

2020 - 2023

Transportation Improvement Program

For the Fargo-Moorhead Metropolitan Area

METROCOG

December 20, 2019

Prepared by the Fargo-Moorhead Metropolitan Council of Governments
(Metro COG)

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In association with:

City of Dilworth, City of Fargo, City of Moorhead, City of West Fargo, Cass County, Clay County, MATBUS, MnDOT,
NDDOT, FHWA and FTA

Approved by the Metro COG Policy Board September 19, 2019



Disclaimer

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The contents of this document reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal departments of transportation.

**A RESOLUTION ENDORSING THE FY 2020 - FY 2023
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

WHEREAS, the members of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and

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

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the greater Fargo-Moorhead metropolitan area; and

WHEREAS, the Fiscal Year 2020 - 2023 Transportation Improvement Program, dated September 2019, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit for the local jurisdictions in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

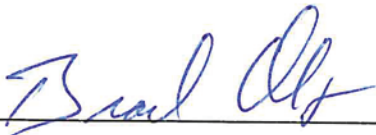
WHEREAS, the Metro COG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

WHEREAS, the FY 2020 - 2023 Transportation Improvement Program has been given due consideration by the Metro COG Policy Board; therefore, be it

RESOLVED, that Metro COG approves the FY 2020 - 2023 Transportation Improvement Program, dated September 2019, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

RESOLVED, that Metro COG certifies that the transportation planning process complies with applicable federal laws and regulations as required in 23 CFR 450.336.

PASSED this 19th day of Sept., 2019



Brad Olson, Vice Chair
Metro COG Policy Board

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

WHEREAS, the U.S. Department of Transportation requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

WHEREAS, the U.S. Department of Transportation further requires that the MPO annually review this transportation plan, and confirm that it is currently held valid and consistent with current transportation and land use issues; and

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

WHEREAS, Metro COG adopted its Short and Long Range Metropolitan Transportation Plan, *Metro 2040: Mobility for the Future* in July of 2014 , as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted February 2017), a Metropolitan Transit Development Plan (adopted July 2016); a Metropolitan Comprehensive ITS Plan (adopted June 2008); and

WHEREAS, *Metro 2040: Mobility for the Future* includes a transportation systems management element, a short-range transportation element, and a long-range element providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of the Metro COG recommends that *Metro 2040: Mobility for the Future* be considered valid and consistent with current transportation and land use issues.

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



Brad Olson, Vice Chair
Metro COG Policy Board

9-15-19

Date



Cynthia Gray, Executive Director
Metro COG

9/19/19

Date

**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

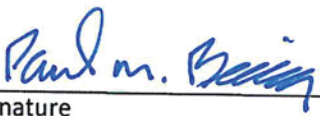
Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at 701.232.3242, metrococog@fmmetrococog.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments

North Dakota Department of Transportation



Signature



Signature

Vice Chair

Title

Local Government Engineer

Title

9-18-19

Date

9-23-19

Date

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Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the Metro COG Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

Annual Element/Future Expenditures: This section reports the proposed year of implementation and estimated cost for performing each staging item. The Annual Element column is most significant because activities shown in the first year of the TIP require no further project selection. Projects in the second and third year of the TIP, shown as Future Expenditures, could be subject to subsequent project selection. Project selection involves the process of identifying, prioritizing, and scheduling an improvement for implementation.

Annual Listing: This section identifies projects which have been programmed and funding has been obligated. The annual listing will represent 2014 projects for the 2016-2019 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each of their Districts. Metro COG's TIP projects in Minnesota fall under the ATIP for Mn/DOT District 4. All projects listed in the TIP are required to be listed in the ATIP.

Candidate Project: A candidate project is one which is eligible for federal aid and an application has been submitted seeking federal aid. The project remains a candidate project until project selection for federal aid has occurred at which time the project either becomes "Programmed" or "Not Programmed."

Classification: This section provides the functional classification of the roadway or route as defined by the Metro COG and approved by State DOTs and FHWA.

Collectors: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Environmental Review Group (ERG): A sub-committee facilitated by Metro COG which consists of local, state, and Federal agencies responsible for environmental protection and stewardship.

Estimated Cost and Funding: This section reports the total estimated cost of the described project. It also lists the anticipated participation of various funding sources. These sources are defined by the following categories: federal, state, local. The estimated cost for each project includes right-of-way and construction costs.

Facility: This section refers to the roadway or route on which the project will be completed.

F.A.S.T Act: Fixing America's Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous

materials, and passenger rail.

Federal Source: This section identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list below.

BR:	Bridge*	NHPP-IM:	Interstate Maintenance
BRU:	Bridge - Urban	NHPP-ITS:	Intelligent Transportation Systems
CMAQ:	Congestion Management Air Quality	NHPP-NHS:	National Highway System
FTA 5307:	Urbanized Area Formula Program Funds	SRTS:	Safe Routes to School*
FTA 5308:	Clean Fuels Formula Program	STBGP:	Surface Transportation Block Grant Program
FTA 5310:	Enhanced Mobility of Seniors and Individuals with Disabilities Program	STBGP/R:	Regional Road Program (North Dakota)
FTA 5311:	Rural Transit Assistance Program	STBGP/Rural:	Rural Roads Program (North Dakota)
FTA 5339:	Bus and Bus Facilities Program	STBGP/U:	Urban Roads Program (North Dakota)
HPP:	High Priority Projects Designated by Congress	TA:	Transportation Alternatives
HSIP:	Highway Safety Improvement Program	TCSP:	Transportation & Community System Preservation Program
IM:	Interstate Maintenance	TE:	Transportation Enhancement*
NHPP:	National Highway Performance Program		
NHPP-HBP:	Highway Bridge Program		

*SRTS and TE were combined into the TA program. Unobligated funds in these categories may be programmed until they are spent down to zero, de-obligated or expired.

Illustrative: An illustrative project is a project which does not have funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within Metro COG's planning area. The member jurisdictions include the following: North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MnDOT), Cass County, Clay County, City of West Fargo, City of Fargo, City of Moorhead, City of Dilworth.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

Local Source: This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources. For example, the City of Fargo local funding

sources comes from a variety of sources (½¢ city sales tax, state highway distribution funds, portions of the city property tax, and special assessments); the City of West Fargo local funding sources comes from the city general funds, sales tax assessment, and state highway funds; and Cass County’s local funding sources comes from a variety of sources (state highway distribution funds and 10 mil levy from the property taxes).

Locally Funded Regionally Significant (LFRS): LFRS projects are projects that are funded by other federal agencies and not requiring action by FHWA or FTA, or projects that are not federally funded but are of regional significance. Projects are considered to have regional significance if they occur on a collector, minor arterial or principal arterial roadway, or if they occur on any functionally classified roadway and serve any of the following:

- Intermodal facility, such as train stations, bus stations, airports, and major freight termini.
- Any major activity center such as regional shopping centers, sports complexes, or educational facilities.

Locally Funded Project of Note: Projects that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note are listed in the locally funded project section of this document.

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

Metropolitan Transportation Initiative (MTI): A sub-committee facilitated by Metro COG that was formed to ensure the development of a coordinated human service public transportation plan.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Modification: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

ND Small Town Revitalization Endeavor for Enhancing Transportation Program (NDSTREET): North Dakota grant to provide assistance in upgrading the existing pavement infrastructure through cities with a population of less than 5,000 and to enhance the appearance of streets and sidewalks.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

Project Description: This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Number: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Project Prioritization: This is an exercise in which Metro COG and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. Metro COG then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

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

Public Participation Plan (PPP): An adopted Metro COG plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

Regionally Significant Project: A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Responsible Agency: This section identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users -The previous transportation act that expired July 5, 2012 and replaced with MAP-21.

Staging: This section depicts the latest estimate of work toward the project's completion. The stages are Right-of-Way and Construction. Right-of-Way is the arrangement for the acquisition and purchase of land/or buildings for the construction of the proposed improvement. Lastly, construction includes bid letting and actual development of the proposed improvement.

State Transportation Improvement Program (STIP): The STIP is a compilation of significant surface transportation improvements scheduled for implementation with a state (North Dakota or Minnesota) during the next four years. All projects listed in the TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the FM Metropolitan Area is MATBUS.

Transportation Improvement Program (TIP): The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead Metropolitan area during the next four years.

Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

North Dakota DOT Michael Johnson, P.E. Urban Engineer & MPO Coordinator phone: 701.328.2118 email: mijohnson@nd.gov	City of Dilworth Stan Thurlow Dilworth City Planner phone: 218.287.5433 email: dilworthcityhall@corpcomm.net	City of Moorhead Tom Trowbridge, P.E. Moorhead City Engineer phone: 218.299.5394 email: tom.trowbridge@ci.moorhead.mn.us
Minnesota DOT Mary Safgren Planning Director, MnDOT District 4 phone: 218.846.7987 email: mary.safgren@state.mn.us	Cass County Jason Benson, P.E. Cass County Highway Engineer phone: 701.298.2372 email: bensonj@casscountynd.gov	Clay County David Overbo, P.E. County Engineer phone: 218.299.5099 email: david.overbo@co.clay.mn.us
City of Fargo Jeremy M. Gorden, P.E. Division Engineer - Transportation phone: 701.241.1529 email: jgorden@fargond.gov	Fargo Transit Julie Bommelman Fargo Transit Director phone: 701.476.6737 email: jbommelman@fargond.gov	West Central Initiative Wayne T. Hurley, AICP Planning Director phone: 218.739.2239 email: wayne@wcif.org
City of West Fargo Dustin T. Scott, P.E. West Fargo Public Works Director phone: 701.433.5425 email: dustin.scott@westfargond.gov	Moorhead Transit Lori Van Beek Transit Manager phone: 701.476.6686 email: lvanbeek@matbus.com	Metro COG Luke Champa Assistant Planner phone: 701.532.5107 email: champa@fmmetrocog.org
Federal Highway Administration - MN Division Andrew Emanuele, AICP Community Planner phone: 651.291.6124 email: andrew.emanuele@dot.gov	Federal Transit Administration - Region 5 William Wheeler Community Planner phone: 312.353.3879 email: william.wheeler@dot.gov	Federal Highway Administration - ND Division Sandy Zimmer Financial Program Manager phone: 701.221.9469 email: sandy.zimmer@dot.gov
	Federal Transit Administration - Region 8 Rena Tunison Transportation Program Analyst phone: 202.366.3305 email: renae.tunison@dot.gov	

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Section 1 | Introduction

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area during the next four fiscal years. The fiscal year (FY) begins October 1st and ends September 30th of the following year. The TIP provides a staged, multiyear, intermodal program of transportation projects, which is consistent with the most current Metro COG Long Range Transportation Plan (LRTP).

Metro COG, as part of the metropolitan area’s comprehensive, coordinated, and continuous transportation planning process (3-C process), develops the TIP annually. It is also developed in cooperation with the multiple Metro COG planning partners; the Minnesota Department of Transportation (MnDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local municipal and county jurisdictions, and other organizations and agencies eligible for project sponsorship.

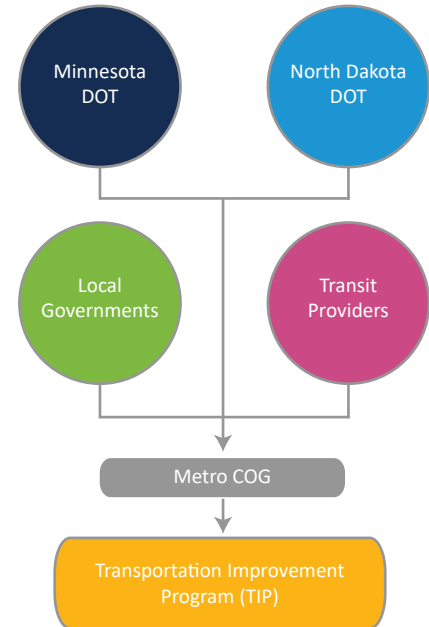
The TIP includes an Annual Element component for projects implemented during the first year of the TIP. Projects included in the Annual Listing of Obligated Projects (ALOP) constitute the agreed-to listing of Federal-Aid and Regionally Significant improvements approved by the Metro COG Policy Board.

TIP Development

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

1. Reviewing and updating projects from the previous year TIP;
2. Solicitation of new projects eligible for federal aid;
3. Receiving applications from local jurisdictions for federal aid candidate projects, evaluating and prioritizing candidate projects;
4. Soliciting public comment on projects to be included within the TIP;
5. Submitting prioritized candidate projects to MnDOT and NDDOT;
6. Working cooperatively with the MnDOT and NDDOT to select candidate projects to receive federal funds;
7. Reviewing local jurisdictions’ Capital Improvement Plans (CIPs) to ensure that all “Regionally Significant” projects are identified within the first two years of the TIP; and
8. Working cooperatively with MnDOT and NDDOT to ensure that their State Transportation Improvement Programs (STIP) match the information in the TIP.

Figure 1-1: Tip Development

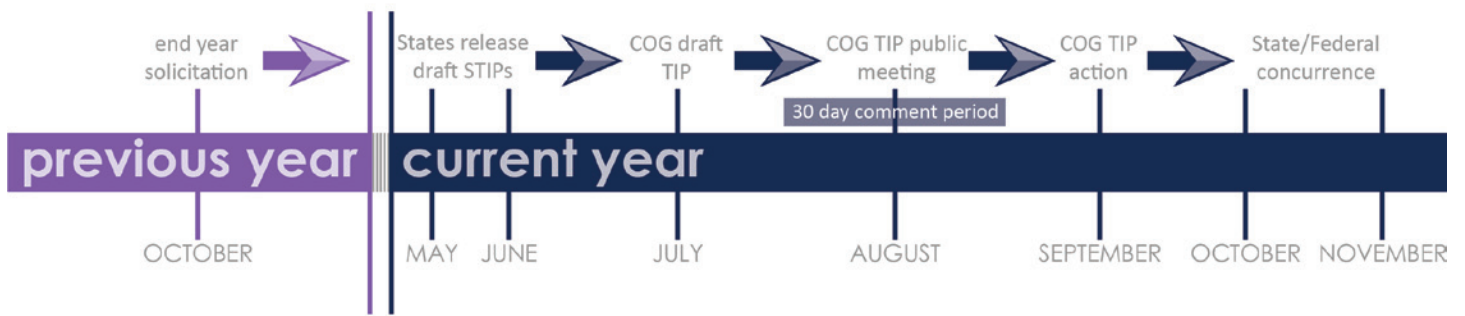


Source: Metro COG

Metro COG typically starts the process of updating the TIP in June of each year. This generally coincides with the release of the NDDOT and MnDOT Draft STIPs. Final TIP approval through Metro COG’s Transportation Technical

Committee (TTC) and Policy Board typically occurs in September, which may be before or after the States have approved their final STIPs. See Figure 1-2 below.

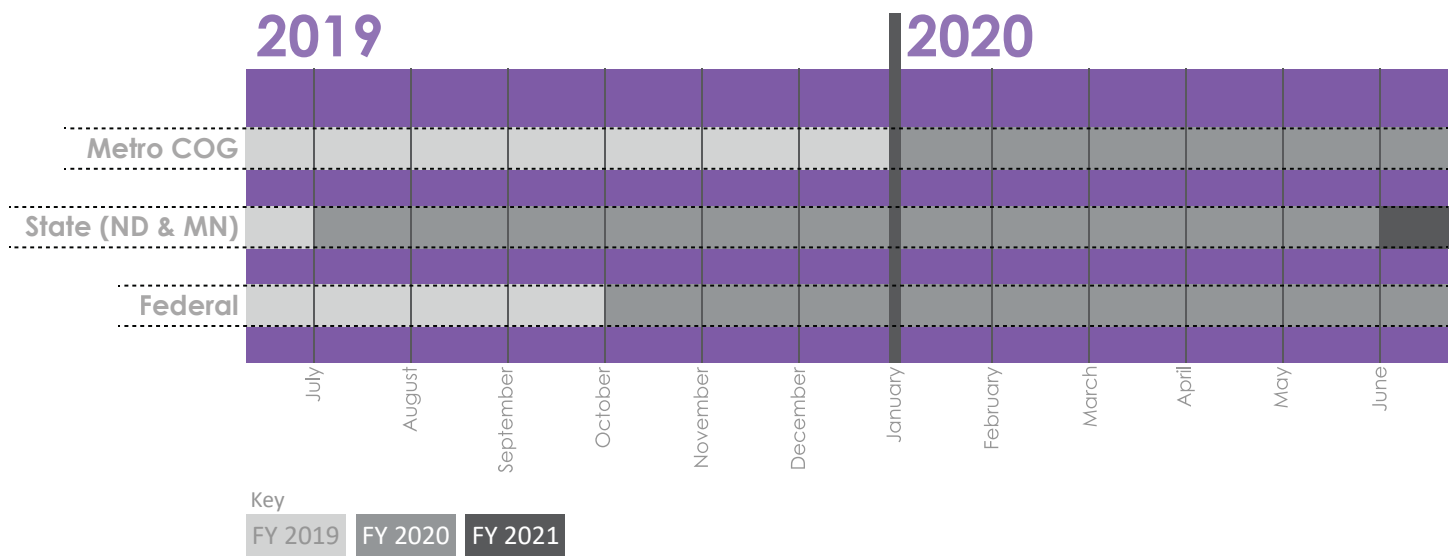
Figure 1-2: TIP Development Timeline



Source: Metro COG

Fiscal year (FY) is also an important component taken into consideration with TIP development. Projects are listed by federal fiscal year however, Metro COG, NDDOT, and MnDOT have different fiscal years. Metro COG’s fiscal year begins January 1st and ends December 31st, the state (MN & ND) fiscal year begins July 1st and ends June 30th, and the federal fiscal year begins October 1st and ends September 30th. Given the varying fiscal years, TIP development occurs much earlier than the next calendar year (2020). Figure 1-3, below, shows the variation in agency FYs.

Figure 1-3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP), that outlines funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR) and other federal legislation and guidance. Current regulations defining TIP content are included in the Fixing America’s Surface Transportation (FAST) Act legislation signed into law December 4, 2015. The legislation requires that all transportation projects that are entirely or partially funded with federal monies within the metropolitan planning area (Cass, Clay Counties and the contiguous urbanized area) be included in the region’s TIP.

Oversight of the TIP

The Metro COG TIP includes projects funded by the US Department of Transportation (USDOT) and its associated administrations. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide funding for roadways and trails, and public transit projects respectively. The Metro COG TIP includes basic project information such as the location, type of improvement, length, anticipated cost estimates, proposed funding sources, and schedule for each phase of federally funded projects. Non-federally funded, local projects are shown with less-detailed listings that provide project information.

Federal legislation requires a TIP be updated every four years however, Metro COG updates the TIP annually. After approval by the Metro COG Policy Board, the TIP is forwarded for approval by the governors of Minnesota and North Dakota (or their representatives) and is incorporated, by reference or verbatim, into the respective State Transportation Improvement Programs (STIP). The FHWA and FTA review the STIPs for conformity with federal transportation laws.

Consistency with Other Plans

The Metro COG Long Range Transportation Plan (LRTP) documents the ongoing, multi-modal transportation planning process in the Fargo-Moorhead metropolitan area. The current LRTP, *Metro 2040: Mobility for the Future*, was adopted in July 2014 by the Metro COG Policy Board and has a planning horizon of 2040. *Metro 2040: Mobility for the Future* sets the regional transportation policy for all of Metro COG's planning area and identifies the major, long-range transportation investments. Projects contained in the TIP must first be identified in the LRTP. Whereas the LRTP provides a 20 to 25 year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by Metro COG.

Table 1-1: Transportation Plans

Transportation Plan	Date Approved
2040 Long Range Transportation Plan	2014
Intelligent Transportation Systems (ITS) Plan	2008
Metropolitan Transit Development Plan	2016
Metropolitan Bikeway and Pedestrian Plan	2017
Public Participation Plan	2016

Source: Metro COG

Relationship to the Transportation Planning Process

As the MPO for the Fargo-Moorhead metropolitan area, Metro COG is responsible for developing and maintaining two key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the documents described below:

- The Long Range Transportation Plan (LRTP) directs the transportation decision-making process in ways that help achieve regional goals. The plan, *Metro 2040: Planning for the Future*, serves as a blueprint for the management of the region's transportation system through the year 2040. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Metro COG is currently in the process of updating its LRTP.
- The update to the LRTP, *Metro Grow*, will analyze the transportation system forecasting conditions

to the year 2045. *Metro Grow* will analyze the true amount of money spent on the transportation system by focussing on a holistic vision of funding spent on the system, rather than just federal funding. Metro COG and its local partners know that there is not enough money to accomplish all of the entire region’s goals, but strives to find high-value, low-cost ways of accomplishing them. With the integration of data about local sources of funding, we will be able to better determine the ramifications of funding decisions and better assess the risk and volatility of transportation investment strategies. The adoption of *Metro Grow* is tentatively scheduled for late 2019 or early 2020.

- The Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in Order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for Metro COG and funding agencies in scheduling major transportation planning activities, milestones, and products.

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

Document	UPWP	TIP	MTP	PPP
Timeframe	2-years	4-years	25-years	N/A
Contents	Planning activities, studies, and tasks to be undertaken within a two-year timeframe	Listing of transportation improvements.	Identifies regional transportation goals, policies, strategies, performance measures, and major projects from which TIP projects are selected.	Framework which guides the public participation process in transportation planning projects at Metro COG.
Update Requirements	Bi-annually	Annually	Every five years (four years if in nonattainment for air quality)	As needed

Source: Metro COG

The current federal transportation law, the F.A.S.T Act (P.L. 112-141), added two planning factors that all Metropolitan Planning Organizations (MPO’s) must provide consideration and implementation for in their projects, strategies, and services. The original eight planning factors established by SAFETEA-LU were re-established into ten factors. Those ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Metro COG

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead area. MPOs are mandated to exist by federal transportation legislation to serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

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

Metropolitan Planning Area

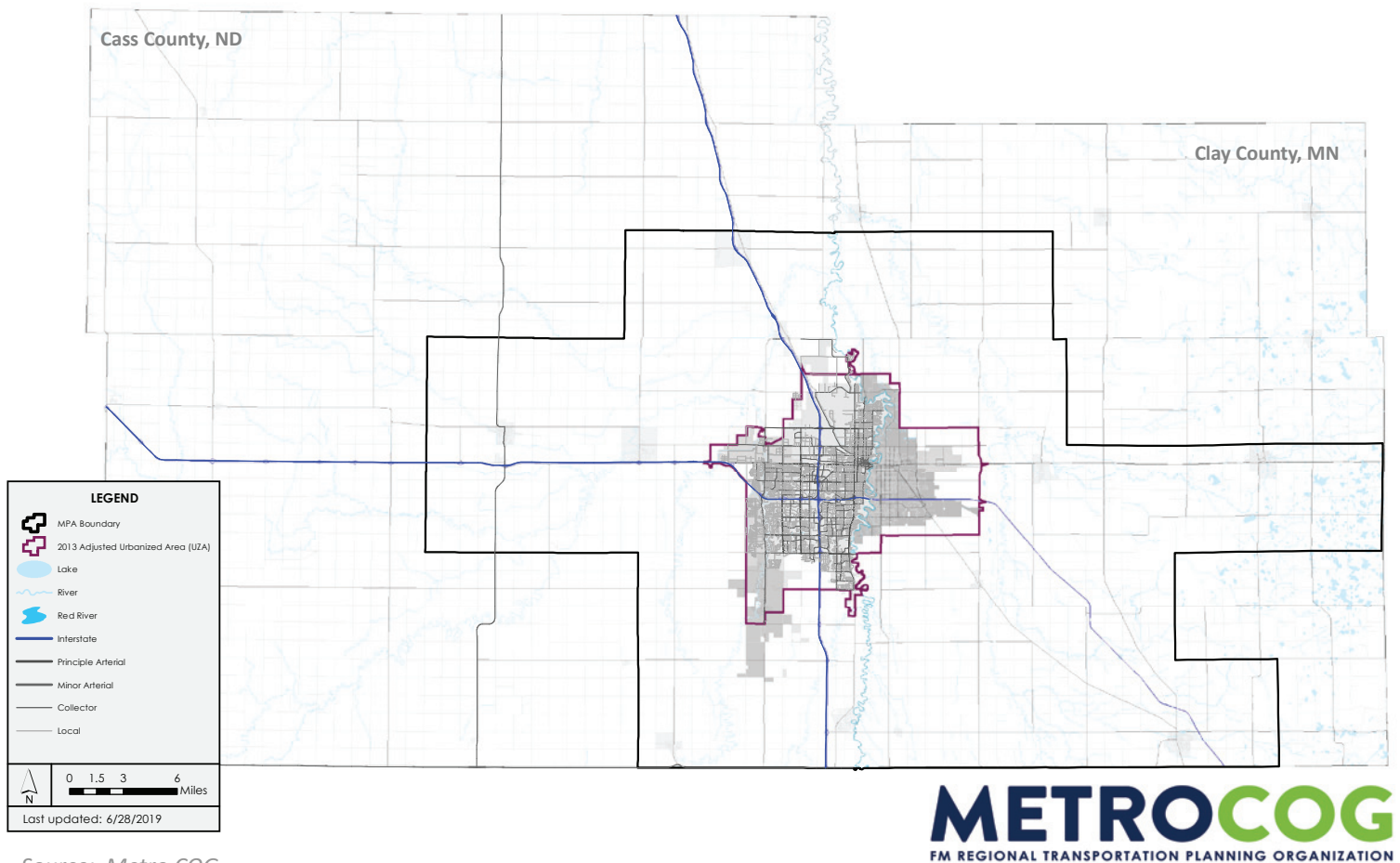
The Metro COG Metropolitan Planning Area (MPA) consists of portions of Cass County in North Dakota and Clay County in Minnesota. All transportation projects, as well as federal transportation funds included in the Metro COG TIP are limited to the Metro COG Metropolitan Planning Area (MPA). The TIP cannot contain projects outside of the MPA, unless a portion of that project is within the MPA area or is a regional or state project in which the MPO is a participant. The Metro COG MPA is identified on Figure 1-2 below.

