

Final Draft 2024-2027 Transportation Improvement Program (TIP)

For the Fargo-Moorhead Metropolitan Area

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

August 17,
2023

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

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In association with:
City of Dilworth, City of Fargo, City of Horace, City of Moorhead, City of West Fargo,
Cass County, Clay County, MATBUS, MnDOT, NDDOT, FHWA, and FTA

Approved by the Metro COG Policy Board ____, ____, 2023



Disclaimer

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

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

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

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

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

WHEREAS, Metro COG adopted its Metropolitan Transportation Plan, *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* in November of 2019, as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted October 2022), a Metropolitan Transit Development Plan (adopted July 2021); a Metropolitan Comprehensive ITS Plan (adopted January 2023); and

WHEREAS, *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* includes a transportation systems management element, a short-range transportation project prioritization element, and a long-range project prioritization element providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of the Metro COG recommends that *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* be considered valid and consistent with current transportation and land use issues.

NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board certifies that *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* is currently held valid and consistent with current transportation and land use considerations.



Chuck Hendrickson, Chair
Metro COG Policy Board

8/17/23

Date



Ben Griffith, AICP
Metro COG Executive Director

8/17/2023

Date

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

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WHEREAS, *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* includes a transportation systems management element, a short-range transportation project prioritization element, and a long-range project prioritization element providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of the Metro COG recommends that *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* be considered valid and consistent with current transportation and land use issues.

NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board certifies that *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* is currently held valid and consistent with current transportation and land use considerations.



Chuck Hendrickson, Chair
Metro COG Policy Board

8/17/23

Date



Ben Griffith, AICP
Metro COG Executive Director

8/17/2023

Date

**A RESOLUTION ENDORSING THE FY 2024 - FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

WHEREAS, the members of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) Policy Board 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 of Minnesota and North Dakota, 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 2024 - 2027 Transportation Improvement Program, dated August 17, 2023, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and public transit in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

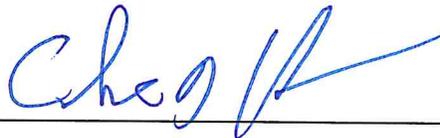
WHEREAS, the Metro COG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

WHEREAS, the Fiscal Year 2024 - 2027 Transportation Improvement Program has been given due consideration by the public and Metro COG Policy Board;

THEREFORE, BE IT RESOLVED, that Metro COG approves the Fiscal Year 2024 - 2027 Transportation Improvement Program, dated August 2023, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

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

PASSED this 17th day of August, 2023



Chuck Hendrickson, Chair
Metro COG Policy Board

**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with 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 Fixing America's Surface Transportation (FAST) Act (PL 114-94) 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) 532-5100, metrococ@fmmetrococ.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments

Chris O'Neil 8/17/23
Signature Date

Policy Board Chair
Title

North Dakota Department of Transportation

Paul M. Benning 8/14/2023
Signature Date

Local Government Director
Title

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Glossary

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

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

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

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

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the Metro COG Policy Board prior to becoming part of the TIP as described in Section 10 of this document. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2023 Federal Fiscal Year (September 30, 2023). The annual listing will represent 2023 projects as part of the 2024-2027 TIP.

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

BIL: Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law" (BIL), was signed into effect on November 15, 2021 as the transportation bill to replace FAST Act. The BIL is a bipartisan, bicameral, four-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure.

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

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of Metro COG 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.

FAST Act: Fixing America's Surface Transportation Act, also known as the FAST Act, was signed into effect on December 4, 2015 as the transportation bill to replace MAP-21. The FAST Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. As the original bill expired, the FAST Act was reauthorized for one year on October 1, 2020. The FAST Act reauthorization is set to expire on September 30, 2021 or the end of Federal Fiscal Year 2021.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 13.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for

each project includes all known associated costs for the project based upon input from states and local jurisdictions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Acronyms

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

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

Funding Sources

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

Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP, working closely with various planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information of Metro COG's transportation planning partners is included on the following page. Please contact as applicable for additional information that may not be included in the TIP.

| | | |
|---|--|---|
| Cass County | City of Dilworth | City of Fargo |
| Jason Benson, PE | Peyton Mastera | Jeremy M. Gorden, PE |
| Cass County Highway Engineer | Dilworth City Administrator | Division Engineer - Transportation |
| phone: (701) 298-2372 | phone: (218) 287-2313 | phone: (701) 241-1529 |
| email: bensonj@casscountynd.gov | email: peyton.mastera@ci.dilworth. | email: jgorden@fargond.gov |
| City of Horace | City of Moorhead | City of West Fargo |
| Jace Hellman | Bob Zimmerman | Dan Hanson, PE |
| Community Development | Engineer Director | West Fargo City Engineer |
| phone: (701)492-2972 | phone: (218) 299-5399 | phone: (701) 515-5100 |
| email: jhellman@cityofhorace.com | email: bob.zimmerman@ci.moorhead.mn.us | email: dan.hanson@westfargond. |
| Clay County | Fargo Transit | Federal Highway Administration - MN Division |
| Jason Sorum, PE | Julie Bommelman | Bobbi Retzlaff, AICP |
| County Engineer | Fargo Transit Director | Community Planner |
| phone: (218) 299-5099 | phone: (701) 476-6737 | phone: (651) 291-6125 |
| email: | email: | email: roberta.retzlaff@dot.gov |
| Federal Highway Administration - ND Division | Federal Transit Administration - Region 5 | Federal Transit Administration - Region 8 |
| Kristen Sperry | William Wheeler | Ranae Tunison |
| Planning and Environment Program | Community Planner | Transportation Program Analyst |
| phone: (701) 221-9464 | phone: (312) 353-3879 | phone: (303) 362-2397 |
| email: kristen.sperry@dot.gov | email: william.wheeler@dot.gov | email: ranae.tunison@dot.gov |
| Metro COG | Minnesota DOT | Moorhead Transit |
| Paul Bervik, PE, CFM | Erika Shepard | Lori Van Beek |
| Assistant Transportation Planner | MPO Planning Program | Transit Manager |
| phone: (701) 532-5107 | phone: (651) 366-3913 | phone: (701) 476-6686 |
| email: bervik@fmmetrocog.org | email: erika.shepard@state.mn.us | email: ivanbeek@matbus.com |
| North Dakota DOT | West Central Initiative | |
| Wayne Zacher, PE | Wayne T. Hurley, AICP | |
| MPO Coordinator/ Transportation Engineer | Planning Director | |
| phone: (701) 328-4828 | phone: (218) 739-2239 | |
| email: wzacher@nd.gov | email: wayne@wcif.org | |

Section 1 | Introduction

Section 1 – Introduction

Transportation Improvement Program (TIP)

The Fargo-Moorhead Metropolitan Council of Governments, hereafter referred to as 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 Transportation Improvement Program (TIP) is a compilation of surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area, hereafter referred to as the FM area, during the next four Federal Fiscal Years (FFY). The FFY begins October 1st and ends September 30th of the following year. The TIP provides a staged, multiyear, multimodal program of transportation projects, which is consistent with the most current Metro COG Metropolitan Transportation Plan (MTP).

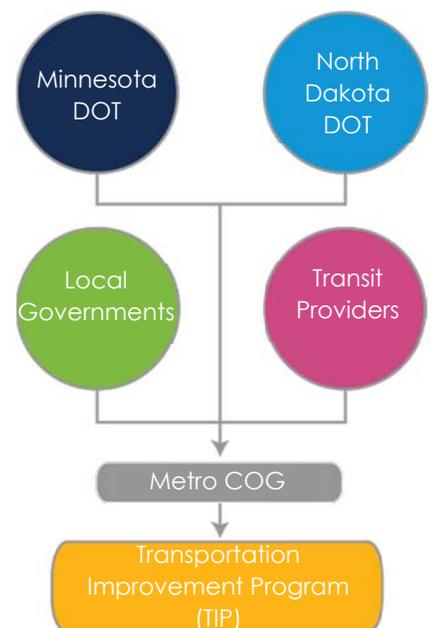
The TIP document includes an Annual Listing of Obligated Projects (ALOP) component for projects obligated in FFY 2023. The ALOP constitutes the agreed-to listing of Federal-Aid projects and Regionally Significant Projects (RSPs) approved by the Metro COG Policy Board.

TIP Development

In general terms, development of the TIP for the FM area involves the following steps:

1. Reviewing and updating projects that were prioritized, programmed, and listed in previous TIPs;
2. Solicitation of new projects eligible for federal aid funding;
3. Receiving applications from local jurisdictions for eligible federal aid projects, Metro COG staff will evaluate projects for consistency with the Metropolitan Transportation Plan (MTP);
4. Providing a Technical Evaluation of the projects through applicable sub-committees and Transportation Technical Committee (TTC);

Figure 1. 1: TIP Development

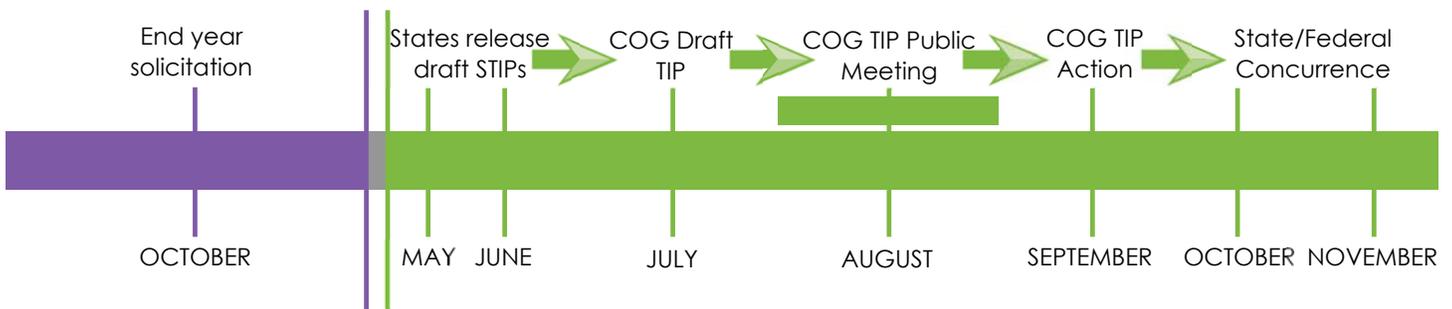


Source: Metro COG

5. Selecting project and determining funding allocation for each by the Policy Board;
6. Soliciting public comment on projects to be included within the TIP;
7. Reviewing local jurisdictions' Capital Improvement Plans (CIPs) to ensure that all RSPs are identified within the first two years of the TIP; and
8. Working cooperatively with MNDOT and NDDOT on each respective State Transportation Improvement Program

Typically, the TIP development starts with the solicitation of projects in the fall of each year. Notification of projects selected for federal funding occurs prior to the release of the draft STIP by each respective state DOT. Draft STIPs are typically released between May and July. Metro COG begins drafting the TIP document coinciding with the release of the NDDOT and MNDOT Draft STIPs. Final TIP approval through Metro COG's Transportation Technical Committee (TTC), Policy Board, NDDOT, FTA, and FHWA typically occurs in August, which occurs before the States have approved their final STIPs. See Figure 1-2 below for the TIP/STIP development cycle.

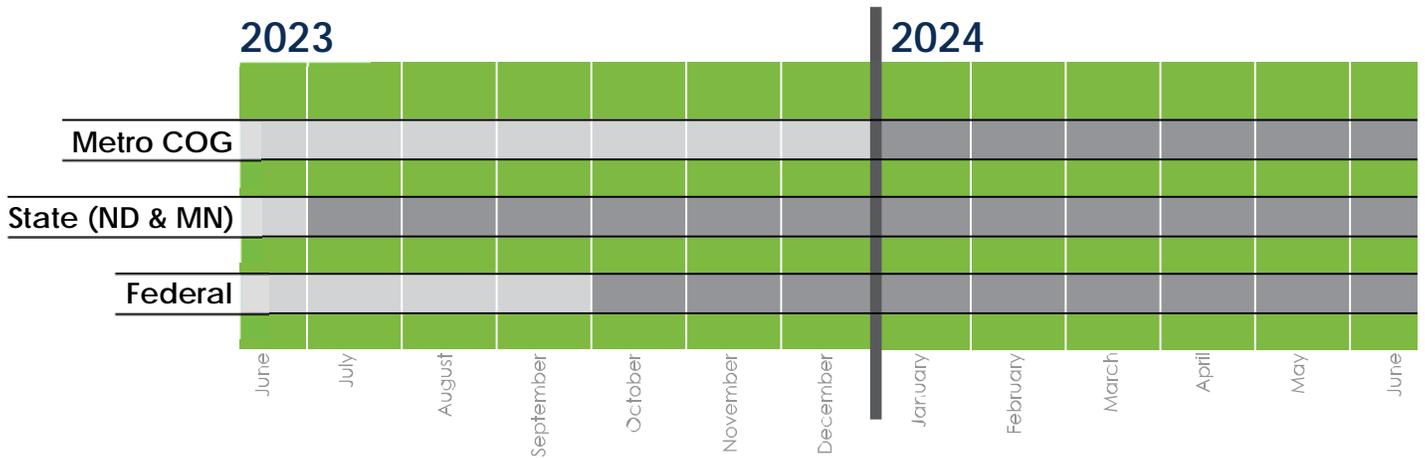
Figure 1. 2: TIP Development Timeline



Source: Metro COG

The fiscal year is also an important component taken into consideration with TIP development. Projects are listed by FFY 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, or SFY, begins July 1st and ends June 30th, and as stated earlier, the FFY begins October 1st and ends September 30th. Given the varying fiscal years, TIP development occurs much earlier than the next calendar year (2024). Figure 1-3, below, shows the variation in agency fiscal years.

Figure 1. 3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained 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 current federal transportation law, the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL) was signed into law on November 15, 2021. The legislation requires that all transportation projects that are authorized under 23 USC or 49 USC Chapter 53 within the Metropolitan Planning Area (MPA) be included in the region's TIP.

Oversight of the TIP

FHWA and FTA provide funding for roadways and trails, and public transit projects respectively. The Metro COG TIP includes basic project information such as the lead agency, Metro COG ID & State Number, project year, estimated bid date, length, project limits (from-to), project description, improvement type, total project cost, federal revenue source, and other revenue source. 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 Program (STIP). The FHWA and FTA review each STIP for conformity with federal transportation laws.

Consistency with Other Plans

The Metro COG MTP documents the ongoing, multi-modal, short-term, and long-term transportation planning process in the Fargo-Moorhead MPA. The current MTP, Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan, hereafter referred to as Metro Grow, was adopted in November 2019 by the Metro COG Policy Board and has a planning horizon of 2045. Metro Grow sets the regional transportation policy for all of Metro COG's planning area and identifies major, long-range transportation investments. Major projects contained in the TIP must first be identified in the MTP while minor projects of the TIP must meet the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a minimum of a 20-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 with other plans developed by Metro COG.

Relationship to the Transportation Planning Process

Table 1. 1: Transportation Plans

| Transportation Plan | Date Approved |
|--|---------------|
| Metropolitan Transportation Plan | 2019 |
| Intelligent Transportation Systems (ITS) | 2023 |
| Metropolitan Transit Development | 2021 |
| Metropolitan Bikeway and Pedestrian | 2022 |
| Public Participation Plan (PPP) | 2022 |

Source: Metro COG

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

- The MTP, Metro Grow, directs the transportation decision-making process in ways that help achieve regional goals. The plan is a policy document that provides the basis for transportation system infrastructure funding decisions in Metro COG's MPA through the year 2045. The MTP also analyzes the transportation system forecasting conditions to the year 2045. Metro Grow analyzes the true amount of money spent on the transportation system by focusing 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 region's goals, but strives to find high-value, low-cost ways of

accomplishing them. The plan describes the current and evolving surface transportation investment strategies ranging from road and transit improvements, to projects that enhance bike, pedestrian, and freight movement. With the integration of data about local sources of funding, the plan determines the ramifications of funding decisions and better assesses the risk and volatility of transportation investment strategies.

- 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. Studies listed within the UPWP typically become future programmed projects in the TIP.

The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) reaffirmed the planning factors from the FAST Act, which added two planning factors that all MPOs must provide consideration and implementation for in their projects, strategies, and services such as plans and studies. The original eight planning factors established by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU were re-established into ten factors in the FAST Act. 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.

