterfly, Suckley's Cuckoo Bumble Bee, Western Regal Fritillary, Western Prairie Fringed Orchid
- Regulatory Requirements: Endangered Species Act (1973).
- Regulatory Requirements: Bald and Golden Eagle Protection Act (1940).

LOCATION OF PROJECT WITH RESPECT TO HAZARDOUS MATERIALS CAPABLE OF POSING AN UNREASONABLE RISK TO HEALTH, SAFETY, OR PROPERTY

- Regulatory Requirements: Hazardous and Solid Waste Amendments (1984) to the Resource Conservation and Recovery Act (1976).

- Regulatory Requirements: Comprehensive Environmental Response, Compensation, and Liability Act (1980).
- Regulatory Requirements: Resource Conservation and Recovery Act (1976).
- Regulatory Requirements: National Environmental Protection Act (1970).

IMPACTS TO AMERICAN INDIAN ARTIFACTS OR BURIAL GROUNDS

- Coordination: Tribal governments.
- Regulatory Requirements: Native American Graves Protection and Repatriation Act (1990).
- Regulatory Requirements: Archaeological Resources Protection Act (1979).

INFLUENCE OF PROJECT ON AIR QUALITY

- Regulatory Requirements: Clean Air Act (1963).

INFLUENCE OF PROJECT ON TRAFFIC NOISE

- Regulatory Requirements: Minnesota Rules, part 4410.4300, subpart 22.
- Regulatory Requirements: MnDOT Noise Requirements.
- Regulatory Requirements: MnDOT Community Noise Engagement.
- Regulatory Requirements: NDDOT Design Manual: Chapter I: Project Development and Design Guidelines.

NEED FOR ACQUISITION OF PROPERTY

- Regulatory Requirements: Uniform Act (1970).
- Regulatory Requirements: NDDOT Right of Way Manual.
- Regulatory Requirements: MnDOT Right of Way Manual.

ENVIRONMENTAL CONSULTATION

Consultation with resource agencies is a critical step of Metro 2050 and serves as an important link to the NEPA, the environmental review process, and to the broader metropolitan transportation planning process. This step emphasizes appropriate environmental coordination with agencies to facilitate public involvement, consider project alternatives, and integrate environmental information – helping to refine projects and streamline the formal environmental review process when projects move past the MTP stage and towards formal programming in Metro COG's Transportation Improvement Program (TIP).

During the development of Metro 2050, Metro COG seeks environmental consultation with 12 state and federal resource agencies. Emails with letter attachments were sent to each agency, providing relevant information from Metro 2050. Given that the projects in this plan are still in early planning stages, no specific follow-up was requested and was left open-ended. Copies of the letters sent and the responses received are included in the following pages, which were sent to the following agencies:

- US Fish & Wildlife Service
- ND Game & Fish
- ND Parks & Recreation
- ND Department of Environmental Quality
- ND Department of Water Resources
- ND Forest Service
- MN Department of Natural Resources
- MN Air Quality and Greenhouse Gases
- MN Context Sensitive Solutions/Complete Streets
- MN Cultural Resources
- MN Bicycle and Pedestrian and ADA
- State Historic Preservation Offices (MN & ND)

Appendix I:
Congestion Management Process

Congestion Management Process

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INTRODUCTION

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) recently became a designated Transportation Management Area (TMA) in 2023, with an urban population exceeding 200,000 people. A Congestion Management Process (CMP) is required for all TMAs. This document builds on the CMP started in the 2045 Metropolitan Transportation Plan and updates the CMP to current regional priorities.

The Congestion Management Process (CMP) is a systematic approach to managing congestion that assesses transportation system performance and considers a range of alternative strategies for congestion management. The Metro COG CMP includes:

- A long-term network of CMP corridors.
- Performance criteria.
- Objectives focused on congestion mitigation practices.
- Strategies to advance projects that address current congestion or prevent future congestion.
- Recommended congestion mitigation projects that address current and future potential congestion issues in the MPO area.

The purpose of the CMP is to address congestion through a metro-wide process and set of strategies that provide for safe and effective management of the transportation system. CMP projects can address travel demand reduction, job access improvements, and operational management strategies.

Since the 2019 CMP was adopted, Metro COG has monitored a congestion management network and collected data for monitoring three things:

1. traffic volumes,
2. travel time, and
3. speed

Data collected is evaluated to inform future transportation improvements. As a part of the ongoing CMP process, Metro COG acknowledges that the Fargo-Moorhead Region (FM Region) currently experiences limited, to no congestion. A vast majority of FM Regional roadways operate at level of service (LOS) A or B. Metro COG and jurisdictional partners select projects based on a wide range of factors, not just congestion reduction. Metro COG has updated this process in accordance with federal regulations, understanding that the FM Region does not have the same level of reoccurring congestion experienced by larger MPOs.

The region will continue to see congestion levels increase through the 2050 planning horizon, and Metro COG's goal is to have communities' tolerance for more congestion to grow and to understand that congestion will need to be managed but will not go away.