Metro COG Policy Board

The Metro COG Policy Board is comprised of 16 voting members, of which 75% must be elected officials or their designee. Horace was added as a voting member in 2017 and West Fargo received an additional vote in 2016. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

The Policy Board certifies that the 3-C planning process used within the metropolitan area is in compliance with federal requirements. It reviews and adopts the TIP and has the authority to forward the TIP to the relevant agencies for review and approval. It approves all TIP amendments and is informed of all administrative adjustments as may occur through ongoing TIP maintenance.

Figure 1-4: Metro COG Metropolitan Planning Area



Source: Metro COG

Transportation Technical Committee

The Metro COG Transportation Technical Committee (TTC) advises the Policy Board on technical matters associated with Metro COG’s work activities, mission, and on specific transportation planning issues. The committee is comprised of engineering, planning, and transit staff from the local jurisdictions and a representative from the FHWA, the NDDOT, and the MnDOT. The TTC reviews projects to be included in the TIP and forwards those recommendations to the Policy Board.

Regionally Significant Projects

Regionally significant projects are projects that may not be funded with federal transportation funds, but involve major improvements to the transportation system in the Metro COG MPA. On May 16, 2013, the Metro COG Policy Board made an update to how Regionally Significant Projects will be defined for the purposes of developing and managing the TIP for the Fargo-Moorhead metropolitan area; beginning with the development of the 2014-2017 TIP. Metro COG shall define regionally significant projects as one of three types:

1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 USC or Title 49 USC;
2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and
3. Projects that are not federally funded locally funded regionally significant (LFRS).

For Type 1 projects, typical TIP procedures apply and projects will be reported for all years of the TIP. Type 2 and 3 projects are listed for informational purposes only; however, are subject to the financial constraint of the overall TIP. Type 2 and 3 projects will only be listed in the year which it is obligated or the first two years of the TIP. In determining which Type 2 or 3 projects to include in the TIP for informational purposes, Metro COG shall use the following criteria:

- Any project that impacts a facility that carries a Federal Functional Classification (FFC) of Principal Arterial, Minor Arterial, or Collector that is included as part of Metro COG's approved Travel Demand Model (TDM).

Locally Funded Regionally Significant Projects

Locally Funded Regionally Significant (LFRS) projects are typically added to the TIP following the approval of relevant Capital Improvement Program (CIPs) by relevant local units of government (typically March or April). Thus LFRS projects to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. All projects identified as Regionally Significant, as defined by Metro COG, appear within the body of the TIP document, and are denoted accordingly as being "LFRS." LFRS projects are shown for planning purposes only, and have been identified in local CIPs as having an impact to a federal functional classified roadway within the MPA. With direction from the TTC and Policy Board, Metro COG is making a conscious effort to help coordinate future construction projects within the MPA. Metro COG is including these projects in the 2020-2023 TIP with the goal of mitigating impacts from projects in a localized area or on parallel corridors, and to inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

Illustrative Projects

Illustrative Projects are those projects that were not included in the fiscally-constrained project list due to limited transportation funds. These projects are first to be considered when funds become available. Illustrative projects have not been included in TIP project tables. Upon the notice of funding availability for an individual project, Metro COG will amend such project into the TIP at that time. There has been a concerted effort not to list illustrative projects within the TIP. An exception to this are projects that have been programmed in response to the pending FM Diversion project. These projects are shown in the TIP without funding information.

Advance Construction Projects

A practice referred to as "Advance Construction" (AC) may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more other FY. When AC is used, project sponsors must front the entire cost of the project in the first FY of the project with local or state funds. When federal funds become available, the project sponsor may request the TIP be amended to include a line item to reflect a reimbursement of project costs eligible for federal participation. Disposition of the newly available funds, as well as approval of any amendment to the TIP is the purview of the Policy Board.

Project Solicitation, Prioritization, and Selection

Metro COG in cooperation with NDDOT, MnDOT, and MATBUS cooperatively implement a process for solicitation, prioritization, and selection of transportation improvements which are eligible for federal aid. The current TIP development procedures were approved by the Metro COG Policy Board on June 16, 2010. These procedures are reviewed and modified annually as needed, in cooperation with MnDOT, NDDOT, and MATBUS.

Self Certification

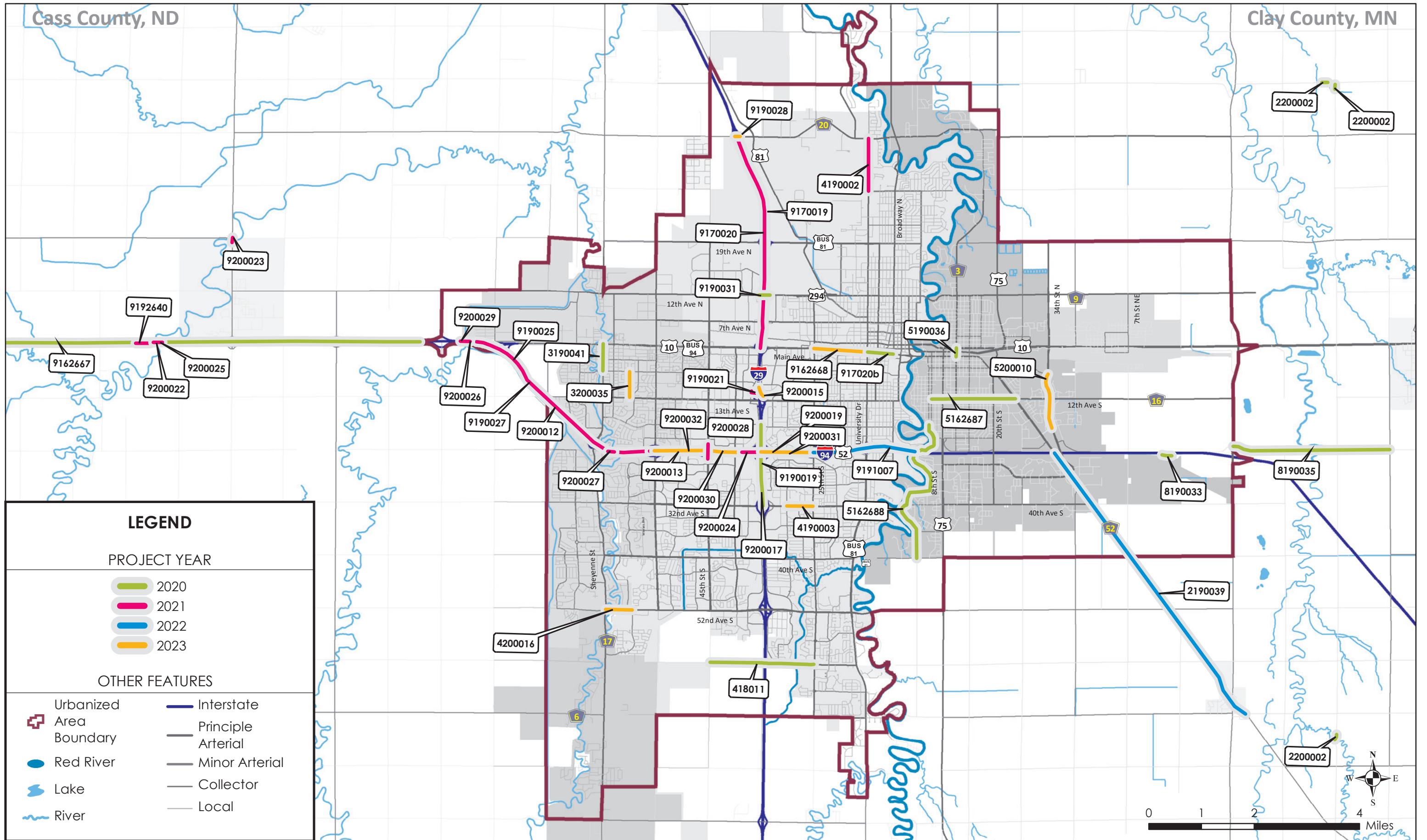
Annually as part of the Transportation Improvement Program (TIP), Metro COG self-certifies along with the NDDOT and MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the Metro COG MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

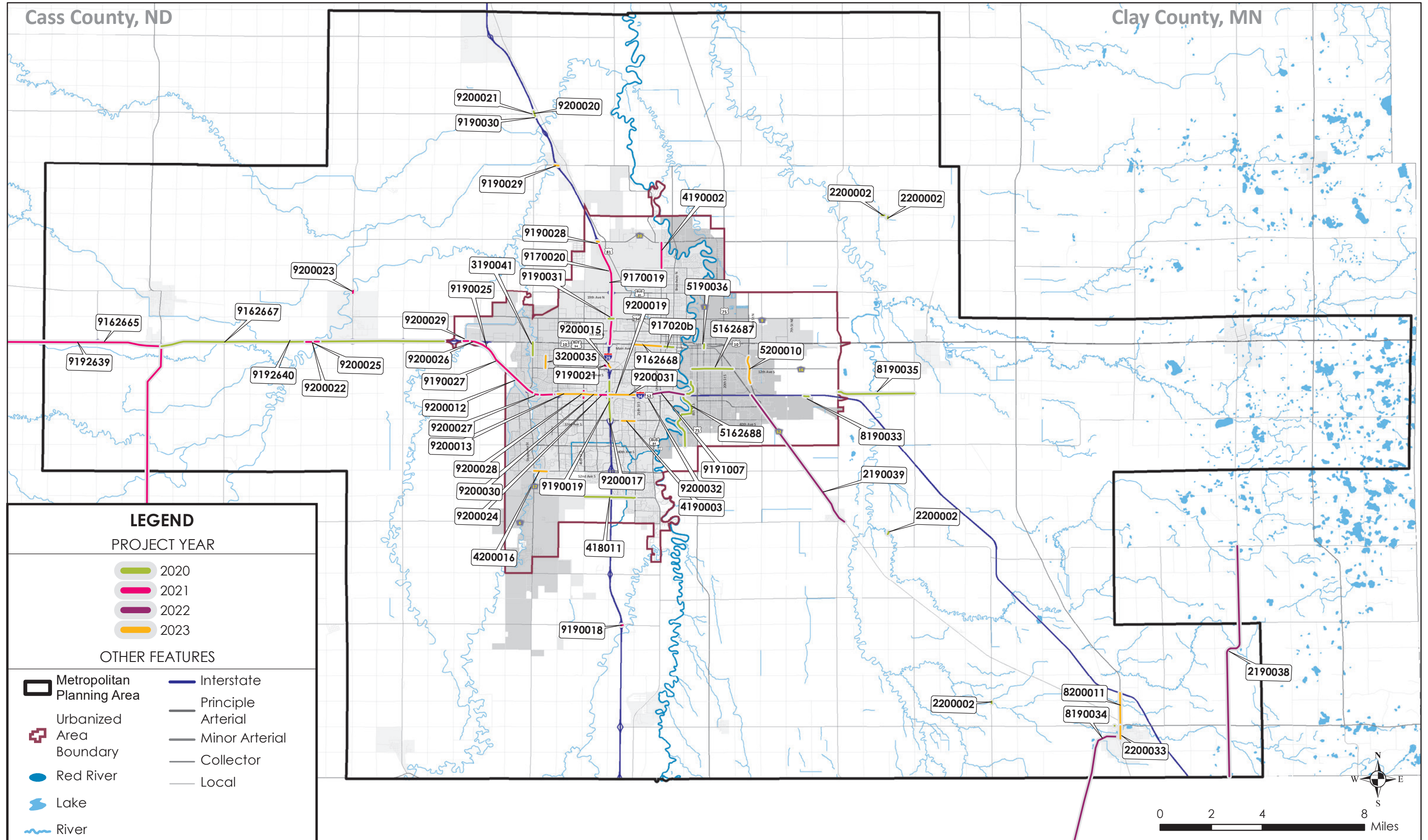
A copy of the Metro COG Policy Board statement of Self Certification is located in the front of this document.

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Section 2 | Project Locator Map

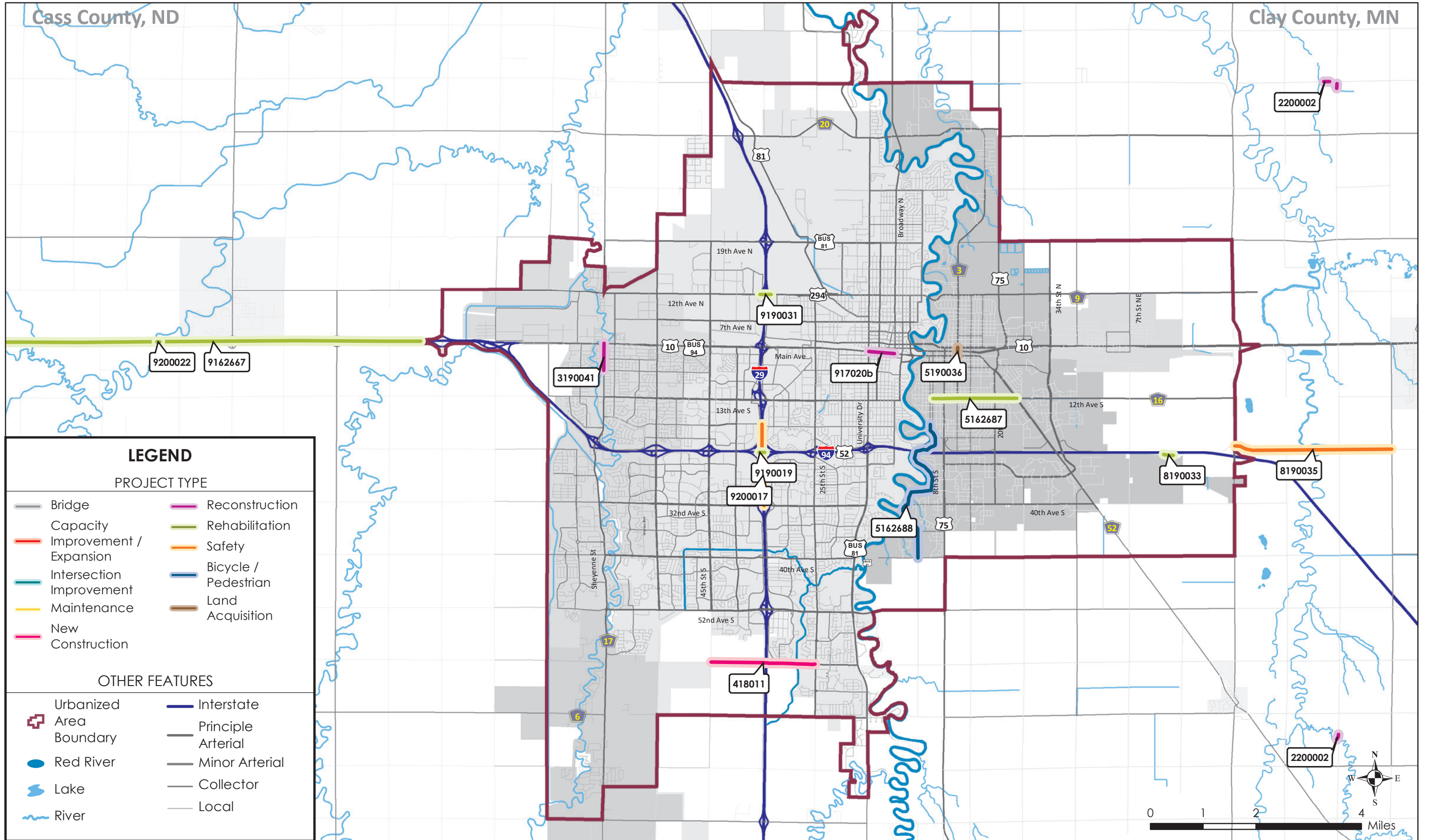


Urbanized Area Projects By Year



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Section 3 | Detailed Project Listings



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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5200001 TRF-0034-20B	2020	Transit				Communication Equipment (Transit Green Light Priority) Joint with City Engineering	Transit Capital	\$ 521,000	FTA 5339	Local	\$ 416,800 \$ 104,200
Moorhead Transit	5162685 TRF-0034-20D	2020	Transit				Support Equipment/Facility Upgrades: LED Lighting and Diesel Particulate Filter Cleaner	Transit Capital	\$ 49,000	FTA 5339	Local	\$ 39,200 \$ 9,800
Moorhead Transit	5162686 TRF-0034-20A	2020	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,458,500	FTA 5307	State	\$ 431,000 \$ 3,027,500
Moorhead Transit	5170005 TRS-0034-20TA	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces unit #1231)	Transit Capital	\$ 87,000	STBGP	Local	\$ 69,600 \$ 17,400
Moorhead Transit	5170006 TRS-0034-20T	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces unit #1232)	Transit Capital	\$ 87,000	STBGP	Local	\$ 69,600 \$ 17,400
Moorhead Transit	5190007 TRF-0034-20E	2020	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 30,000	FTA 5339	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5200099 TRF-0034-20F	2020	Transit				Transit Hub Improvements - Dilworth Walmart	Transit Capital	\$ 287,500	FTA 5339	Local	\$ 230,000 \$ 57,000
Fargo Transit												
Fargo Transit	4162670 8017	2020	Transit				Capital purchase	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4162672 8031 TURB	2020	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,288,000	FTA 5307	Local	\$ 2,787,000 \$ 1,501,000
Fargo Transit	4200036	2020	Transit				Purchase of one (1) 35 ft replacement bus and bus related equipment (replaces VIN 7C032364)	Transit Capital	\$ 525,000	FTA 5339	Local	\$ 420,000 \$ 105,000
Fargo Transit	4200037	2020	Transit				Purchase of one (1) 30 ft expansion bus and bus related equipment	Transit Capital	\$ 155,300	FTA 5339	Local	\$ 124,240 \$ 31,060
Fargo Transit	4200038	2020	Transit				Purchase Stationary Bus Fare Collection Equipment	Transit Capital	\$ 1,000,000	FTA 5339	Local	\$ 750,000 \$ 250,000

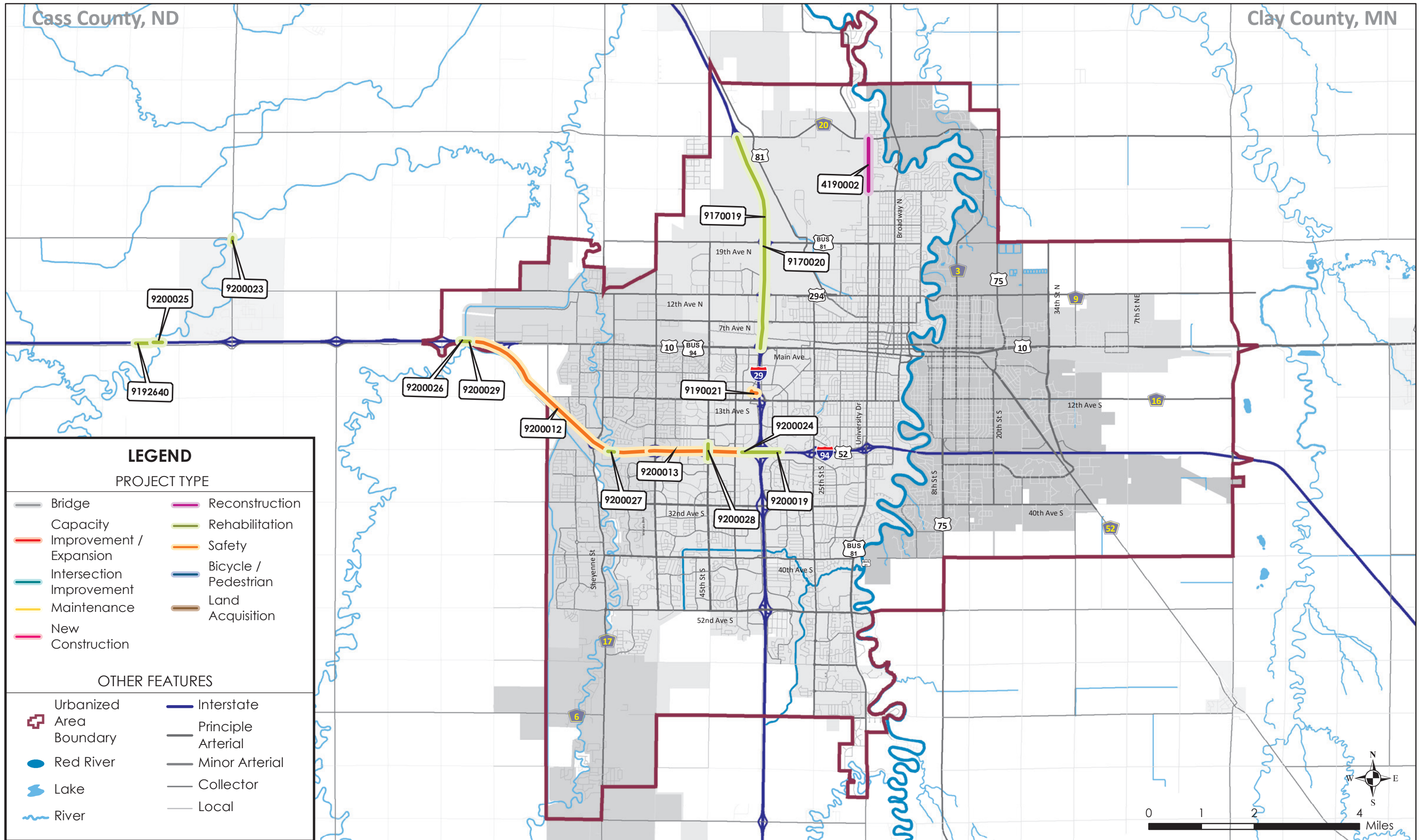
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Fargo Transit	4200039	2020	Transit				Rehab/Renovate - Miscellaneous Support Equipment	Transit Capital	\$ 97,696	FTA 5339	Local	\$ 78,156 \$ 19,540
Fargo Transit	4200040	2020	Transit				Purchase Diesel Exhaust Particulate (DEP) Filter Cleaner	Transit Capital	\$ 33,500	FTA 5339	Local	\$ 26,500 \$ 6,700
Fargo Transit	4200041	2020	Transit				Rehab/Renovate - Administration/Maintenance Facility (Metro Transit Garage [MTG])	Transit Capital	\$ 67,000	FTA 5339	Local	\$ 53,600 \$ 13,400
Fargo Transit	4200042	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12131)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200043	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12132)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200044	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12133)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200045	2020	Transit				Purchase of one (1) <30 ft expansion bus and bus related equipment	Transit Capital	\$ 84,700	FTA 5310	Local	\$ 67,760 \$ 16,940
Fargo Transit	4200046	2020	Transit				Mobility Manager Salary	Transit Operations	\$ 101,100	FTA 5310	Local	\$ 80,880 \$ 20,220
City of Fargo												
City of Fargo	418011 21564 8015	2020	64th Ave S	2.0	25th St S	45th St S	Construction of 64th Ave S as a 3-lane urban arterial, grade separated overpass of I-29, shared use path, and bicycle/pedestrian facilities.	New Construction	\$ 30,649,984	STBGP-U	Local	\$ 9,932,907 \$ 20,717,077
City of Moorhead												
City of Moorhead	5162687 144-118-016	2020	12th Ave S	1.4	5th St	SE Main	From 20th St to 5th St, mill and overlay, and from 20th St to SE Main Ave, pavement replacement	Rehabilitation	\$ 2,440,220	STBGP	Local	\$ 1,776,196 \$ 664,024
City of Moorhead	5162688 144-090-018	2020	Rivershore Dr	2.1	20th Ave S	50th Ave S	Blue Goose Trail - paved multi use trail & on-street bike facilities	Bike/Ped	\$ 525,195	TA	Local	\$ 360,000 \$ 165,195
City of Moorhead	5190036 144-115-016	2020	11th Street				Right of Way Acquisition for the 11th Street Railroad Underpass	Land Acquisition	\$ 531,993	DEMO	Local	\$ 425,594 \$ 106,399