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

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

Source: Metro COG

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

Metro COG serves as the designated MPO for the FM Area. MPOs are mandated to exist by federal transportation legislation for Urbanized Areas (UZAs) with greater than 50,000 population and serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

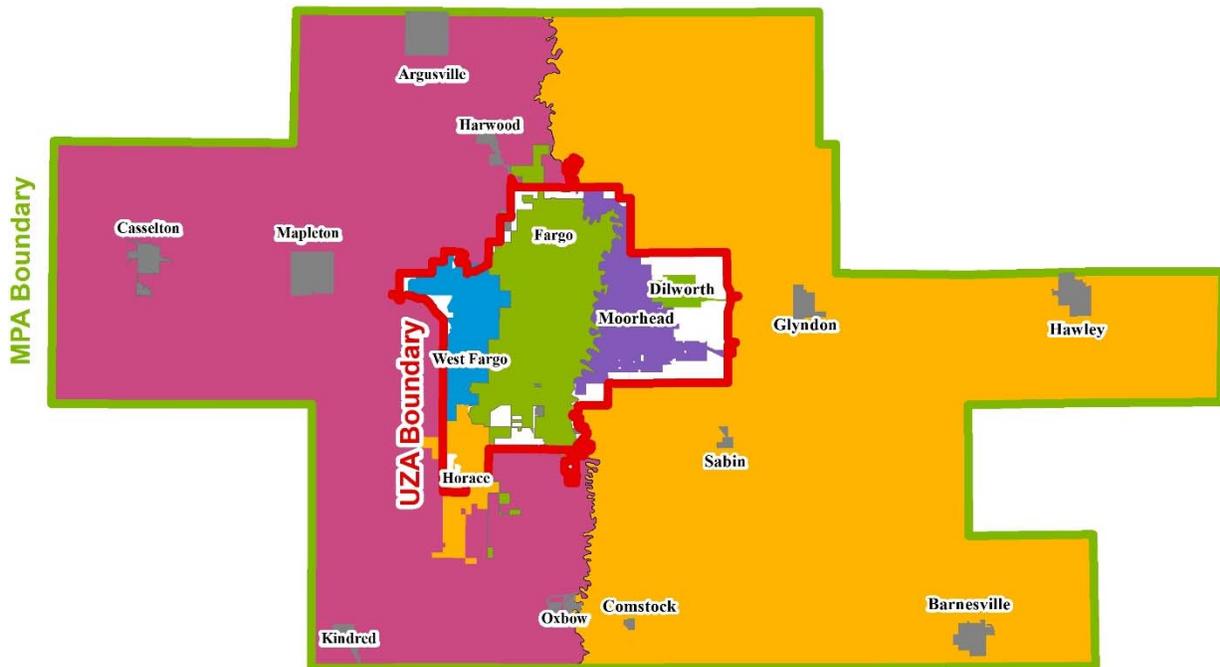
1. Establish a fair and impartial setting for regional decision-making in the metropolitan area;
2. Evaluate the transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options;
3. Develop and maintain 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;

4. Develop a fiscally constrained TIP based on the metropolitan transportation plan and designed to serve regional goals; and
5. Involve the general public and all significantly affected sub-groups in each of the four functions as shown above.

Metropolitan Planning Area (MPA)

The Metro COG MPA (outside boarder of the map seen in figure 1-4) 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 projects occurring in the Metro COG MPA. The TIP may contain projects outside of the MPA, for instance if a portion of that project crosses the MPA boundary, has a potential impact on the MPA transportation planning processes, or is a regional or state project in which the MPO is a participant.

Figure 1. 3: Fiscal Year by Agency



Urbanized Area (UZA)

The Metro COG UZA (dashed line seen in figure 1-4) consists of the majority of Fargo, West Fargo, and Horace in North Dakota and Moorhead and Dilworth in Minnesota. Several of Metro COG's funding sources are bound by this boundary (UZA), STBG and TA (See Section 6 for more information on funding sources). There is an exception to this requirement, CRP can be spent outside of the UZA but within the MPA (See Section 6 for more information on funding sources).

Policy Board

The current 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 due to population growth in each jurisdiction. 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. It is possible that the composition of the board will change during the TMA transitional period.

The Policy Board certifies that the 3-C planning process used within the MPA 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.

The Policy Board is responsible to select and provide a funding allocation for projects solicited with Metro COG's TMA funding sources, STBG, TA, and CRP (See section 6 for more information on funding sources).

Transportation Technical Committee (TTC)

The Metro COG 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 professional engineering, planning, and transit staff from the local jurisdictions, and includes freight, higher education, public health and other representatives whom deal with surface transportation. There are also representatives from other planning partners such as FHWA, NDDOT, and MNDOT. The TTC reviews projects to be included in the TIP and provides a technical evaluation for these projects. The TTC's evaluation and review is presented to the Policy Board.

Project Solicitation, Prioritization, and Selection

Metro COG, in cooperation with NDDOT, MNDOT, and MATBUS cooperatively implement a process for solicitation, technical evaluation, and selection of transportation improvements which are eligible for federal aid. These procedures may be reviewed and modified annually as needed, in cooperation with MNDOT, NDDOT, and other Metro COG planning partners.

Transportation Management Area (TMA) Designation Impacts

The United States Census Bureau recently completed processing the 2020 Decennial Census data. Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation is effective at the start of FFY 2024, October 1, 2023. Upon completion of the process, the region would be designated as a TMA. With TMA designation, Metro COG will receive a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS will receive a direct suballocation

of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG is directly driving the solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with TMA designation and must follow a consistent and well documented process.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, and selection/funding allocation for 3 direct allocation funding sources FHWA STBG, TA, and CRP and MATBUS is responsible for 3 direct allocation funding sources FTA 5307, 5310, and 5339. The solicitation process starts with the release of the application documents. After the applications are received, Metro COG staff reviews the projects and checks for MTP conformance. All projects that pass this step are then brought to the TTC for evaluation. The results of that evaluation are presented to the Policy Board, who makes the final determination of funding allocation. Metro COG will continue to coordinate with its member jurisdictions to streamline the application process.

All other funding sources follow each state's competitive and formula-based project solicitation and is driven by NDDOT and MNDOT through a traditional process in which all MPOs go through. NDDOT and MNDOT will solicit projects from local jurisdictions, however, Metro COG oversees the solicitation. Projects are developed by Metro COG's local jurisdictions and submitted to Metro COG for prioritization and submittal to the respective agency. For competitive project solicitations, projects are first prioritized by their respective Metro COG committees such as the Metropolitan Bicycle and Pedestrian Committee and the Metro Area Transit Coordinating Board (for transit). Final project prioritization is recommended by Metro COG's TTC and Policy Board, which approves the final prioritized list of projects for submittal to the respective DOT.

MTP Prioritization

Project Technical Evaluation comes directly from the policies, goals, and objectives of the currently adopted Metropolitan Transportation Plan (MTP), Metro Grow. The MTP references other core modal plans such as the Fargo-Moorhead Bicycle and Pedestrian Plan (2022), and the Transit Development Plan (2021). Within the MTP projects are prioritized based upon policy level direction, time frame, prioritization metrics derived from MTP goals and objectives, and need. The MTP prioritization metrics are used to score and rank projects, however are solely used to score and rank roadway expansion and other projects not prioritized at the policy level. For example, one policy-level priority of the MTP is to prioritize roadway preservation and maintenance projects higher than roadway expansion projects: "preserving and maintaining the existing network takes a higher

Figure 1. 5: Metro Grow Policy Direction

Plan Goals

The plan goals that established the overall direction for the Metro Grow plan focused on eight areas:



SAFETY SYSTEM & SECURITY

Provide a transportation system that is safer for all users and resilient to incidents.



TRAVEL EFFICIENCY & RELIABILITY

Improve regional mobility.



WALKING & BIKING

Increase walking and biking as a mode of transportation.



TRANSIT ACCESS

Support enhanced access to the existing and future MATBUS system.



MAINTAIN TRANSPORTATION INFRASTRUCTURE

Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.



ENVIRONMENTAL SUSTAINABILITY

Provide a transportation system that provides access equitably and limits impacts to the natural and built environment.



ECONOMIC DEVELOPMENT & TRANSPORTATION DECISIONS

Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.



EMERGING TRANSPORTATION TRENDS

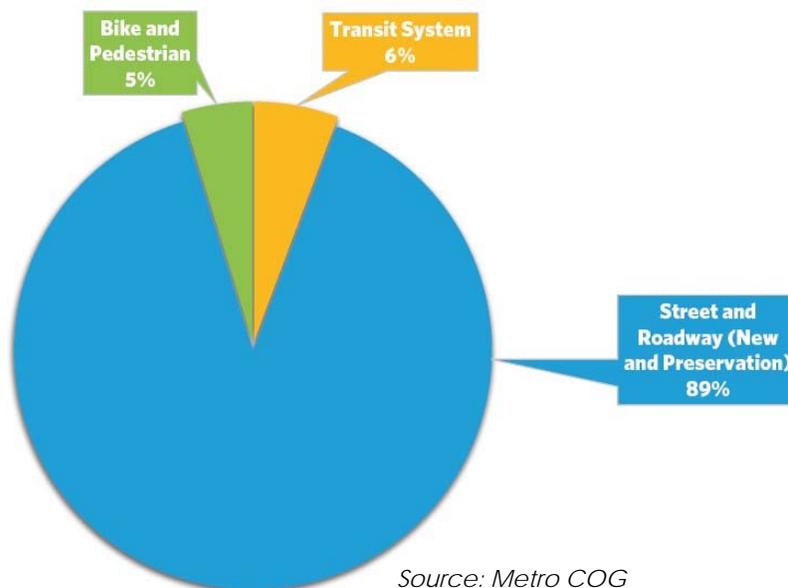
Incorporate transportation trends and new technologies in regional transportation plans.

Source: Metro COG

priority than expanding the network." Therefore, projects with a preservation and maintenance typology are not scored and ranked against roadway expansion projects in the MTP. The only other policy level priority statements in the MTP relate to "System Connectivity" and "Walking and Biking" however, neither of those policies are explicit in stating said activities shall have a higher priority than another type of activity. Whereas the "Preservation and Maintenance" policy explicitly states the activity takes priority over another project typology such as expanding the network. Bicycle/pedestrian and transit projects are also not scored directly against roadway expansion and other projects because they have robust policy level direction. There is a modal spending goal for STBG funds within the MTP. For instance, when Metro COG is designated a TMA after the decennial census, the MTP lays out a future break down of where the direct allocation of STBG funds should be prioritized or allocated by percentage. See figure 1-6 above.

Currently there are separate competitive funding sources for bicycle, pedestrian, and transit projects although, Metro COG has selected some competitive STBG funding sources for transit capital purchases. Metro Grow emphasizes the importance of multi-modal transportation within the plan, as bicycle/pedestrian and transit themes are carried throughout the document from policy level direction, future STBG spending priorities, and most importantly the project implementation tables.

Figure 1. 5: Metro Grow Future Metro COG STBG Spending Allocation Goal



Within the project implementation tables of the MTP, all projects are listed by time-frame as either short-, mid-, or long-term implementation priorities for the FM Area. The development of the short-, mid-, and long-term implementation tables was based upon how projects met not only the goals and objectives of the MTP but also upon applicable formal score or ranking as derived from the prioritization metrics. Projects were placed within time-frame bins to allow individual projects to move forward or backward within the defined time-frame based upon need and unique characteristics

of the project. The time-frames identify needs while allowing flexibility to move things forward or backward when soliciting projects each year.

Technical Evaluation

Metro COG staff evaluated projects based upon their objective implementation prioritization as outlined within the MTP including conformity with policies, goals and objectives, prioritization metrics, and project implementation tables. Metro COG staff then bring list of projects to the TTC who evaluate the technical merits of the projects based on technical soundness, timeliness/urgency, impact to the transportation system, and impact to the Title VI and Environmental Justice populations. The results of this Technical Evaluation are then presented at the Policy Board and factored into the deliberation of project selection and funding allocation. The Policy Board makes the final decision and has the authority to select projects and make funding allocation.

Metro COG and local jurisdictions will continue refining the process with the help of local technical staff and policy-makers to ensure the process is transparent and working for the area. This process is not anticipated to change drastically. Through the development of the currently adopted and forthcoming MTP(s), local jurisdictions will have ample opportunity to influence and participate in the creation of a formal prioritization process that not only works for said local jurisdiction but also works for the MPA.

Selection

According to the 2020 Decennial Census, the Fargo Moorhead region surpassed the 200,000-population threshold required to become a TMA. As such, Metro COG will be a TMA starting in Federal Fiscal Year 2024 (October 1, 2023). Metro COG has been working with both NDDOT and MNDOT to transition to a TMA. A major responsibility of a TMA is to solicit, provide technical evaluation/prioritization, and select projects that will be funded by its direct suballocation. Metro COG has instituted this process in the 2024-2027 TIP. This year was the first year that Metro COG selected projects.

This will change for applicable program solicitations when TMA designation occurs and Metro COG receives a direct suballocation of federal funding. State DOTs will still administer the funding sources however, Metro COG will be able to select directly from the list of projects that underwent technical evaluation from the TTC for applicable programs. Funding considerations, fiscal constraint, and maintaining the project development schedule are much larger factors in the selection process after TMA designation.

Regionally Significant Projects (RSP)

An RSP is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or

2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

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

Significant Locally Funded Project (LFP)

With direction from the TTC and Policy Board, Metro COG is continuing to help coordinate future construction projects within the MPA. LFPs are typically added to the TIP through coordination with local jurisdictions and are typically also found in the relevant Capital Improvement Program (CIPs) by local units of government (timeframes vary throughout the year). LFPs to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. Select LFPs have been copied from the CIPs with coordination from local jurisdictions and are included within the project listings for informational and coordination purposes only. Metro COG is also including all local and state funded projects through an appendix of local CIPs in Appendix C. The goal of including LFPs is to identify overlapping project timeframes and mitigate impacts from projects in a localized area or on parallel corridors and to inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

Illustrative Project

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 and may or may not have an associated total estimated cost. Upon the notice of funding availability for an individual illustrative project, Metro COG will amend such project into the TIP at that time through TIP modification processes pursuant to Section 10 of this document. There has been a concerted effort not to list illustrative projects within the TIP unless there is strong potential to have a regional impact. An example of illustrative projects listed in the TIP due to their potential regional impact, are projects that have been programmed in response to the FM Diversion project and other projects that are pursuing federal funding. These projects are shown in the TIP as illustrative projects and are highlighted as such in the project description.

Advance Construction (AC) Projects

A practice referred to as 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 FFY and be reimbursed with federal funds in one or more later FFYs.

When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FFY with local or state funds. The project may then be included in subsequent FFY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

Self-Certification

Annually as part of developing the 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.

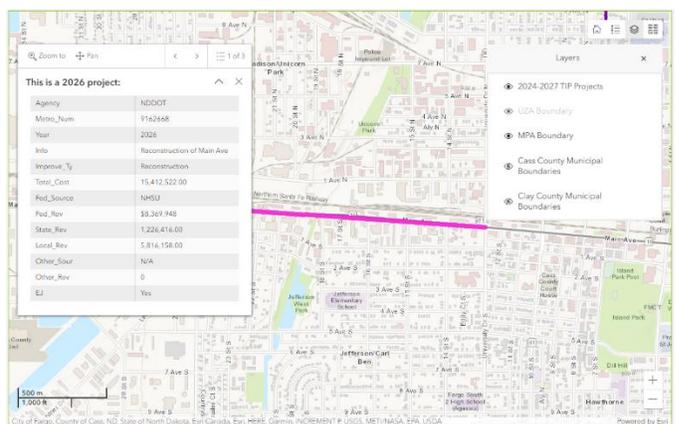
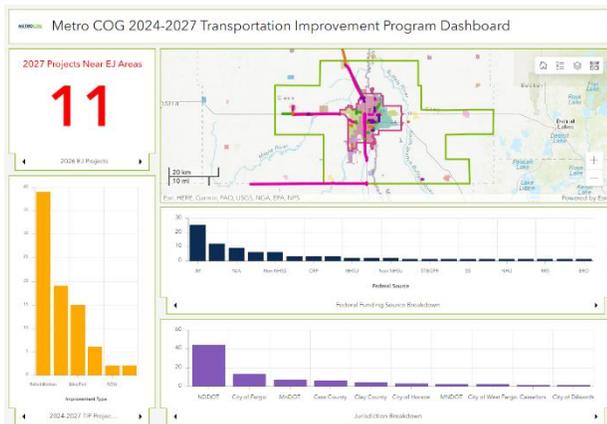
Section 2 | Project Locator Map

Section 2 – Project Locator Map

For the development of the 2024-2027 TIP, Metro COG has created an interactive dashboard to easily view projects included in the TIP. This dashboard allows users to separate projects by year and offers various layering tools to make viewing the project locator maps more accessible and user-friendly. The dashboard also includes charts displaying the lead agency, federal funding source, and improvement type for the projects. Users can zoom in on the map to see specific projects and related information as well. The dashboard is located on the Metro COG website and can be found by scanning the QR code or by clicking the link below.



<https://experience.arcgis.com/experience/8fa21fa87eb04d4db908efaca062fd90/>



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2024-2027. Maps display projects by TIP project typologies. The project typologies include:

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

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

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

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

READING THE TABLES

Lead Agency

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

Metro COG ID (Project Number) and State Number

| Metro COG ID | State # |
|--------------|------------|
| 9162667 | 22599-8007 |

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

Project Year

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

Length

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

Project Description

This section further identifies the project to be carried out on the previously stated "facility" by describing the limits and types of improvements.