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The CMP should include multimodal system performance measures and strategies that are integrated into the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Elements of a CMP

The Federal Highway Administration (FHWA) produced a guidebook, *Congestion Management Process: A Guidebook*[1], outlining the eight action elements to include as part of a successful CMP.

1. Develop Regional Objectives for Congestion Management
2. Define a CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data and Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

CMP Focus Areas and Objectives

The CMP objectives are built with the goals of the 2050 MTP in mind, zeroing in on the principles of congestion management in the major road network. The 2050 MTP goal focus areas from which the objectives were built are safety & system security, travel efficiency & reliability, walking, biking, & rolling, transit access & reliability, maintain transportation infrastructure, community context and impact reduction, freight network - moving goods, emerging transportation trends, transportation decisions, and community connection. The resulting congestion management objectives include:

1. Promote projects that improve safety for all users of the transportation system

2. Manage congestion by building the efficiency of the transportation system through strategic investments

3. Support operational and maintenance improvements that improve multimodal network connectivity

4. Improve safety and system management in corridors with reliability issues

5. Encourage transportation projects that provide improved access to destinations using a variety of modes

As each objective was developed, they were evaluated for multiple ties to the overarching long-term transportation goals as outlined in the 2050 MTP. Outlined below in Table 1 shows how different goal focus areas overlap with each CMP objective. A strong relationship between MTP goals (**Metro 2050 Chapter 3)** and CMP objectives (**Table 1**) positions the metro area to be successful when implementing and executing projects that reduce or prevent congestion on major roadways.

[1] https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

Table 1. CMP Objectives Related to MTP Goal Areas

CMP Objectives	Metro 2050 (MTP) Goal Area									
	Safety and system security	Travel efficiency and reliability	Walking, biking, and rolling	Transit access and reliability	Maintain transportation infrastructure	Community context and impact reduction	Freight network – Moving Goods	Emerging transportation trends	Transportation decisions	Connecting people and places
Objective 1: Promote projects that improve safety for all users of the transportation system by eliminating severe (serious-injury and fatal) crashes by 2050, with an interim target of reducing severe crashes 55% by 2040.										
Objective 2: Manage congestion by building the efficiency of the transportation system through strategic investments so as not to experience less than 50% of free flow speeds on mobility corridors, or less than 60% of free flow speeds for more than an hour in 2035.										
Objective 3: Support operational and maintenance improvements and support improvements to multimodal network connectivity to meet Performance Measure 2 (PM2) targets or trend to meet said targets by 2035, as set by each State and Metro COG.										

CMP Objectives	Metro 2050 (MTP) Goal Area									
	Safety and system security	Travel efficiency and reliability	Walking, biking, and rolling	Transit access and reliability	Maintain transportation infrastructure	Community context and impact reduction	Freight network – Moving Goods	Emerging transportation trends	Transportation decisions	Connecting people and places
Objective 4: Institute new strategies to improve safety and system management in corridors with reliability issues to meet Performance Measure 3 (PM 3) targets or trend to meet said targets by 2035, as set by each State and Metro COG.										
Objective 5: Encourage transportation projects that include a variety of modes to provide improved access to key destinations by spending no less than 11% of total annual federal funds on improved multimodal access to key destinations.										

CMP Network

The CMP Network is studied as part of each CMP update to examine any possible additions or adjustments and is intended to change dynamically with the overall transportation system over time as the need to manage congestion in the region changes. The 2024 CMP Network remains largely unchanged from the initial 2019 CMP Network. The National Highway System (NHS), Principal Arterials and Minor Arterials are considered part of the network with NHS roads being the primary focus and arterials being secondary. **Figure 1** shows the CMP network for the Metropolitan Planning Area (MPA), and **Figure 2** shows the CMP network for the Urbanized Area (UZA). The current CMP network consists of 959 lane miles. **Table 2** shows the lane miles for each facility type within the Fargo-Moorhead CMP network.

Table 2 – CMP Network Mileage by Facility Type

CMP Network	NHS	Non-NHS
Total Interstate Lane Miles	513.37	-
Total Principal Arterial Miles	183.65	45.91
Total Minor Arterial Miles	-	216.11
TOTAL CMP NETWORK MILES	**959.04**	

Existing Congestion Assessment

Recurring Congestion

When wholistically reviewing the regional transportation system, it operates very well. Where congestion occurs, there is slight congestion in the FM Region during the morning and afternoon peak, which is approximately 20 minutes long. Generally, congestion is caused by other factors, and not solely roadway factors. Driver behavior during congestion may make things worse for example, yielding/merging challenges can be compounded by pensive driver-behavior and may make congestion worse.

Recurring FM Region congestion is caused by various factors (i.e. centralized employment centers, work commute, school pick-up and drop-off, etc.) where there are moderate levels of congestion. Generally, recurring congestion in the FM Region is on I-29 and I-94 near interchanges with the regional arterial network, and along the regional arterial network in these locations (near the Interstate System). Metro COG's *Interstate Operations Assessment* (2023) identified weave/merge and lane utilization issues that directly affect Interstate congestion. On the regional arterial system (local), recurring congestion is attributed to poor land use and access management strategies, and in some cases the lack of alternate parallel routes (i.e. bridges over the Red River).