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of West Fargo												
City of West Fargo	3190041 22277 8018	2020	Sheyenne St		Main	7th Ave	Road Diet, Bulb-Outs, Sidewalk, Access Modifications, Parking, Streetscape, Street Furniture, Lighting, Bus Stop	Reconstruction	\$ 3,600,000	UGP	Local	\$ 2,377,446 \$ 1,222,554
City of West Fargo	3200035	2023	Drain 45		7th Ave E	13th Ave E	Construction of a Multi-Use Path along Drain 45	Bike/Ped	\$ 387,000	TA	Local	\$ 232,000 \$ 155,000
North Dakota Department of Transportation												
NDDOT	917020b 21170 8032	2020	Main Ave	0.5	Broadway	University Drive	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 15,780,000	STBGP-R	State Local	\$ 10,723,000 \$ 1,202,000 \$ 3,855,000
NDDOT	9190031 22487 8023	2020	I-29N			Jct I-29 & 12th Ave N Fargo	Deck Overlay, Structural Repair	Rehabilitation	\$ 1,298,000	IM	State	\$ 1,168,000 \$ 130,000
NDDOT	9162667 22599 8013	2020	I-94W	10.9	E Casselton	Near W Fargo	Thin Overlay	Rehabilitation	\$ 1,683,000	IM	State	\$ 1,515,000 \$ 168,000
NDDOT	9200017 22291 8039	2020	I-29N	1.5	S of 17th Ave S	S of I-94	Concrete Median Barrier, PCC Pave	Safety	\$ 2,002,000	HSIP	State	\$ 1,802,000 \$ 200,000
NDDOT	9200018 22436 8014	2020	Fargo/W Fargo				Various Signals in Fargo and West Fargo	Safety	\$ 450,000	Non-NHS-S	State	\$ 364,000 \$ 86,000
NDDOT	9190019 8022	2020	I-29N			I-29 & I-94 Interchange	Approach Slabs, Expansion Joint Modification, Structural/Incidentals	Rehabilitation	\$ 273,000	IM	State	\$ 246,000 \$ 27,000
NDDOT	9200020 8024	2020	I-29N			2 N of Harwood	Deck Overlay, Approach Slabs, Expansion Joint Modification, Joint Sealant	Rehabilitation	\$ 430,000	IM	State	\$ 387,000 \$ 43,000
NDDOT	9200021 8026	2020	I-29S			2 N of Harwood	Deck Overlay, Expansion Joint Modification, Joint Sealant	Rehabilitation	\$ 380,000	IM	State	\$ 342,000 \$ 38,000
NDDOT	9200022 22318 8028	2020	I-94W			6 E of ND 18	Median Cross-Overs	Rehabilitation	\$ 600,000	IM	State	\$ 540,000 \$ 60,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Minnesota Department of Transportation												
MnDOT	8190034 14-00126	2020	CSAH 2		at RR tracks		Install Gates at OTVR Railroad Crossing in Barnesville	Safety	\$ 230,000	RRS LF	State	\$ 207,000 \$ 23,000
MnDOT	8190033 1480-177	2020	I-94		at weigh station		Install mainline (EB/WB) weigh-in-motion scale at RP 13.102 (funded by district c) *Early let/late award (ELLA)	Rehabilitation	\$ 355,752	SF	State	\$ 355,752
Clay County												
Clay County	2200002 014-598-069	2020	CR 100, 93, 68, & CSAH 21				Bridge Replacement On CR 100, CR 93, CR 68, and CSAH 21	Reconstruction	\$ 935,000	BROS	Local	\$ 748,000 \$ 187,000
Clay County	8190035 014-070-010	2020	CSAH 14	2.7	MN 336	CSAH 17	Mill & overlay, shoulder paving, edgelines, and rumble strips	Safety	\$ 629,683	HSIP	State Local	\$ 238,214 \$ 26,469 \$ 365,000

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Detailed Project Listings 2021



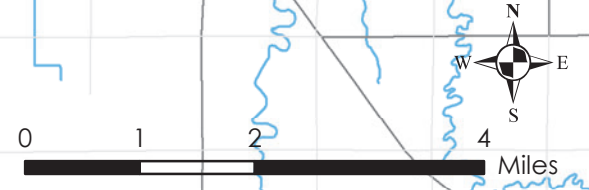
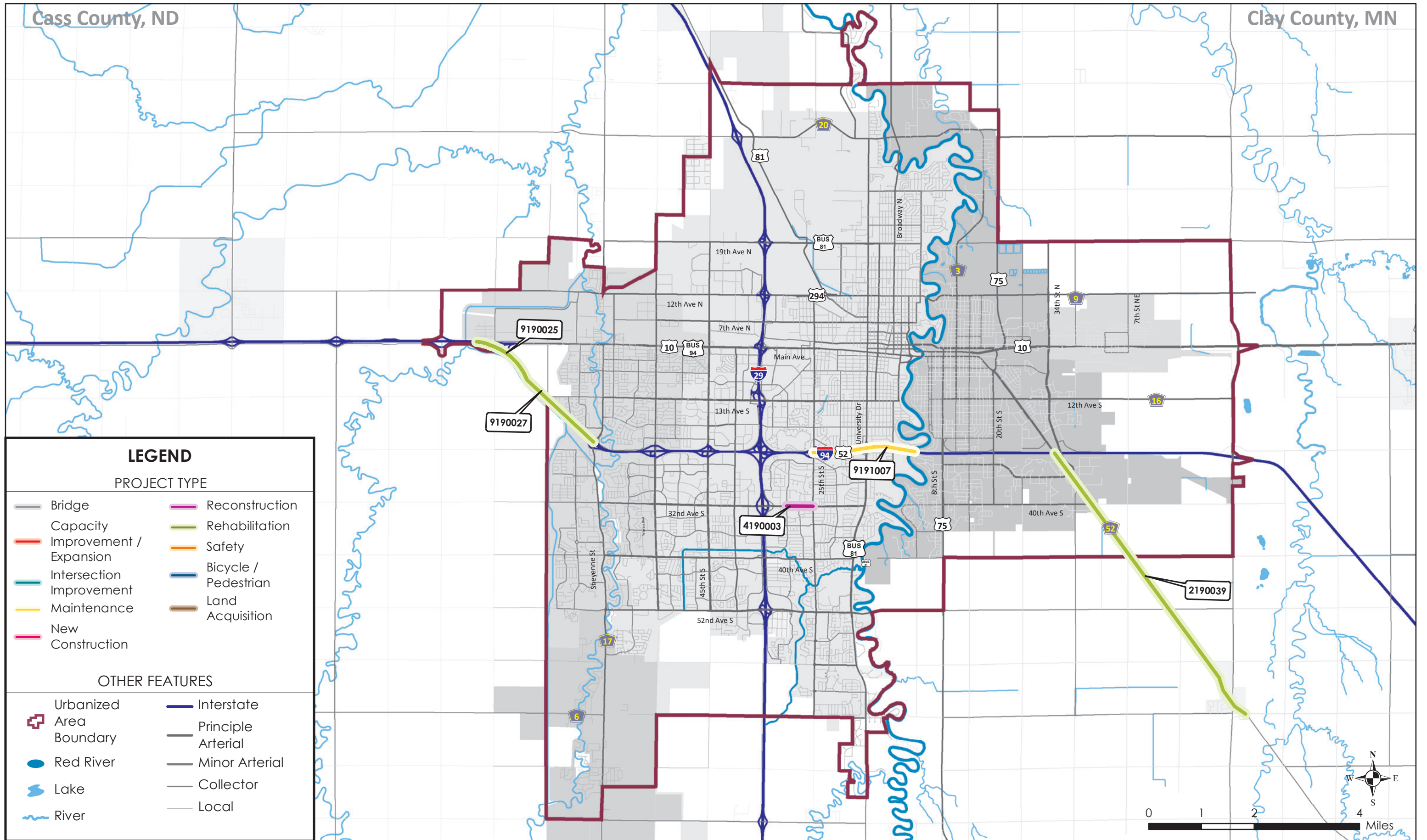
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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5170008 TRF-0034-21A	2021	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,500,000	FTA 5307	State	\$ 439,000 \$ 3,061,000
Moorhead Transit	5170009 TRF-0034-21B	2021	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 30,000	FTA 5307	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5190010 TRF-0034-21C	2021	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 30,000	FTA 5307	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5190011 TRS-0034-21T	2021	Transit				Purchase 35ft replacement bus (Unit 1020) (Funded by MnDOT District C)	Transit Capital	\$ 541,000	STBGP District C	State	\$ 432,800 \$ 108,200
Fargo Transit												
Fargo Transit	4170017 8132 TURB	2021	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,374,000	FTA 5307	Local	\$ 2,843,000 \$ 1,531,000
City of Fargo												
City of Fargo	4190002 22292 8133	2021	N University Dr		32nd Ave N	40th Ave N	Reconstruction of 64th Avenue	Reconstruction	\$ 6,000,000	STBGP-U	Local	\$ 4,500,000 \$ 1,500,000
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
NDDOT	9201001 22496 8113	2021	I-29 N		7.0 S of I-94		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
NDDOT	9170019 8102	2021	I-29N	4.0	N Fargo INTR	Main Ave	Concrete Pavement Repair	Rehabilitation	\$ 701,000	IM	State	\$ 631,000 \$ 70,000
NDDOT	9170020 8104	2021	I-29S	4.0	Main Ave	N Fargo INTR	Concrete Pavement Repair	Rehabilitation	\$ 701,000	IM	State	\$ 631,000 \$ 70,000
NDDOT	9192639 8108	2021	I-94W	7.2	E of Casselton	W Wheatland E	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,191,000	IM	State	\$ 1,072,000 \$ 119,000
NDDOT	9162665 8107	2021	I-94E	8.0	E of Casselton	W Wheatland	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,251,000	IM	State	\$ 1,126,000 \$ 125,000
NDDOT	9192640 22319 8122	2021	I-94W		6.0 East of ND 18		Structure Replacement, Approach Slabs	Rehabilitation	\$ 2,306,000	IM	State	\$ 2,075,000 \$ 231,000
NDDOT	9190021 22627 8131	2021	I-29		38th St & I-29 Ramp		Turn Lanes, Signals, Pavement Marking (ITS, CMP)	Safety	\$ 361,000	HSIP	Local	\$ 325,000 \$ 36,000
NDDOT	9200012 22443 8129	2021	I-94E	4.1	W of Veterans BLVD	W of Main Ave	High Tension Cable Median Guardrail	Safety	\$ 820,000	HSIP	State	\$ 738,000 \$ 82,000
NDDOT	9200013 22444 8130	2021	I-94E	2.2	I-29	W of Veterans BLVD	PCC Pave, Concrete Median Barrier	Safety	\$ 4,906,000	HSIP	State	\$ 4,415,000 \$ 491,000
NDDOT	9200023 22544 8109	2021	ND 10E		6.0 E of ND 18		Structure Replacement	Rehabilitation	\$ 1,375,000	NHS	State	\$ 1,113,000 \$ 262,000
NDDOT	9200019 22601 8121	2021	I-94E		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200024 22601 8124	2021	I-94W		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200025 22319 8117	2021	I-94E		6.0 E of ND 18		Structure Replace	Rehabilitation	\$ 2,306,000	IM	State	\$ 2,075,000 \$ 231,000
NDDOT	9200028 22601 8120	2021	I-94E		45th St & I-94		Deck Overlay, Approach Slabs, Expansion Joint Modification, Spall Repair	Rehabilitation	\$ 949,000	IM	State	\$ 854,000 \$ 95,000
NDDOT	9182611 20181 8323	2023	I-29 S of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Minnesota Department of Transportation												
Clay County												

Detailed Project Listings 2022



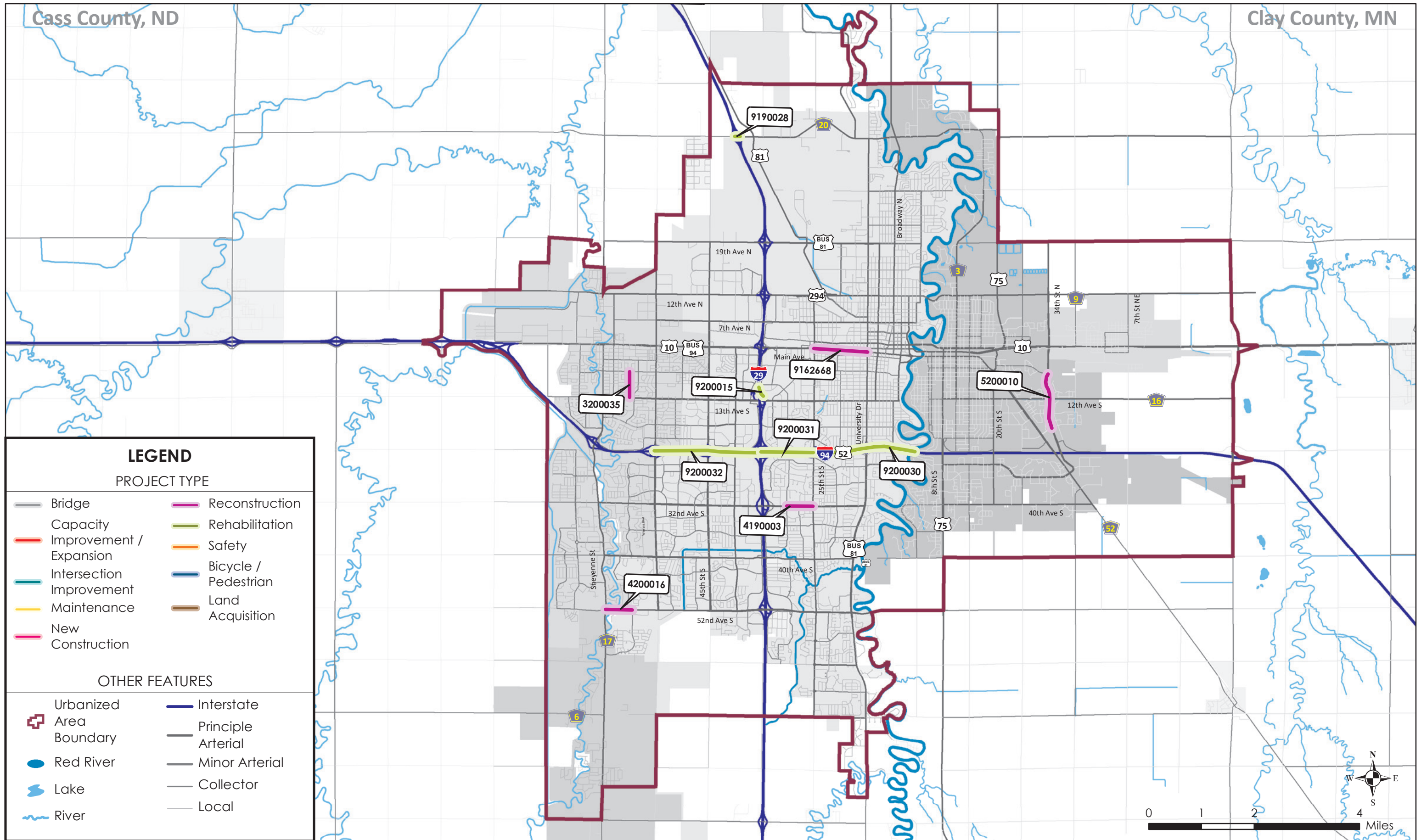
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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5190012 TRF-0034-22A	2022	Transit				Operating Assistance	Transit Operations	\$ 3,771,500	FTA 5307	State	\$ 409,500 \$ 3,362,000
Moorhead Transit	5190013 TRF-0034-22B	2022	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 31,000	FTA 5307	Local	\$ 24,800 \$ 6,200
Moorhead Transit	5190014 TRS-0034-22T	2022	Transit				Purchase senior ride (class 200) van and related equip (Funded by MnDOT District C)	Transit Capital	\$ 31,000	STBGP District C	State	\$ 24,800 \$ 6,200
Moorhead Transit	5190015 TRF-0034-22D	2022	Transit				Purchase Equipment (AVA/AVL System)	Transit Capital	\$ 201,500	FTA 5339	State	\$ 161,200 \$ 40,300
Moorhead Transit	5190016 TRF-0034-22E	2022	Transit				Purchase equipment and replacement furniture	Transit Capital	\$ 283,000	FTA 5339	State	\$ 226,400 \$ 56,600
Fargo Transit												
Fargo Transit	4200029 8208 TURB	2022	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,461,000	FTA 5307	Local	\$ 2,900,000 \$ 1,561,000
City of Fargo												
Fargo	4190003 8206	2022	32nd Ave S		25th St	32nd St	Reconstruction	Reconstruction	\$ 10,400,000	STBGP-U	Local	\$ 4,700,000 \$ 5,700,000
City of Moorhead												
City of West Fargo												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
North Dakota Department of Transportation												
NDDOT	9191007 22628 8203	2022	I-94E	1.9	Red River	25th St Interchange	Lift Station, Storm Sewer	Maintenance	\$ 2,500,000	IM	State	\$ 2,250,000 \$ 250,000
NDDOT	9190025 22203 8202	2022	I-94E	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement *Pending	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
NDDOT	9190027 22203 8204	2022	I-94W	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement *Pending	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
Cass County												
Minnesota Department of Transportation												
MnDOT	2190040 8409-26	2022	MN 9	26.9	Barnesville	Breckenridge	CIR and replace/extend box culverts	Rehabilitation	\$ 11,983,142	STBGP	State	\$ 9,586,514 \$ 2,396,628
Clay County												
Clay County	2190038 014-631-024	2022	CSAH 31	9.5	S County Line	CSAH 10	***AC***Bituminous Mill and Overlay (AC Payback 2023) See project 2200014	Rehabilitation	\$ 2,565,000	STBGP-R	Local	\$ 741,260 \$ 1,823,740
Clay County	2190039 014-652-016	2022	CSAH 52	6.2	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 2023) See project 2200009	Rehabilitation	\$ 1,620,000	STBGP-R	Local	\$ 468,160 \$ 1,151,840

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Detailed Project Listings 2023



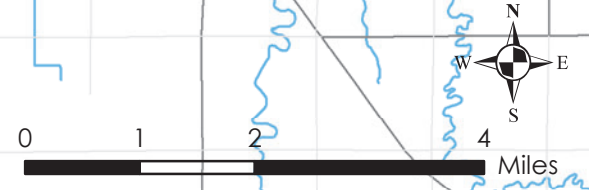
LEGEND

PROJECT TYPE

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

OTHER FEATURES

- Urbanized Area Boundary
- Interstate
- Principle Arterial
- Minor Arterial
- Collector
- Local
- Red River
- Lake
- River



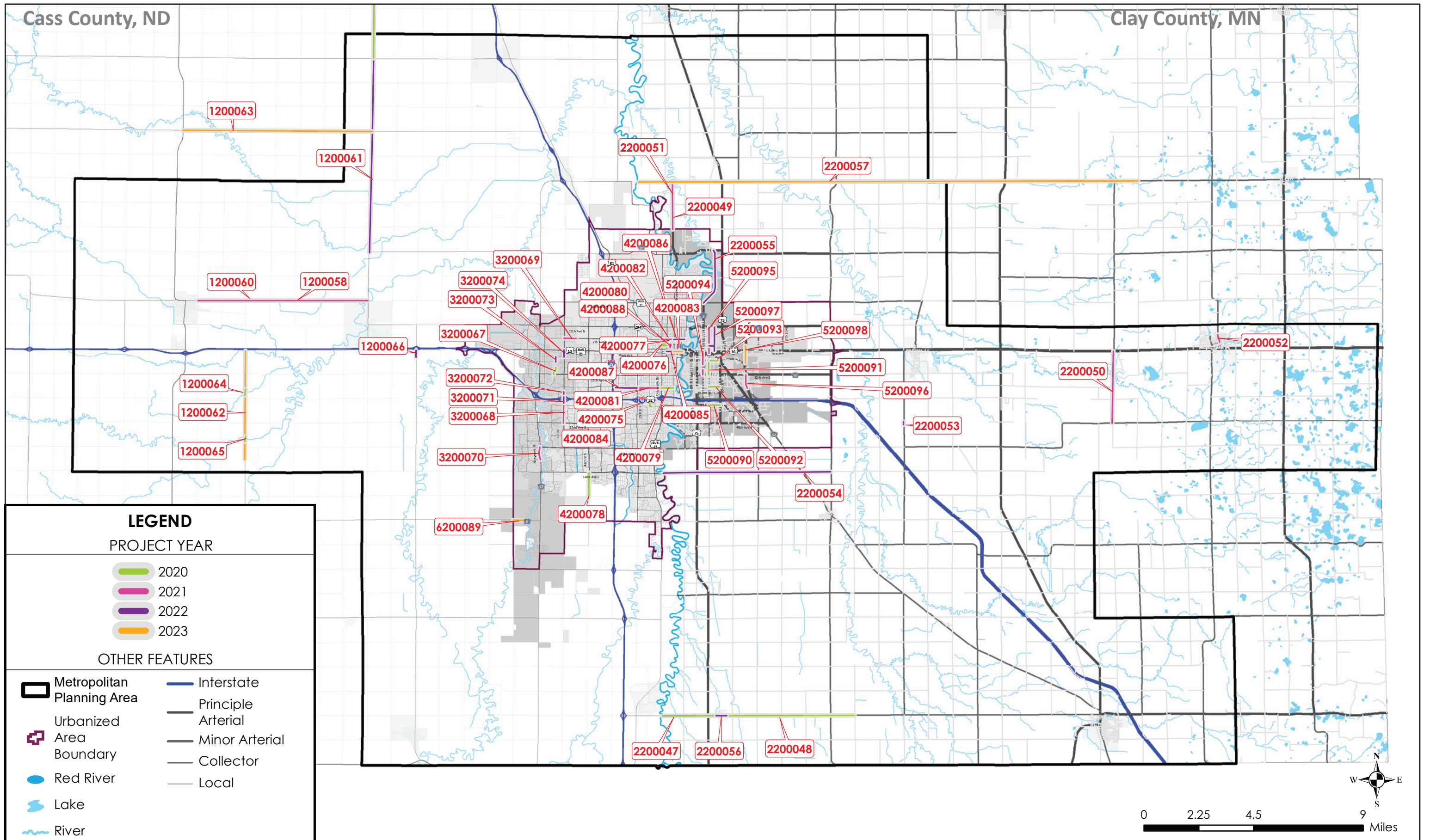
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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5200003 TRF-0034-23E	2023	Transit				Operating Assistance	Transit Operations	\$ 4,057,870	FTA 5307	State	\$ 421,800 \$ 3,636,070
Moorhead Transit	5200004 TRF-0034-23	2023	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 33,000	FTA 5307	Local	\$ 26,400 \$ 6,600
Moorhead Transit	5200005 TRF-0034-23A	2023	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Moorhead Transit	5200006 TRF-0034-23B	2023	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Moorhead Transit	5200007 TRF-0034-23C	2023	Transit				Purchase of one <30 ft bus and bus related equipment	Transit Capital	\$ 96,000	FTA 5307	Local	\$ 76,800 \$ 19,200
Moorhead Transit	5200008 TRF-0034-23D	2023	Transit				Support Equipment/Facility Equipment (Tool Cat)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Fargo Transit												
Fargo Transit	4200017 8317	2023	Transit				Capital Purchase	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4200029 8326 TURB	2023	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,551,000	FTA 5307	Local	\$ 2,958,000 \$ 1,593,000
City of Fargo												
City of Fargo	4200016 8316	2023	52nd Ave S		Sheyenne	63rd St	Reconstruction of 52nd Avenue S	Reconstruction	\$ 7,000,000	STBGP-U	Local	\$ 5,000,000 \$ 2,000,000
City of Moorhead												
City of Moorhead	5200010 144-135-016	2023	34th St	1.05	24th Ave S	4th Ave S	Reconstruction of 34th Street	Reconstruction	\$ 2,100,000	STBGP	Local	\$ 702,600 \$ 1,397,400