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

| Project Location |
|------------------|
| I-94 |

| Project Limits From | Project Limits To |
|---------------------|-------------------|
| Downer | Fergus Falls |

Project Location and Project Limits

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

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

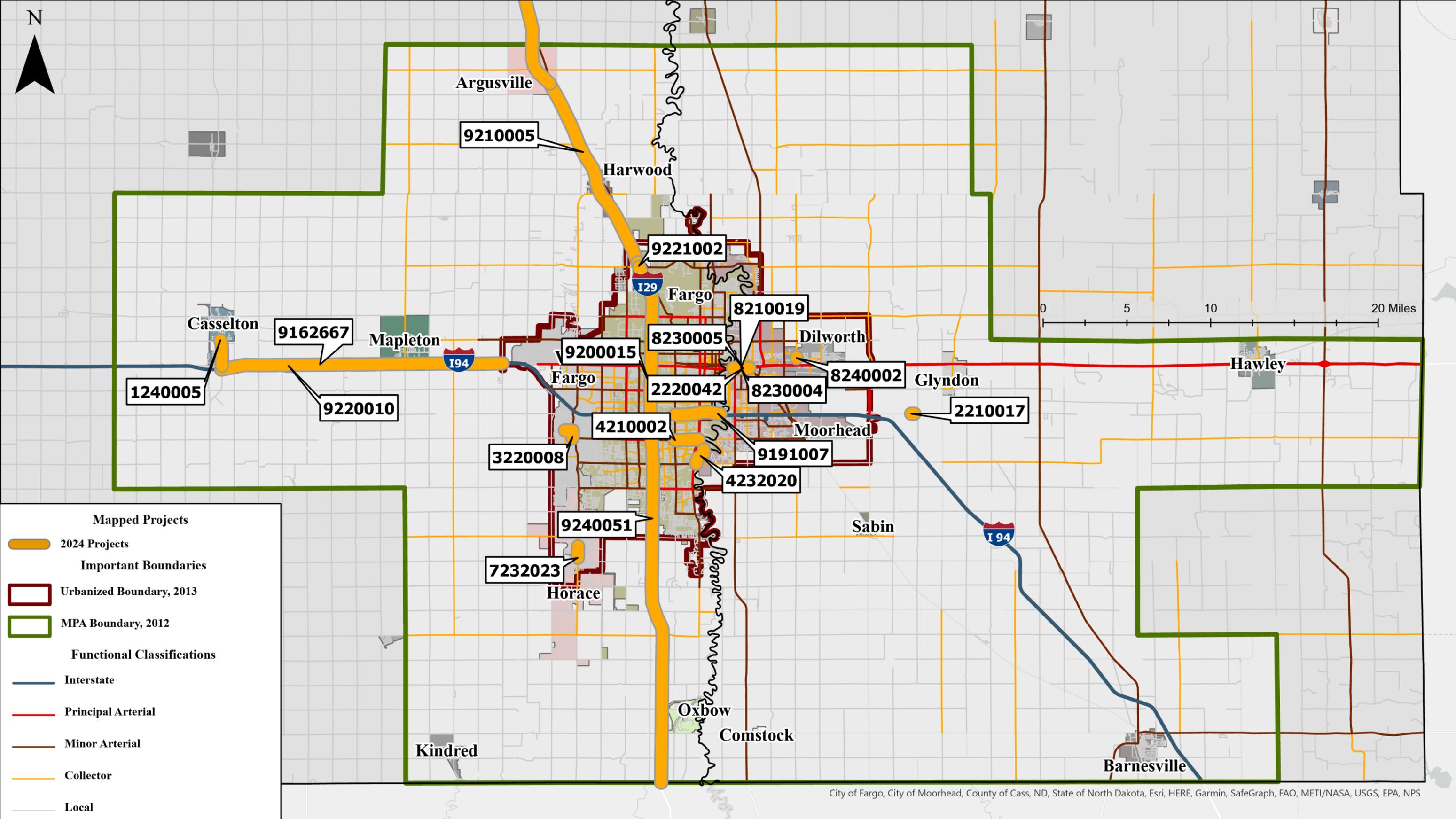
Total Project Cost and Revenue Sources

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

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

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

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

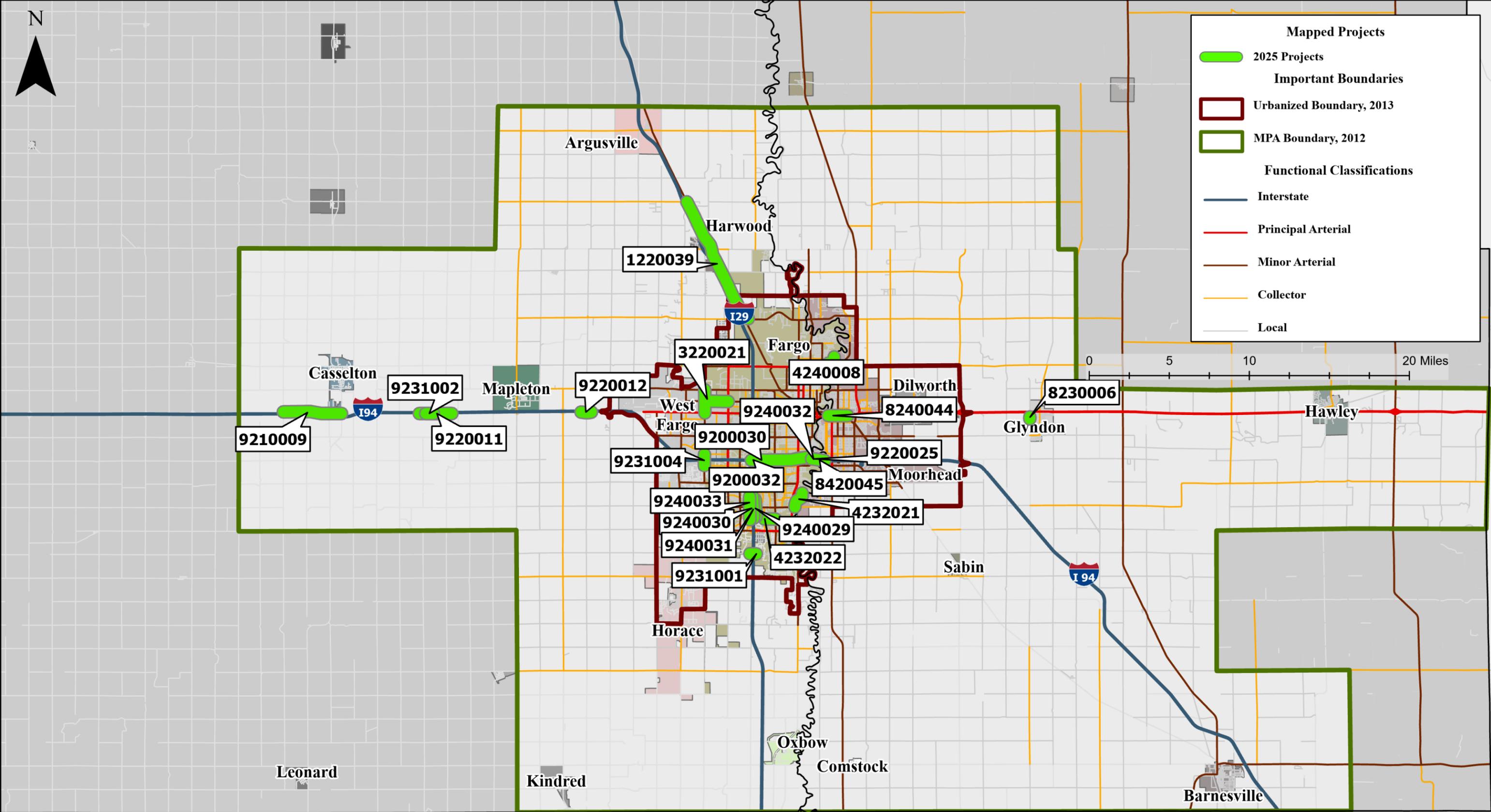


2024-2027 Metro COG Transportation Improvement Plan: 2024 Project Map



| Lead Agency | Metro COG ID | SORTING MID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|--------------------|--------------|-------------|-------------|-------------|------------------|--------|-----------------------------|-----------------------------|---|-------------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| NDDOT | | | | | | | | | | | | | | | | | |
| NDDOT | 9162667 | 1016267 | 22599 | 2024 | I-94W | 10.9 | E Casselton | Near W Fargo | Thin Mill and Overlay | Rehabilitation | \$2,900,000 | IM | \$2,610,000 | \$290,000 | | | |
| NDDOT | 9191007 | 1019107 | 22628-8210 | 2024 | I-94E | 1.9 | 25th St Interchange | Red River | Lift Station, Storm Sewer | Rehabilitation | \$2,073,000 | IM | \$1,865,700 | \$207,300 | | | |
| NDDOT | 9200015 | 1020015 | 22629 | 2024 | I-29N | 0.2 | 13th Ave S NE Ramp | | Portland Concrete Cement Pave, Widening | Rehabilitation | \$253,000 | IM | \$228,000 | \$25,000 | | | |
| NDDOT | 9210005 | 1021005 | 22888-8030 | 2024 | I-29 | 8.1 | CR 20 | S of Argusville Interchange | High Tension Cable Median Guardrail (HTCMG) | Safety | \$2,040,000 | HSIP | \$1,836,000 | \$204,000 | | | |
| NDDOT | 9220010 | 1022010 | | 2024 | ND 10E | | 3.0 East of ND 18 | | Structure Repair, Selective Grade, Riprap | Rehabilitation | \$54,000 | Non NHSS | \$44,000 | \$10,000 | | | |
| NDDOT | 9220039 | 1022039 | 23330 | 2024 | I-29 | 8.6 | S of Argusville Interchange | Gardner Interchange | High Tension Cable Median Guardrail (HTCMG) | Safety | \$2,926,000 | HSIP | \$2,633,000 | \$293,000 | | | |
| NDDOT | 9221002 | 1022102 | | 2024 | I-29 | | I-29 @ Exit 69 | | Wrong Way Detection System (ITS) (Total project cost reflects statewide estimates. Cost estimate for the Fargo MPA is \$82,728) | Safety | \$777,423 | HSIP | \$699,681 | \$77,742 | | | |
| City of Casselton | | | | | | | | | | | | | | | | | |
| City of Casselton | 1240005 | 1124005 | | 2024 | Governor's Drive | | 8th Street South | 37th Street Southeast | Construction of a new shared use path along Governor's Drive and a pedestrian bridge crossing the Swan Creek Diversion between 8th Street South and 37th Street Southeast | Bike/Ped | \$850,000 | CRP | \$680,000 | | \$170,000 | | |
| City of Fargo | | | | | | | | | | | | | | | | | |
| City of Fargo | 4210002 | 1221002 | 22925 | 2024 | 32nd Ave S | | 25th St S | University Dr | Reconstruction of 32nd Ave S in Fargo | Reconstruction | \$17,700,000 | STBG | \$9,880,000 | | \$7,820,000 | | |
| City of Fargo | 4232020 | 1223220 | 23945 | 2024 | Red River Trail | 0.8 | 35th Ave S | 40th Ave S | Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232021. | Bike/Ped | \$475,000 | TA | \$352,649 | \$122,000 | | | |
| City of Fargo | 4240007 | 1224007 | 23990 | 2024 | I-29 and I-94 | | | | Fargo fiber network, utilities, camera sites, ess, roadside improvements | Safety | \$1,250,000 | ITS | \$1,125,000 | \$125,000 | | | |
| Fargo Transit | | | | | | | | | | | | | | | | | |
| Fargo Transit | 4210001 | 1321001 | | 2024 | Transit | | | | Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance | Transit Operations | \$5,586,000 | FTA 5307 | \$3,681,523 | | \$1,904,477 | | |
| Fargo Transit | 4230014 | 1323014 | | 2024 | Transit | | | | Mobility Manager | Transit Capital | \$104,040 | FTA 5310 | \$83,232 | | \$20,808 | | |
| Fargo Transit | 4230015 | 1323015 | | 2024 | Transit | | | | Misc. Support Equipment | Transit Capital | \$100,000 | FTA 5339 | \$80,000 | | \$20,000 | | |
| Fargo Transit | 4235031 | 1323531 | | 2024 | Transit | | | | Purchase Paratransit Bus & Related Equipment | Transit Capital | \$150,000 | FTA 5339 | \$120,000 | | \$30,000 | | |
| Fargo Transit | 4240018 | 1324018 | | 2024 | Transit | | | | Southwest Area Hub - A&E | Transit Capital | \$240,000 | FTA 5339 | \$192,000 | | \$48,000 | | |
| Fargo Transit | 4240019 | 1324019 | | 2024 | Transit | | | | Southwest Area Hub - Construction | Transit Capital | \$2,200,000 | FTA 5339 | \$1,760,000 | | \$440,000 | | |
| Fargo Transit | 4240020 | 1324020 | | 2024 | Transit | | | | Metro Transit Garage (MTG) Expansion 30% Design | Transit Capital | \$150,000 | FTA 5339 | \$120,000 | | \$30,000 | | |
| Fargo Transit | 4240021 | 1324021 | | 2024 | Transit | | | | Metro Transit Garage (MTG) Expansion A&E and construction (Fargo share 2/3, Moorhead share 1/3) | Transit Capital | \$12,000,000 | FTA 5339 | \$9,600,000 | | \$2,400,000 | | |
| City of West Fargo | | | | | | | | | | | | | | | | | |
| City of West Fargo | 3240003 | 1424003 | | 2024 | Citywide | | | | Replacing lighting heads with LED lighting heads throughout City of West Fargo | Rehabilitation | \$375,000 | CRP | \$300,000 | | \$75,000 | | |
| City of West Fargo | 3240004 | 1424004 | | 2024 | | | | | Purchase electric vehicle and associated charging infrastructure | Capital Purchase | \$175,000 | CRP | \$140,000 | | \$35,000 | | |
| City of Horace | | | | | | | | | | | | | | | | | |
| City of Horace | 7232023 | 1523223 | 23947 | 2024 | County Road 17 | 0.5 | 3rd Ave N | 81st Ave S | Construction for new shared use path along east side of County Road 17. | Bike/Ped | \$590,140 | TA | \$472,112 | | \$118,028 | | |
| MNDOT | | | | | | | | | | | | | | | | | |
| MNDOT | 8210019 | 2021019 | 1401-177 | 2024 | US 10 & 11th St | | 8th St | 14th St | **B2020**INNO**: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | Reconstruction | \$102,936,600 | STBGPU | \$8,343,600 | \$67,783,400 | \$26,809,600 | | |
| MNDOT | 8230004 | 2023004 | 1401-177PE1 | 2024 | US 10 & 11th St | | 8th St | 14th St | **B2020**: On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | Preliminary Engineering | \$500,000 | | | \$500,000 | | | |

| Lead Agency | Metro COG ID | SORTING MID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|------------------|--------------|-------------|--------------|-------------|------------------------|--------|------------------------------------|-------------------|---|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| MNDOT | 8230005 | 2023005 | 1401-177RW1 | 2024 | US 10 & 11th St | | 8th St | 14th St | On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead (Associated to 1401-177) | ROW | \$1,500,000 | | | \$1,500,000 | | | |
| MNDOT | 8233026 | 2023326 | 5680-152 | 2024 | I-94 Various Locations | | | | ON I94, INTERCHANGE LIGHTING AT EXIT 22, 24, 32, 38, 55, 67, 77 (22 and 24 are within the MPA) | Safety | \$1,200,000 | HSIP | \$1,080,000 | \$120,000 | | | |
| MNDOT | 8240043 | 2024043 | 1401-177PRO | 2024 | US 10 & 11th St | | 8th St | 14th St | **PROTECT**INNO**: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | Reconstruction | \$3,360,000 | PROTECT | \$1,451,856 | \$456,288 | | 2025 AC Funding | \$1,451,856 |
| Clay County | | | | | | | | | | | | | | | | | |
| Clay County | 2210017 | 2121017 | 014-614-001 | 2024 | CSAH 14 | | 1.8 East of MN 336 @ Buffalo River | | On CSAH 14, Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River, 1.8 Miles East of MN 336 | Rehabilitation | \$920,000 | BRO | \$736,000 | \$184,000 | | | |
| Clay County | 2220042 | 2122042 | | 2024 | US 10 & 11th St | | 8th St | 14th St | 11th St Underpass, New Grade Separation (Associated with Project 8210019) ***LFP*** Included for Information and Coordination Only | New Construction | \$2,318,750 | | | | \$2,318,750 | | |
| City of Moorhead | | | | | | | | | | | | | | | | | |
| City of Moorhead | 5210018 | 2221018 | 144-010-020 | 2024 | US 10 & 11th St | | 8th St | 14th St | **AC***: Moorhead Underpass: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (AC Payback in 2025, 2026) | Reconstruction | \$7,634,091 | STBGPU | \$6,107,273 | | \$1,526,818 | | |
| City of Moorhead | 5230009 | 2223009 | 144-090-019 | 2024 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK IN 2026) | Bike/Ped | \$981,250 | TA | \$335,000 | \$196,250 | | 2026 AC Funding | \$450,000 |
| City of Moorhead | 5240001 | 2224001 | 144-080-011 | 2024 | Citywide | | | | REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD | Rehabilitation | \$98,500 | CRP | \$78,800 | | \$19,700 | | |
| Moorhead Transit | | | | | | | | | | | | | | | | | |
| Moorhead Transit | 5200005 | 2321013 | TRS-0034-24E | 2024 | Transit | | | | CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5191) | Transit Capital | \$69,000 | STBG | \$55,200 | | \$13,800 | | |
| Moorhead Transit | 5210015 | 2321015 | TRF-0034-24C | 2024 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - FARE MEDIA SALES EQUIPMENT REPLACEMENT AT THE METRO TRANSIT GARAGE (MTG) | Transit Capital | \$29,000 | FTA 5307 | \$23,200 | | \$5,800 | | |
| Moorhead Transit | 5210016 | 2321016 | TRF-0034-24D | 2024 | Transit | | | | SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$4,140,000 | FTA 5307 | \$564,000 | | \$3,576,000 | | |
| Moorhead Transit | 5220014 | 2322014 | TRF-0034-24F | 2024 | Transit | | | | Sect 5339: City of Moorhead, Replacement of one (1) Bus Shelter | Transit Capital | \$34,490 | FTA 5339 | \$27,592 | | \$6,898 | | |
| Moorhead Transit | 5220033 | 2322033 | TRF-0034-24E | 2024 | Transit | | | | SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$795,000 | FTA 5307 | \$130,000 | | \$665,000 | | |
| Moorhead Transit | 5240006 | 2324006 | TRF-0034-24G | 2024 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 300 EXPANSION BUS AND RELATED EQUIPMENT | Transit Capital | \$173,000 | FTA 5307 | \$138,400 | | \$34,600 | | |
| City of Dilworth | | | | | | | | | | | | | | | | | |
| City of Dilworth | 8240002 | 2424002 | 098-080-054 | 2024 | Intersection | | County Road 9 | 4th Ave Northw | CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH | Safety | \$60,000 | CRP | \$44,000 | | \$16,000 | | |