Non-Recurring Congestion

Non-recurring congestion is almost not a factor in the FM Region. However, as the largest population center in North Dakota and northwestern Minnesota, and the home to North Dakota State University (NDSU), Minnesota State University Moorhead (MSUM), Concordia College, and to a lesser extent North Dakota State College of Sciences (NDSCS) and Minnesota State Community and Technical College (M State),

there are significant events held in the FM Region that have a regional or larger draw. Known regional events are handled through coordination (i.e. coordination with higher education and game day and other cultural activities; LinkFM during downtown events). Minor traffic incidents have historically not caused a great impact however, more serious events have closed or partially closed portions of the Interstate and/or the regional arterial network during peak morning and afternoon periods, worsening congestion in the FM Region.

Level of Acceptance

Some of the congestion experienced through the FM Region is through purposeful action as a result of transportation improvement projects. For example, many projects must balance traffic movement, multimodal travel, community context, and livability characteristics.

One example of this is Main Avenue as the corridor goes through Downtown Fargo. The Main Avenue project between the Red River and 10th Street, reduced lanes from four (4) to three (3), to provide more context sensitivity and increase pedestrian safety and livability. The increase in congestion was specifically studied through the project alternatives and a decision to decrease roadway capacity and therefore increase congestion was deliberately made, despite the resulting increase to anticipated congestion. Other considerations such as urban context was more important to the local community than the level of congestion. In the Downtown Fargo Main Avenue example, the public and partner agencies were willing to accept a 'congested' (LOS E/F) roadway, as a tradeoff for livability, walkability, and vibrancy.

It is unknown at this time what the regional community feels is an acceptable level of congestion, for a number of reasons:

1. Many residents of the region have done so for decades and remember when the FM Region was smaller therefore, the level of congestion now as compared to what they remember is great. However, the level of the regions congestion compared to much larger regions, is minute.
2. Residents moving to the FM Region from larger metro areas or from different states describe the region's relative congestion as a low-level of congestion.
3. The FM Region has experienced consistent, high levels of growth for almost 20 years, and there is not a baseline to judge what congestion is happening because of growth and what is happening because of the inefficiencies of the system or regional development pattern. The FM Region still sustains a more rural character, even though the UZA has surpassed a population of 200,000 residents.
4. The acceptable level of congestion varies by location within the FM Region and fluctuates depending on community context, livability, and multimodal considerations.

Officially, Metro COG's acceptable Level of Service (LOS) is LOS D, which describes traffic flow that is approaching unstable conditions, with slightly decreasing speeds and limited

maneuverability, but still generally considered tolerable for most roadways. However, there are instances where the public and agency partners are comfortable with level of service and/or future level of service worse than LOS D.

CMP Performance Measures

Performance measures allow us to understand the current performance of the CMP network, and how that performance will change over time. As required under Federal Highway Administration (FHWA) guidelines, performance measures accomplish this goal through utilizing quantitative measures to define the level of progress made towards specified objectives. As the CMP process evolves in the region, it is anticipated that the data and measures will change as well.

The Fargo-Moorhead CMP performance measures fall into four different categories; safety and traffic incident measures, reliability measures, peak hour congestion measures, reliability measures, and multimodal connectivity measures.

Safety and Traffic Incident Measures

Performance measures related to CMP objectives 1, 3, and 4 as described in the CMP Focus Areas and Objectives section and Table 1.

- **Number of Crashes**
  The number of crashes indicates where safety improvements may be necessary and also measures the effectiveness of safety measures.
- **Roadway Clearance Time (includes detection, response and clearance times)**
  As Fargo-Moorhead's traffic incident management (TIM) program matures, this performance measure would evaluate how long it takes for the incident to be detected, and after detection how long it takes for the incident to be cleared. *Implementation of the proposed Traffic Operations Center (TOC) in the region is essential for this performance measure and the First Responder Time measure to be implemented. There is no currently established timeframe for implementation of the FM Region TOC.*
- **First Responder Time to the Scene**
  A similar TIM performance measure would be the time it takes from detection until first responders arrive on the scene.

Figure 1. Metro COG CMP Network (UZA)