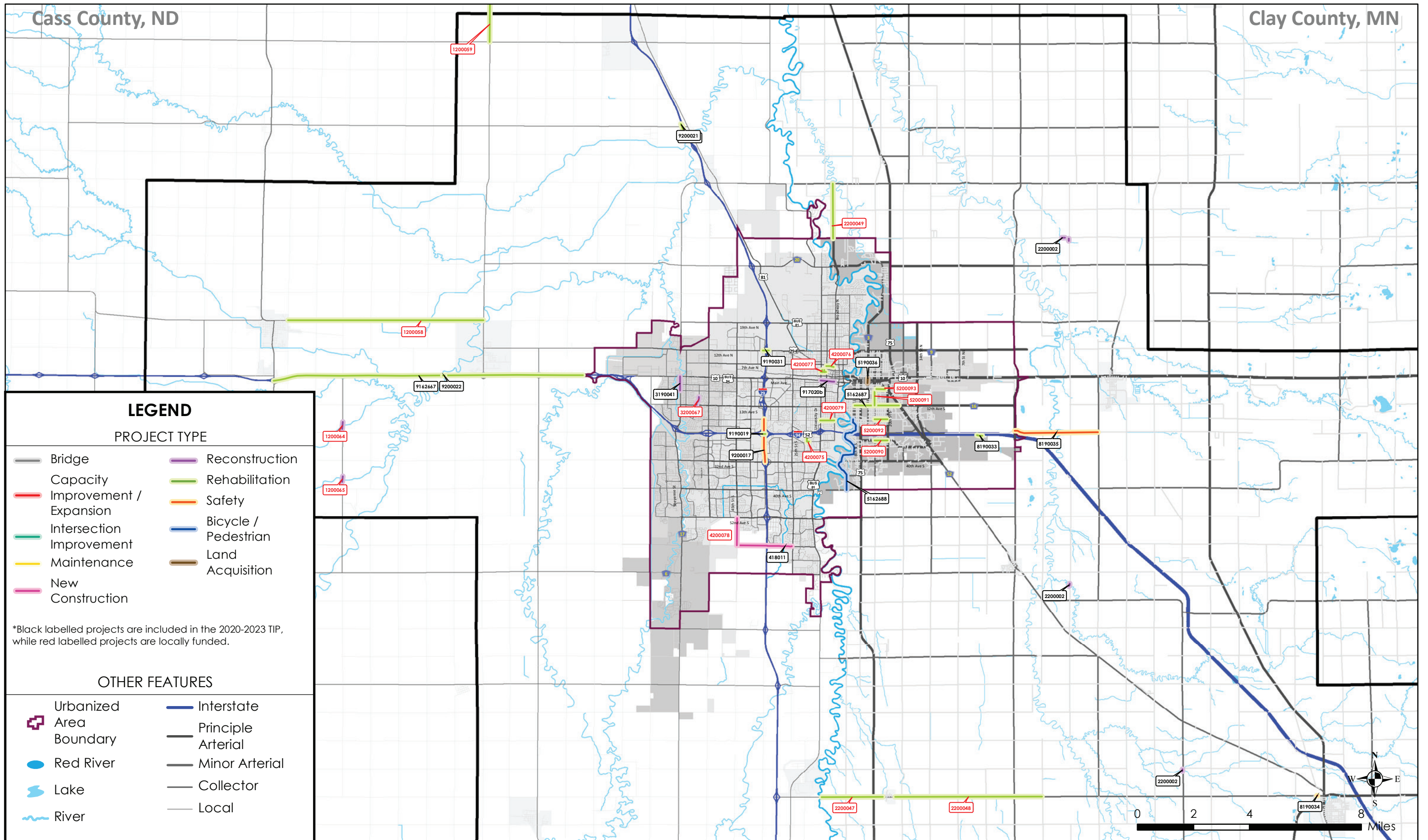
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of West Fargo												
North Dakota Department of Transportation												
NDDOT	9162668 8314	2023	Main Ave	1.0	25th St	University	Reconstruction of Main Ave *Pending	Reconstruction	\$ 15,412,000	NHS-U	State Local	\$ 8,370,000 \$ 1,226,000 \$ 5,816,000
NDDOT	9190029 22643 8320	2023	I-29N		7.0 N of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9190028 22643 8319	2023	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9190030 22643 8321	2023	I-29N		2.0 N of Harwood Interchange		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9200015 22629 8308	2023	I-29N	0.2	13th Ave S NE Ramp		Portland Concrete Cement Pave, Widening	Rehabilitation	\$ 243,000	IM	State	\$ 219,000 \$ 24,000
NDDOT	9200030 8311	2023	I-94E	4.9	Red River	1.0 W of 45th St	Concrete Pavement Repair *Pending	Rehabilitation	\$ 1,882,000	IM	State	\$ 1,694,000 \$ 188,000
NDDOT	9200031 22631 8312	2023	I-94E	1.0	25th St Interchange	I-29	Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening	Rehabilitation	\$ 1,416,000	IM	State	\$ 1,274,000 \$ 142,000
NDDOT	9200032 8313	2023	I-94W	4.9	Red River	1.0 W of 45th St	Concrete Pavement Repair	Rehabilitation	\$ 1,882,000	IM	State	\$ 1,694,000 \$ 188,000
NDDOT	9182612 20181 8324	2023	I-29 N of Metro	1.4	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			
NDDOT	9182613 20181 8325	2023	I-94 W of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Minnesota Department of Transportation												
MnDOT	8200011 1409-25	2023	MN 9	2.56	I-94	Barnesville	Reconstruct, Mill and Overlay, ADA Improvements (Associated with project 2190040)	Rehabilitation	\$ 4,360,485	STBGP	State	\$ 2,401,624 \$ 1,958,861
Clay County												
Clay County	2200014 014-631-024AC	2023	CSAH 31	9.5	S County Line	CSAH 10	***AC***Bituminous Mill and Overlay (AC Payback 1 of 1) See project 20190038	Rehabilitation	\$ 700,000	STBGP-R		\$ 700,000
Clay County	2200009 014-652-016AC	2023	CSAH 52	6.2	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 1 of 1) See project 2190039	Rehabilitation	\$ 500,000	STBGP-R		\$ 500,000
Clay County	2200033 014-090-007	2023	Front Street (Adjacent to MN 9) in Barnesville		MN 34	South 2nd Ave	Multi-Use Trail and Streetscaping (Associated with Project 8200011)	Bike/Ped	\$ 443,000	TA	Local	\$ 300,000 \$ 143,000

Section 4 | Locally Funded Projects



2020 Locally Funded Projects Locator Map



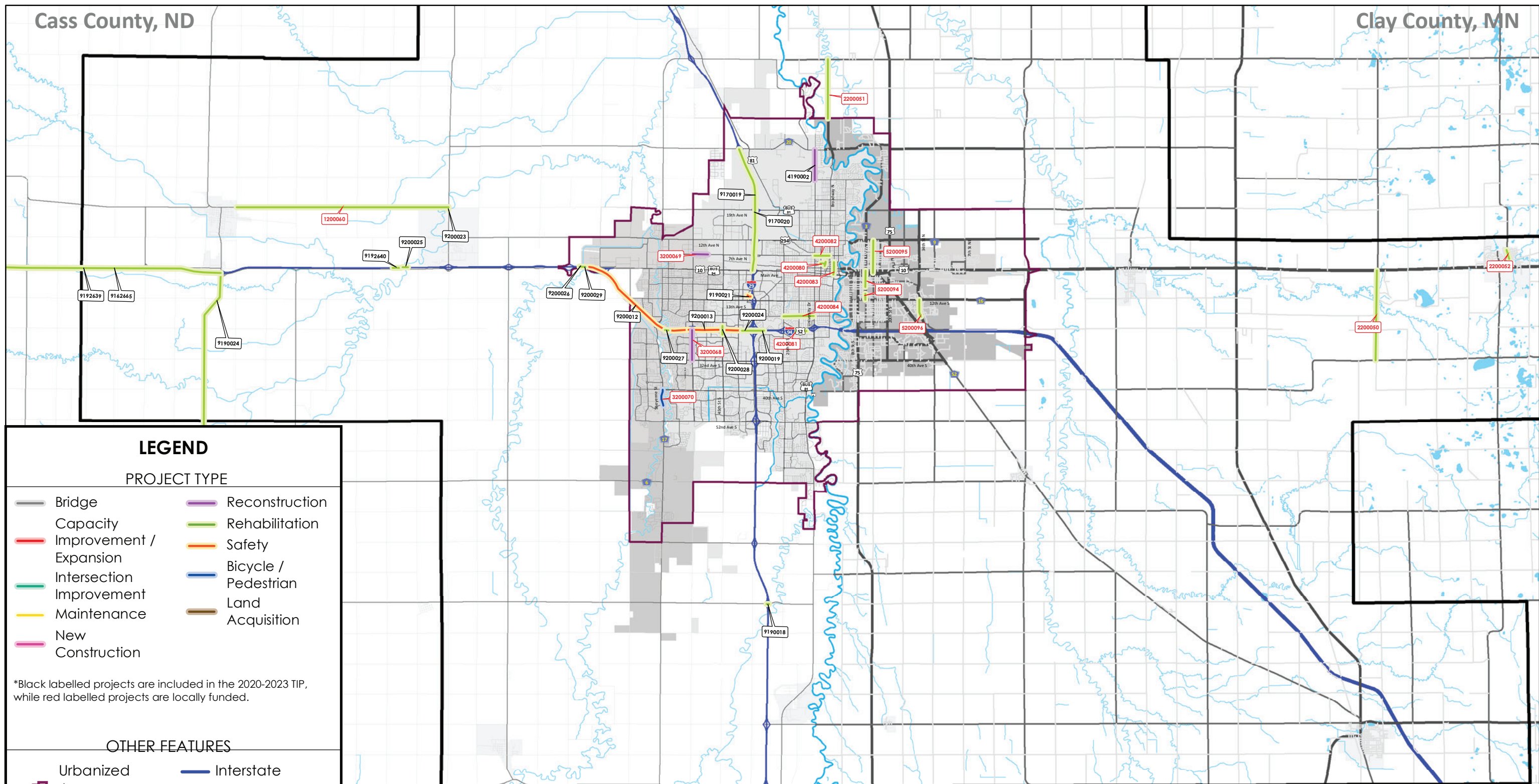
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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200075	2020	17th St S 25th Ave S		21st Ave S 16th St S	25th Ave S 17th St S	Watermain and Street Reconstruction	Rehabilitation	\$ 2,128,500		Local	\$ 2,128,500
City of Fargo	4200076	2020	6th Ave N		Roberts St N	10th St N	Watermain and Street Reconstruction	Rehabilitation	\$ 1,935,000		Local	\$ 1,935,000
City of Fargo	4200077	2020	3rd Ave N 12th & 11th St N		10th St N 4th Ave N	University 3rd Ave N	Watermain and Street Reconstruction	Rehabilitation	\$ 2,193,000		Local	\$ 2,193,000
City of Fargo	4200078	2020	45th St S		64th Ave S	52nd Ave S	Arterial Roadway Improvements	New Construction	\$ 7,940,000		Local	\$ 7,940,000
City of Fargo	4200079	2020	17th Ave S		5th St S	University Dr	Arterial Roadway Improvements	Rehabilitation	\$ 2,264,000		Local	\$ 2,264,000
City of Moorhead												
City of Moorhead	5200090	2020	30th Ave S		14th St S	20th St S	Capital Improvement Project	Rehabilitation	\$ 1,868,000		Local	\$ 1,868,000
City of Moorhead	5200091	2020	14th St S		5th Ave S	12th Ave S	Capital Improvement Project	Rehabilitation	\$ 444,000		Local	\$ 444,000
City of Moorhead	5200092	2020	20th Ave S		14th St S	20th St S	Capital Improvement Project	Rehabilitation	\$ 772,000		Local	\$ 772,000
City of Moorhead	5200093	2020	4th Ave S		15th St S	Main Ave SE	Capital Improvement Project	Rehabilitation	\$ 234,000		Local	\$ 234,000
City of West Fargo												
City of West Fargo	3200067	2020	6th St E		13th Ave E	10th Ave E	Reconstruction	Reconstruction	\$ 1,375,000		Local	\$ 1,375,000
City of Horace												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Cass County	1200058	2020	Hwy 10		Hwy 11 Casselton	15th St	Grading	Rehabilitation	\$ 5,000,000		Local	\$ 5,000,000
Cass County	1200059	2020	Hwy 11		Hwy 26	Hwy 4	Gravel Stabilization	Rehabilitation	\$ 420,000		Local	\$ 420,000
Cass County	1200064	2020	Hwy 9		Hwy 9 Tributary of Swan Creek	17/18 Durbin Twp	Box Culvert	Reconstruction	\$ 225,000		Local	\$ 225,000
Cass County	1200065	2020	Hwy 9		Hwy 9 Buffalo Creek	29/30 Durbin Twp	Box Culvert	Reconstruction	\$ 300,000		Local	\$ 300,000
Clay County												
Clay County	2200047	2020	CSAH 2	2.0	W Limits of Comstock	Red River	Mill and Overlay	Rehabilitation	\$ 540,000		Local	\$ 540,000
Clay County	2200048	2020	CSAH 2	5.0	1000' W of 80th St	E limits of Comstock	Mill and Overlay	Rehabilitation	\$ 1,350,000		State	\$ 1,350,000
Clay County	2200049	2020	CSAH 1	2.0	CSAH 26	CSAH 20	Grading	Rehabilitation	\$ 700,000		Local State	\$ 300,000 \$ 400,000

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2021 Locally Funded Projects Locator Map



LEGEND

PROJECT TYPE

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

*Black labelled projects are included in the 2020-2023 TIP, while red labelled projects are locally funded.

OTHER FEATURES

- | | |
|----------------|----------------------|
| Urbanized Area | — Interstate |
| Boundary | — Principle Arterial |
| Red River | — Minor Arterial |
| Lake | — Collector |
| River | — Local |



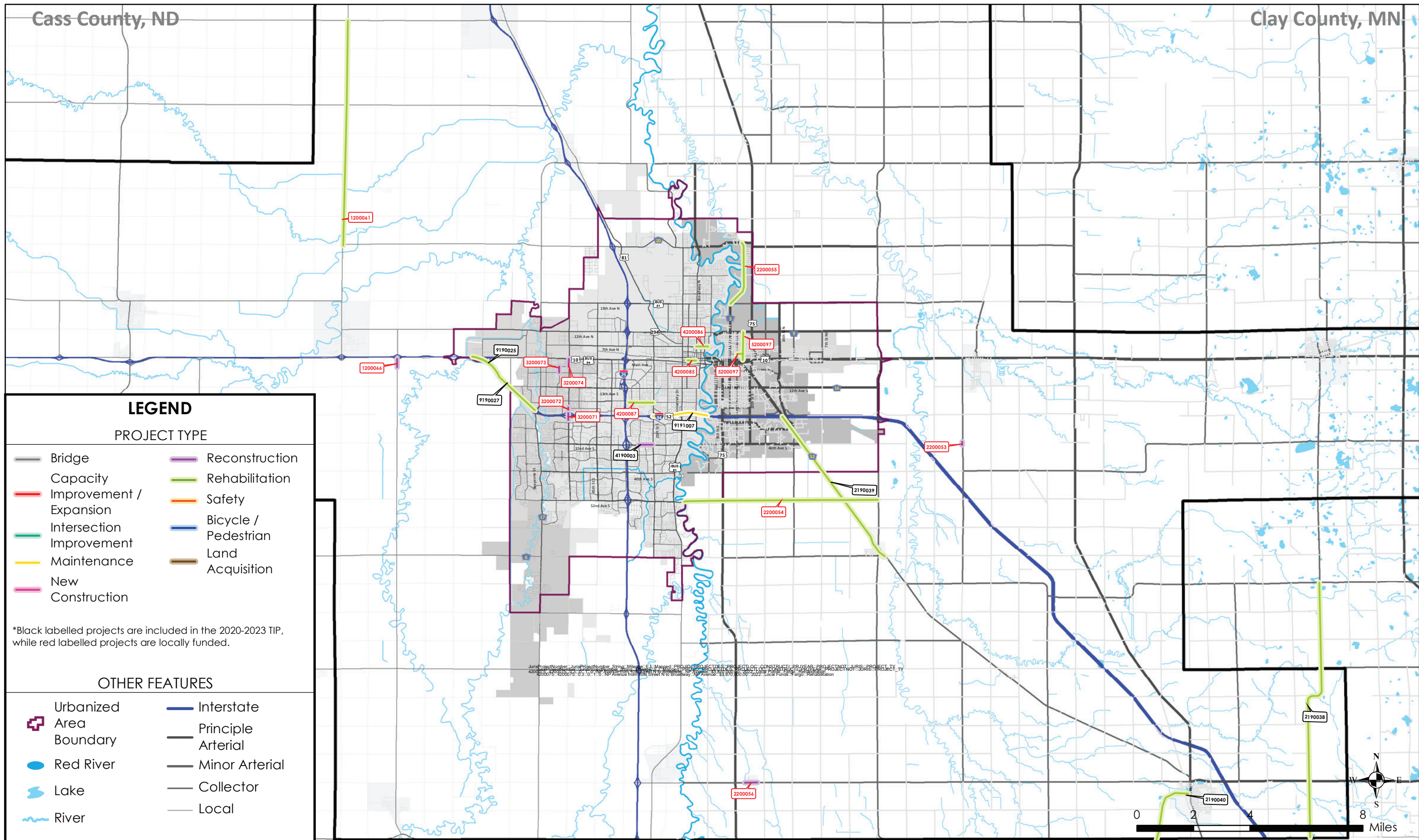
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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200080	2021	3rd Ave N 7th St N		7th St N 4th Ave N	10 St N 2nd Ave N	Watermain and Reconstruction	Rehabilitation	\$ 2,580,000		Local	\$ 2,580,000
City of Fargo	4200081	2021	21st Ave S		15th St S	Gold Dr	Watermain and Reconstruction	Rehabilitation	\$ 3,870,000		Local	\$ 3,870,000
City of Fargo	4200082	2021	7th Ave N		Broadway	University Dr	Arterial Roadway Improvements	Rehabilitation	\$ 3,554,000		Local	\$ 3,554,000
City of Fargo	4200083	2021	4th St N		4th Ave N	Main Ave	Arterial Roadway Improvements	Rehabilitation	\$ 5,360,000		Local	\$ 5,360,000
City of Fargo	4200084	2021	17th Ave S		University Dr	25th St S	Arterial Roadway Improvements	Rehabilitation	\$ 4,328,000		Local	\$ 4,328,000
City of Moorhead												
City of Moorhead	5200094	2021	11th St		Main Ave 9th Ave S	6th Ave S 12th Ave S	Capital Improvement Project	Rehabilitation	\$ 1,321,000		Local	\$ 1,321,000
City of Moorhead	5200095	2021	14th St N		15th Ave N	Center Ave N	Capital Improvement Project	Rehabilitation	\$ 1,968,000		Local	\$ 1,968,000
City of Moorhead	5200096	2021	34th St S		12th Ave S	24th Ave S	Capital Improvement Project	Rehabilitation	\$ 527,000		Local	\$ 527,000
City of West Fargo												
City of West Fargo	3200068	2021	Veterans Blvd		I-94	32nd Ave	Pavement Widening and Replacement	Reconstruction	\$ 1,443,750		Local	\$ 1,443,750
City of West Fargo	3200069	2021	7th Ave NE		Tie-Back Levee	9th St NE	Reconstruction	Reconstruction	\$ 4,125,000		Local	\$ 4,125,000
City of West Fargo	3200070	2021	Sheyenne St		47th Ave W	40th Ave W	Multi-Use Path	Reconstruction	\$ 412,500		Local	\$ 412,500
City of Horace												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Cass County	1200060	2021	ND 10		Hwy 11 Casselton	15th St	Bituminous Surfacing	Rehabilitation	\$ 3,500,000		Local	\$ 3,500,000
Clay County												
Clay County	2200050	2021	CSAH 23	3.0	CSAH 12	TH 10	Mill and Overlay	Rehabilitation	\$ 810,000		State	\$ 810,000
Clay County	2200051	2021	CSAH 1	2.0	CSAH 26	CSAH 20	Paving	Rehabilitation	\$ 1,200,000		Local State	\$ 400,000 \$ 800,000
Clay County	2200052	2021	CSAH 33 Hawley	0.4	Peter's Street	Main Street	Urban Reconstuct *Local Match from the City of Hawley	Reconstruction	\$ 1,300,000		Local* State	\$ 910,000 \$ 390,000

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2022 Locally Funded Projects Locator Map



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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
Fargo	4200085	2022	NP Ave		Broadway	10th St N	Watermain and Street Reconstruction	Rehabilitation	\$ 3,870,000		Local	\$ 3,870,000
Fargo	4200086	2022	7th Ave N		Elm St	Broadway	Arterial Roadway Improvements	Rehabilitation	\$ 3,683,000		Local	\$ 3,683,000
Fargo	4200087	2022	17 Ave S		25th St S	35th St S	Arterial Roadway Improvements	Rehabilitation	\$ 4,715,000		Local	\$ 4,715,000
City of Moorhead												
City of Moorhead	5200097	2022	4th Ave N 17th St N		14th St N 1st Ave N	17th St N 15th Ave N	Capital Improvement Project	Rehabilitation	\$ 1,725,000		Local	\$ 1,725,000
City of West Fargo												
West Fargo	3200071	2022	Veterans Blvd/ 9th St E		I-94 Interchange		Pavement Widening and Replacement at I-94 Interchange	Reconstruction	\$ 1,581,250		Local	\$ 1,581,250
West Fargo	3200072	2022	9th St E & 17th Ave E Intersection				Signal and Turn Lane Replacement	Reconstruction	\$ 57,750		Local	\$ 57,750
West Fargo	3200073	2022	6th St E		7th Ave E	4th Ave E	Reconstruction	Reconstruction	\$ 2,062,500		Local	\$ 2,062,500
West Fargo	3200074	2022	9th St E		Main Ave	4th Ave E	Shared Use Path	Reconstruction	\$ 536,250		Local	\$ 536,250
City of Horace												
Cass County												
Cass County	1200061	2022	ND 11		Hwy 22	Hwy 4	Mill and Overlay	Rehabilitation	\$ 1,500,000		Local	\$ 1,500,000
Cass County	1200066	2022	Hwy 15		Hwy 15	8/9 Mapleton Twp Drain 14	Bridge Replacement	Reconstruction	\$ 1,000,000		Local	\$ 1,000,000