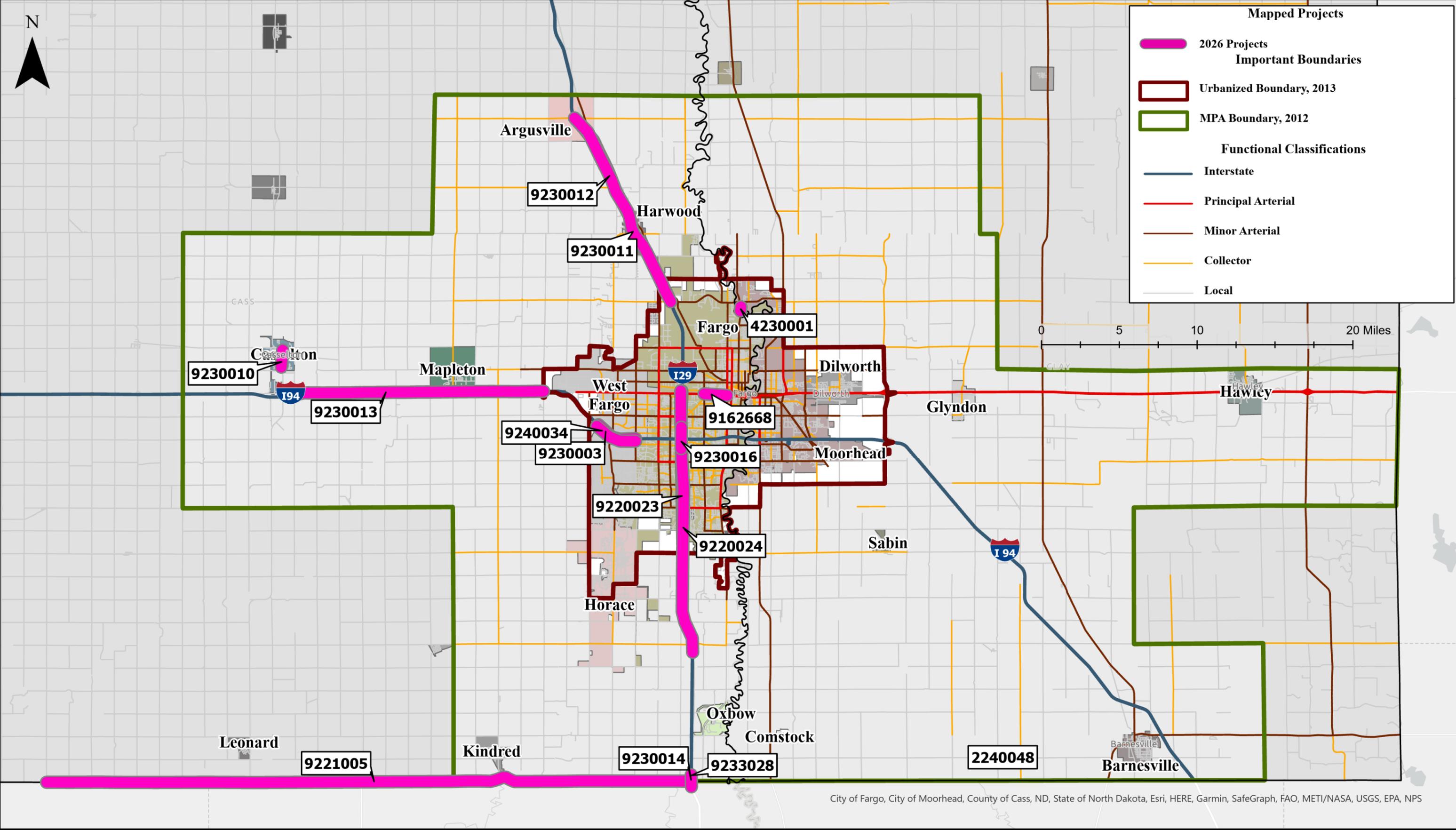
City of Fargo, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

2024-2027 Metro COG Transportation Improvement Plan: 2025 Project Map



| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|---------------------------|--------------|---------|-------------|---|-------------|---------------------------------|--------------------|--|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| NDDOT | | | | | | | | | | | | | | | | |
| NDDOT | 9200030 | | 2025 | I-94E | 4.9 | 1.0 W of 45th St | Red River | Concrete Pavement Repair | Rehabilitation | \$1,850,000 | IM | \$1,665,000 | \$185,000 | | | |
| NDDOT | 9200032 | | 2025 | I-94W | 4.9 | 1.0 W of 45th St | Red River | Concrete Pavement Repair | Rehabilitation | \$1,850,000 | IM | \$1,665,000 | \$185,000 | | | |
| NDDOT | 9210009 | | 2025 | ND 10E | 2.7 | Lynchburg Interchange | ND 18 S Casselton | Concrete Pavement Repair, Mill and Overlay | Rehabilitation | \$1,058,000 | Non NHSS | \$856,000 | \$202,000 | | | |
| NDDOT | 9220011 | 8211 | 2025 | ND 10E | | 4.0 East of ND 18 | | Deck overlay, Rail Retrofit, Selective Grade, Riprap | Rehabilitation | \$122,000 | Non NHSS | \$99,000 | \$23,000 | | | |
| NDDOT | 9220012 | 8212 | 2025 | ND 10E | | 8.0 West of I-29 | | Deck Replacement, Riprap | Rehabilitation | \$281,000 | Non NHSS | \$281,000 | | | | |
| NDDOT | 9220025 | 23520 | 2025 | I-94 W | | ND/MN Border Bridge @ Red River | | Deck Overlay, Approach Slabs, Structure Repair | Rehabilitation | \$2,131,000 | IM | \$1,918,000 | \$213,000 | | | |
| NDDOT | 9231001 | 23773 | 2025 | Structures along the Rose Coulee | 0.023 | | | VARIOUS STRUCTURES: DECK OVERLAY, BR RAIL RETRO, APPR SLAB REP, SPALL REPAIRS (#s 0029-061.394R; 0029-061.394.L; 0029-061.417) | Rehabilitation | \$200,000 | IM | \$162,000 | | \$38,000 | | |
| NDDOT | 9231002 | 23774 | 2025 | I-94 frontage road bridge 4 miles east of ND 18 | | | | DECK OVERLAY, BR RAIL RETRO, APPR SLAB REP, SPALL REPAIRS, EROSION REPAIR (#0010-006.645) | Rehabilitation | \$122,000 | SS | \$99,000 | \$23,000 | | | |
| NDDOT | 9231004 | 23800 | 2025 | West Fargo | ntersection | 9th Street | Veterans Boulevard | WEST FARGO 9TH ST/VETERANS(4AV-40AV) SIGNAL REVISION | Safety | \$500,000 | HEU | \$450,000 | | \$50,000 | | |
| NDDOT | 9240029 | 23773 | 2025 | 29 N | | 2 Miles South of I-94 | | Deck Overlay, Approach Slabs | Rehabilitation | \$411,000 | IM | \$370,000 | \$41,000 | | | |
| NDDOT | 9240030 | 23773 | 2025 | 29 S | | 2 Miles South of I-94 | | Deck Overlay, Approach Slabs | Rehabilitation | \$411,000 | IM | \$370,000 | \$41,000 | | | |
| NDDOT | 9240031 | | 2025 | 29 N | | 2 Miles South of I-94 Int | | Spall Repair, Struct/Incid | Rehabilitation | \$130,000 | IM | \$117,000 | \$13,000 | | | |
| NDDOT | 9240032 | 23520 | 2025 | I-94 E | | ND/MN Border Bridge @ Red River | | Deck Overlay, Approach Slabs, Structure Repair | Rehabilitation | \$2,131,000 | IM | \$1,918,000 | \$213,000 | | | |
| NDDOT | 9240033 | | 2025 | 29 S | | 2 Miles South of I-94 Int | | Spall Repair, Struct/Incid | Rehabilitation | \$136,000 | IM | \$122,000 | \$14,000 | | | |
| NDDOT | 9240051 | 24036 | 2025 | | 21.5 | ND 46 | Exit 69 | SIGNING, PAVEMENT MARK, DYNAMIC MSG SGN CONC SURF GRIND, ITS | Safety | \$4,783,515 | HEN | \$4,305,163 | \$478,352 | | | |
| Cass County | | | | | | | | | | | | | | | | |
| Cass County | 1220039 | | 2025 | CR 81 | | CR 20 | CR 32 | Grading and Surfacing ***LFP*** Included for Information and Coordination Only | Reconstruction | \$5,200,000 | | | | \$5,200,000 | | |
| City of Fargo | | | | | | | | | | | | | | | | |
| City of Fargo | 4220019 | | 2025 | 36th St S | | 2.0 S of I-94 @ Rose Coulee | | Deck Overlay, Rail Retrofit, Reset Approach Guardrail ***Pending*** | Rehabilitation | \$380,000 | STBGPU | \$307,534 | | \$72,466 | | |
| City of Fargo | 4232021 | 23945 | 2025 | Red River Trail | 0.8 | 35th Ave S | 40th Ave S | ***AC***Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232020. | Bike/Ped | \$299,130 | TA | \$144,134 | | \$154,996 | | |
| City of Fargo | 4232022 | 23946 | 2025 | Drain 27 Crossing | 0.2 | | | Construction for new shared use path and crossing connecting two existing trail networks at Drain 27. | Bike/Ped | \$875,045 | TA | \$700,036 | | \$175,009 | | |
| City of Fargo | 4240008 | | 2025 | Red River Trail | | 15th Ave North | Park Lane North | Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North | Bike/Ped | \$1,357,919 | CRP | \$1,086,335 | | \$271,584 | | |
| Fargo Transit | | | | | | | | | | | | | | | | |
| Fargo Transit | 4220018 | | 2025 | Transit | | | | Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance | Transit Operations | \$5,698,000 | FTA 5307 | \$3,704,000 | | \$1,994,000 | | |
| Fargo Transit | 4230016 | | 2025 | Transit | | | | Mobility Manager | Transit Capital | \$106,121 | FTA 5310 | \$84,897 | | \$21,224 | | |
| Fargo Transit | 4230017 | | 2025 | Transit | | | | Misc. Support Equipment | Transit Capital | \$105,000 | FTA 5339 | \$84,000 | | \$21,000 | | |
| Fargo Transit | 4240022 | | 2025 | Transit | | | | Transit Development Plan - Fargo Share of \$34,485 grand total | Transit Capital | \$34,485 | FTA 5339 | \$27,588 | | \$6,897 | | |
| Fargo Transit | 4240023 | | 2025 | Transit | | | | Replacement Fixed Route Large Bus & Related Equipment (replace 5-2013 vehicles) | Transit Capital | \$3,000,000 | FTA 5339 | \$2,400,000 | | \$600,000 | | |
| City of West Fargo | | | | | | | | | | | | | | | | |

| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|-------------------------|--------------|----------------|-------------|------------------------|--------|---|-------------------|--|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| City of West Fargo | 3220021 | 23537 | 2025 | 9th St NE | | Main Ave | 12th Ave NE | Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N) | Reconstruction | \$12,000,000 | STBG | \$9,600,000 | | \$2,400,000 | | |
| City of West Fargo | 3220056 | | 2025 | 9th St E/Veterans Blvd | | 4th Ave E | 40th Ave E | Update to Traffic Signals to Allow for Protected/Permitted Left Turns, Prohibit Right Turns with the Addition of Light Up "No Right Turn On Red" Signs, and Pedestrian Lead Times on All Cycles. ***Illustrative*** HSIP Preapproval, project scope is being refined | Safety | | Illustrative (HSIP) | | | | | |
| City of West Fargo | 3240009 | | 2025 | | | | | Purchase electric vehicles | Capital Purchase | \$67,056 | CRP | \$53,665 | | \$13,411 | | |
| MNDOT | | | | | | | | | | | | | | | | |
| MNDOT | 8230006 | 14-00127 | 2025 | CSAH 17 | | CSAH 17, 100th St S, Glyndon, Clay County | | BNSF RR, Replace Existing Signal System at CSAH 17, 100th St S, Glyndon, Clay County | Safety | \$400,000 | RRS | \$200,000 | \$200,000 | | | |
| MNDOT | 8240044 | 1401-177PROAC | 2025 | US 10 | | | | **PROTECT**INNO**: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | Reconstruction | \$1,451,856 | PROTECT | \$1,451,856 | | | | |
| MNDOT | 8240045 | 1480-187 | 2025 | I-94 | | | | **BFP**: ON I94, RED RIVER BRIDGE IMPROVEMENTS #9066 (EB) AND 9067 (WB), MILL AND OVERLAY | Rehabilitation | \$5,593,600 | BFP | \$5,034,240 | \$559,360 | | | |
| MNDOT | 8240050 | 1480-190 | 2025 | | | | | **ITS**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS | Safety | \$1,055,556 | NHPP | \$950,000 | \$105,556 | | | |
| City of Moorhead | | | | | | | | | | | | | | | | |
| City of Moorhead | 5230010 | 144-010-020AC1 | 2025 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026) PAYBACK 1 OF 2 | New Construction | \$830,000 | STBGPU | \$830,000 | | | | |
| Moorhead Transit | | | | | | | | | | | | | | | | |
| Moorhead Transit | 5220013 | TRF-0034-25A | 2025 | Transit | | | | SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$4,306,000 | FTA 5307 | \$564,000 | | \$3,742,000 | | |
| Moorhead Transit | 5220017 | TRF-0034-25G | 2025 | Transit | | | | SECT 5339: CITY OF MOORHEAD, PURCHASE MISCELLANEOUS SUPPORT/FACILITY EQUIPMENT (SCRUBBER/WASHER, PRESS AND PRESSURE WASHER) (SPLIT COST OF 96,000 WITH 1/3 COMING FROM MOORHEAD AND 2/3 COMING FROM FARGO) | Transit Capital | \$33,000 | FTA 5339 | \$26,400 | | \$6,600 | | |
| Moorhead Transit | 5220034 | TRF-0034-25B | 2025 | Transit | | | | SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$883,000 | FTA 5307 | \$175,000 | | \$708,000 | | |
| Moorhead Transit | 5240046 | TRF-0034-25H | 2025 | Transit | | | | SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5192) | Transit Capital | \$69,000 | FTA 5307 | \$55,200 | | \$13,800 | | |
| Moorhead Transit | 5240047 | TRF-0034-25I | 2025 | Transit | | | | SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5193) | Transit Capital | \$69,000 | FTA 5307 | \$55,200 | | \$13,800 | | |