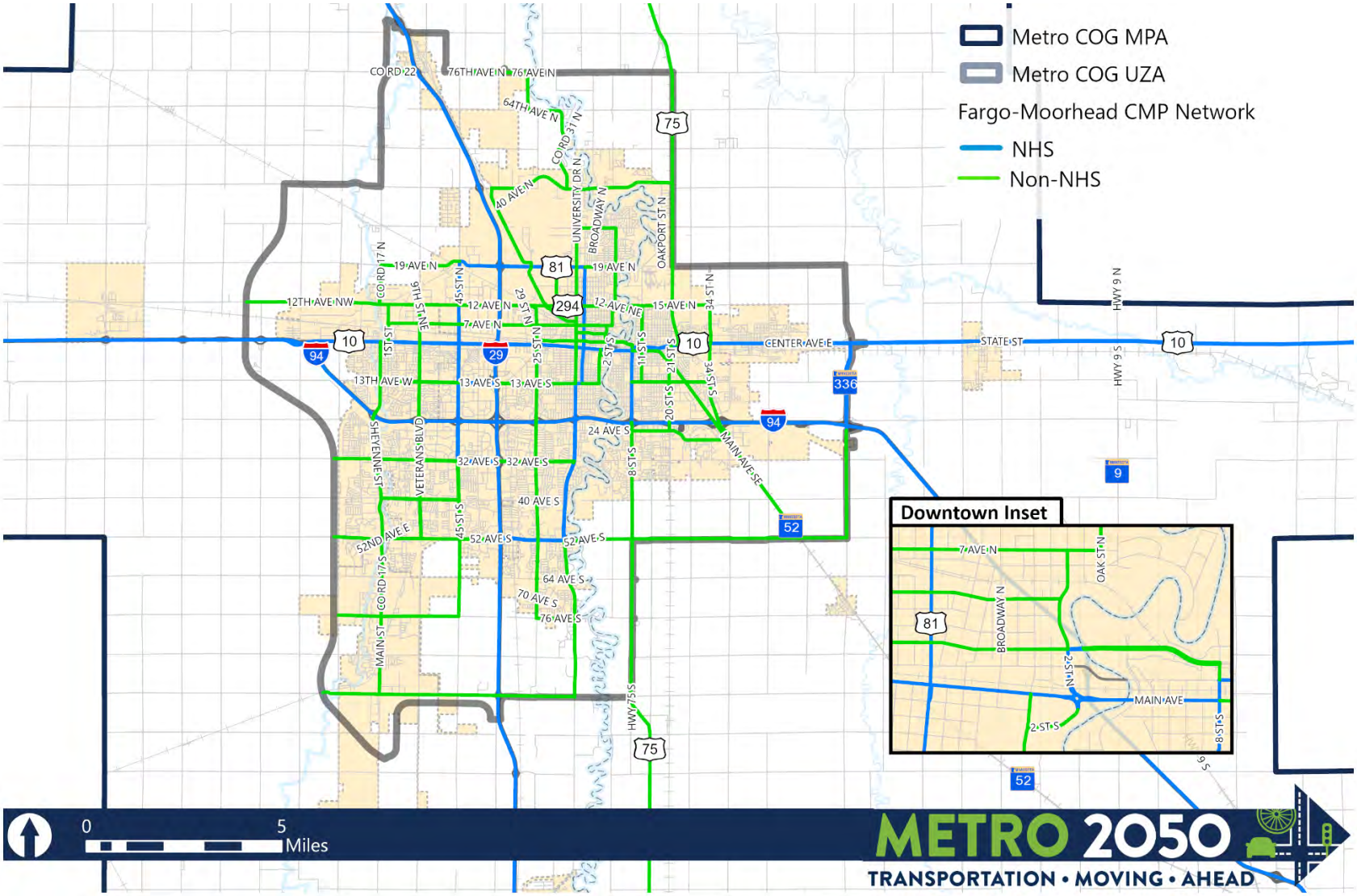
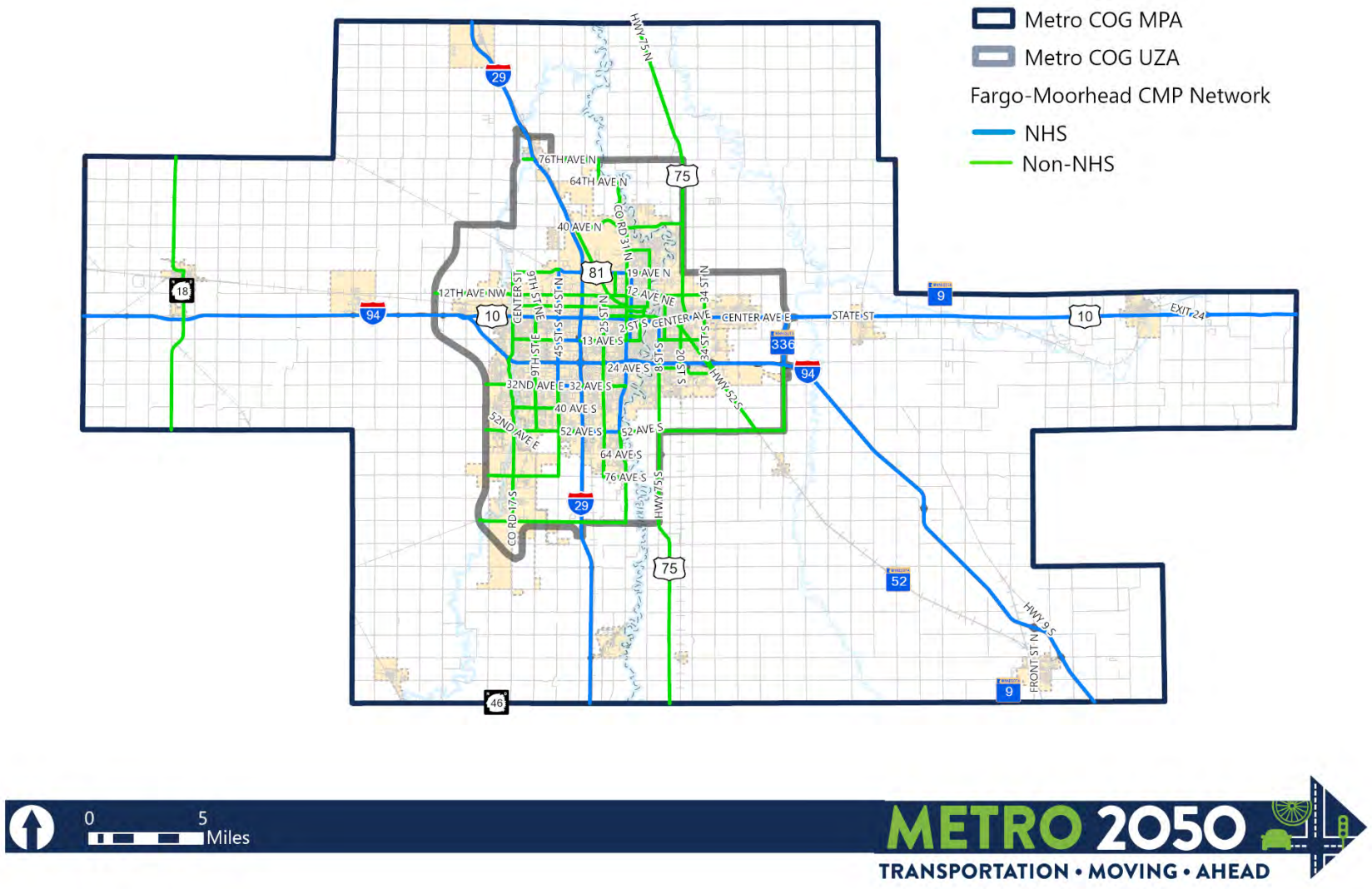