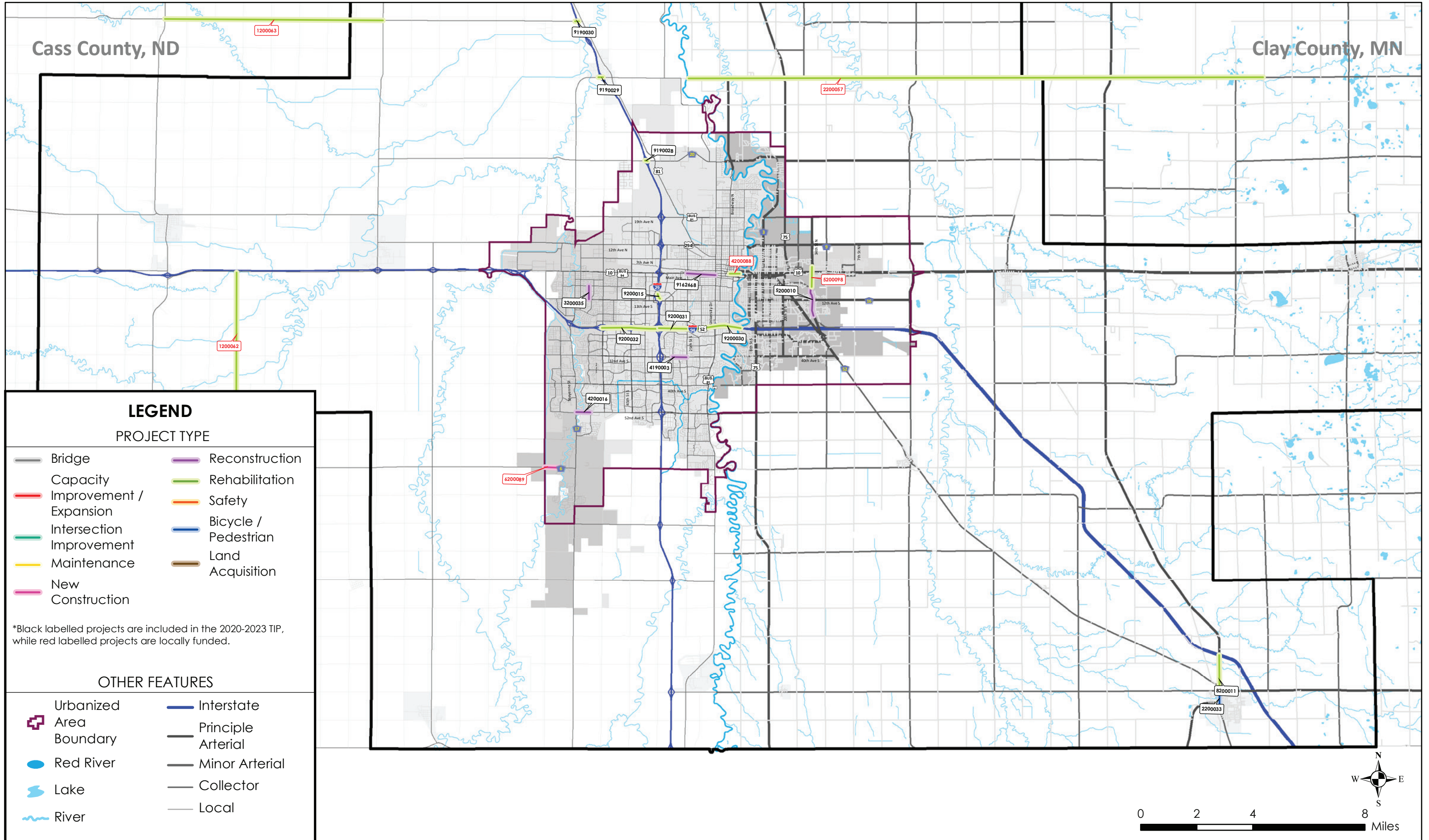
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Clay County												
Clay County	2200053	2022	CSAH 17		Sect. 26/27 Glyndon Twp Br. 17-2		Bridge Replacement	Reconstruction	\$ 150,000		State	\$ 150,000
Clay County	2200054	2022	CSAH 12	6.8	CSAH 11	Red River	Mill and Overlay	Rehabilitation	\$ 1,836,000		State	\$ 1,836,000
Clay County	2200055	2022	CR 3	2.5	CSAH 22	CSAH 18	Mill and Overlay	Rehabilitation	\$ 675,000		State	\$ 675,000
Clay County	2200056	2022	CSAH 2	0.6	City Limits of Comstock		Urban Reconstruct * Funding from the FM Diversion	Reconstruction	\$ 2,000,000		Local Mun. Local Clay State Other*	\$ 96,000 \$ 400,000 \$ 504,000 \$ 1,000,000

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2023 Locally Funded Projects Locator Map

Cass County, ND

Clay County, MN



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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200088	2023	NP Ave		East	Broadway	Watermain and Street Reconstruction	Rehabilitation	\$ 5,805,000		Local	\$ 5,805,000
City of Moorhead												
City of Moorhead	5200098	2023	34th St S		3rd Ave N	4th Ave S	Capital Improvement Project	Rehabilitation	\$ 735,000		Local	\$ 735,000
City of West Fargo												
City of Horace												
City of Horace	6200089	2023	76th Ave S		Near Dreamfields Development		New Construction	New Construction	\$ 1,000,000		Local	\$ 1,000,000
Cass County												
Cass County	1200062	2023	Hwy 9		Durbin	I-94	Grading and Gravel Stabilization	Rehabilitation	\$ 3,000,000		Local	\$ 3,000,000
Cass County	1200063	2023	Hwy 32		Hwy 11	ND 18	Gravel Stabilization	Rehabilitation	\$ 480,000		Local	\$ 480,000
Clay County												
Clay County	2200057	2023	CSAH 26	20.5	CR 27	Red River	Mill and Thin Overlay	Rehabilitation	\$ 4,100,000		Local State	\$ 1,000,000 \$ 3,100,000

Section 5 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2020-2023 TIP is reflective of projects that have been let in 2019. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. Projects funded solely with local funds are not included.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5162657	2019	Transit				Reimbursement for Miscellaneous Support Equipment *Purchased in 2016	Transit Capital	\$ 17,000	FTA 5307	Local	\$ 13,600 \$ 3,400
Moorhead Transit	5162675 TRF-0034-17E	2019	Transit				Reimbursement for one fixed route class 700 bus (Replaces unit 591) *Purchased in 2017	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	515034 TRF-0034-17D	2019	Transit				Reimbursement for one 2012 Paratransit vehicle class 400 (Replaces unit 1218) *Purchased in 2017	Transit Capital	\$ 65,000	FTA 5307	Local	\$ 52,000 \$ 13,000
Moorhead Transit	5162690 TRF-0034-16F	2019	Transit				Reimbursement for one Senior Van *Purchased in 2017	Transit Capital	\$ 25,000	FTA 5307	Local	\$ 20,000 \$ 5,000
Moorhead Transit	5162676 TRF-0034-18F	2019	Transit				Reimbursement for one fixed route class 700 bus (Replaces unit 592) *Purchased in 2018	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	518010 TRF-0034-18A	2019	Transit				Moorhead Transit Operation Assistance *Purchased in 2018	Transit Operations	\$ 2,900,000	FTA 5307	State	\$ 415,000 \$ 2,485,000
Moorhead Transit	5162679 TRF-0034-18E	2019	Transit				Reimbursement for one van class 200 and van related equipment *Purchased in 2018	Transit Capital	\$ 28,000	FTA 5307		\$ 22,400 \$ 5,600
Moorhead Transit	5192622 TRF-0034-19D	2019	Transit				Purchase class 400 bus and bus related equipment	Transit Capital	\$ 85,000	FTA 5339	Local	\$ 68,000 \$ 17,000
Moorhead Transit	5192625 TRF-0034-19G	2019	Transit				Expansion Van Class 200 less than 30ft *Senior ride van	Transit Capital	\$ 28,000	FTA 5307	Local	\$ 22,400 \$ 5,600
Moorhead Transit	5192624 TRF-0034-19A	2019	Transit				Moorhead Transit Operation Assistance	Transit Operations	\$ 3,300,000	FTA 5307	State	\$ 386,000 \$ 2,914,000
Moorhead Transit	5162684 TRF-0034-19F	2019	Transit				Purchase Van (class 200) and van related equipment	Transit Capital	\$ 28,000	FTA 5307	Local	\$ 22,400 \$ 5,600
Moorhead Transit	5190004 TRF-0034-19I	2019	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 23,300	FTA 5307	Local	\$ 18,640 \$ 4,660
Moorhead Transit	5190006 TRF-0034-19K	2019	Transit				Fare Collection System	Transit Capital	\$ 318,000	FTA 5307	Local	\$ 63,600 \$ 254,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit	5190005 TRF-0034-19J	2020	Transit				Purchase Misc Support Equip - Fork Lift & Mobile Lift (1/3 share) (2019 Grant)	Transit Capital	\$ 25,000	FTA 5307	Local	\$ 20,000 \$ 5,000
Fargo Transit												
Fargo Transit	5180024	2019	Transit				Renovation of the Ground Transportation Center *Left over capital bus purchase 2017 STBGP Transfer	Transit Capital	\$ 360,000	FTA 5307		\$ 288,000 \$ 72,000
Fargo Transit	4191001	2019	Transit				GTC Renovation	Transit Capital	\$ 1,988,750	FTA 5339	Local	\$ 1,591,000 \$ 397,750
Fargo Transit	4191003	2019	Transit				Replace 10 Shelters	Transit Capital	\$ 100,000	FTA 5339	Local	\$ 80,000 \$ 20,000
Fargo Transit	4191005	2019	Transit				Replace 5 shelters	Transit Capital	\$ 50,000	FTA 5310	Local	\$ 40,000 \$ 10,000
Fargo Transit	4191006	2019	Transit				Mobility Manager Salary (Fargo share)	Transit Operations	\$ 64,365	FTA 5310	Local	\$ 51,492 \$ 12,873
Fargo Transit	4191008	2019	Transit				Reimbursement of FTA funds used to construct the now Municipal Court Building	Transit Capital	\$ 800,000		Local	\$ 800,000
Fargo Transit	4193001	2019	Transit				Bus Replacement for 3 fixed-route buses (replaces unit 1174, 1175, and 1176)	Transit Capital	\$ 1,500,000	FTA 5339	Local	\$ 961,851 \$ 538,149
Fargo Transit	4192642 8017 TURB	2019	Transit				Capital Purchase	Transit Capital	\$ 297,000	FTA 5307	Local	\$ 238,000 \$ 59,000
Fargo Transit	4192643 8018 TURB	2019	Transit				Operating Assistance	Transit Operations	\$ 2,992,000	FTA 5307	State Local	\$ 1,496,000 \$ 748,000 \$ 748,000
Fargo Transit	4192644 8019 TURB	2019	Transit				Preventative Maintenance	Transit Capital	\$ 1,189,000	FTA 5307	Local	\$ 951,000 \$ 238,000
Fargo Transit	4190001 8011 SU	2019	Transit				Bus Replacement	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4191002	2019	Transit				Forklift (Fargo 2/3 share) (2019 Grant)	Transit Capital	\$ 20,000	FTA 5339	Local	\$ 16,000 \$ 4,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Fargo Transit	4191004	2019	Transit				Mobile Lifts (fargo 2/3 share) (2019 Grant)	Transit Capital	\$ 30,000	FTA 5339	Local	\$ 24,000 \$ 6,000
City of Fargo												
Fargo	4162669	2019	52nd Ave S	2.0	45th St	Sheyenne St	Reconstruction Wident to 4-lane cross section	Reconstruction *Capacity Expansion	\$ 19,197,385	STBGP-U	Local	\$ 9,349,354 \$ 9,848,031
City of Moorhead												
Moorhead	518011 144-129-005AC	2019	15th Ave N		Red River	28th St N	**AC** (AC payback in 2019 - \$383.7K) Mill and Overlay, sidewalk lighting (Associated to 144-132-004 & 1407-275) payback 1-of-1	Rehabilitation	\$ 383,700	STBGP		\$ 383,700
City of West Fargo												
West Fargo	318011	2019	Sheyenne St	1.0	40th Ave	32nd Ave	Reconstruction to include a new signal at 40th Ave and shared-use paths on both sides of roadway	Capacity Expansion	\$ 12,649,646	STBGP-U	Local	\$ 4,350,953 \$ 8,298,693
North Dakota Department of Transportation												
NDDOT	917020a	2019	Main Ave	0.4	2nd St	Broadway	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 12,309,292	STBGP-R	State Local	\$ 7,332,764 \$ 821,799 \$ 4,154,729
NDDOT	9190016 22201 8006	2019	ND 18N	1.2	Jct I94	Swan Creek	Mill and Overlay	Rehabilitation	\$ 497,000	Non NHS-S	State	\$ 402,000 \$ 95,000
NDDOT	9170017 22202 8007	2019	ND 18N	23.4	Jct Cass Co 10	Trail Co Line	Mill and Overlay	Rehabilitation	\$ 4,219,000	Non NHS-S	State	\$ 3,414,000 \$ 805,000
NDDOT	9194001	2019	I-29		Wild Rice River Bridge Near Mile Point 54		Median Crossovers and Instrumentation at the Wild Rice River Bridges North-bound and South-bound	Rehabilitaion	\$ 514,000	IM	State	\$ 462,600 \$ 51,400
Minnesota Department of Transportation												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Clay County												
Clay County	2170004 014-090-006AC	2019	Parke Ave		12th Street	US 10	**AC** grading, paving, construct multi-purpose trail, and sidewalk in Glyndon (AC payback 1 of 1)	Rehabilitation	\$ 375,000	TA		\$ 375,000
Clay County	8190032 088-070-056	2019	District-Wide MnDOT District 4				Latex and Epoxy striping	Safety	\$ 993,080	HSIP	State	\$ 893,772 \$ 99,308
Cass County												
Cass County	1170015	2019	Cass 5 & Cass 10				Intersection Imp, turn lanes, shoulder rehab	Safety	\$ 771,000	HSIP	Local	\$ 694,000 \$ 77,000

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Section 6 | Financial Plan and Fiscal Constraint

Financial Plan

Metro COG accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the greater Fargo-Moorhead Metropolitan area. The 2020-2023 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBGP funds). It is assumed that MnDOT and NDDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, O&M and Regionally-significant projects are assumed fiscally constrained at the local level as well.

Metro COG is required under federal legislation to develop a financial plan that takes into account federally-funded projects and regionally significant projects that are not federally funded. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

Year of Expenditure

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both the North Dakota Department of Transportation and the Minnesota Department of Transportation pre-inflate projects by 4%. Projects are inflated to year of expenditure dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to year of expenditure and relieves Metro COG of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

Operations and Maintenance

MPOs have been required to consider Operations and Maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

Metro COG staff projected the future operations and maintenance expenses as part of the 2040 Long Range Transportation Plan update for each jurisdiction. For the purposes of identifying O&M expenses, years 2015 to 2021 fell under the short-term expenditures identified in the long range plan. The information within the 2040 LRTP for O&M expenditures was based on current and past trends. All cost estimates were calculated by assuming a 4% increase in operations and maintenance costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2020-2023 TIP. Table 6-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2015-2019) identified in the 2040 LRTP. Costs associated with this TIP are identified in gray. Those years outside of the time frame covered by this TIP are in yellow. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction's ability to acquire revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding.

Additional information on O&M, and the methodology used to calculate the estimates, may be found in the *Metro 2040 Operations and Maintenance Plan* (2014).

Table 6-1: Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2015-2020

Jurisdiction	2015	2016	2017	2018	2019	2020	Total
<i>Minnesota</i>							
MnDOT	\$3,279,192	\$3,410,360	\$3,546,774	\$3,688,645	\$3,836,191	\$3,989,638	\$21,750,800
Clay County	\$4,516,384	\$4,697,039	\$4,884,921	\$5,080,318	\$5,283,531	\$5,494,872	\$29,957,065
Moorhead	\$2,005,280	\$2,085,492	\$2,168,911	\$2,255,668	\$2,345,894	\$2,439,730	\$13,300,975
Dilworth	\$507,774	\$528,085	\$549,208	\$571,176	\$594,023	\$617,784	\$3,368,050
<i>North Dakota</i>							
NDDOT	\$2,171,428	\$2,258,285	\$2,348,617	\$2,442,561	\$2,540,264	\$2,641,874	\$14,403,030
Cass County	\$1,897,855	\$1,973,769	\$2,052,720	\$2,134,829	\$2,220,222	\$2,309,031	\$12,588,425
Fargo	\$7,365,212	\$7,659,820	\$7,966,213	\$8,284,862	\$8,616,256	\$8,960,906	\$48,853,270
West Fargo	\$1,971,977	\$2,050,856	\$2,132,890	\$2,218,206	\$2,306,964	\$2,399,212	\$13,080,075

Source: Metro COG

Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate an amount of projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state and local governments and public transit operators to create a TIP that prioritizes and lists all federally-funded and regionally-significant transportation projects programmed for at least the next four years.

The projects listed in the TIP must be financially realistic and achievable. Metro COG does not have any direct allocations of federal transportation funds. All federal transportation funds are provided to the region and are administered by the MnDOT and NDDOT. As such, this TIP is fiscally-constrained for fiscal years 2020 through 2023 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas.

Fiscal Constraint Analysis

Table 6-2: Fiscal Constraint

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023
National Highway Performance Program (NHPP)	\$0	\$1,113,000	\$0	\$8,370,000	\$0	\$1,113,000	\$0	\$8,370,000	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Urban (STBGP-U)	\$10,932,907	\$4,500,000	\$4,700,000	\$6,000,000	\$10,932,907	\$4,500,000	\$4,700,000	\$6,000,000	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Other (STBGP)	\$12,638,396	\$432,800	\$10,820,734	\$4,304,224	\$12,709,596	\$432,800	\$10,820,734	\$4,304,224	\$0.0	\$0.0	\$0.0	\$0.0
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Highway Safety Improvement Program (HSIP)	\$2,040,214	\$5,478,000	\$0	\$0	\$2,040,214	\$5,478,000	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Alternatives (TA) ¹	\$592,000	\$0	\$0	\$300,000	\$592,000	\$0	\$0	\$300,000	\$0.0	\$0.0	\$0.0	\$0.0
Urban Area Formula Program (Sec. 5307)	\$3,218,000	\$3,330,000	\$3,334,300	\$3,559,800	\$3,448,000	\$3,330,000	\$3,334,300	\$3,559,800	\$0.0	\$0.0	\$0.0	\$0.0
Bus and Bus Related Facilities (Sec. 5339) ²	\$2,162,496	\$0	\$387,000	\$0	\$2,052,496	\$0	\$387,000	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Enhanced Mobility for Seniors and Individuals with Disabilities (Sec. 5310)	\$364,640	\$0	\$0	\$0	\$364,640	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Formula Grants for Other than Urbanized Areas (Sec. 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Other Federal Funds ³	\$8,320,040	\$9,024,000	\$8,824,000	\$5,757,000	\$8,320,040	\$9,024,000	\$8,824,000	\$5,757,000	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL Federal Funds	\$40,268,693	\$23,877,800	\$28,066,634	\$28,291,024	\$40,268,693	\$23,877,800	\$28,066,634	\$28,291,024	\$0.0	\$0.0	\$0.0	\$0.0

Note 1 - TA total includes legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds.

Note 2 - Section 5339 grants are not yet approved. Projects anticipating Section 5339 are included as illustrative projects and not counted against fiscal constraint.

Note 3 - Other federal funds include those administered as NDDOT STREET, Urban Grant Program (UGP), Interstate Maintenance (IM), and MnDOT CIMS funds.

Source: Metro COG

Total Expenditures

The total expenditures shown within this chapter only represent programmed projects within the 2020-2023 TIP and projected O&M costs of each jurisdictions transportation system. Jurisdictions are not expected to show fiscal constraint for their illustrative projects, because the illustrative status identifies that the project is desired

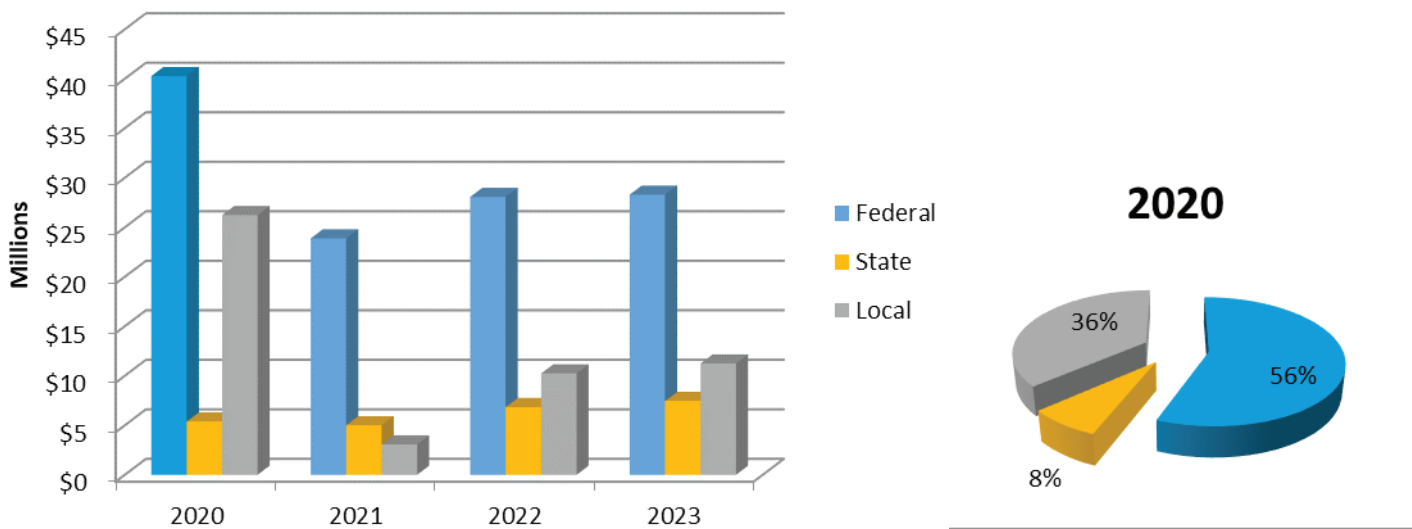
Table 6-3: Funding Totals

Jurisdiction	2020			2021			2022			2023		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total MN-Side	\$5,226,404	\$3,696,969	\$1,912,413	\$919,800	\$3,169,200	\$12,000	\$11,642,634	\$5,861,728	\$2,981,780	\$5,206,024	\$5,594,931	\$1,585,400
City of Dilworth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Moorhead	\$2,201,790	\$0	\$935,618	\$0	\$0	\$0	\$0	\$0	\$0	\$702,600	\$0	\$1,397,400
Clay County	\$986,214	\$26,469	\$552,000	\$0	\$0	\$0	\$1,209,420	\$0	\$2,975,580	\$1,200,000	\$0	\$0
MnDOT	\$207,000	\$378,752	\$0	\$0	\$0	\$0	\$9,586,514	\$2,396,628	\$0	\$2,401,624	\$1,958,861	\$0
Transit Alternatives	\$360,000	\$0	\$165,195	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$143,000
Moorhead Transit	\$1,280,200	\$3,027,500	\$211,800	\$919,800	\$3,169,200	\$12,000	\$846,700	\$3,465,100	\$6,200	\$601,800	\$3,636,070	\$45,000
Total ND-Side	\$35,233,489	\$2,805,004	\$24,362,491	\$22,958,000	\$1,838,000	\$3,067,000	\$16,424,000	\$980,000	\$7,261,000	\$23,085,000	\$1,864,000	\$9,659,000
City of Fargo	\$9,932,907	\$0	\$20,717,077	\$4,500,000	\$0	\$1,500,000	\$4,700,000	\$0	\$5,700,000	\$5,000,000	\$0	\$2,000,000
City of West Fargo	\$2,609,446	\$0	\$1,377,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cass County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NDDOT	\$17,087,000	\$1,954,000	\$0	\$15,615,000	\$1,838,000	\$36,000	\$8,824,000	\$980,000	\$0	\$14,127,000	\$1,864,000	\$5,816,000
Fargo Transit	\$5,604,136	\$0	\$2,267,860	\$2,843,000	\$0	\$1,531,000	\$2,900,000	\$0	\$1,561,000	\$3,958,000	\$0	\$1,843,000

*This table does not include funding totals from locally funded projects.