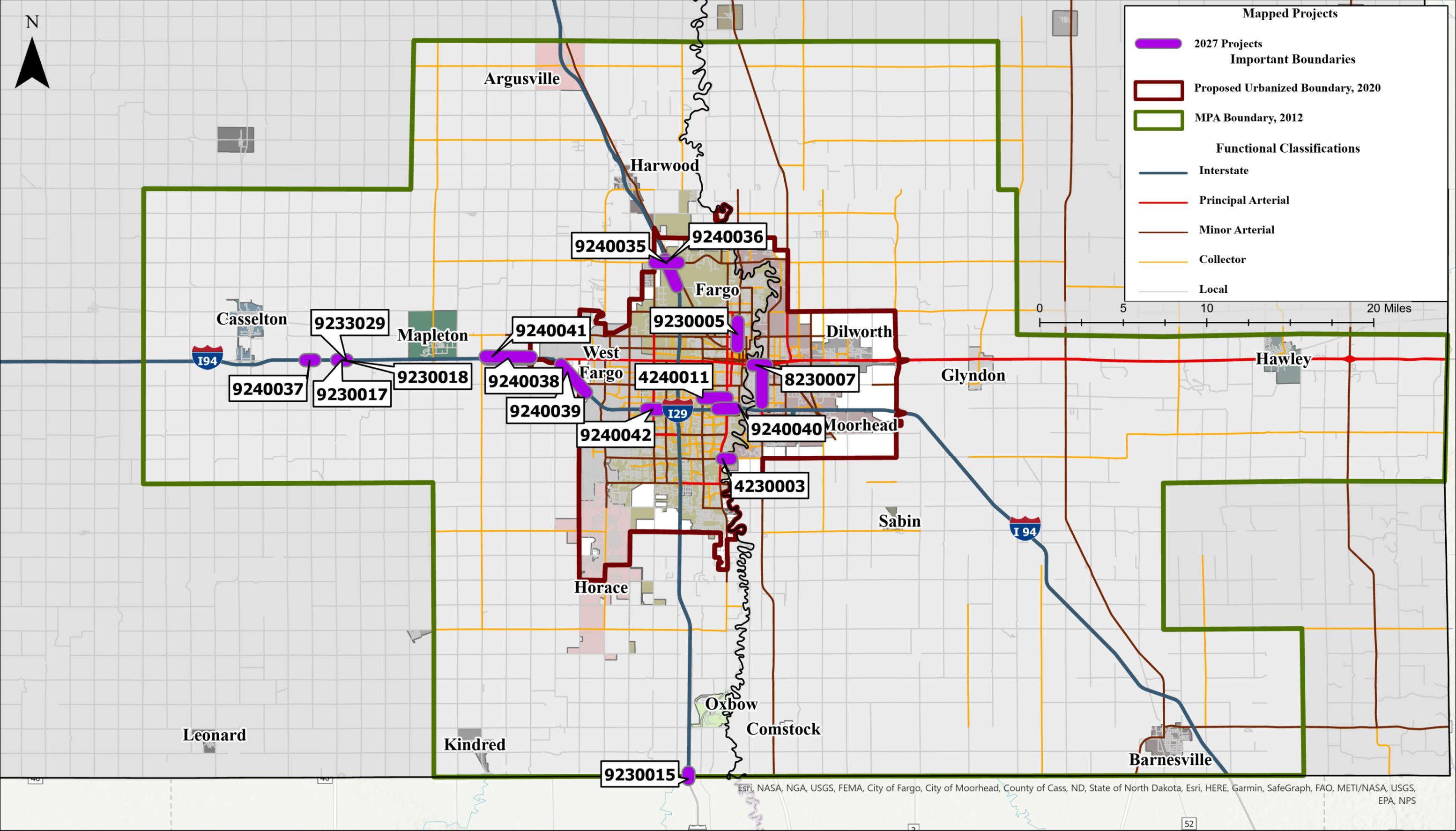
City of Fargo, City of Moorhead, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

2024-2027 Metro COG Transportation Improvement Plan: 2026 Project Map



| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|-------------------------|--------------|----------------|-------------|------------------------|--------|-------------------------------------|-----------------------|--|--------------------|--------------------|------------------------|-----------------|---------------|---------------|-----------------------|---------------|
| NDDOT | | | | | | | | | | | | | | | | |
| NDDOT | 9162668 | 23199 | 2026 | Main Ave | 1.0 | University | 25th St | Reconstruction of Main Ave | Reconstruction | \$41,444,000 | NHSU | \$27,355,000 | \$3,088,000 | \$11,001,000 | | |
| NDDOT | 9220023 | 8202 | 2026 | I-29N | 12.1 | Wild Rice River | 0.3 North of Main Ave | Concrete Pavement Repair, Grinding | Rehabilitation | \$2,096,000 | IM | \$1,886,000 | \$210,000 | | | |
| NDDOT | 9220024 | 8205 | 2026 | I-29S | 12.1 | Wild Rice River | 0.3 North of Main Ave | Concrete Pavement Repair, Grinding | Rehabilitation | \$2,096,000 | IM | \$1,886,000 | \$210,000 | | | |
| NDDOT | 9221005 | 23390 | 2026 | ND 46 | | 9.0 East of Enderlin E | I-29 | Minor Rehabilitation Including Shoulder Repair | Rehabilitation | \$5,300,000 | Non NHSS | \$4,240,000 | \$1,060,000 | | | |
| NDDOT | 9230003 | | 2026 | I-94E | 2.0 | W Horace Rd E | 1.0 West of 45th St | Concrete Pavement Repair | Rehabilitation | \$353,000 | IM | \$318,000 | \$35,000 | | | |
| NDDOT | 9230010 | | 2026 | ND 18 | 0.8 | 7th St S | 3rd St N | Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking | Rehabilitation | \$1,521,000 | Non NHSS | \$1,231,000 | \$290,000 | | | |
| NDDOT | 9230011 | 8304 | 2026 | I-29N | 9.5 | CR 20 | Argusville | Concrete Pavement Repair | Rehabilitation | \$1,646,000 | IM | \$1,481,000 | \$165,000 | | | |
| NDDOT | 9230012 | 8305 | 2026 | I-29S | 9.9 | CR 20 | Argusville | Concrete Pavement Repair | Rehabilitation | \$1,719,000 | IM | \$1,547,000 | \$172,000 | | | |
| NDDOT | 9230013 | | 2026 | I-94E | 11.1 | E Casselton | Raymond Interchange | Concrete Pavement Repair | Rehabilitation | \$1,929,000 | IM | \$1,736,000 | \$193,000 | | | |
| NDDOT | 9230014 | 23905 | 2026 | I-29N | | Junction ND 46 & I-29 | | Deck Replacement | Rehabilitation | \$787,000 | IM | \$708,000 | \$79,000 | | | |
| NDDOT | 9230016 | 23907 | 2026 | I-29N | | I-29 & I-94 Interchange | | Structure Paint | Rehabilitation | \$674,000 | IM | \$607,000 | \$67,000 | | | |
| NDDOT | 9233028 | 23905 | 2026 | I-29 | | ND 46 Interchange | | Various Structures on I-29 - Fargo District Deck Replacement, Approach Slab Replace, Guardrail (#0029-048.182) | Rehabilitation | \$1,439,000 | IM | \$1,295,100 | \$143,900 | | | |
| NDDOT | 9233029 | 23906 | 2026 | I-94 | | Intersection of I-94 and Swan Creek | | Various Structures on I-94 - Fargo District Deck Overlay, Spall Repairs (#0094-334.998L & #0094-334.998R) | Rehabilitation | \$674,900 | IM | \$607,410 | \$67,490 | | | |
| NDDOT | 9233030 | 23907 | 2026 | I-29 Various Locations | | ND 46 and I-94 Interchanges | | Various Structures on I-29 - Fargo District Structure Paint, Crack Sealing, Bridge Deck Seal (#0029-048.182 I-29 & ND 46)(#0029-063.267 I-29 & I-94) | Rehabilitation | \$2,125,800 | NH | \$1,700,640 | \$425,160 | | | |
| NDDOT | 9240034 | | 2026 | I-94W | 2.0 | W Horace Rd E | 1.0 West of 45th St | Concrete Pavement Repair | Rehabilitation | \$352,000 | IM | \$317,000 | \$35,000 | | | |
| NDDOT | 9240053 | 24052 | 2026 | Various Locations | | | | Remove Negative Left Turn Offsets at various locations. (9th St E & 19th Ave E, 32nd Ave E & 4th St E, Shyenenne St & 38th Ave W) | Safety | \$462,000 | HEU | \$415,000 | | \$47,000 | | |
| NDDOT | 9240052 | 24051 | 2026 | Various Locations | | | | Remove Negative Left Turn Offsets at various locations. (Veterans Blvd & 36 Ave E, Veterans Blvd & 40th Ave E) | Safety | \$337,000 | HEU | \$303,000 | | \$34,000 | | |
| City of Fargo | | | | | | | | | | | | | | | | |
| City of Fargo | 4230001 | | 2026 | Broadway N | | ND/MN Border Bridge @ Red River | | Broadway Bridge Reconstruction | Reconstruction | \$10,500,000 | STBG | \$5,400,000 | | \$2,850,000 | Clay County, Moorhead | \$2,250,000 |
| City of Fargo | 4240010 | 22925 | 2026 | 32nd Ave S | | 25th St S | University Dr | ***AC***Reconstruction of 32nd Ave S in Fargo (AC Project, Payback 2024, AC Total = ? For Project Total of ?) See Project 4210002 | Reconstruction | \$6,097,580 | STBG | \$4,878,064 | | \$1,219,516 | | |
| Fargo Transit | | | | | | | | | | | | | | | | |
| Fargo Transit | 4230005 | | 2026 | Transit | | | | Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance | Transit Operations | \$5,812,000 | FTA 5307 | \$3,778,000 | | \$2,034,000 | | |
| Fargo Transit | 4230018 | | 2026 | Transit | | | | Mobility Manager | Transit Capital | \$108,243 | FTA 5310 | \$86,594 | | \$21,649 | | |
| Fargo Transit | 4230019 | | 2026 | Transit | | | | Misc. Support Equipment | Transit Capital | \$105,000 | FTA 5339 | \$84,000 | | \$21,000 | | |
| Fargo Transit | 4240024 | | 2026 | Transit | | | | GTC Deck Overlay | Transit Capital | \$1,000,000 | FTA 5339 | \$800,000 | | \$200,000 | | |
| Clay County | | | | | | | | | | | | | | | | |
| Clay County | 2240048 | 014-598-080 | 2026 | County Road 51 | | | | **BFP**: ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 (ASSOCIATED TO 084-604-021, 084-620-007) | Reconstruction | \$937,000 | BFP | \$937,000 | | | | |
| City of Moorhead | | | | | | | | | | | | | | | | |
| City of Moorhead | 5230011 | 144-010-020AC2 | 2026 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020 PAYBACK 2 OF 2) | New Construction | \$1,102,000 | STBGPU | \$1,102,000 | | | | |
| City of Moorhead | 5230012 | 144-090-019AC | 2026 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK, 1 OF 1 | Bike/Ped | \$450,000 | TA | \$450,000 | | | | |
| Moorhead Transit | | | | | | | | | | | | | | | | |

| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|------------------|--------------|--------------|-------------|------------------|--------|---------------------|-------------------|---|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| Moorhead Transit | 5230003 | TRF-0034-26A | 2026 | Transit | | | | SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$5,038,000 | FTA 5307 | \$581,000 | | \$4,457,000 | ARA | \$841,436 |
| Moorhead Transit | 5230004 | TRF-0034-26B | 2026 | Transit | | | | SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$918,000 | FTA 5307 | \$187,000 | | \$731,000 | | |
| Moorhead Transit | 5230005 | TRF-0034-26C | 2026 | Transit | | | | Sect 5307: City of Moorhead Replacement of two (2) Bus Shelters | Transit Capital | \$72,000 | FTA 5307 | \$57,600 | | \$14,400 | | |
| Moorhead Transit | 5230006 | TRF-0034-26D | 2026 | Transit | | | | Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment | Transit Capital | \$714,000 | FTA 5307 | \$606,900 | | \$107,100 | | |
| Moorhead Transit | 5230008 | TRF-0034-26F | 2026 | Transit | | | | Sect 5307: City of Moorhead, Purchase of Miscellaneous Technology Equipment - Cameras, Radios, etc. | Transit Capital | \$70,000 | FTA 5307 | \$56,000 | | \$14,000 | | |
| Moorhead Transit | 5240049 | TRS-0034-26E | 2026 | Transit | | | | CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 400 BUS AND RELATED EQUIPMENT | Transit Capital | \$213,000 | STBGPU | \$170,400 | | \$42,600 | | |



2024-2027 Metro COG Transportation Improvement Plan: 2027 Project Map



| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|-------------------------|--------------|--------------|-------------|------------------|--------|--|--|---|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| NDDOT | | | | | | | | | | | | | | | | |
| NDDOT | 9230005 | | 2027 | 7th St N | 0.8 | 8th Ave | 16th Ave | Mill and Overlay | Rehabilitation | \$1,326,000 | Non NHSU | \$1,073,000 | | \$253,000 | | |
| NDDOT | 9230015 | | 2027 | I-29N | | Junction ND 46 & I-29 | | Structure Paint | Rehabilitation | \$341,000 | IM | \$307,000 | \$34,000 | | | |
| NDDOT | 9230017 | 23906 | 2027 | I-94E | | 4.0 East of ND 18 | | Deck Overlay, Spall Repair, Guardrail | Rehabilitation | \$351,000 | IM | \$316,000 | \$35,000 | | | |
| NDDOT | 9230018 | 23906 | 2027 | I-94W | | 4.0 East of ND 18 | | Deck Overlay | Rehabilitation | \$351,000 | IM | \$316,000 | \$35,000 | | | |
| NDDOT | 9240035 | 23596 | 2027 | 29 N | | 3 Miles South of Harwood | | Struct Replace, Approach Slabs | Rehabilitation | \$5,616,000 | IM | \$5,054,000 | \$562,000 | | | |
| NDDOT | 9240036 | 23596 | 2027 | | | | | 40th Avenue NW at BNRR (East of North Fargo International) | Reconstruction | \$5,615,000 | STBGPU | \$4,544,000 | | \$1,071,000 | | |
| NDDOT | 9240037 | | 2027 | 94 E | | 3 Miles East of ND 18 | | Deck Overlay, Spall Repair, Rail Retrofit, Struct/Incid, Guardrail | Rehabilitation | \$524,000 | IM | \$472,000 | \$52,000 | | | |
| NDDOT | 9240038 | | 2027 | 94 E | | 8 Miles West of I-29 | | Pipe Replacement, Riprap | Rehabilitation | \$702,000 | IM | \$632,000 | \$70,000 | | | |
| NDDOT | 9240039 | | 2027 | 94 E | | 5 Miles West of I-29 | | Spall Repair, Struct/Incid | Rehabilitation | \$197,000 | IM | \$177,000 | \$20,000 | | | |
| NDDOT | 9240040 | | 2027 | 94 E | | I-94-US81 Interchange-Fargo | | Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid | Rehabilitation | \$2,527,000 | IM | \$2,274,000 | \$253,000 | | | |
| NDDOT | 9240041 | | 2027 | 94 W | | 8 Miles West of I-29 | | Pipe Replacement, Riprap | Rehabilitation | \$702,000 | IM | \$632,000 | \$70,000 | | | |
| NDDOT | 9240042 | | 2027 | 294 E | | 1 Mile East of I-29 | | Joint Repair, Structure Repair, Spall Repair, Structure Paint | Rehabilitation | \$610,000 | IM | \$494,000 | \$55,000 | \$61,000 | | |
| City of Fargo | | | | | | | | | | | | | | | | |
| City of Fargo | 4230003 | | 2027 | 40th Ave S | | ND/MN Border Bridge @ Red River | | Construction of 40th Ave S Bike Ped Bridge at Bluestem | Bike/Ped | \$10,020,000 | STBG | \$4,160,000 | | \$1,040,000 | Moorhead | \$4,820,000 |
| City of Fargo | 4240011 | | 2027 | 17th Ave S | | 25th St S | University Dr | Reconstruction of 17th Ave S in Fargo ***Pending 2026*** | Reconstruction | \$9,960,000 | STBG | \$6,324,210 | | \$3,635,790 | | |
| Fargo Transit | | | | | | | | | | | | | | | | |
| Fargo Transit | 4240025 | | 2027 | Transit | | | | Operating Assistance, Para Oper Assistance funded as capital, Planning, PM | Transit Operations | \$5,986,360 | FTA 5307 | \$3,891,340 | | \$2,095,020 | | |
| Fargo Transit | 4240026 | | 2027 | Transit | | | | Mobility Manager | Transit Capital | \$108,243 | FTA 5310 | \$86,594 | | \$21,649 | | |
| Fargo Transit | 4240027 | | 2027 | Transit | | | | Misc. Support Equipment | Transit Capital | \$105,000 | FTA 5339 | \$84,000 | | \$21,000 | | |
| Fargo Transit | 4240028 | | 2027 | Transit | | | | Replacement Fixed Route Large Bus & Related Equipment (replace 2-2015 vehicles) | Transit Capital | \$1,250,000 | FTA 5339 | \$1,000,000 | | \$250,000 | | |
| MNDOT | | | | | | | | | | | | | | | | |
| MNDOT | 8230007 | 1406-76 | 2027 | US 10, US 75 | | On US 75 from N of 24th Ave S to Hwy 10/Main Ave | & on US 10 from the Red River to east of US 75 | On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous Surfacing & Concrete Paving, ADA Improvements and Signals | Reconstruction | \$13,411,978 | NHPP | \$10,512,932 | \$2,399,046 | \$500,000 | | |
| Moorhead Transit | | | | | | | | | | | | | | | | |
| Moorhead Transit | 5240012 | TRF-0034-27A | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$5,239,000 | FTA 5307 | \$598,000 | | \$4,641,000 | | |
| Moorhead Transit | 5240013 | TRF-0034-27B | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL | Transit Operations | \$954,000 | FTA 5307 | \$200,000 | | \$754,000 | | |
| Moorhead Transit | 5240014 | TRF-0034-27C | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PURCHASE (1) CLASS 200 REPLACEMENT SENIOR RIDE VANS AND RELATED EQUIPMENT | Transit Capital | \$53,000 | FTA 5307 | \$45,050 | | \$7,950 | | |
| Moorhead Transit | 5240015 | TRF-0034-27D | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT #2151) | Transit Capital | \$736,000 | FTA 5307 | \$625,600 | | \$110,400 | | |
| Moorhead Transit | 5240016 | TRF-0034-27E | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; REPLACEMENT OF ONE (1) BUS SHELTER | Transit Capital | \$50,000 | FTA 5307 | \$40,000 | | \$10,000 | | |
| Moorhead Transit | 5240017 | TRF-0034-27F | 2027 | Transit | | | | SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - A/C RECOVERY (1/3 SHARED COST WITH FARGO TRANSIT) | Transit Capital | \$2,200 | FTA 5307 | \$1,760 | | \$440 | | |