Figure 2. Metro COG CMP Network (MPA)



- **Weather Event Metric for Non-Recurring Congestion**
  Winter weather and road conditions are significant factors in reliability and safety issues in the metro area. This is an annual measure that tracks hours of CMP route closures due to weather conditions annually.

Peak Hour Congestion Measures

Performance measures related to CMP objectives 2, 4, and 5 as described in the CMP Focus Areas and Objectives section and Table 1.

- **Peak Hour Excessive Delay**
  This measure evaluates how much travel is spent at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater.
- **Signals per Capita**
  Traffic signals can provide traffic operations benefits at intersections with high peak hour traffic volumes. Too many signals can lead to discontinuous traffic flow for many trips. This measure would evaluate the number of traffic signals per capita in the metro area compared to other metro areas.
- **Vehicle Miles Traveled (VMT) per Capita**
  VMT is the number of miles traveled by vehicles within a specified region, during a specified time period.
- **Extent of ITS Capital**
  This measure keeps an account of ITS improvements within the metro area, likely measured in terms of miles of ITS-served corridors. Can be used to measure the effects of ITS services and devices.

Reliability Measures:

Performance measure related to CMP objective 4 as described in the CMP Focus Areas and Objectives section and Table 1.

- **Travel Time Reliability (TTR)**
  This measure leverages the Federal performance measure level of travel time reliability (LOTTR) to evaluate the percentage of person-miles traveled on both the Interstate and Non-Interstate NHS systems that are reliable. The TTR is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile) time.
- **Truck Travel Time Reliability (TTTR)**
  This measure supports freight movement by evaluating the travel time reliability on the Interstate System. The TTTR evaluates the ratio of the 95th percentile truck travel time by the "normal" travel time (50th percentile) time.
- **Transit On-Time Performance**
  This measure supports transit performance by evaluating on-time performance of fixed route service.
- **Bicycle and Pedestrian Access**
  This measure evaluates the proportion of MPA population within 1/4-mile and/or 1/2-mile of bicycle and pedestrian facilities.

Multimodal Connectivity Measures

Performance measures related to CMP objectives 3 and 5 as described in the CMP Focus Areas and Objectives section and Table 1.

- **Modal Share (% Non-Single Occupant Vehicle Commuter Trips)**
  Travel to work often occurs during peak periods, and most commute trips occur in SOVs, which consume more space on the transportation network than any other mode.
- **Transit Ridership per Capita**
  Transit ridership indicates the use of the transit system relative to the population served by the transit system.
- **Miles of Sidewalks and Bike Paths/Lanes added within 1/4 mile of a transit stop**
  Miles of walking, biking, and rolling facilities added within 1/4 mile of a transit stop indicates the availability of travel crossing multiple modes.
- **Modal Linkage**
  This measure evaluates missing links between existing pedestrian, bicycle, or transit facilities.
- **Intersection/Collector Density Metric**
  Intersection density measures network connectivity through intersections per Transportation Analysis Zone (TAZ) or per square mile to identify the connectivity levels of existing or planned street grids. Similarly, the length of collector street segments over the same geographic area can convey how much neighborhood access is provided to the larger arterial network.
- **Bicycle and Pedestrian Count Data**
  Measuring the number of bicycle and pedestrian users on key trail or sidewalk systems on a regular basis highlights the need additional facilities in some locations and also measures the effectiveness of CMP improvements before and after they were implemented.