Source: Metro COG

Figure 5-1: Funding Totals



*These figures do not include funding totals from locally funded projects.

Source: Metro COG

but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved Long Range Transportation Plan (LRTP), illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions’ projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual operations and maintenance (O&M). Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP.

Roadway, Facility, and Transit Projects within the TIP – Expenditures

This information was used in the preparation of the programmed projects presented in Section 3. All costs estimates are in year-of-expenditure; dollar amounts have been calculated by assuming a 4% annual increase in construction costs unless otherwise specified by a member jurisdiction.

Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the *Metro 2040: Mobility for the Future* to show that the 2020-2023 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local county or city dollars.

Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2020-

2023 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained projects costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2020-2023 TIP. Metro COG, nor its member jurisdictions have programmed projects in the 2020-2023 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

State and Local Revenues

The state and local revenues available for each year is more difficult to identify. The available state and local revenues were recently updated for the development of the *Metro 2040: Mobility for the Future* and are being used to identify revenues available to the states, counties, cities and transit departments within the FM area. The assumptions used to determine the revenues can be found in the Fiscal Constraint chapter of the *Metro 2040: Mobility for the Future*.

Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. As all projects included in the TIP are drawn from the *Metro 2040: Mobility for the Future*, each jurisdiction underwent a fiscal constraint analysis. The analysis for each jurisdiction may be found in Chapter 12 of the *Metro 2040: Mobility for the Future*.

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Section 7 | Overview of Federal Aid Programs

Section 7 | Overview of Federal Aid Programs

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

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBGP);
- Congestion Mitigation Air Quality (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning Program.

Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified in Appendix B. Additionally, a description for how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at their respective websites:

www.dot.nd.gov

www.dot.state.mn.us

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's and MPO's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. The enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate Highway System;
- Most existing principal arterials and border crossings on those routes;
- Intermodal connectors – highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;
- STRAHNET – The network of highways important to U.S. strategic defense and its connectors to major military installations.

NHPP Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$0	\$1,113,000	\$0	\$8,730,000

Source: Metro COG

The NHPP incorporates the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, the National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

Surface Transportation Block Grant Program (STBGP)

The FAST Act reworked the original Surface Transportation Program to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. Per MAP-21, 50% of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State’s population:

- Urbanized areas with population greater than 200,000;
- Area with population greater than 5,000 but no more than 200,000 (STBGP-U);
- Areas with population 5,000 or less.

STBGP Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$23,642,503	\$4,932,800	\$15,520,734	\$10,304,324

Source: Metro COG

The remaining 50% may be used in any area of the State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in the FAST Act to provide flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Both the states of Minnesota and North Dakota are currently in attainment for air quality standards and as such CMAQ funds may be used at the discretion of each respective DOT as STBGP funding.

CMAQ Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$0	\$0	\$0	\$0

Source: Metro COG

Highway Safety Improvement Program (HSIP)

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands. The HSIP requires a data-driven strategic approach to improving highway safety on all public roads that focuses on performance. An HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HSIP Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$2,040,214	\$5,478,000	\$0	\$0

Source: Metro COG

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are

consistent with the State SHSP.

Transportation Alternatives (TA)

The FAST Act established the continuation of this program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TA Program replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TA is funded via set asides from the NHPP, STBGP, CMAQ, HSIP, and the Metropolitan Planning Program. All TE and SRTS projects previously programmed within the TIP will need to be changed to show the federal funding source as TA unless money under the old SAFETEA-LU transportation law is being used.

TA Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$592,000	\$0	\$0	\$300,000

Source: Metro COG

Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5339 (incl. old 5309), 5310/(incl. old 5317), and 5311. The following provides an overview of relevant FTA programs included in Metro COG's TIP.

Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance. In urbanized areas it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds.

5307 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$3,403,000	\$3,267,000	\$3,334,300	\$3,559,800

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

Section 5339 (formerly Section 5309) provides federal funds for transit capital projects in both urban and rural areas of the country. Section 5339 funds are apportioned to each State based on population. The FAST Act apportions Section 5339 to each state for both a "statewide" program and an urbanize area program.

5339 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$2,052,496	\$0	\$387,600	\$0

Source: Metro COG

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides formula funding to the states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided is not able to meet these needs. Under the FAST Act, Section 5310 now consolidates the former Section 5317 program (see description below). States

5310 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$364,640	\$0	\$0	\$0

Source: Metro COG

now receive both an urban and rural apportionment of Section 5310 funds.

Section 5311 Formual grants for Other than Urbanized Areas

Section 5311 funds are provided to the states for the purpose of supporting public transportation in rural areas, with populations of less than 50,000. The purpose of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation. These funds also are used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas and to develop and support intercity bus transportation.

5311 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$0	\$0	\$0	\$0

Source: Metro COG

North Dakota Federal Aid Process

Urban Roads Program (URP)

The North Dakota Urban Roads Program (URP) consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBGP) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs. Fargo and West Fargo receive a sub allocation of STBGP funds through the URP. Fargo and West Fargo Urban Roads Program funds must be combined, and should not be sub allocated directly to either city.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Metro COG will make project selection in cooperation with NDDOT based on the estimated availability of Federal funds.

Regional Roads Program

The Regional Highway System encompasses the state jurisdictional highways in the urban areas. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System. The following criteria were used in designating the Primary Regional System:

- State routes included will serve the greatest amount of through traffic, and in the most efficient manner.
- Truck routes will be given preference.
- If parallel routes exist which serve the same purpose, only one route will be included on the Primary Regional System.
- Where the interstate systems serve the same purpose as the state highway from a traffic carrying perspective, the parallel state highway routes will not be designated as a Primary Regional Route.

The Regional Roads Program is funded with 50% of STBGP available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The Regional Roads program is solicited competitively statewide for any eligible Regional Roadway. Metro COG leads project solicitation and prioritization for the Regional Roads Program, in cooperation with the Fargo District Engineer. Project solicitation will be based on a Metro COG application

developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG.

Rural Roads Program

For the Rural Roads Program, Cass County is allocated approximately \$1,000,000 per year, and it selects specific roadway projects, some of which are within the Metropolitan Planning Area (MPA), and subject to the TIP process. Cass County typically “banks” the federal money for several years or “borrows” from future year Federal Funds in order to do one project with Federal Funds every two or three years. Metro COG does not have a formalized solicitation and prioritization process regarding the County Rural Roads Program. Metro COG does coordinate with Cass County regarding the programming of Rural Roads funds within the MPA; and involves Cass County in discussions on Urban and Regional Roads programming which may impact County Roads.

Transportation Alternatives (TA)

The TA provides funding to jurisdictions for qualified projects as defined by the FAST Act. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however Metro COG will develop a parallel evaluation tool that allows projects to be evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT. NDDOT, via the Director’s Task Force, makes project selection, in cooperation with Metro COG.

Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the NDDOT and Metro COG. No formal applications for Section 5307 funded projects are required; however Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP. Approximately \$2,300,000 is available annually for the Fargo Transit operations through the Section 5307 formula program.

North Dakota State Aid for Public Transit

NDDOT annually provides State Aid for Public Transit to public transit operators throughout the State of North Dakota, which are apportioned at the county level based on formula. The City of Fargo annually receives approximately \$500,000 in State Aid for Public Transportation. Additional recipients of State Aid for Public Transportation in Cass County include Valley Seniors Services and Handi Wheels Transportation. As non-federal and non-regionally significant projects, these State Aid funds for Valley Senior Services and Handi-Wheels do not appear in Metro COG’s TIP.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NDDOT receives an annual apportionment of \$364,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing NDDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. NDDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

Section 5339 Bus and Bus Related Facilities

NDDOT receives two (2) separate statewide apportionments for Section 5339. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

Other Federal Funding

Metro COG will cooperatively work with NDDOT and the Fargo District Engineer to develop a candidate project list for which Federal aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), etc. These are programs for which the NDDOT has project selection authority; however through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of the NDDOT. Other information and specific details regarding the NDDOT Federal aid process is available by reviewing the NDDOT Local Government Manual at www.dot.nd.gov. The programming process as describe above is summarized in Table 7-1 below.

Table 7-1: Project Solicitation and Programming Matrix for North Dakota

Funding Source	Project Solicitation (Lead Agency)	Application	Evalutaion & Prioritization	Project Selection
North Dakota Urban Roads (STBGP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
North Dakota Regional Roads (STBGP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
Transportation Alternatives Program (TA)	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5307	Metro COG	No application required	No application required	Transit Operator
FTA Section 5310	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5339	Metro COG	X	Metro COG	NDDOT
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	*	**

* Some Federal funding solicitations (e.g. HSIP) would be prioritized by Metro COG Prior to submittal to NDDOT

** Cooperatively developed priorities and project selection procedures per 23 CFR 450; and NDDOT STIP guidance

Source: Metro COG

Minnesota Federal Aid Process

The Minnesota Department of Transportation (MnDOT) uses a decentralized transportation investment process guided by eight Area-wide Transportation Partnerships (ATPs) serving each District across the State of Minnesota. The ATP assists MnDOT in identifying and prioritizing federally-funded transportation investments in their respective Districts, within the Federal and state guidelines, through the development of the Area Transportation Improvement Program (ATIP). The ATIP, when finalized, is incorporated into the STIP. The MnDOT District 4 ATP is responsible for investment priorities in a twelve county area of West Central Minnesota, covering the Minnesota portion of the Fargo-Moorhead Metropolitan Planning Area. The ATP consists of a diverse eighteen member body representing the transportation interests throughout the District area. Metro COG's Executive Director is a permanent voting member of the ATP, as well as several of its subcommittee's. The development of the Metro COG's TIP is done in cooperation with MnDOT ATP 4 through the development of the ATIP.

Following the passage of the FAST Act, MnDOT updated the statewide distribution formula for how Federal aid is allocated to each of its Districts. As part of this process, MnDOT established new sub target funding levels for ATP Managed Funds. ATP Managed funds are Surface Transportation Program (STBGP), HSIP, and TA funds which are left to the discretion of the ATP for project solicitation and selection. For MnDOT ATP 4 there are five (5) programs which make up the ATP Managed Funds:

- City Roads - (cities over 5,000)
- County Roads – (cities under 5,000 and rural area)
- Transit Capital
- HSIP
- TA

Metro COG leads solicitation and prioritization for ATP Managed funds which support City projects and/or County projects which would fall within the Metropolitan Planning Area (MPA). Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Prioritized projects are added to the TIP as “candidate projects”.

Upon completion of the Metro COG solicitation process; applications will be forwarded to Area Transportation Partnership (ATP) for additional review and vetting, as per normal procedures. Project selection is to be done in cooperation with the ATP through the development of the ATIP.

Transportation Alternatives (TA)

Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical MnDOT application; however Metro COG will develop a parallel evaluation tool that allows projects to be evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP. Project selection is made in cooperation with the ATP through the development of the ATIP.

Safe Routes to School

SRTS was eliminated under MAP- 21 and consolidated into TA. There is the likelihood that MnDOT will maintain a separate SRTS program funded from either a TA set aside or from legislatively appropriated state funds. MnDOT will lead project solicitation of SRTS funds, in cooperation with the Metro COG. Metro COG will use a project evaluation form that assists in determining eligibility and prioritization of the projects; and will require that SRTS

applications be routed through Metro COG prior to submission to MnDOT.

Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the MnDOT and Metro COG. No formal applications for Section 5307 funded projects are required, however Metro COG request a listing of project activities to be funded with Section 5307 for each year of the TIP. The City of Moorhead receives an annual apportionment of approximately \$709,000 in Section 5307 formula funds.

Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities

MnDOT receives an annual apportionment of \$610,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. MnDOT has not determined its approach for project solicitation and selection for Section 5310 apportioned funds under MAP-21. However, Metro COG anticipates following past procedures regarding Section 5310, as was used for the old Section 5317 (New Freedom funding) in the MPA as follows:

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use MnDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing MnDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to MnDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. MnDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

Section 5339 Bus and Bus Related Facilities

MnDOT receives two (2) separate statewide apportionments for Section 5339 totaling. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

MnDOT has yet to develop project solicitation and prioritization guidance for implementation for the Section 5339 (old Section 5309) program under the new provisions of MAP-21. At such time as programming and project solicitation guidance is developed by MnDOT, Metro COG will work in cooperation with MATBUS to develop a project solicitation and prioritization process.

Transit Capital (ATP Managed STBGP)

Metro COG works in cooperation with the Transit Operator and the ATP regarding the development of priority projects for funding with the ATP Managed STBGP funds for transit capital. No formal applications are used for these funds, however project identification starts early on in the TIP development process based on exiting 10 year capital planning needs developed cooperatively between Metro COG, the Transit Operator, and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), STBGP Statewide, etc. These are programs for which MnDOT has project selection authority; however through the required metropolitan planning process outlined

by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as describe above is summarized in Table 7-2 below.

Table 7-2: Project Solicitation and Programming Matrix for Minnesota

Funding Source	Project Solicitation (Lead Agency)	Application	Evalutaion & Prioritization	Project Selection
City/County Road (ATP Managed STBGP)	Metro COG	Metro COG	Metro COG/ ATP	ATP
Transportation Alternatives Program (TA)	Metro COG	MnDOT	Metro COG	ATP
Transit Capital (ATP Managed STBGP)	Metro COG	N/A	N/A	ATP
MN Safe Routes to School	MnDOT	X	X	MnDOT
FTA Section 5307	Metro COG	No application required	No application required	Transit Operator
FTA Section 5310	Metro COG	MnDOT	Metro COG	MnDOT
FTA Section 5339	Metro COG	X	X	Transit Operator
Other (NHPP, HSIP, etc.)	MnDOT	MnDOT	MnDOT	*

* Cooperatively developed priorities and project selection procedures per 23 CFR 450; and NDDOT STIP guidance

Source: Metro COG

Section 8 | Performance Measures

Section 8 | Performance Measures

Introduction

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012, and included several provisions that collectively transform the Federal surface transportation program to be focused on the achievement of performance based outcomes. Implemented by rulemakings, the performance outcomes are administered by different agencies within the U.S. Department of Transportation (USDOT), which includes FHWA.

In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measurements were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress towards each target to incentivize that planning efforts be tied to performance targets and goals..

FM Region PM

Performance management is not a new concept to the Fargo-Moorhead region, nor to Metro COG, but the process of setting performance targets is. Specifically, the establishment of safety performance targets has been a challenge. The availability of crash and vehicle miles travelled (VMT) datasets are limited, but required to set these performance targets. NDDOT and MnDOT each provide crash data to the area, but VMT has to be manually calculated for our region, which is beyond our current capabilities. Similarly, system reliability data is collected, but highly unreliable for the Fargo-Moorhead urbanized area. With unreliable data, Metro COG has found it challenging to set and implement the use of safety and system reliability performance targets in the project decision making process.

Conversely, pavement condition is measured regularly and datasets for that information are reliable and readily available. Thus, pavement condition targets can be more easily implemented into project decision making processes.

Additionally, Metro COG operates in a bi-state region, which requires the agency to coordinate with MnDOT for the Minnesota portion of the MPA and NDDOT for the North Dakota portion of the MPA. Each state has its own set of views, targets, and expectations regarding the performance targets. As such, the United States' Code of Federal Regulations (CFR) requires Metro COG to establish targets by either:

- a) Agreeing to plan and program projects so that they contribute toward the accomplishment of each State's DOT safety target for that performance measure; or
- b) Committing to a quantifiable target for that performance measure for their metropolitan planning area; or
- c) A combination of A and B.

Due to the bi-state nature of our MPA this requires signed agreements with each state when setting each performance measurement.

Latest Action

In February 2019, Metro COG set PM1 – Safety targets for the second time. For the second year in a row, Metro COG reviewed crash data and VMT and decided to support each respective state DOT targets in the applicable portions of the MPA.

Table 8-1: 2019 Adopted PM1 - Safety Performance Targets

Target	MnDOT Targets	NDDOT Targets
Number of Fatalities	372.2	127.3
Rate of Fatalities (per 100M VMT)	0.622	1.271
Number of Serious Injuries	1,711	486.2
Rate of Serious Injuries	2.854	4.848
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	267.5	34.6

Source: Metro COG

In October 2018, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures. Both these targets are effective for a four-year term. Metro COG reviewed pavement condition data and decided to support each respective state DOT’s targets in the applicable portions of the MPA for the next four years.

After significant review of datasets, Metro COG decided to set PM3 targets for the entire MPA that aligned with

Table 8-2: 2018 Adopted PM2 - Pavement Condition Performance Targets

Target	MnDOT Targets	NDDOT Targets
Percentage of NHS Bridges in Good Condition	50%	60%
Percentage of NHS Bridges in Poor Condition	4%	4%
Percentage of Interstate Pavement in Good Condition	55%	75.6%
Percentage of Interstate Pavement in Poor Condition	2%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	50%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	4%	3%

Source: Metro COG

MnDOT’s PM3 statewide targets. The purpose was to create a consistent system reliability across the MPA. Hence in the table below, Metro COG has its own category to represent the adopted measures. The NDDOT column represents the state adopted targets.

Table 8-3: 2018 Adopted PM3 - System Reliability Performance Targets

Target	Metro COG Adopted Targets	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	80%	80%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	75%	75%	85%
Truck Travel Time Reliability Index	1.5	1.5	3.0

Source: Metro COG

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operate the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS.

Metro COG is currently updating its Metropolitan Transportation Plan (MTP) and incorporating the Transportation Performance Measurement philosophy into the document. The MTP designates the region’s transportation priorities for the upcoming five-year period. Thereafter, the MTP will carry forward performance based planning and programming that will support Metro COG’s performance targets through project selection and prioritization processes.

Anticipated Effect

PM1 - Safety

The Safety Performance Measure (PM1) incorporates five key targets:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each of these individual targets is based upon a five-year rolling average. Thus, 2018 targets were based on the total for 2013, 2014, 2015, 2016, and 2017 then divided by five (5). Subsequently, 2019 targets were based on the total of 2014, 2015, 2016, 2017, and 2018 then divided by five (5). Hence with each year, the average can change based on new data.

Table 8-4: 2019 FM Region PM1 - Safety Numbers (2014-2018 rolling average)

Target	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Number of Fatalities	1.8	372.2	5.8	127.3
Rate of Fatalities (per 100M VMT)	0.169	0.622	0.251	1.271
Number of Serious Injuries	9.2	1,711	40.4	486.2
Rate of Serious Injuries	0.870	2.854	1.774	4.845
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	0.400	267.5	5.00	34.6

Source: Metro COG

*Numbers are calculated using a 5 year rolling average with crash date from 2014, 2015, 2016, 2017, and 2018.

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area. For this reason, Metro COG has chosen, in 2018 and 2019, to support and adopt the PM1-Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2019 PM1 – Safety performance targets can be found in Tables above.

Metro COG participates in safety planning on the state and county level, mainly through highway safety plans. Safety improvements are also taken into consideration as part of all plans and studies that Metro COG performs. Metro COG also encourages safety as a high priority when prioritizing projects to be implemented at a local and

regional level.

As of 2018, Metro COG has started developing crash maps that identify where crashes are occurring by type and severity. This has been a helpful tool for local jurisdictions when determining where to prioritize projects.

In regards to the 2020-2023 TIP, over \$5 million of Highway Safety Improvement Program (HSIP) funds are programmed towards median barrier improvements along Interstate 94. This is to reduce the severity of crashes, thus working towards the Metro COG's PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Additionally, HSIP funds have been programmed for improving pavement marking and rumble strips along CSAH 10 in Clay County. A final project that is receiving HSIP funds is at the intersection of 38th Street S and Interstate 29, where multiple ramps converge to merge onto Interstate 29 southbound. This intersection has a history of crashes and near misses. The improvements from this project hope to reduce the number of crashes and near misses. Not only with federal projects, but locally funded projects funded solely by local jurisdictions are making safety improvements to the transportation system as well.

PM2 - Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates 6 key targets:

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Interstate Pavement in Good Condition
- Percentage of Interstate Pavement in Poor Condition
- Percentage of Non-Interstate NHS Pavement in Good Condition
- Percentage of Non-Interstate NHS Pavement in Poor Condition

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These six performance measures can be broken into two categories: bridge condition and pavement condition.

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

Good	7-9
Fair	5-6
Poor	0-4

The Fargo-Moorhead region is currently meeting and/or exceeding the bridge condition performance targets in the Minnesota side of the Metropolitan Planning Area, but not on the North Dakota side of the MPA. Despite not meeting the Bridges in Good Condition target for North Dakota, Metro COG chose, in October 2018, to support and adopt the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. There were two major viewpoints behind this decision. One viewpoint was that there are no bridges across the MPA in poor condition, so the jurisdictions just have to improve the bridges that are in Fair condition over the next four years. The second major viewpoint was that bridge maintenance and repairs are outside the purview of Metro COG, thus Metro COG should support each state's targets through programming and planning.

Some of the programming is identified in this 2020-2023 TIP through projects for bridge maintenance, bridge deck repair, painting, and bridge reconstruction. The majority of bridges slated for these repairs in 2020 and 2021 are currently rated as fair condition. Those that are slated for 2023 repairs are currently rated as good condition. With these projects completed over the next three years, the bridge condition percentages within MPA are expected to increase and meet each states' targets.

In the Table below, the PM2-Bridge Condition targets for each state and the subsequent portions of each state within the MPA are identified.

Table 8-5: 2018 FM Region PM2 - Pavement Condition Numbers

Bridge Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of NHS Bridges in Good Condition	52%	50%	47%	60%
Percentage of NHS Bridges in Poor Condition	0%	4%	0%	4%

Source: Metro COG

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement Condition Targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

Excellent	86-100
Good	71-85
Fair	56-70
Poor	0-55

Table 8-6: 2018 FM Region PM2 - Pavement Condition Numbers

Pavement Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Interstate Pavement in Good Condition	100%	55%	95.7%	75.6%
Percentage of Interstate Pavement in Poor Condition	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	90%	50%	88.6%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	3.4%	4%	2.3%	3%

Source: Metro COG

The Fargo-Moorhead region is currently meeting and/or exceeding the pavement condition performance targets on both the Minnesota and North Dakota sides of the MPA. Based on this information, in October 2018, Metro COG chose to support and adopt the PM2- Pavement Condition performance targets set by MnDOT and NDDOT for the

respective portions of the MPA.

Due to the high percentage of Good or better condition rating for the pavement within the MPA, there are very few pavement repair, replacement, and maintenance projects programmed in the 2020-2023 TIP. The few projects that are programmed are programmed towards the end of the TIP cycle when some of the Good condition roadways may start to be falling into the Fair condition category. By proactively planning, the states and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the roadways in the MPA.

PM3 - System Reliability

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on the Interstate that are reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every 5-minutes when data is available on the NHS.

Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTTR) can be calculated for four (4) analysis periods using the following ratio:

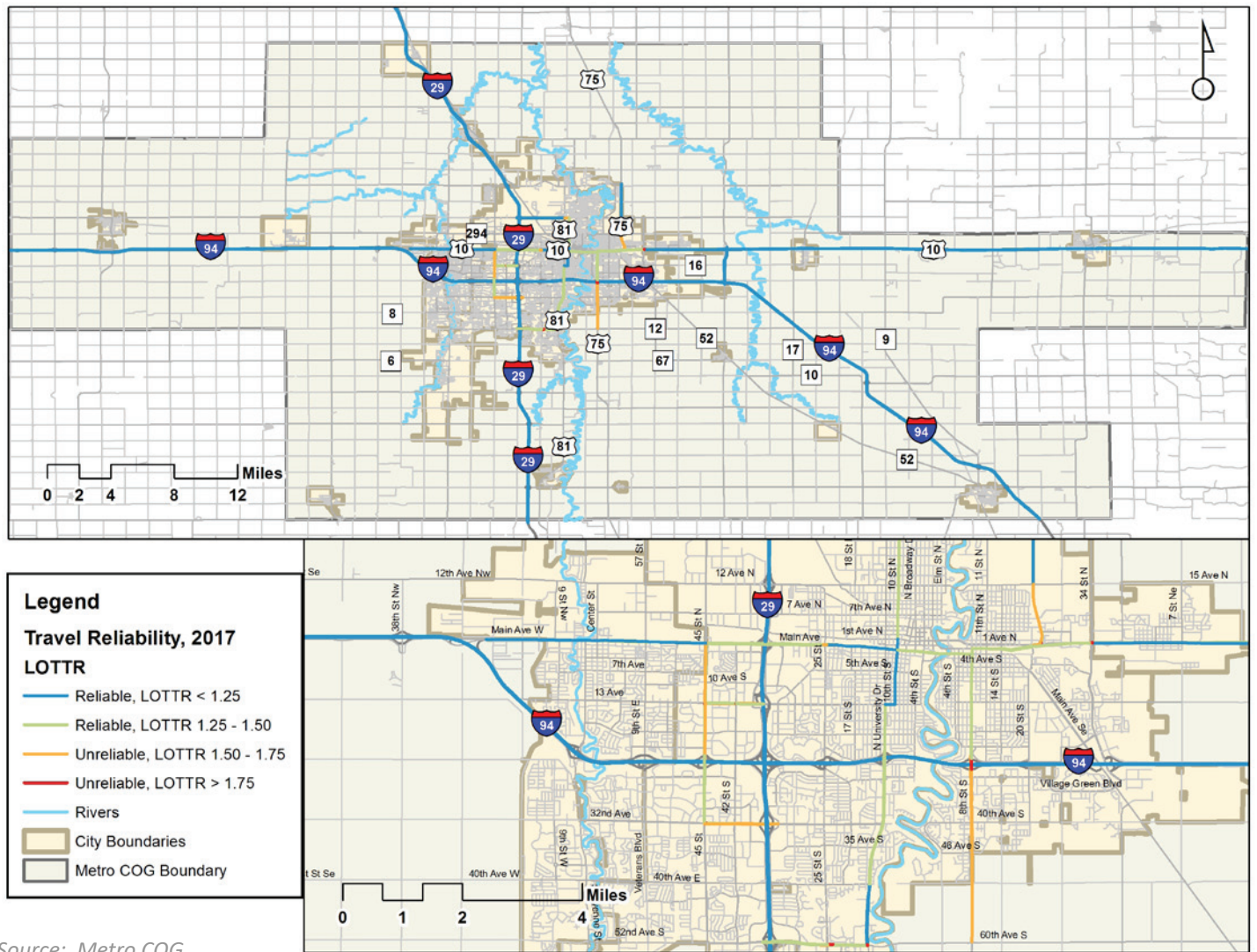
$$\frac{\text{Longer travel times (80th percentile of travel times)}}{\text{Normal travel times (50th percentile of travel times)}}$$

The analysis periods are:

- Morning Weekday (6am-10am)
- Midday Weekday (10am -4pm)
- Afternoon Weekday (4pm-8pm)
- Weekends (6am-8pm)

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a

Figure 8-1: 2018 FM Region PM3 - Travel Time Reliability Map



Source: Metro COG

*It is important to note that between 2016 and 2017, NPMRDS switched probe data providers from HERE to INRIX. With that switch there was a dramatic increase in the reliability of the data.

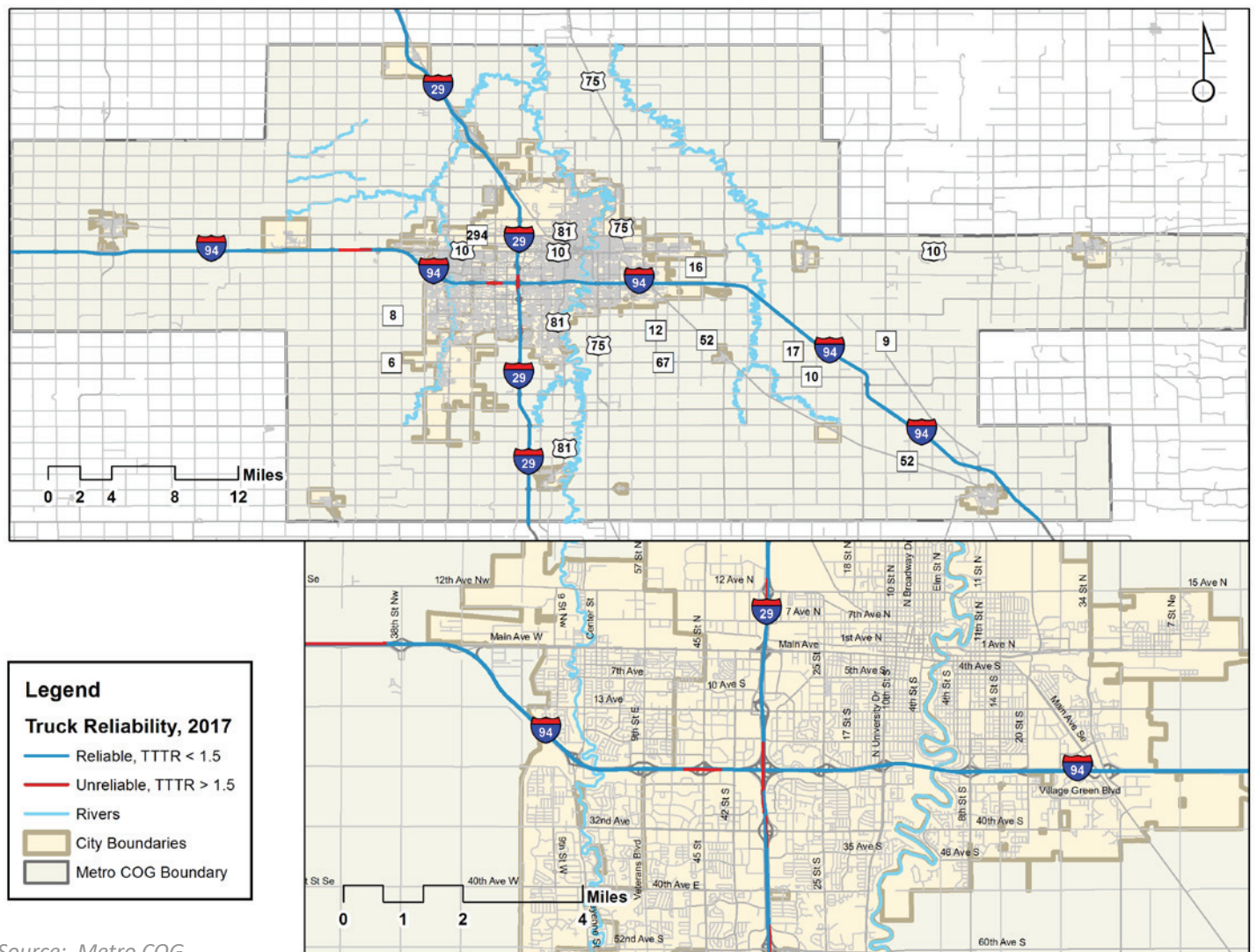
ratio above 1.50 are considered unreliable.

Above is the Travel Time Reliability by roadway segment for the entire NHS system in the Metropolitan Planning Area. For each segment the worst Level of Travel Time Reliability (LOTTR) of the four (4) analysis periods is shown. It is important to note that when the reliability index is a higher number, the less reliable the roadway segment is.

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Good	7-9
Fair	5-6
Poor	0-4

Figure 8-2: 2018 FM Region PM3 - Truck Travel Time Reliability Map



Source: Metro COG

*It is important to note that between 2016 and 2017, NPMRDS switched probe data providers from HERE to INRIX. With that switch there was a dramatic increase in the reliability of the data.

Figure 8-2 is the Truck Travel Time Reliability (TTTR) map discerning which roadway segments have a reliability index of 1.5 or less across the entire Interstate system in the MPA. It's important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Table 8-7: 2018 Adopted PM3 - System Reliability Performance Targets

Target	Metro COG Adopted Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	80%	100%	80%	100%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	75%	94%	75%	85%	85%
Truck Travel Time Reliability Index	1.5	1.10	1.5	1.16	3.0

Source: Metro COG

*Numbers are based on 2017 data.

From these maps and the supporting data from NPMRDS, Metro COG was able to identify that the MPA is meeting and/or exceeding the targets set by each state. Metro COG did decide to adopt consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA. Metro COG followed the Minnesota adopted targets because it felt that as an urban area, the reliability of the system could be lower for Non-Interstate NHS travel and Interstate travel could be slightly more reliable.

Transit Asset Management (TAM)

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operate the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS.

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of the projects in the 2020-2023 TIP. These transit projects consist mainly of operating funds for fixed-route and paratransit services. Although, there are a few vehicle replacement projects. Through the most recent Transit Development Plan, if all projects come to fruition, MATBUS will have caught up on bus replacement. In order to maintain their bus replacements, Metro COG has agreed to solicit a bus replacement project using STBGP flexible funds every other year. This started in 2017. This expenditure will involve one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match. MATBUS should be caught up on their fixed-route bus replacement by 2021. Metro COG conveyed the need for this prioritization to NDDOT to use when choosing projects.

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

MPO Investment Priorities

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

Due to the Fargo-Moorhead Region's high growth rate over the last three decades, most of Metro COG's priorities in the MPA have been and continue to be expanding the transportation network into new growth areas. The focuses of Metro COG's corridor studies have been, and continue to be, on increasing safety, multimodal accessibility, quality of infrastructure, and system reliability of the network. This has become increasingly important as demands on the transportation system have increased with population growth and add strain to the system.

Metro COG's updated MTP will analyze where funds are being allocated on the transportation system. The plan will focus on a holistic vision of funding that includes local, state, and federal funding. Metro COG and its local partners acknowledge that in order to achieve the region's goals, there must be project prioritizations based on value and available funding. By integrating performance measure data with funding source matrices, Metro COG is better able to prioritize projects and investment areas throughout the region.

Conclusion

Metro COG has adopted the federally required performance measure targets and continues to update them as-needed. The Fargo-Moorhead MPA is currently programming and planning towards the achievement of each of the above mentioned targets.

As Metro COG moves forward performance measure targets, data collection efforts, and strategies will be continuously integrated into future plans and studies. Maintaining a reliable and safe transportation system is of

the highest priority to the agency, which continues to focus on creating a multimodal transportation system that meets regional goals.

Metro COG's investment strategies focus on safety, reliability, roadway conditions, and transit. Metro COG continues to work toward conscientiously and deliberately aligning project prioritization with performance targets, while focusing on creating livability in the transportation network, managing risk in our investments, and tracking changes in local funding sources and projects carried out with local funding.

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Section 9 | Environmental Considerations

Environmental Consultation

As a part of the Environmental Consultation and Mitigation process required by the FAST Act, Metro COG staff annually meets with the Environmental Review Group (ERG). The ERG consists of local, state, and Federal agencies responsible for environmental protection and stewardship. ERG consultation occurred as part of the direction notification sent to all interested persons regarding the Final MN TIP and the ND Candidate Project TIP.

Environmental Justice/Title VI

Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Federal Highway Administration has identified three fundamental environmental justice (EJ) principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The map on the following page shows projects that are part of the 2018-2021 TIP which will take place in areas with significant low-income or minority populations. A project was defined as having the potential to have an adverse effect on the environmental justice of an area if any portion of a project intersected with the defined boundaries of either a low-income population or a minority population area. The environmental justice areas were defined in Metro COG’s November 2011 technical memorandum titled *Environmental Justice Database Update: Definitions and Methodology*.

Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of laws, regulations and policies. The US DOT requires that Metro COG make Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority and low income populations. Three core EJ principles defined by the USDOT spell out EJ goals for transportation planning and projects at all levels, including MPOs. Metro COG and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

The United States Department of Transportation in 1997 issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The US DOT Order addresses the requirements of Executive Order 12898 and sets forth USDOT’s policy to promote the principles of environmental justice in all programs, policies, and activities under its jurisdiction. FHWA and FTA have been working with their state and local transportation partners to make sure that the principles of environmental justice are integrated into every aspect of their mission.

The three fundamental EJ principles include:

- Avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations;
- Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process;
- Preventing the denial of, reduction of or significant delay in the receipt of benefits by minority and low-income populations.

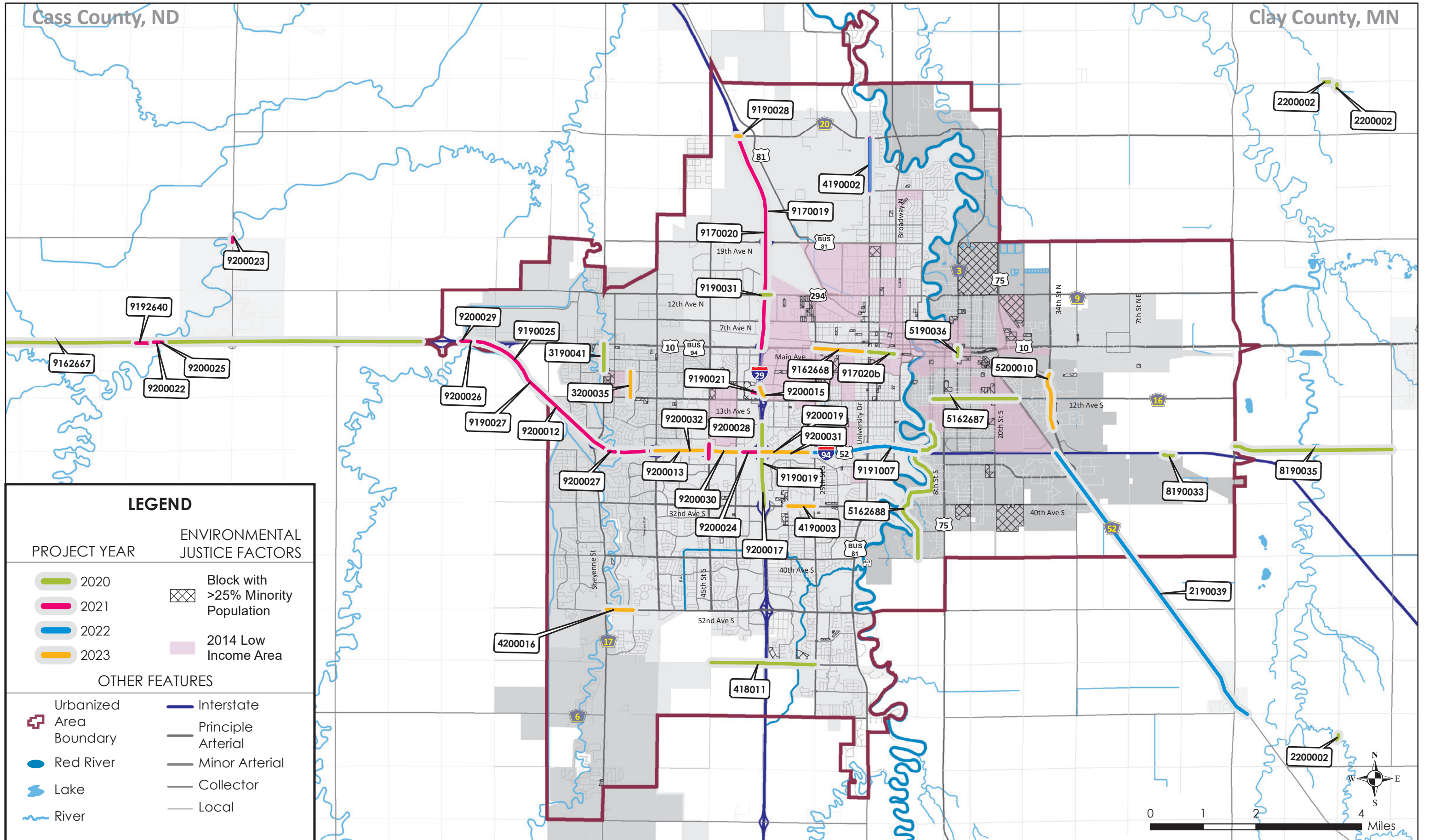
Air Quality

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or approved by the FHWA or the FTA in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen oxide. These areas are known as nonattainment areas or maintenance areas, respectively. Regulations governing transportation conformity are found in 40 CFR 51 and 93. Both Minnesota and North Dakota are in attainment for all air quality standards and no additional consideration is required in the development of the TIP.

National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality. A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

A State Implementation Plan (SIP) must be submitted to EPA for non-attainment areas. Through this plan a state will design its approach to reducing the pollutant levels in the air and, if appropriate, any emissions of precursor pollutants.

The Clean Air Act (CAA) requires that, in areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. In some areas, this process has forced State and local transportation officials to make tough decisions in order to meet both air quality and mobility goals. Where CAA goals were not being met, some State and local transportation officials have been challenged to find ways to reduce vehicle emissions by developing transportation plans, TIPs and projects that will alter travel patterns, reduce the number of single occupancy vehicles and make alternate modes of transportation (such as bicycle and transit) an increasingly important part of the transportation network.



LEGEND

PROJECT YEAR	ENVIRONMENTAL JUSTICE FACTORS
2020	Block with >25% Minority Population
2021	2014 Low Income Area
2022	
2023	
OTHER FEATURES	
Urbanized Area Boundary	Interstate
Red River	Principle Arterial
Lake	Minor Arterial
River	Collector
	Local

Section 10 | Public Involvement

Public involvement and participation is necessary to ensure a vibrant and meaningful planning process. Involving the public early and often in the planning and implementation process helps to ensure that decisions are made in consideration of public opinion and preference to meet the needs of the public. The public involvement process creates a collaborative environment which builds trust and understanding between the public and those who serve them.

Public Participation Plan requirements

Metro COG produces a Public Participation Plan from which public involvement activities and actions for the TIP are identified. Public notice for public input opportunities is listed within the PPP. Announcements for public notices and meetings related to the TIP, as well as a summary of public comments received are included in Appendix A.

Public Process to Support TIP Development

Early Input to Support TIP Development and Final Approval

Metro COG developed the 2020-2023 TIP in coordination with its 2015 Public Participation Plan (PPP). Pursuant to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested/affected stakeholders are given an opportunity to comment on and participate in the development of various aspects/products of the Metropolitan Planning Program.

Typically, Metro COG notifies its full list of interested persons/stakeholders (approximately 900 individuals and agencies) regarding the early development of the TIP as part of the distribution of Metro Connection (Metro COG's quarterly newsletter). Metro COG specifically notifies these persons regarding the solicitation and prioritization procedures to be used in the development of the TIP.

In July of 2019 Metro COG directly notified its list of interested persons/stakeholders regarding public input opportunities in support of the project identification and project selection phase of the 2020-2023 TIP. The notification included information on the intent and purpose of the TIP, outlined major milestones related to the development of the 2020-2023 TIP, and provided contact information regarding opportunities to comment on the TIP including the first public meeting. The first public meeting for the draft TIP was held in conjunction with Metro COG's July TTC meeting on July 11, 2019, at the Metro COG temporary office in the Fargo Civic Center Offices, Suite A, 207 4th Street N., Fargo, ND 58102. Metro COG also held a public open house in the community room of the Fargo Public Library, 102 3rd Street N., Fargo, ND 58102 on August 26, 2019 from 4:00 - 6:00 p.m. to garner feedback on the final draft TIP. Additionally, a public input meeting was convened by Metro COG on September 12, 2019, at the Metro COG temporary office in the Fargo Civic Center Offices, Suite A, 207 4th Street N., Fargo, ND 58102, to solicit comments on the Final Draft 2019-2022 TIP.

These public input meeting were advertised in the Forum of Fargo-Moorhead and a press release was sent out regarding the public input opportunity to all known local media outlets. Metro COG made all relevant material regarding the 2020-2023 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarized the meetings and comments received for the Metro COG Policy Board for their consideration prior to final action on the 2020-2023 TIP.

Section 11 | Amendments & Administrative Adjustments

Section 11 | Amendments & Administrative Adjustments

Metro COG, at the request of its member jurisdictions, will accept proposed amendments and administrative adjustments to the TIP. Amendments and Administrative Adjustments are incorporated into the TIP at any time during the program year pursuant to those procedures which have been cooperatively developed through the metropolitan planning process. Amendments may be for the purpose of deleting projects, adding projects, advancing projects, revising the funding or funding source of projects or modifying the scope or termini of projects. Amendments will be referenced in an Appendix B and will also be posted on the Metro COG website.

No amendment or administrative adjustment will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriations Bill). Proposed amendments will not be approved unless the TIP is fiscally constrained. Changes to fiscal constraint should be demonstrated prior to the amendment approval process. All modification/revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board at a minimum. The Metro COG Policy Board has adopted procedures regarding how amendments and administrative adjustments are defined and administered by Metro COG for the purposes of maintaining the TIP for the FM Metropolitan Area. Determination shall be made in co-operation with the NDDOT, MnDOT, and FHWA (ND/MN) when there is a question about a project change being an amendment or modification/revision. The Metro COG Public Participation Plan (PPP) includes guidance for Metro COG on the required public notifications necessary in the event a modification, revision, or amendment is required for an approved TIP in the FM Metropolitan Area.

Metro COG Amendment and Administrative Adjustment Requirements

Amendments are required when:

1. The change adds new individual FHWA funded projects;
2. The change adds new individual FTA funded projects;
3. The change adds a regionally significant project as defined on page 13 of this document;
4. The change impacts financial constraint, including total cost increases or decreases meeting the Formal TIP Amendment thresholds as shown in Table 10-1 for FTA, and Table 10-2 for FHWA;
5. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project which increases or decreases the total project cost;
6. The change results in project scope change including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route;
7. The change in project limit/termini is greater than 0.3 miles in any direction;
8. The change impacts air quality conformity for projects in an MPO;

Table 11-1: FTA Project Cost Increase Thresholds

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

Source: MnDOT

Table 11-2: FHWA Project Cost Increase Thresholds for TIP Amendment

Cost of Project	Amendment needed if the increase/ decrease is more than
< \$1,000,000	No Formal TIP Amendment Required*
> \$1,000,000 to \$3,000,000	50%
> \$3,000,000 to \$10,000,000	35%
> \$10,000,000 to \$50,000,000	25%
> \$50,000,000 to \$100,000,000	15%
Over \$100,000,000	10%

Source: MnDOT

*No Formal TIP Amendment is required when a TIP total project estimate cost is less than \$1,000,000 AND the proposed total estimate cost remains less than \$1,000,000.

Administrative Adjustments are required when:

1. The increase or decrease in cost estimate meets FHWA Administrative TIP Modification thresholds. Justification is required to maintain fiscal constraint;
2. Identifying a new project from a federal set-aside in the same state fiscal year;
3. Change in TIP year. Projects are advanced or deferred within TIP years with no changes to cost or scope. Justification is required to maintain fiscal constraint;
4. The addition of a state funded project to the TIP, which is not regionally significant;
5. Converting a state funded project to a federally funded project with no changes to scope or cost. Justification is required to maintain fiscal constraint.
6. The change adds a locally funded project to an existing federally funded project in the TIP if the project cost is greater than \$2,000,000. This applies to both DOT let and local let projects. No action required if the revised total project cost is less than \$2,000,000;
7. The change includes a technical correction;
8. Adding or removing Advance Construction (AC) - includes adding new AC, increase or decrease in existing AC amount, or taking an existing AC off of a project;
9. Removing a project currently programmed in the TIP;
10. Changing FTA funding sources such as changing from Section 5307 funds to Section 5339 funds or vice versa;
11. Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required;
12. Changing the TIP project number.