LUMP SUM PROJECTS

Metro COG and NDDOT are including the following tables and associated project phase lump sum projects in an effort to make federal funding authorization more efficient. The lump sum projects apply only to the North Dakota side of the MPA, because NDDOT and MnDOT operate in different ways. For example, NDDOT will use federal funds for Preliminary Engineering (PE), Right-of-way (ROW), and Utilities whereas MnDOT uses federal funds less often for said project phases. Lump sum projects are shown for all North Dakota projects within the MPA. Projects are included in the tables below for project phase authorization. Some projects may not be in a bid opening until 2027 but phases of the project may occur as soon as 2024. Lump sum tables are rounded to the nearest \$1,000. The lump sum projects are subject to normal TIP modification procedures as identified in Section 10 - TIP Modifications.

| Lump Sums - 2024 | | | | | | |
|-------------------------|------------------------------|-------------------|-------------------------|----------------------|--------------------|--------------------|
| Metro COG ID | Project Phase | Phase Year | Total Phase Cost | Federal Share | State Share | Local Share |
| | Preliminary Engineering (PE) | 2024 | \$ | \$ | \$ | \$ |
| | Right-of-Way (ROW) | 2024 | \$ | \$ | \$ | \$ |
| | Utilities | 2024 | \$ | \$ | \$ | \$ |
| Lump Sums - 2025 | | | | | | |
| Metro COG ID | Project Phase | Phase Year | Total Phase Cost | Federal Share | State Share | Local Share |
| | Preliminary Engineering (PE) | 2025 | \$ | \$ | \$ | \$ |
| | Right-of-Way (ROW) | 2025 | \$ | \$ | \$ | \$ |
| | Utilities | 2025 | \$ | \$ | \$ | \$ |
| Lump Sums - 2026 | | | | | | |
| Metro COG ID | Project Phase | Phase Year | Total Phase Cost | Federal Share | State Share | Local Share |
| | Preliminary Engineering (PE) | 2026 | \$ | \$ | \$ | \$ |
| | Right-of-Way (ROW) | 2026 | \$ | \$ | \$ | \$ |
| | Utilities | 2026 | \$ | \$ | \$ | \$ |
| Lump Sums - 2027 | | | | | | |
| Metro COG ID | Project Phase | Phase Year | Total Phase Cost | Federal Share | State Share | Local Share |
| | Preliminary Engineering (PE) | 2027 | \$ | \$ | \$ | \$ |
| | Right-of-Way (ROW) | 2027 | \$ | \$ | \$ | \$ |
| | Utilities | 2027 | \$ | \$ | \$ | \$ |

Section 4 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2024-2027 TIP is reflective of projects that have been bid or let in 2023. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. LFPs and Illustrative projects are included as applicable.

| Lead Agency | Metro COG ID | SORTING MID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|---------------|--------------|-------------|------------|-------------|---|--------|--|-------------------------|---|------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| Metro COG | 0235032 | 023532 | 23948 | 2023 | Metropolitan Wide | | | | EV READINESS STUDY | Planning | \$150,000 | CRP | \$120,000 | | \$30,000 | | |
| NDDOT | | | | | | | | | | | | | | | | | |
| NDDOT | 9182612 | 1018212 | 20181-8032 | 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, near reference point 76 ***Illustrative*** | New Construction | | | | | | | |
| NDDOT | 9182613 | 1018213 | 20181-8033 | 2023 | I-94 W of Metro | | At Red River Diversion | | FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs, near reference point 342.2 ***Illustrative*** | New Construction | | | | | | | |
| NDDOT | 9200031 | 1020031 | 22631 | 2023 | I-94E | 1.0 | I-29 | 25th St Interchange | Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening | Rehabilitation | \$4,526,800 | IM | \$4,074,120 | \$452,680 | | | |
| NDDOT | 9220009 | 1022009 | 23656 | 2023 | ND 18N | 19.2 | W Jct 46 Leonard | Casseltown | Mill and Overlay | Rehabilitation | \$4,848,200 | IM | \$3,878,560 | \$969,640 | | | |
| NDDOT | 9221004 | 1022104 | 23280 | 2023 | Fargo District | | 52nd Ave S, University Dr, Main Ave, 12th Ave N, 19th Ave N | | LED Lighting Upgrade ***Pending*** | Rehabilitation | \$1,000,000 | Non NHSS | \$800,000 | \$200,000 | | | |
| NDDOT | 9221006 | 1022106 | 23288 | 2023 | Main Ave/US 10 | | | Near the Sheyenne River | Slide Repair | Rehabilitation | \$2,080,000 | NHU | \$1,683,000 | \$189,000 | \$208,000 | | |
| NDDOT | 9230001 | 1023001 | 23052 | 2023 | 8th Ave N | 0.7 | 2nd St N | 11th St N | Reconstruction of 8th Ave N | Reconstruction | \$7,094,000 | Non NHSU | \$3,081,000 | | \$4,013,000 | | |
| NDDOT | 9230002 | 1023002 | 23217 | 2023 | 2nd St N | 0.7 | 2nd St S | 7th Ave N | Reconstruction and landscaping of 2nd St S | Reconstruction | \$2,093,000 | UGP | \$1,402,000 | | \$691,000 | | |
| NDDOT | 9231003 | 1023103 | 23799 | 2023 | | | | | VAR HWYS - VAR HWYS - FARGO DISTRICT PAVEMENT MARK | Safety | \$1,482,300 | HES | \$1,185,840 | \$296,460 | | | |
| NDDOT | 9231005 | 1023105 | 23808 | 2023 | I-94 bridge repair at Lynchburg Interchange | | | | 3 WEST OF ND 18; STRUC REPLACE,APPR SLAB REP,GUARDRAIL | Reconstruction | \$7,559,610 | IM | \$6,803,649 | \$755,961 | | | |
| NDDOT | 9231006 | 1023106 | 23844 | 2023 | S-81 (19th Avenue N | 0.7581 | akota Driv | I-29 | Chip Seal Coat | Rehabilitation | \$102,900 | NHU | \$83,277 | \$9,333 | \$10,290 | | |
| NDDOT | 9233027 | 1023327 | 23628 | 2023 | 2.5 Miles East of Mapleton on the Frontage Road South of I-94 | | Intersecti on of 37th Street NE and Cass County Legal Drain 14 | | Bridge Deck Replacement (#0010-013.192) | Rehabilitation | \$528,500 | BRO | \$422,800 | \$105,700 | | | |
| Cass County | | | | | | | | | | | | | | | | | |
| Cass County | 1210023 | 1121023 | | 2023 | CR 17 & 64th Ave S | | Intersecti on of CR 17 & 64th Ave S | | Grading and Surfacing, New Roundabout at CR 17 and 64th Ave S ***LFP*** Included for information and coordination only. | Reconstruction | \$2,619,066 | | | | \$2,619,066 | | |
| Cass County | 1210024 | 1121024 | | 2023 | CR 17 | | CR 17 @ Sheyenne River | | Bridge Replacement on CR 17, Box Culverts over the Sheyenne River ***LFP*** Included for information and coordination only. | Reconstruction | \$5,410,220 | | | | \$5,410,220 | | |
| Cass County | 1220035 | 1122035 | | 2023 | CR 6 & CR 17 | | CR 6 & CR 17 Roundabo ut | 63rd St | Grading and Surfacing Including Bridge Replacement Over the Sheyenne River. (Associated with project 4200016) ***LFP*** Included for information and coordination only. | Reconstruction | \$2,970,060 | | | | \$2,970,060 | | |
| City of Fargo | | | | | | | | | | | | | | | | | |
| City of Fargo | 4200016 | 1220016 | 23036 | 2023 | 52nd Ave S | | 63rd St S | Sheyenne St | Reconstruction of 52nd Ave S (Associated with Project 1220035) | Reconstruction | \$13,777,091 | STBGPU | \$4,000,000 | | \$4,777,091 | 2022 STBG | \$5,000,000 |
| City of Fargo | 4210004 | 1221004 | 23933 | 2023 | 42nd St S & I-94 Grade Separation | | | | Structure Rehabilitation Connected to 4237034. | Rehabilitation | \$375,000 | STBGPU | \$300,000 | | \$75,000 | | |
| City of Fargo | 4220003 | 1222003 | 23238 | 2023 | Bison Village/10th St N | 0.5 | 32nd Ave N | 36th/37th Ave N | Construction of a Shared Use Path and Bike Facilities | Bike/Ped | \$329,000 | TA | \$266,000 | | \$63,000 | | |
| City of Fargo | 4230004 | 1223004 | 23778 | 2023 | Along the Red River | | Harwood Dr | | Red River Shared Use Path south of Harwood Dr - Phase 1 | Bike/Ped | \$200,000 | TA | \$162,000 | | \$38,000 | | |
| City of Fargo | 4231001 | 1223101 | | 2023 | Red River Bridge | | 12th Ave Fargo | 15th Ave Moorhead | Bridge over the Red River connecting 12th Avenue North in Fargo, ND and 15th Avenue North in Moorhead, MN. | Reconstruction | \$1,500,000 | RAISE Grant | \$1,500,000 | | | | |
| City of Fargo | 4236033 | 1223633 | | 2023 | City of Fargo | | | | Replacing lighting heads with LED lighting heads throughout the City of Fargo. | Rehabilitation | \$1,018,750 | CRP | \$815,000 | | \$203,750 | | |
| City of Fargo | 4237034 | 1223633 | 23933 | 2023 | 42nd St S & I-94 Grade Separation | | | | Structure Rehabilitation Connected to 4210004. | Rehabilitation | \$288,229 | BRU | \$230,583 | | \$57,646 | | |
| Fargo Transit | | | | | | | | | | | | | | | | | |

| Lead Agency | Metro COG ID | SORTING MID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|--------------------|--------------|-------------|---------------|-------------|-------------------------|--------|---|---|---|-------------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| Fargo Transit | 4200029 | 1320029 | 8128 TURB | 2023 | Transit | | | | Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance | Transit Operations | \$5,477,000 | FTA 5307 | \$3,560,000 | | \$1,917,000 | | |
| Fargo Transit | 4210003 | 1321003 | 8111 | 2023 | Transit | | | | Replacement Fixed Route Large Bus & Related Equipment (Replace Units 1200 & 1201) | Transit Capital | \$1,250,000 | FTA 5307 | \$1,000,000 | | \$250,000 | | |
| Fargo Transit | 4230006 | 1323006 | | 2023 | Transit | | | | Paratransit Scheduling Software - Corresponds to Project 5230002 for Moorhead (Fargo 2/3, Moorhead 1/3 cost share) | Transit Capital | \$100,000 | FTA 5339 | \$80,000 | | \$20,000 | | |
| Fargo Transit | 4230007 | 1323007 | | 2023 | Transit | | | | AVA/AVL Project - Corresponds to Project 5230001 for Moorhead (Fargo 2/3, Moorhead 1/3 cost share) | Transit Capital | \$600,000 | FTA 5339 | \$480,000 | | \$120,000 | | |
| Fargo Transit | 4230008 | 1323008 | | 2023 | Transit | | | | Replace Toolcat - Corresponds to Project 5200008 for Moorhead (Fargo 2/3, Moorhead 1/3 cost share) | Transit Capital | \$64,000 | FTA 5339 | \$51,200 | | \$12,800 | | |
| Fargo Transit | 4230009 | 1323009 | | 2023 | Transit | | | | Update Metro Transit Garage (MTG) - Corresponds to Project 5190016 (Fargo 2/3, Moorhead 1/3 cost share) | Transit Capital | \$566,000 | FTA 5339 | \$452,800 | | \$113,200 | | |
| Fargo Transit | 4230010 | 1323010 | | 2023 | Transit | | | | Misc. Support Equipment | Transit Capital | \$472,125 | FTA 5339 | \$377,700 | | \$94,425 | | |
| Fargo Transit | 4230011 | 1323011 | | 2023 | Transit | | | | Mobility Manager | Transit Capital | \$102,000 | FTA 5310 | \$81,600 | | \$20,400 | | |
| Fargo Transit | 4230012 | 1323012 | | 2023 | Transit | | | | GTC Deck Overlay | Transit Capital | \$1,000,000 | FTA 5339 | \$800,000 | | \$200,000 | | |
| Fargo Transit | 4230013 | 1323013 | | 2023 | Transit | | | | Replacement Paratransit Bus & Related Equipment (Replace Units 8171 & 8172) | Transit Capital | \$230,000 | FTA 5339 | \$184,000 | | \$46,000 | | |
| City of West Fargo | | | | | | | | | | | | | | | | | |
| City of West Fargo | 3220008 | 1422008 | 23247 | 2023 | 28th Ave W and 5th St W | | 9th St W (28th Ave)/Eaglewood Park (5th St) | 5th St W (28th Ave)/WF Sport Arena-Lights @ Sheyenne (5th St) | Construction of a Shared Use Path | Bike/Ped | \$466,000 | TA | \$377,000 | | \$89,000 | | |
| City of Horace | | | | | | | | | | | | | | | | | |
| City of Horace | 7220005 | 1522005 | 23242-8027 | 2023 | Center Ave | 0.3 | Wall Ave | Nelson Drive | Center Ave Multi-Modal Improvement in Horace, ND (City of Horace Co-Sponsor) | Bike/Ped | \$101,378 | TA | \$82,045 | | \$19,333 | | |
| City of Horace | 7220006 | 1522006 | 23241-8021 | 2023 | CR 17 | 0.3 | 76th Ave S | 73rd Ave S | Construction of a Shared Use Path - Phase 3 (City of Horace Co-Sponsor) | Bike/Ped | \$386,314 | TA | \$312,644 | | \$73,670 | | |
| MNDOT | | | | | | | | | | | | | | | | | |
| MNDOT | 8200011 | 2020011 | 1409-25 | 2023 | MN 9 | 2.1 | Barnesville | I-94 | On MN 9, In Barnesville to I-94, Reconstruct, Mill and Overlay, Multi-Use Trail, and ADA Improvements (Associated with project 2200033) (Includes SP#1408-13) | Rehabilitation | \$5,757,000 | STBGPR | \$3,818,552 | \$954,638 | \$983,810 | | |
| MNDOT | 8220031 | 2022031 | 1480-186 | 2023 | I-94 | | Downer | Fergus Falls | ***ELLE*** On I-94, From Downer to Fergus Falls, Installation of Snow Fence | Safety | \$708,082 | NHFP | \$637,274 | \$70,808 | | | |
| MNDOT | 8230001 | 2023001 | 1401-177RW | 2023 | US 10 & 11th St | | 8th St | 14th St | **B2020** On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | ROW | \$4,500,000 | | | \$4,500,000 | | | |
| MNDOT | 8230002 | 2023002 | 1401-177PE | 2023 | US 10 & 11th St | | 8th St | 14th St | **B2020** ON US 10, FROM 8TH STREET TO 14TH STREET, PRELIMINARY ENGINEERING NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) | Preliminary Engineering | \$1,500,000 | | | \$1,500,000 | | | |
| MNDOT | 8230008 | 2023008 | 8824-209 | 2023 | District 4 | | District Wide | MnDOT D4 | Districtwide sign replacement, various locations | Safety | \$500,000 | CRRSAA | \$500,000 | | | | |
| MNDOT | 8230009 | 2023009 | 8824-207 | 2023 | District 4 | | District Wide | MnDOT D4 | Districtwide Pavement Marking, Various Locations | Safety | \$1,111,111 | HSIP | \$1,000,000 | \$111,111 | | | |
| MNDOT | 8231001 | 2023101 | 088-070-073 | 2023 | Various Locations | | | | Districtwide safety improvements (local HSIP), Various Locations-edgeline striping | Safety | \$1,152,390 | HSIP | \$1,037,151 | | \$115,239 | | |
| MNDOT | 8231002 | 2023102 | 8824-210 | 2023 | Various Locations | | | | **CRRSAA** Districtwide snow fence, various locations (Living snow fence) | Safety | \$700,000 | CRRSAA | \$700,000 | | | | |
| Clay County | | | | | | | | | | | | | | | | | |
| Clay County | 2200009 | 2120009 | 014-652-016AC | 2023 | CSAH 52 | 6.2 | CR 67 in Sabin | I-94 Bridge in Moorhead | ***AC*** On CSAH 52, From CR 67 in Sabin to I-94 Bridge in Moorhead, Bituminous Mill and Overlay (AC Project, Payback 1 of 1) See Project 2190039 | Rehabilitation | \$1,032,240 | STBGPR | \$1,032,240 | | | | |
| Clay County | 2200014 | 2120014 | 014-631-024AC | 2023 | CSAH 31 | 9.5 | CSAH 10 | S County Line | ***AC*** On CSAH 31, From S County Line to CSAH 10, Bituminous Mill and Overlay (AC Project, Payback 1 of 1) See Project 2190038 | Rehabilitation | \$362,760 | STBGPR | \$362,760 | | | | |
| Clay County | 2200033 | 2120033 | 014-090-007 | 2023 | MN 9 | 2.1 | South 2nd Ave In Barnesville | MN 34 | On MN 9, in Barnesville to I-94, Reconstruct, Mill and Overlay, Streetscaping, Multi-Use Trail and ADA Improvements (Associated to 1409-25) | Bike/Ped | \$443,000 | TA | \$300,000 | | \$143,000 | | |
| Clay County | 2220041 | 2122041 | | 2023 | CSAH 1 | 2.0 | CSAH 20 | CSAH 26 | Paving (Associated with Project 2220040) ***LFP*** Included for Information and Coordination Only | Reconstruction | \$1,200,000 | | | | \$1,200,000 | | |
| City of Moorhead | | | | | | | | | | | | | | | | | |