Supporting CMP Data

Multiple sources of data support the evaluation of congestion management practices over time. Table 3 outlines data sources and applicable performance measures to streamline the data.

Table 3. Performance Measures and Data Sources

CMP Performance Measure	Performance Metric	Data Sources	Analysis Timeframe/Source
Safety and Traffic Incident Measures	Number of Crashes	5-year crash data used for Federal Performance Measure	Annually/NDDOT
	Roadway Clearance Time	Data collected by first responders via TIM program. Future Traffic Operations Center (TOC) can monitor and report.	TBD/Traffic Operations Center
	First Responder Time to the Scene	Data collected by first responders via TIM program. Future TOC can monitor and report.	TBD/Emergency Service Providers
	Weather Event Metric for Non-Recurring Congestion	NDDOT and MnDOT District Offices	Annually/NDDOT and Local Jurisdictions
Peak Hour Congestion Measures	Peak Hour Excessive Delay	National Performance Management Research Data Set (NPMRDS) and Metro COG's Urban SDK data on non-NHS corridors.	Biennially/NPMRDS & Urban SDK
	Signals per Capita	Literature / Internet Review	Every 5 years/Local Jursidictions
	Vehicle Miles Traveled (VMT) per Capita	Metro COG VMT Estimates and US Census MPA Population Estimates	Annually/Metro COG
	Extent of ITS Capital	Partner Agency Coordination / GIS Database. Measure of ITS corridors.	Every 5 years/Metro COG

CMP Performance Measure	Performance Metric	Data Sources	Analysis Timeframe/Source
Reliability Measures	Travel Time Reliability	LOTTR measure from NPMRDS	Biennially/NPMRDS
	Truck Travel Time Reliability	TTTR measure from NPMRDS	Biennially/NPMRDS
	Transit On-Time Performance	On-Time Performance measure from MATBUS.	Annually/MATBUS
	Bicycle and Pedestrian Access	Proportionality measure of MPA population within 1/4-mile and/or 1/2-mile of dedicated bicycle and pedestrian facilities.	Annually/Metro COG
Multimodal Connectivity Measures	Modal Share	MATBUS transit ridership data and US Census Journey to Work data. Consider expanded and standardized pedestrian / bike counts.	Annually/US Census
	Miles of Sidewalks and Bike Paths/Lanes by transit stop	Sidewalk and transit system GIS data from jurisdictions and MPO data sources; analyze a 1/4-mile buffer.	Every 5 years/MATBUS and Metro COG (TDP)
	Modal Linkage	GIS Data evaluating the gaps between bike / ped system and transit stops	Every 5 years/MATBUS and Metro COG (TDP)
	Intersection/Collector Density Metric	GIS density calculation of intersections - the point where two streets meet on a TAZ or square mile basis.	Every 5 years/Metro COG (TDM)
	Arterial Access Management	GIS calculation of the number of private driveways that access arterial streets. There are context zones where private access is less restricted (for instance, downtown context zone can have higher private access levels.)	Every 5 years/Metro COG (TDM)
	Bicycle and Pedestrian Count Data	Non-motorized counts at key locations	Annually/Metro COG

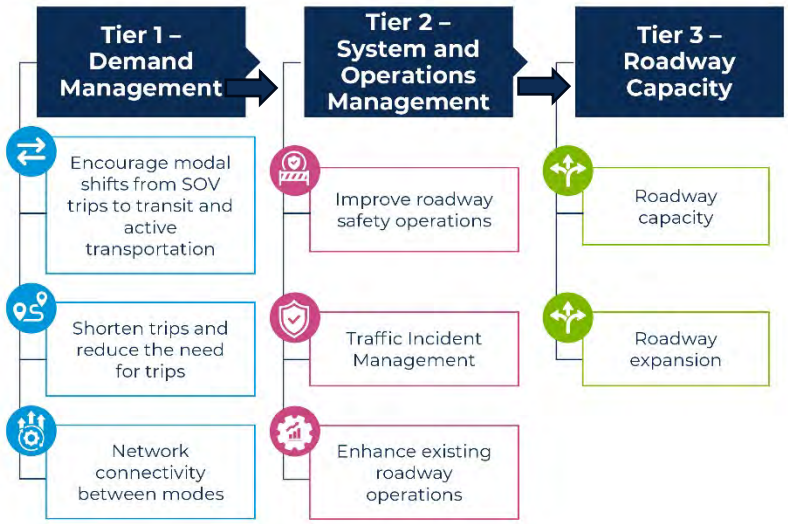
Metro COG CMP Strategy

Congestion management strategies can take the form of a variety of actions, policies, and project ideas that aid in decreasing traffic congestion and addressing multimodal connectivity on the transportation network. The following strategies are designed to reflect the context of the Fargo-Moorhead MPO region and its current and future traffic congestion management needs. The strategies and example implementation components should reflect appropriate and attainable actions for the region to consider when planning transportation projects related to traffic congestion relief.