Table 11-3: FHWA Project Cost Increase Thresholds for Administrative TIP Modification

Cost of Project	Modification needed if the increase/decrease is more than
< \$1,000,000	No Formal Administrative TIP Modification Required*
> \$1,000,001 to \$10,000,000	20%
> \$10,000,001 to \$100,000,000	10%
Over \$100,000,000	***

Source: MnDOT

*No Administrative TIP Modification is required when a TIP total project estimate cost is less than \$1,000,000 AND the proposed total estimate cost remains less than \$1,000,000

***Processing an Administrative TIP Modification for high profile projects (greater than \$100,000,000), which change the impacts of financial constraint, requires prior collaborative discussion between respective DOT and FHWA.

Outreach Methods

Metro COG utilized the local newspaper, The Forum of Fargo-Moorhead, to publish all TIP related public notices and engagement opportunities. Draft TIP materials and information about public meetings are also included on the Metro COG website throughout the TIP development process. In addition, Metro COG utilizes an email list-serve to disseminate information to interested citizens, local agencies/jurisdictions, and others. As an additional outreach method, this year, the Metro COG Facebook page was utilized to inform the public about upcoming engagement opportunities related to the 2020-2023 TIP.

Table A-1: Public Notices and Associated Activity

Notice	Activity	Publication Date	Comments Received
Comment Period & Public Meeting #1	Begin Comment Period - Release Draft TIP	July 1, 2019	0
Public Open House	Public Open House - Final Draft TIP	August 19, 2019	0
Public Meeting #2	Final Comment Opportunities - Final TIP	September 2, 2019	0

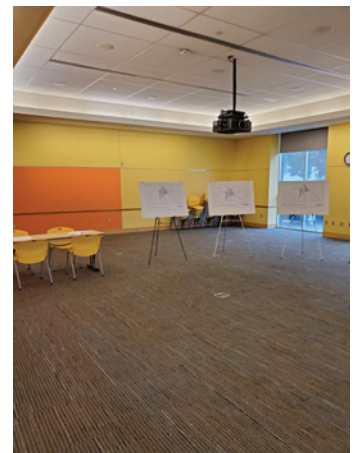
Source: Metro COG

Public Notices, Hearings, and Meetings

The first public notice was published on July 1, 2019 to inform the public that Metro COG would be releasing the Draft 2020-2023 TIP, opening a public comment period, and holding a public meeting on July 11, 2019 at 10:00 a.m. in conjunction with the regularly scheduled July TTC meeting. No comments were recieved from the public at the public meeting.

The second public notice was published on August 19, 2019 to inform the public that Metro COG would be releasing the Final Draft 2020-2023 TIP and holding a public open house on August 26, 2019 from 4:00 to 6:00 p.m. at the downtown Fargo Public Library in the Community Room. One person from the public attended the open house and no comments were received. The open house was set up with a sign-in table, several maps for the specific project years, and detailed project packets. This allowed people to walk freely from map to map seeing when projects are being funded and being able to use the project packet to find more information about the specific projects shown on the map. There was also a table that included Final Draft 2020-2023 TIP document for people to review or

Figure A-1: Open House Setup



Source: Metro COG

write their comments on.

The third and final public notice was published on September 2, 2019 to inform the public that Metro COG would be taking final action on the Final Draft 2020-2023 TIP and holding a public meeting on September 12, 2019 at 10:00 a.m. in conjunction with the regularly scheduled September TTC meeting. The notice also informed the public that Metro COG would be closing the public comment period at 12:00 p.m. (noon) on September 19, 2019 prior to formal action on the 2020-2023 TIP by the policy board.

Metro COG’s public comment period for the development of the 2020-2023 TIP started on July 11, 2019 and ended on September 19, 2019. There were no comments received from the public.

Table A-1: Electronic Outreach Methods

Type	Activity	Date	People Reached
Facebook	Begin Comment Period - Release Draft TIP	July 8, 2019	290
Email-list	Begin Comment Period - Release Draft TIP	July 8, 2019	803
Facebook	Public Open House - Final Draft TIP	August 26, 2019	163
Email-list	Release of the Final Draft 2020-2023 TIP	September 2, 2019	800



Source: Metro COG

Figure A-2: July 8th Facebook Post



Source: Metro COG

Figure A-3: August 26th Facebook Post

 **Metro COG** Published by Luke Champa [?] · August 26 at 9:15 AM · 


Final Draft 2020-2023 Transportation Improvement Program (TIP) ****OPEN HOUSE REMINDER****

TODAY - Monday, August 26
4pm - 6pm at the Fargo Downtown Public Library

Join us in the Community Room of the Fargo Downtown Public Library at 102 3rd Street N., Fargo, ND 58102.

The Final Draft of the 2020-2023 Metro COG TIP is ready for public review. Please stop by to see upcoming federally funded projects, provide comments, and discuss our transportation network. The Final Draft TIP will also be available for review on our web page listed below.

For more information regarding the open house location please visit the Transportation Improvement Program page:
<http://fmmetrocog.org/re.../transportation-improvement-program>



FMMETROCOG.ORG
Transportation Improvement Program :: Fargo-Moorhead Metro COG

Source: Metro COG

Figure A-4: Public Open House Sign-in Sheet

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Division/District/Consultant FM Metropolitan Council of Governments			
Meeting Location Fargo Public Library - Downtown, Fargo		Meeting Type Public Open House	Meeting Date 8/26/2019
Project Number			PCN
Project Description Final Draft 2020-2023 Metro COG TIP - Public Open House			
Name (Please print) <i>LUKE CHAMPA</i>		Title/Representing <i>FM METRO COG</i>	
Address	City <i>FARGO</i>	State <i>ND</i>	ZIP Code <i>58102</i>
Email Address		Telephone Number	
Name (Please print) <i>Michael Maddox</i>		Title/Representing <i>FM Metro COG</i>	
Address <i>207 4th Street N Ste A</i>	City <i>Fargo</i>	State <i>ND</i>	ZIP Code <i>58102</i>
Email Address		Telephone Number <i>701-532-5104</i>	
Name (Please print) <i>Amy Acquard</i>		Title/Representing	
Address	City <i>Fargo</i>	State <i>ND</i>	ZIP Code <i>58103</i>
Email Address <i>amy.acquard@plint-group.com</i>		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

Source: Metro COG

Figure A-5: July 8th Email

Luke Champa

From: FM Metro COG <metrococg@fmmetrococg.org>
Sent: Monday, July 8, 2019 12:28 PM
To: Luke Champa
Subject: Draft 2020-2023 TIP

[View this email in your browser](#)

The purpose of this e-mail group is to receive updates regarding upcoming public input meetings, newsletters, and other events that allow public involvement.



Draft Metro COG 2020-2023 TIP

Metro COG is opening a public comment period for the update of the 2020-2023 Transportation Improvement Program (TIP) at our regularly scheduled Transportation Technical Committee (TTC) meeting **July 11, 2019 at 10:00 a.m.** The TTC will review the draft TIP, open the public comment period, and hold a public hearing during the meeting. The public hearing will be located at Metro COG's temporary office location in the **Fargo Civic Center Offices, Suite A - River Room, 207 4th Street N. in Fargo, North Dakota.**

For more information about the TIP please click the link below.

[More Information about the TIP](#)

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You're receiving this email because you signed up to receive updates from Metro COG. If you'd like to be removed from our mailing list please click Unsubscribe.

Source: Metro COG

Figure A-6: July 8th Email Report

9/12/2019

Draft Metro COG 2020-2023 Transportation Improvement Program (TIP) | Mailchimp

Draft Metro COG 2020-2023 Transportation Improvement Program (TIP)

Sent 7/8/19 12:27PM

Overview

803 Recipients

List: Master List

Delivered: Mon, Jul 08, 2019 12:27 pm

Subject: Draft 2020-2023 TIP

0 Orders	\$0.00 <u>Average order revenue</u>	\$0.00 <u>Total revenue</u>
--------------------	---	---------------------------------------

Open rate	40.2%	Click rate	9.0%
------------------	--------------	-------------------	-------------

List average	30.3%	List average	10.9%
Industry average (Government)	22.3%	Industry average (Government)	2.9%

318 Opened	71 Clicked	11 Bounced	3 Unsubscribed
----------------------	----------------------	----------------------	--------------------------

Successful deliveries	792 98.6%	Clicks per unique opens	22.3%
Total opens	576	Total clicks	9,800.0
Last opened	9/12/19 2:48PM	Last clicked	7/28/19 11:09PM
Forwarded	0	Abuse reports	0

Source: Metro COG

Figure A-7: July 8th Email

Luke Champa

From: FM Metro COG <metrococg@fmmetrococg.org>
Sent: Monday, August 26, 2019 3:23 PM
To: Luke Champa
Subject: Final Draft 2020-2023 Metro COG Transportation Improvement Program



Source: Metro COG

Figure A-8: July 8th Email Report

9/12/2019

Final Draft 2020-2023 Metro COG Transportation Improvement Program (TIP) | Mailchimp

Final Draft 2020-2023 Metro COG Transportation Improvement Program (TIP) Sent 8/26/19 3:22PM Overview

800 Recipients

List: Master List

Delivered: Mon, Aug 26, 2019 3:22 pm

Subject: Final Draft 2020-2023 Metro COG
Transportation Improvement Program

0 Orders	\$0.00 <u>Average order revenue</u>	\$0.00 <u>Total revenue</u>
--------------------	---	---------------------------------------

Open rate	37.2%	Click rate	11.7%
------------------	--------------	-------------------	--------------

List average	30.3%	List average	10.9%
Industry average (Government)	22.3%	Industry average (Government)	2.9%

295 Opened	93 Clicked	7 Bounced	2 Unsubscribed
----------------------	----------------------	---------------------	--------------------------

Successful deliveries	793 99.1%	Clicks per unique opens	31.5%
Total opens	624	Total clicks	43,000.0
Last opened	9/11/19 2:05PM	Last clicked	9/11/19 3:33PM
Forwarded	0	Abuse reports	0

Source: Metro COG

Figure A-9: July 1, 2019 Public Notice Affidavit

ND Affidavit No. 2769229

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA


ss.

COUNTY OF CASS

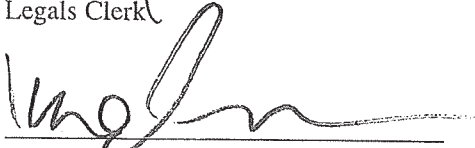
Chelsea Adams, *The Forum*, being duly sworn, states as follows:

1. I am the designated agent of The Forum, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: *Legal Notice; (1) time: July 1, 2019*, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

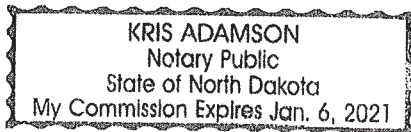
Dated this 8th day of July, 2019.



 Legals Clerk



 Notary Public



**Public Hearing Notice: Metro COG
 2020-2023 Transportation Improvement
 Program (TIP)**

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the update of the 2020-2023 Transportation Improvement Program (TIP). A number of public input meetings will be held during the public comment period. The first public input meeting will occur at the Transportation Technical Committee (TTC) meeting on July 11, 2019 at 10:00 a.m. located at Metro COG's temporary office location in the Fargo Civic Center Offices, Suite A – River Room, 207 4th Street N. in Fargo, North Dakota. A draft version of the TIP will be presented at the Metro COG TTC meeting, during which Metro COG will accept public comments on the Draft TIP. Two Additional public meetings will be held during the public comment period. The dates, times, and locations of those meetings will be placed in a legal notice in the Forum, sent out via Metro COG's Public Participation Plan distribution lists, and listed digitally on Metro COG's website.

The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance.

Copies of the Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's temporary office location starting July 11, 2019, and will be presented at all public meetings regarding the Draft TIP as referenced above. A digital copy of the Draft Metro COG 2020-2023 TIP will also be posted online at www.fmmetro-cog.org.

The public is invited to attend this public meeting on July 11, 2019 at 10:00 a.m. and all subsequent public meetings, or to submit written comments to Metro COG during the comment period or by making comments in person at the Fargo Civic Center Offices, Suite A – River Room, 207 4th Street N. in Fargo, ND 58102 (email: champa@fmmetrocog.org). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Luke Champa, Assistant Transportation Planner at 701.532.5107 or champa@fmmetrocog.org at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

(July 1, 2019)

2769229

Source: Metro COG

Figure A-10: August 19, 2019 Public Notice Affidavit

ND Affidavit No. 2783848

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA

ss.

COUNTY OF CASS


Chelsea Adams, *The Forum*, being duly sworn, states as follows:

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

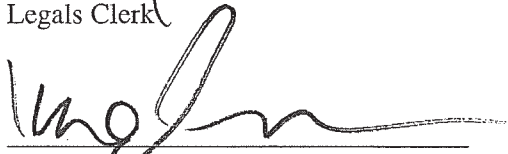
2. The newspaper listed on the exhibit published the advertisement of: *Legal Notice; (1) time: August 19, 2019*, as required by law or ordinance.

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

Dated this 19th day of August, 2019.



Legals Clerk



Notary Public

KRIS ADAMSON
Notary Public
State of North Dakota
My Commission Expires Jan. 6, 2021

Source: Metro COG

**Public Open House: Metro COG
2020-2023 Transportation
Improvement Program (TIP)**

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is holding a public open house for the 2020-2023 Transportation Improvement Program (TIP). This public open house will debut the Final 2020-2023 TIP document which is inclusive of programmed Federal transportation projects for the four-year timeframe. The public open house will occur on **Monday August 26, 2019** from 4:00 p.m. to 6:00 p.m. in the **Community Room of the Fargo Downtown Public Library, 102 3rd Street N., Fargo, ND 58102.**

The purpose of the public open house is to provide the public an opportunity to participate in the development of the Final Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2020-2023 TIP is currently available for public comment.

Metro COG opened a public comment period on July 11, 2019. Copies of the Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's temporary office location: Fargo Civic Center Offices, Suite A, 207 4th Street N. in Fargo, North Dakota. A digital copy of the Draft Metro COG 2020-2023 TIP will also be posted online at www.fmmetrocog.org. The final version of the TIP will be presented at the public open house for review and comment.

Metro COG will be presenting the Final Metro COG 2020-2023 TIP for recommendation and approval at its monthly Transportation Technical Committee (TTC) and Policy Board Meetings in September. The public is invited to attend these meetings. The final public meetings will occur on **Thursday, September 12, 2019**, where the TTC will discuss and recommend action upon the 2020-2023 TIP. The public is invited to attend this meeting or to submit written comments to Metro COG no later than **noon, September 19, 2019** at Case Plaza, Suite 232, 1 2nd Street N., Fargo, ND 58102 (email: champa@fmmetrocog.org). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Executive Assistant at 701.532.5101 or leach@fmmetrocog.org at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting. (August 19, 2019) 2783848

Figure A-11: September 2, 2019 Public Notice Affidavit

ND Affidavit No. 2788557

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA

ss.

COUNTY OF CASS


Chelsea Adams, *The Forum*, being duly sworn, states as follows:

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

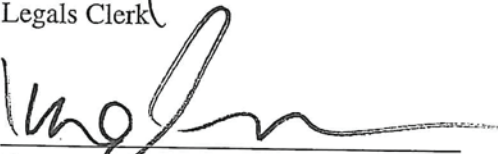
2. The newspaper listed on the exhibit published the advertisement of: **Legal Notice; (1) time: September 2, 2019**, as required by law or ordinance.

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

Dated this 2nd day of September, 2019.



Legals Clerk



Notary Public

KRIS ADAMSON
Notary Public
State of North Dakota
My Commission Expires Jan. 6, 2021

Source: Metro COG

Public Meeting Notice: Metro COG 2020-2023 Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is holding a final public meeting for the 2020-2023 Transportation Improvement Program (TIP). This public meeting will regard the final draft 2020-2023 TIP document which is inclusive of programmed Federal transportation projects for the four-year timeframe. The public meeting will occur on **Thursday, September 12, 2019 at 10:00 a.m.** at the regularly schedule Transportation Technical Committee (TTC) meeting located in Metro COG's temporary offices in the **Fargo Civic Center Offices, Suite A – River Room, 207 4th Street N. in Fargo, North Dakota.**

The purpose of the public meeting is to provide the public a final opportunity to view and provide comment on the Final Draft Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Final Draft Metro COG 2020-2023 TIP is currently available for public comment.

Metro COG opened a public comment period on July 11, 2019, and held a public open house on August 26, 2019. Copies of the Final Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's Office. A digital copy of the Final Draft Metro COG 2020-2023 TIP is posted online at <http://fmmetrocog.org>.

Metro COG will be presenting the Final Draft 2020-2023 for recommendation and approval at its monthly TTC and Policy Board meetings in September. The public is invited to attend these meetings. A public meeting will occur on **Thursday, September 12, 2019**, where the TTC will discuss and act upon the 2020-2023 TIP. The public is invited to attend this public meeting or to submit written comments to Metro COG's mailing address no later than **noon, September 19, 2019 at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102** (e-mail: champa@fmmetrocog.org). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savannah Leach, Executive Secretary at 701.232.3242 or leach@fmmetrocog.org at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting. (September 2, 2019) 2788557

Figure B-1: November 22, 2019 Letter to Cognizant Agencies



Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | One 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrococog@fmmetrococog.org
www.fmmetrococog.org

To: Cognizant Agencies
From: Luke Champa, Metro COG
Date: November 22, 2019
Re: **Amendment #1 to the 2020-2023 Transportation Improvement Program (TIP) for the Fargo-Moorhead Metropolitan Area**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held a public meeting at the Case Plaza Conference Room at One 2nd Street North, Suite 232, in Fargo, North Dakota on Thursday, November 14, 2019 at 10:00 a.m. to consider public comments on the proposed Amendment #1 to the 2020-2023 TIP. The public comment period officially ended at 12:00 p.m. (noon) on Thursday, November 21, 2019, prior to Policy Board action on the Amendment #1 to the 2020-2023 TIP. Amendment #1 to the 2020-2023 TIP is listed on the reverse side of this page.

The public was notified on Monday, November 4, 2019 of the proposed 2020-2023 TIP amendment as per the adopted Metro COG Public Participation Plan (PPP). Public comments were accepted by Metro COG until 12:00 p.m. (noon) November 21, 2019. No public comments were received by Metro COG either verbally during the public meeting nor by written statement.

The Policy Board approved the attached amendments at their November 21, 2019 meeting. The updated TIP project sheet reflecting the amendment is also attached.

Regards,

A handwritten signature in blue ink, appearing to read "Luke Champa".

Luke Champa
Assistant Transportation Planner

Source: Metro COG

Figure B-2: Amendment #1 to the 2020-2023 TIP

1. **Modification of Project 3200035:** West Fargo construction of a multi-use path along Drain 45. Year moved from 2023 to 2020, project total decreased to \$387,000 of which \$232,000 is funded by Federal Transportation Alternatives (TA) funds, and \$155,000 through local matching funds.
2. **Modification of Project 917020b:** NDDOT Main Avenue reconstruction project (2020). Project total increased to \$15,780,000 of which \$10,723,000 is funded by Federal Surface Transportation Block Grant Program (STBGP) funds, \$1,202,000 through state funds, and \$3,855,000 through local matching funds.
3. **Modification of Project 9162667:** NDDOT I-94W rehabilitation project (2020). Project total increased to \$1,683,000 of which \$1,515,000 is funded by Federal Interstate Maintenance (IM) funds, \$1,202,000 through state funds, and \$3,855,000 through local matching funds.
4. **Modification of Project 9200017:** NDDOT I-29N safety project (2020). Project funding source changed to include Federal Highway Safety Improvement Program (HSIP) funds, project limits changed, and project total increased to \$2,002,000 of which \$1,802,000 is funded by Federal HSIP funds, and \$200,000 through state funds.
5. **Addition of Project 9201001:** NDDOT I-29N structure rehabilitation project (2021). The total project cost is \$300,000 of which \$270,000 is funded by Federal Interstate Maintenance funds, and \$30,000 through state funds.
6. **Modification of Project 9182611:** NDDOT I-29 illustrative project related to the Fargo-Moorhead Metropolitan Area Diversion project. The project year changed from 2023 to 2021.
7. **Deletion of Project 9190018:** NDDOT I-29N structure rehabilitation project (2021). Project has been deleted.
8. **Deletion of Project 9190018:** NDDOT ND-18N rehabilitation project (2021). Project has been deleted.
9. **Deletion of Project 9200026:** NDDOT I-94E rehabilitation project (2021). Project has been deleted.
10. **Deletion of Project 9200027:** NDDOT I-94E rehabilitation project (2021). Project has been deleted.
11. **Deletion of Project 9200029:** NDDOT I-94W rehabilitation project (2021). Project has been deleted.
12. **Modification of Project 9190025:** NDDOT I-94E rehabilitation project (2022). Project description changed to indicate this is a pending project.
13. **Modification of Project 9190027:** NDDOT I-94W rehabilitation project (2022). Project description changed to indicate this is a pending project.
14. **Modification of Project 9162668:** NDDOT Main Avenue reconstruction project (2023). Project description changed to indicate this is a pending project.
15. **Modification of Project 9200030:** NDDOT I-94E rehabilitation project (2023). Project description changed to indicate this is a pending project.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Amendment #1												
Moorhead Transit												
Fargo Transit												
City of Fargo												
City of Moorhead												
City of West Fargo												
City of West Fargo	3200035	2020	Drain 45		7th Ave E	13th Ave E	Construction of a Multi-Use Path along Drain 45	Bike/Ped	\$ 387,000	TA	Local	\$ 232,000 \$ 155,000
North Dakota Department of Transportation												
NDDOT	917020b 21170 8032	2020	Main Ave	0.5	2nd Street	University Drive	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 15,780,000	STBGP-R	State Local	\$ 10,723,000 \$ 1,202,000 \$ 3,855,000
NDDOT	9162667 22599 8013	2020	I-94W	10.9	E Casselton	Near W Fargo	Thin Overlay	Rehabilitation	\$ 1,683,000	IM	State	\$ 1,515,000 \$ 168,000
NDDOT	9200017 22291 8039	2020	I-29N	1.5	S of 17th Ave S	S of I-94	Concrete Median Barrier, PCC Pave	Safety	\$ 2,002,000	HSIP	State	\$ 1,802,000 \$ 200,000
NDDOT	9201001 22496 8113	2021	I-29 N		7.0 S of I-94		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
NDDOT	9182611 22656 8135	2021	I-29 S of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			
NDDOT	9190018 22496 8112	2021	I-29N		6.0 North of ND-46		Structure Paint *Project Deleted	Rehabilitation	\$ 289,000	IM	State	\$ 260,000 \$ 29,000
NDDOT	9190024 8101	2021	ND-18N	19.2	W Jct 46 Leonard	Casselton	Mill and Overlay *Project Deleted	Rehabilitation	\$ 3,094,000	Non NHS S	State	\$ 2,504,000 \$ 590,000
NDDOT	9200026 8118	2021	I-94E		6.0 W of I-29		Approach Slabs, Expansion Joint Modifiaction, Joint Sealant *Project Deleted	Rehabilitation	\$ 118,000	IM	State	\$ 106,000 \$ 12,000
NDDOT	9200027 8119	2021	I-94E		2.0 W of I-29		Approach Slabs, Expansion Joint Modification, Joint Sealant, Spall Repair *Project Deleted	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200029 8123	2021	I-94W		6.0 W of I-29		Approach Slabs, Expansion Joint Modification, Joint Sealant *Project Deleted	Rehabilitation	\$ 118,000	IM	State	\$ 106,000 \$ 12,000
NDDOT	9190025 22203 8202	2022	I-94E	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement *Pending	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
NDDOT	9190027 22203 8204	2022	I-94W	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement *Pending	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
NDDOT	9162668 8314	2023	Main Ave	1.0	25th St	University	Reconstruction of Main Ave *Pending	Reconstruction	\$ 15,412,000	NHS-U	State Local	\$ 8,370,000 \$ 1,226,000 \$ 5,816,000
NDDOT	9200030 8311	2023	I-94E	4.9	Red River	1.0 W of 45th St	Concrete Pavement Repair *Pending	Rehabilitation	\$ 1,882,000	IM	State	\$ 1,694,000 \$ 188,000
Cass County												
Minnesota Department of Transportation												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Clay County												