| Lead Agency | Metro COG ID | SORTING MID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|------------------|--------------|-------------|---------------|-------------|------------------|--------|---------------------|-------------------|---|--------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| City of Moorhead | 5233024 | 2223324 | 144-030-006 | 2023 | Moorhead | | | | **CRP**CITY OF MOORHEAD: PURCHASE SOFTWARE FOR ADVANCED TRAFFIC MANAGEMENT SOFTWARE (ATMS) AND ASSOCIATED HARDWARE | Safety | \$62,500 | CRP | \$50,000 | | \$12,500 | | |
| Moorhead Transit | | | | | | | | | | | | | | | | | |
| Moorhead Transit | 5190015 | 2319015 | TRF-0034-23HA | 2023 | Transit | | | | Sect 5339: Purchase Equipment (AVA/AVL System) (ITS) (Includes Sect: 5307) | Transit Capital | \$98,500 | FTA 5307 | \$78,800 | | \$19,700 | | |
| Moorhead Transit | 5190016 | 2319016 | TRF-0034-23G | 2023 | Transit | | | | Sect 5339: City of Moorhead, Support Equip/Facilities-Equipment - Metro Transit Garage (MTG) | Transit Capital | \$283,000 | FTA 5339 | \$226,400 | | \$56,600 | | |
| Moorhead Transit | 5200003 | 2320003 | TRF-0034-23E | 2023 | Transit | | | | Sect 5307: City of Moorhead, Operating Assistance | Transit Operations | \$4,039,990 | FTA 5307 | \$931,512 | \$2,192,480 | \$915,998 | | |
| Moorhead Transit | 5200004 | 2320004 | TRF-0034-23 | 2023 | Transit | | | | Sect 5307: City of Moorhead, Replacement of one (1) Bus Shelter | Transit Capital | \$33,000 | FTA 5307 | \$26,400 | | \$6,600 | | |
| Moorhead Transit | 5200007 | 2320007 | TRF-0034-23C | 2023 | Transit | | | | Sect 5307: City of Moorhead, Purchase of one (1) Class 400 Gas Vehicle and Related Equipment (Replaces paratransit bus unit #7181) | Transit Capital | \$96,000 | FTA 5307 | \$81,600 | | \$14,400 | | |
| Moorhead Transit | 5200008 | 2320008 | TRF-0034-23D | 2023 | Transit | | | | Sect 5307: City of Moorhead Support Equipment/Facility Equipment (utility vehicle) (split cost of \$96,000 with 1/3 coming from Moorhead and 2/3 coming from Fargo) | Transit Capital | \$32,000 | FTA 5307 | \$25,600 | | \$6,400 | | |
| Moorhead Transit | 5210014 | 2321014 | TRF-0034-23I | 2023 | Transit | | | | Sect 5339: City of Moorhead, Replacement of two (2) Bus Shelters | Transit Capital | \$45,600 | FTA 5339 | \$36,480 | | \$9,120 | | |
| Moorhead Transit | 5210020 | 2321020 | TRF-0034-23K | 2023 | Transit | | | | FTA 5307: City of Moorhead; Transit Hub Improvements - Dilworth Walmart (Associated with TRF-0034-23M) Connected to 5233025. | Transit Capital | \$250,000 | FTA 5307 | \$200,000 | | \$50,000 | | |
| Moorhead Transit | 5220032 | 2322032 | TRF-0034-23F | 2023 | Transit | | | | City of Moorhead, Paratransit Operating Assistance | Transit Operations | \$709,651 | FTA 5307 | \$73,058 | \$530,145 | \$106,448 | | |
| Moorhead Transit | 5230001 | 2323001 | TRF-0034-23H | 2023 | Transit | | | | Sect 5339: Purchase Equipment (AVA/AVL System) (ITS) | Transit Capital | \$241,800 | FTA 5339 | \$193,440 | | \$48,360 | | |
| Moorhead Transit | 5230002 | 2323002 | TRF-0034-23J | 2023 | Transit | | | | Sect 5339: City of Moorhead, Replace Paratransit Scheduling Software | Transit Capital | \$30,000 | FTA 5339 | \$24,000 | | \$6,000 | | |
| Moorhead Transit | 5230013 | 2323013 | TRF-0034-23L | 2023 | Transit | | | | Sect 5307: City of Moorhead, Reorganizational Planning Study with Fargo | Transit Operations | \$25,000 | FTA 5307 | \$20,000 | | \$5,000 | | |
| Moorhead Transit | 5233025 | 2323325 | TRF-0034-23M | 2023 | Transit | | | | CRP: City of Moorhead; Transit Hub Improvements - Dilworth Walmart (Associated with TRF-0034-23K) Connected to 5210020. | Transit Capital | \$84,000 | CRP | \$67,200 | | \$16,800 | | |

Section 5 | Financial Plan and Fiscal Constraint

Section 5 – Financial Plan and Fiscal Constraints

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 2024-2027 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBG, TA, and CRP funding sources). 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, operations and maintenance (O&M), and Regionally Significant Projects (RSPs) are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to collect revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

Metro COG is required under federal legislation to develop a financial plan that takes into account federally funded projects and RSPs. 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 NDDOT and MnDOT pre-inflate projects by 4%. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE 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 (O&M)

MPOs have been required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act reinforced the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP. Metro COG staff estimated 2019 O&M expenses for each jurisdiction as part of the 2045 Metropolitan Transportation Plan (MTP) update. The O&M costs were developed by reviewing current local budgets and CIPs where available, using budgeted and historic pavement and bridge spending levels. All subsequent O&M cost estimates were calculated by assuming a 4% increase in costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2024-2027 TIP. Table 6-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2023-2027) based on methodology in the 2045 MTP. Costs associated with this TIP (current program year) 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 collect 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 2045 MTP, Metro Grow (2019).

Table 5. 1 - Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2023-2027

| Jurisdiction | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Minnesota | | | | | | |
| MnDOT | \$ 4,487,577 | \$ 4,667,081 | \$ 4,853,764 | \$ 5,047,914 | \$ 5,249,831 | \$ 24,306,167 |
| Clay County | \$ 3,451,083 | \$ 3,589,126 | \$ 3,732,691 | \$ 3,881,999 | \$ 4,037,279 | \$ 18,692,177 |
| Moorhead | \$ 7,978,435 | \$ 8,297,573 | \$ 8,629,476 | \$ 8,974,655 | \$ 9,333,641 | \$ 43,213,780 |
| Dilworth | \$ 694,896 | \$ 722,692 | \$ 751,599 | \$ 781,663 | \$ 812,930 | \$ 3,763,781 |
| North Dakota | | | | | | |
| NDDOT | \$ 2,971,441 | \$ 3,090,298 | \$ 3,213,910 | \$ 3,342,467 | \$ 3,476,165 | \$ 16,094,282 |
| Cass County | \$ 10,327,511 | \$ 10,740,612 | \$ 11,170,236 | \$ 11,617,046 | \$ 12,081,728 | \$ 55,937,133 |
| Fargo | \$ 10,079,501 | \$ 10,482,681 | \$ 10,901,989 | \$ 11,338,068 | \$ 11,791,591 | \$ 54,593,831 |
| West Fargo | \$ 3,392,590 | \$ 3,528,293 | \$ 3,669,425 | \$ 3,816,202 | \$ 3,968,850 | \$ 18,375,361 |
| Horace | \$ 292,465 | \$ 304,163 | \$ 316,330 | \$ 328,983 | \$ 342,142 | \$ 1,584,083 |

Source: Metro COG

Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate funding for projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state, local governments, and public transit operators to create a TIP that prioritizes and lists all federally-funded projects and RSPs programmed for at least the next four years. The projects listed in the TIP must be financially realistic and achievable. All federal transportation funds, excluding the Metro COG's TMA direct allocation of federal transportation funds (STBG, TA, and CRP), are provided to the region and are administered by MnDOT and NDDOT. As such, this TIP is fiscally-constrained for those funding sources for fiscal years 2024 through 2027 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas. At the beginning of FFY 2024 (October 1, 2023), Metro Cog will officially be designated a TMA. Metro COG will be responsible for the direct allocations of federal transportation funds (STBG, TA, and CRP). Fiscal Constraint is demonstrated in this report. Each funding source is reassessed for fiscal constraint at the solicitation process. All projects that are programmed using these funding sources (STBG, TA, and CRP) are tracked through project development to ensure obligation of the funds within the assigned federal fiscal year.

Fiscal Constraint Analysis

Total Expenditures

The total expenditures shown within this chapter only represent programmed projects (excludes LFPs and Illustrative projects) within the 2024-2027 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 but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved MTP, 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 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 (local capital projects).

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 YOY; 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 MTP, Metro Grow, to show that the 2024-2027 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 jurisdiction dollars

Table 5. 2 - Fiscal Constraints

| Federal Funding Source | Financial Constraint | | | | | | | | | | | |
|--|-------------------------|---------------------|---------------------|---------------------|--------------------------|---------------------|---------------------|---------------------|-----------------------|------------|------------|------------|
| | Federal Funds Available | | | | Federal Funds Programmed | | | | Federal Funds Balance | | | |
| | 2024 | 2025 | 2026 | 2027 | 2024 | 2025 | 2026 | 2027 | 2024 | 2025 | 2026 | 2027 |
| National Highway Performance Program (NHPP)* | \$4,747,700 | \$10,493,000 | \$46,915,150 | \$22,259,932 | \$4,747,700 | \$10,493,000 | \$46,915,150 | \$22,259,932 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation Grant – Urban (STBG-U) | \$9,935,200 | \$9,600,000 | \$10,278,064 | \$10,484,210 | \$9,935,200 | \$9,600,000 | \$10,278,064 | \$10,484,210 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation Grant – Other (STBGP) | \$14,450,873 | \$1,137,534 | \$1,272,400 | \$4,544,000 | \$14,450,873 | \$1,137,534 | \$1,272,400 | \$4,544,000 | \$0 | \$0 | \$0 | \$0 |
| Congestion Mitigation Air Quality (CMAQ) | | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| Carbon Reduction Program (CRP) | \$1,242,800 | \$1,140,000 | | | \$1,242,800 | \$1,140,000 | | | \$0 | \$0 | \$0 | \$0 |
| Highway Safety Improvement Program (HSIP) | \$6,248,681 | \$4,755,163 | \$718,000 | | \$6,248,681 | \$4,755,163 | \$718,000 | | \$0 | \$0 | \$0 | \$0 |
| Transportation Alternatives (TA)** | \$1,609,761 | \$844,170 | \$450,000 | | \$1,609,761 | \$844,170 | \$450,000 | | \$0 | \$0 | \$0 | \$0 |
| National Highway Freight Program (NHFP) | | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| Urban Area Formula (Section 5307) | \$4,537,123 | \$4,553,400 | \$5,266,500 | \$5,401,750 | \$4,537,123 | \$4,553,400 | \$5,266,500 | \$5,401,750 | \$0 | \$0 | \$0 | \$0 |
| Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) | \$83,232 | \$84,897 | \$86,594 | \$86,594 | \$83,232 | \$84,897 | \$86,594 | \$86,594 | \$0 | \$0 | \$0 | \$0 |
| Formula Grants for Other than Urbanized Areas (Section 5311) | | | | | | | | | \$0 | \$0 | \$0 | \$0 |
| Bus and Bus Related Facilities (Section 5339) | \$11,899,592 | \$2,537,988 | \$884,000 | \$1,084,000 | \$11,899,592 | \$2,537,988 | \$884,000 | \$1,084,000 | \$0 | \$0 | \$0 | \$0 |
| Other Federal Funds*** | \$4,764,712 | \$6,785,096 | \$937,000 | | \$4,764,712 | \$6,785,096 | \$937,000 | | \$0 | \$0 | \$0 | \$0 |
| TOTAL FEDERAL FUNDS | \$59,519,674 | \$41,931,248 | \$66,807,708 | \$43,860,486 | \$59,519,674 | \$41,931,248 | \$66,807,708 | \$43,860,486 | \$0 | \$0 | \$0 | \$0 |

*NHPP funds include but are not limited to NHS, NHS-U, Non-NHS-S, and 1M

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

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

Table 5. 3 - Federal Funding Totals

| Jurisdiction | 2024 | | | 2025 | | | 2026 | | | 2027 | | |
|---------------------------|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------|--------------------|
| | Federal | State | Local | Federal | State | Local | Federal | State | Local | Federal | State | Local |
| Total MN Side | \$20,078,385 | \$70,739,938 | \$30,690,868 | \$8,466,096 | \$864,916 | | \$2,489,000 | | | \$10,512,932 | \$2,399,046 | \$500,000 |
| City of Dilworth | \$44,000 | | \$16,000 | | | | | | | | | |
| City of Moorhead | \$6,971,073 | \$196,250 | \$1,546,518 | \$830,000 | | | \$1,552,000 | | | | | |
| Clay County | \$736,000 | \$184,000 | \$2,318,750 | | | | \$937,000 | | | | | |
| MnDOT | \$12,327,312 | \$70,359,688 | \$26,809,600 | \$7,636,096 | \$864,916 | | | | | \$10,512,932 | \$2,399,046 | \$500,000 |
| | | | | | | | | | | | | |
| Total ND Side | \$22,866,142 | \$1,354,042 | \$8,218,028 | \$26,288,867 | \$1,631,352 | \$8,375,466 | \$57,911,214 | \$6,240,550 | \$15,151,516 | \$26,775,210 | \$1,186,000 | \$6,060,790 |
| City of Fargo | \$11,357,649 | \$247,000 | \$7,820,000 | \$2,238,039 | | \$674,055 | \$10,278,064 | | \$4,069,516 | \$10,484,210 | | \$4,675,790 |
| City of West Fargo | \$440,000 | | \$110,000 | \$9,653,665 | | \$2,413,411 | | | | | | |
| City of Horace | \$472,112 | | \$118,028 | | | | | | | | | |
| City of Casselton | \$680,000 | | \$170,000 | | | | | | | | | |
| Cass County | | | | | | \$5,200,000 | | | | | | |
| NDDOT | \$9,916,381 | \$1,107,042 | | \$14,397,163 | \$1,631,352 | \$88,000 | \$47,633,150 | \$6,240,550 | \$11,082,000 | \$16,291,000 | \$1,186,000 | \$1,385,000 |
| Transit Total | \$16,575,147 | | \$9,195,383 | \$7,176,285 | | \$7,127,321 | \$6,407,494 | | \$7,642,749 | \$6,572,344 | | \$7,911,459 |
| Fargo Transit (MATBUS) | \$15,636,755 | | \$4,893,285 | \$6,300,485 | | \$2,643,121 | \$4,748,594 | | \$2,276,649 | \$5,061,934 | | \$2,387,669 |
| Moorhead Transit (MATBUS) | \$938,392 | | \$4,302,098 | \$875,800 | | \$4,484,200 | \$1,658,900 | | \$5,366,100 | \$1,510,410 | | \$5,523,790 |