Using the FHWA's *Congestion Management Process: A Guidebook (2011)* as a guide, strategy themes and actions were developed to address the MPO area. This process is outlined in **Figure 3**. The congestion management strategies are separated into a three-tiered CMP strategy:

- **Tier 1 - Demand Management**: Focused on reducing the demand and intensity for vehicle trips.
- **Tier 2 - System and Operations Management**: Improving the efficiency of the existing system through small physical improvements and technology enhancements.
- **Tier 3 - Roadway Capacity**: Adding more travel lanes to existing streets and adding new roadways.

Figure 3. Draft Metro COG CMP Strategy



When addressing corridor or systemic travel issues in the region, the range of strategies considered and tested should progress through each tier sequentially.

Demand Management (DM)

DM focuses on providing system users with choices on how and when to travel. Strategies aimed at expanding connections between various modes, efficient land development, encouraging flexibility in timing of travel, and reducing vehicle trips all relieve congestion within the system and improve travel reliability. Managing demand can be an effective way to redistribute traffic volumes across the system. Often DM

strategies can be a more cost-effective way to manage congestion than expanding roadways.

DM Strategies and Actions

- **DM1: Encourage modal shifts from single-occupancy vehicle trips to transit and active transportation methods**
  - Improve transit services and transit facilities
  - Implement Transit Oriented Development design guidelines
  - Plan for and fund walking, biking, and rolling infrastructure
  - Parking management
- **DM2: Shorten trips and reduce the need for peak period trips**
  - Encourage alternative work schedules and/or telecommuting
  - Use land use controls or zoning to support and encourage mixed use development
- **DM3: Facilitate network connectivity between modes**
  - Intersection, interchange, and sidewalk improvements
  - Expansion of modal connections in areas of high population and job density

System and Operations Management (SM)

SM addresses how the system can improve current operations, safety, and traffic conditions. Measures to improve system supply management include responses to both recurring and non-recurring congestion and can include technological advances, signal management and emergency response practices.

SM Strategies and Actions

- **SM1: Improve roadway safety operations**
  - Implement access management measures such as installing roundabouts and minimizing driveways and curb cuts to optimize traffic flow and reduce the number of conflict points between motorized and non-motorized users
  - Implement an advanced traveler information system
  - Implement variable speed limits
  - Automatic road enforcement
  - Utilize ramp metering
  - Optimizing traffic signals
  - Install traffic calming features
- **SM2: Enhance traffic incident management activities**
  - Enhance the visibility of law enforcement
  - Improve management of work zones

  - Identify weather and road surface problems and target rapid responses
  - Plan for addressing special events such as emergency evacuations that cause surges in traffic
  - Continually improve the traffic incident management program
- **SM3: Enhance Existing Roadway Operations**
  - Install technology enhancements to improve efficiency
  - Implement intersection improvements
  - Close gaps in the street network
  - Install center turn lanes where appropriate
  - Consider on-street parking restrictions during peak hours

Roadway Capacity (RC)

RC addresses how and when additional capacity should be added to roadway to address new growth or other factors that contribute to significant congestion that cannot be met with less invasive means.

RC Strategies and Actions

- **RC1: Widen existing roadways**
  - Consider strategic roadway widenings to relieve bottlenecks
  - Add new travel lanes
- **RC2: Add new roadways**
  - Construct new major roadways to accommodate growth

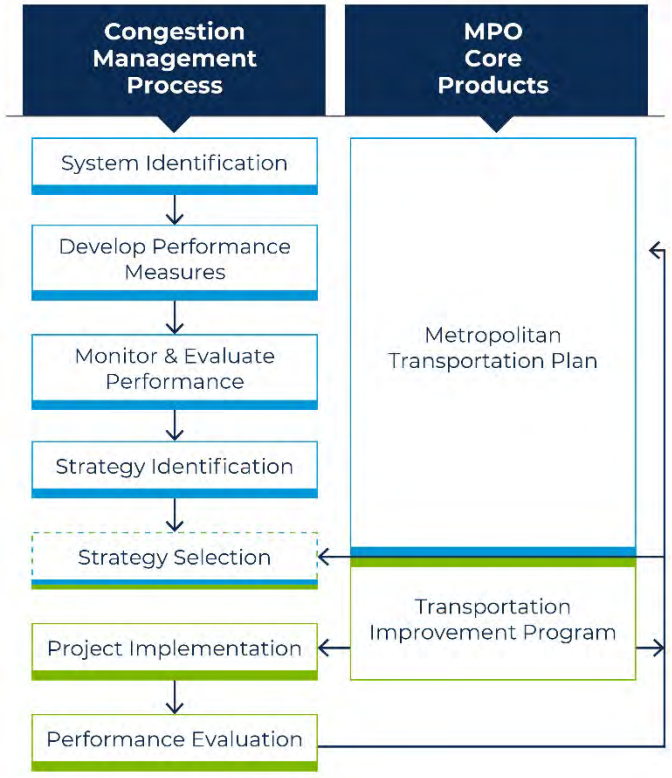
Integrating the CMP into the Metropolitan Project Selection Process

While the CMP is a freestanding process independent of the MTP, TIP and other metro transportation planning documents, its strategies and objectives inform and live within each of those documents. As the overarching, long-range planning document, the MTP drives the overall regional vision and is a basis for decision-making and project prioritization. The CMP objectives were developed with consideration to the MTP goals to be consistent with future planning efforts. The TIP is a four-year implementation document containing those projects that will be funded and initiated within the following four years. TIP projects are annually evaluated and scored by the Policy Board using criteria that is designed to place the highest importance on those projects with the highest need and most consistency with the MTP goals, objectives, and priority projects.

To show the relationship between the CMP, MTP and TIP, **Figure 4** illustrates how the CMP process and the metro's transportation plans, policies, and project selection processes work together to ensure the implemented projects and programs reflect the intent of each planning document. The CMP system identification, performance measure development, performance monitoring, and identification of strategies are informed by the goals and objectives of the

MTP. Individual congestion management strategies selected implementation consideration are incorporate into the MTP prioritized projects listing and then scored for inclusion into a four-year TIP. Periodically, the CMP should be evaluated for effectiveness and adjustments made, especially considering the cyclical updating of metro planning policies, processes, and planning documents.

Figure 4. CMP Overlay with Metro COG Core Work Products



Schedule

The CMP lives in Metro COG's MTP and TIP documents and follows a similar implementation and evaluation schedule as presented at a high-level in **Figure 4**. Moving forward, Metro COG will identify CMP-related projects for implementation and performance evaluation. Through Metro COG's Metro Profile, updated annually, the agency will evaluate CMP-related performance measures, while the TIP will monitor CMP-related projects. A formal CMP assessment should be conducted with Metro COG's MTP update cycle.

Responsibilities

Metro COG has responsibility to implement the CMP. Partner agencies and local jurisdictions have responsibility to provide and maintain data in coordination with Metro COG as outlined in **Table 3,** and to help identify, scope, and implement projects in response to Metro COG's CMP. Requesting updated data, tracking implementation, and evaluating the CMP is the responsibility of Metro COG.

Implementation

CMP strategy projects and programs will be considered in developing MTP and TIP programming and scoring criteria or consideration should be included as part of the project selection process. During the annual TIP project solicitations for federal funding awards under the STBG / Urban Roads, TA, CRP, and other applicable funds (including State and Federal administered federal-aid and MATBUS administered and competitive FTA funds and competitive FTA funds

administered by the State and Federal government) application questions related to how well a project addresses congestion management practices should be included as part of project screening, scoring, and/or prioritization process. Scoring criteria to include in the TIP scoring application could include information on if the project is located on the congestion network and if the project is consistent with the CMP process and listed CMP strategies. The extent to which each project evaluated for inclusion into the TIP satisfies application criteria focused on congestion management strategies justifies a higher score on the overall merit of the proposed project. Projects that are consistently implemented with these CMP strategies aid future congestion control in the metro area as traffic volume increases.

Evaluating the CMP

Measuring and evaluating the effectiveness of the CMP at regular intervals is important for measuring progress toward implementing congestion management actions and exploring potential changes to objectives and strategies to best address congestion in the metro area. FHWA suggests two approaches for evaluating the CMP:

- **System level performance evaluation** – includes a regional analysis of historical trends to identify improvement or degradation in system performance in relation to objectives
- **Strategy effectiveness evaluation** – project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.

Projects that meet the CMP goals will be designated as a CMP supportive project in the Metro COG TIP.

Metro COG will continue to evaluate and report on its system-wide performance measures by:

- Collecting data on performance measures
- Monitoring regional data over time
- Reporting trendlines on performance

As the CMP process matures it will highlight the local effectiveness of the tiered congestion management process and various congestion management strategies. Regional-level data will capture larger trends related to congestion within the network over time. Data specific to individual projects or programs should also be collected at the project level over time to measure the performance of one strategy within the overall network. Evaluation should be gathered in a periodic report to demonstrate progress as well as to inform how strategies may be altered or new strategies introduced.

CMP Assessment

Metro COG introduced a preliminary CMP, as provided in Metro Grow, as formal TMA designation had not yet occurred. The preliminary CMP in Metro Grow was refined through Metro 2050 to develop an updated CMP with specific objectives, strategies, measures, and evaluation considerations

which guided Metro 2050 strategy, policy, and project development/prioritization. Periodic CMP assessment and evaluation will be built into Metro COG's performance review documents available to the public and decision makers. The Metro Profile, updated annually, provides an existing opportunity for Metro COG to utilize an established process to assess the CMP. The TIP (adopted annually) will help with tracking and the MTP (adopted every five years) will provide a formal assessment of Metro COG's CMP moving forward.