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

| Jurisdiction | 2024 | 2025 | 2026 | 2027 | Total |
|------------------------|----------------------|---------------------|---------------------|---------------------|----------------------|
| Total – MN Side | \$121,509,191 | \$9,331,012 | \$2,489,000 | \$13,411,978 | \$146,741,181 |
| City of Dilworth | \$60,000 | | | | \$60,000 |
| City of Moorhead | \$8,713,841 | \$830,000 | \$1,552,000 | | \$11,095,841 |
| Clay County | \$3,238,750 | | \$937,000 | | \$4,175,750 |
| MnDOT | \$109,496,600 | \$8,501,012 | | \$13,411,978 | \$131,409,590 |
| Total – ND Side | \$32,438,212 | \$36,295,685 | \$79,303,280 | \$34,022,000 | \$182,059,177 |
| City of Fargo | \$19,424,649 | \$2,912,094 | \$14,347,580 | \$15,160,000 | \$51,844,323 |
| City of West Fargo | \$550,000 | \$12,067,076 | | | \$12,617,076 |
| City of Horace | \$590,140 | | | | \$590,140 |
| City of Casselton | \$850,000 | | | | \$850,000 |
| Cass County | | \$5,200,000 | | | \$5,200,000 |
| NDDOT | \$11,023,423 | \$16,116,515 | \$64,955,700 | \$18,862,000 | \$110,957,638 |
| Total – Transit | \$25,770,530 | \$14,303,606 | \$14,050,243 | \$14,483,803 | \$68,608,182 |
| Fargo Transit | \$20,530,040 | \$8,943,606 | \$7,025,243 | \$7,449,603 | \$43,948,492 |
| Moorhead Transit | \$5,240,490 | \$5,360,000 | \$7,025,000 | \$7,034,200 | \$24,659,690 |

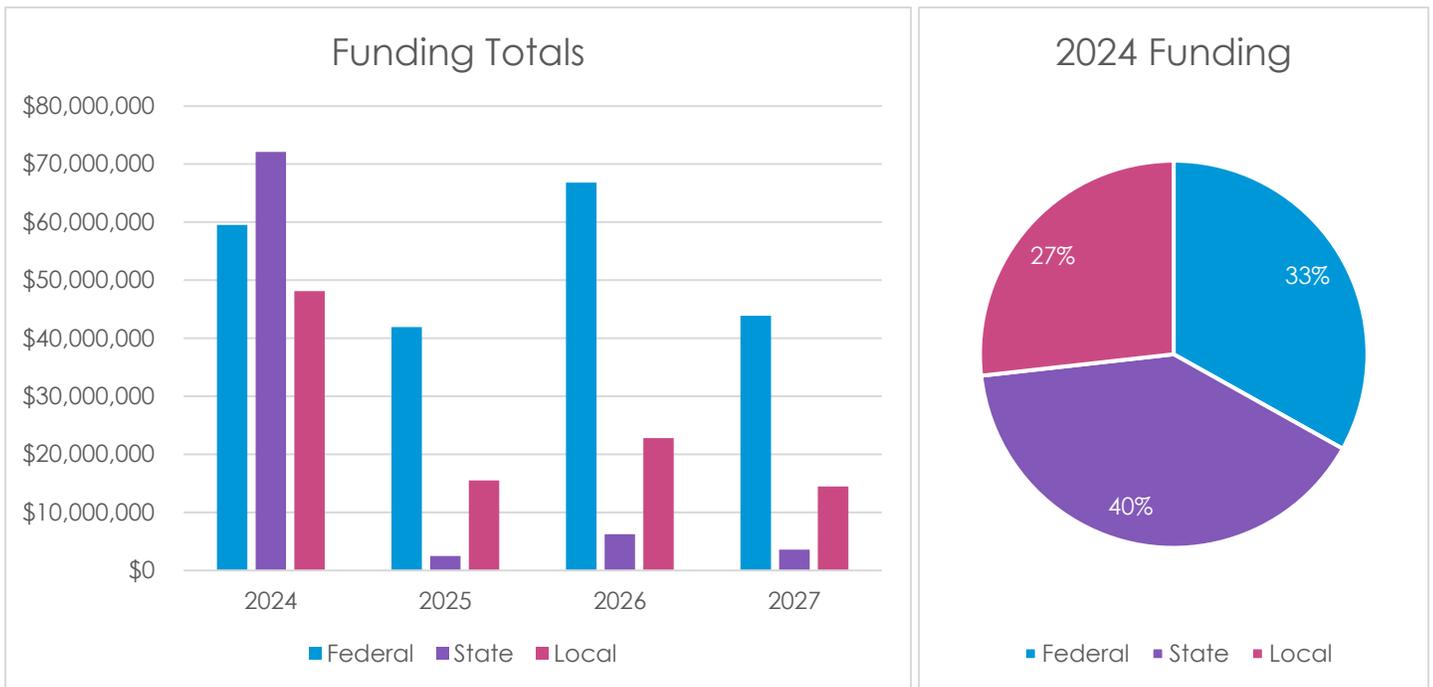


Figure 5. 1 – Funding Totals

Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2024-2027 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal

constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained project costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2024-2027 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2024-2027 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

State and Local Revenues

The state and local revenues available for each year are more difficult to identify. The available state and local revenues were updated for the development of Metro Grow, and are being used to identify revenues available to the states, counties, cities, and transit departments within the FM area. The assumptions used to determine the revenues can be found in Chapter 9 of Metro Grow.

Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. All projects included in the TIP are drawn from Metro Grow, as each jurisdiction underwent a fiscal constraint analysis during the MTP's development. The analysis for each jurisdiction may also be found in Chapter 9 of Metro Grow.

TMA Direct Allocations and Monitoring

The United States Census Bureau is currently processing the 2020 Decennial Census data. Metro COG's UZA population is estimated to be over 200,000, which would designate the region as a Transportation Management Area (TMA). The Census Bureau anticipates the completion of Urban Area delineation to occur prior to October 2023. Upon completion of this process, the region would be designated as a TMA. If this process is not completed by October 2023, Metro COG will need to work with its state and federal partners on the process of designating the region as a TMA and the subsequent funding ramifications of the delay in the process. The solicitation and selection processes for MPOs within designated TMAs are different than the traditional process that Metro COG has gone through. With TMA designation, Metro COG would receive a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS will receive a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds. Metro COG would be directly driving the solicitation, prioritization, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG will gain more responsibility in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization of projects becomes much more important when TMA designation occurs and must follow a consistent and well documented process.

In the years leading up to TMA designation, Metro COG closely monitored funding sources that will be impacted by the transition from competitive allocations administered by the respective States, as well as direct allocations as formulated by applicable FHWA and FTA programs. Metro COG must be cognizant of what projects are submitted for discretionary STBG, Section 5307, Section 5310, and Section 5339. Metro COG will need to monitor discretionary funding from the States leading up to TMA designation.

Metro COG has been preparing to be designated as a TMA by collaborating with NDDOT and MNDOT to generate realistic projected federal funds available for each state's portion of the MPA. NDDOT has provided an initial set of projected federal funding values for STBG, TA, and CRP as seen below. MNDOT and Metro COG are still collaborating on the exact amounts of the projected federal funding.

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

| North Dakota | STBG-U | TA | CRP | Total TMA Federal Revenue Sources |
|--------------------------------|--------------|-------------|-------------|-----------------------------------|
| 2023 Actual Federal Revenue | \$4,300,000 | \$1,199,689 | \$935,000 | \$6,434,689 |
| 2024 Projected Federal Revenue | \$9,880,000 | \$830,000 | \$1,120,000 | \$11,830,000 |
| 2025 Projected Federal Revenue | \$9,907,534 | \$840,000 | \$1,140,000 | \$11,887,534 |
| 2026 Projected Federal Revenue | \$10,278,064 | \$850,000 | \$1,160,000 | \$12,288,064 |
| 2027 Projected Federal Revenue | \$10,484,210 | \$860,000 | \$1,180,000 | \$12,524,210 |

| Minnesota | STBG-U | TA | CRP | Total TMA Federal Revenue Sources |
|--------------------------------|-------------|-----------|-----------|-----------------------------------|
| 2023 Actual Federal Revenue | \$5,213,552 | \$300,000 | \$117,200 | \$5,630,752 |
| 2024 Projected Federal Revenue | \$900,000 | \$130,000 | \$120,000 | \$1,150,000 |
| 2025 Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |
| 2026 Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |
| 2027 Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |

Table 5. 6 – Programmed Projects by Federal Funding Sources

| North Dakota STBG-U | | | |
|---------------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 4200016 | \$4,000,000 | \$4,300,000 |
| | 4210004 | \$300,000 | |
| 2024 | 4210002 | \$9,880,000 | \$9,880,000 |
| 2025 | 3220021 | \$9,600,000 | \$9,907,534 |
| | 4220019 | \$307,534 | |
| 2026 | 4230001 | \$5,400,000 | \$10,278,064 |
| | 4240010 | \$4,878,064 | |
| 2027 | 4230003 | \$4,160,000 | \$10,484,210 |
| | 4240011 | \$6,324,210 | |

| Minnesota STBG-U | | | |
|------------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 2200009 | \$1,032,240 | \$5,213,552 |
| | 2200014 | \$362,760 | |
| | 8200011 | \$3,818,552 | |
| 2024 | 5200005 | \$55,200 | \$14,506,073 |
| | 5210018 | \$6,107,273 | |
| | 8210019 | \$8,343,600 | |
| 2025 | 5230010 | \$830,000 | \$830,000 |
| 2026 | 5230011 | \$1,102,000 | \$1,272,400 |
| | 5240049 | \$170,000 | |
| 2027 | | | \$0 |

| North Dakota TA | | | |
|-----------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 4220003 | \$266,000 | \$1,199,689 |
| | 4230004 | \$162,000 | |
| | 7220005 | \$82,045 | |
| | 7220006 | \$312,644 | |
| | 3220008 | \$377,000 | |
| 2024 | 4232020 | \$352,649 | \$823,761 |
| | 7232023 | \$471,112 | |
| 2025 | 4232021 | \$144,134 | \$844,170 |
| | 4232022 | \$700,036 | |
| 2026 | | | \$0 |
| 2027 | | | \$0 |

| Minnesota TA | | | |
|--------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 2200033 | \$300,000 | \$300,000 |
| 2024 | 5230009 | \$785,000 | \$785,000 |
| 2025 | | | \$0 |
| 2026 | 5230012 | \$450,000 | \$450,000 |
| 2027 | | | \$0 |

| North Dakota CRP | | | |
|------------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 4236033 | \$815,000 | \$935,000 |
| | 0235032 | \$120,000 | |
| 2024 | 1240005 | \$680,000 | \$1,120,000 |
| | 3240003 | \$300,000 | |
| | 3240004 | \$140,000 | |
| 2025 | 3240009 | \$53,665 | \$1,140,000 |
| | 4240008 | \$1,086,335 | |
| 2026 | | | \$0 |
| 2027 | | | \$0 |

| Minnesota CRP | | | |
|---------------|--------------|-----------------|-------------------------|
| Project Year | Metro COG ID | Federal Revenue | Yearly Total Programmed |
| 2023 | 5233024 | \$50,000 | \$117,200 |
| | 5233025 | \$67,200 | |
| 2024 | 5240001 | \$78,800 | \$122,800 |
| | 8240002 | \$44,000 | |
| 2025 | | | \$0 |
| 2026 | | | \$0 |
| 2027 | | | \$0 |

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

| North Dakota | | STBG-U | TA | CRP | Total TMA Federal Revenue Sources |
|--------------|--------------------------------------|--------------|------------------|--------------------|-----------------------------------|
| 2023 | Actual Federal Revenue | \$4,300,000 | \$1,199,689 | \$935,000 | \$6,434,689 |
| | Programmed Funding | \$4,300,000 | \$1,199,689 | \$935,000 | \$6,434,689 |
| | Difference (Excess/[Deficit]) | \$0 | \$0 | \$0 | \$0 |
| 2024 | Projected Federal Revenue | \$9,880,000 | \$830,000 | \$1,120,000 | \$11,830,000 |
| | Programmed Funding | \$9,880,000 | \$823,761 | \$1,120,000 | \$11,823,761 |
| | Difference (Excess/[Deficit]) | \$0 | \$6,239 | \$0 | \$6,239 |
| 2025 | Projected Federal Revenue | \$9,907,534 | \$840,000 | \$1,140,000 | \$11,887,534 |
| | Programmed Funding | \$9,907,534 | \$844,140 | \$1,140,000 | \$11,891,674 |
| | Difference (Excess/[Deficit]) | \$0 | [\$4,140] | \$0 | [\$4,140] |
| 2026 | Projected Federal Revenue | \$10,278,064 | \$850,000 | \$1,160,000 | \$12,288,064 |
| | Programmed Funding | \$10,278,064 | \$0 | \$0 | \$10,278,064 |
| | Difference (Excess/[Deficit]) | \$0 | \$850,000 | \$1,160,000 | \$2,010,000 |
| 2027 | Projected Federal Revenue | \$10,484,210 | \$860,000 | \$1,180,000 | \$12,524,210 |
| | Programmed Funding | \$10,484,210 | \$0 | \$0 | \$10,484,210 |
| | Difference (Excess/[Deficit]) | \$0 | \$860,000 | \$1,180,000 | \$2,040,000 |

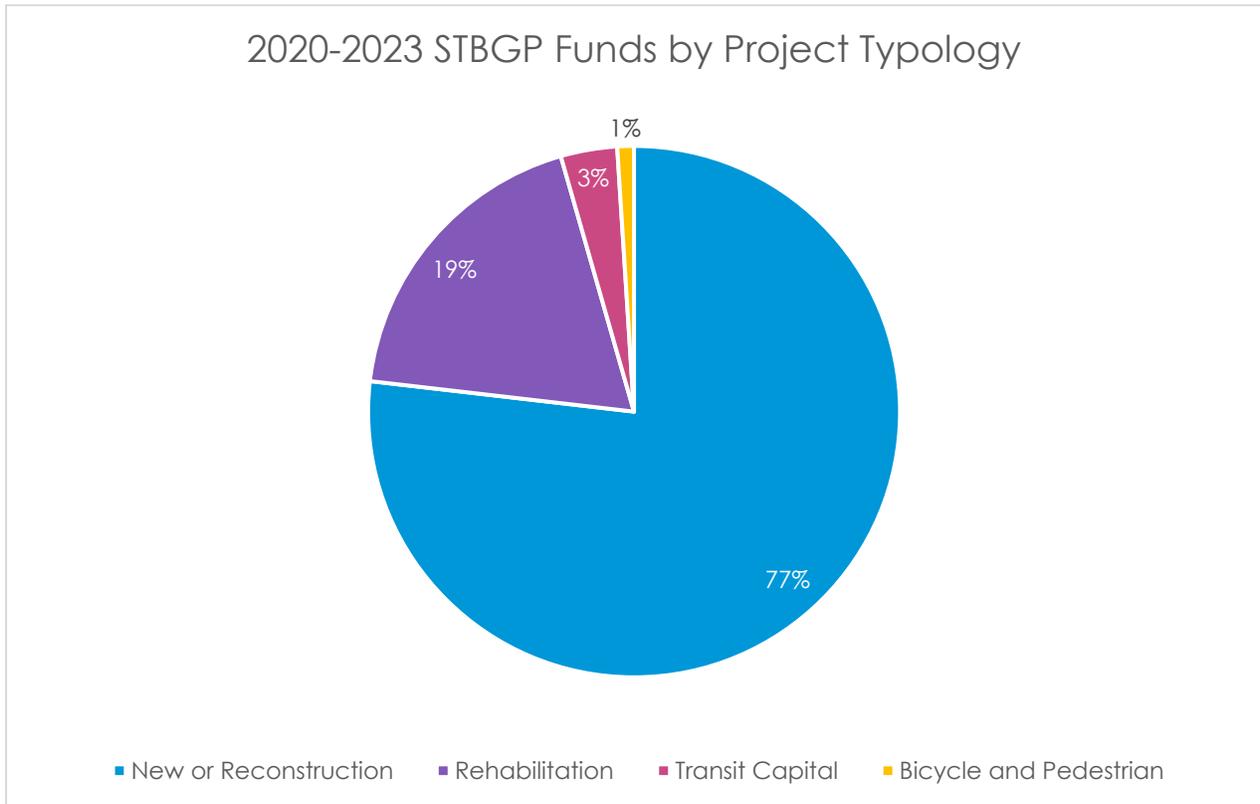
| Minnesota | | STBG-U | TA | CRP | Total TMA Federal Revenue Sources |
|-----------|--------------------------------------|------------------------|---------------------|-------------------|-----------------------------------|
| 2023 | Actual Federal Revenue | \$5,213,552 | \$300,000 | \$117,200 | \$5,630,752 |
| | Programmed Funding | \$5,213,552 | \$300,000 | \$117,200 | \$5,630,752 |
| | Difference (Excess/[Deficit]) | \$0 | \$0 | \$0 | \$0 |
| 2024 | Projected Federal Revenue | \$900,000 | \$130,000 | \$120,000 | \$1,150,000 |
| | Programmed Funding | \$14,506,073 | \$785,000 | \$122,800 | \$15,413,873 |
| | Difference (Excess/[Deficit]) | [\$13,606,073]* | [\$655,000]* | [\$2,800]* | [\$14,263,873]* |
| 2025 | Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |
| | Programmed Funding | \$830,000 | \$0 | \$0 | \$830,000 |
| | Difference (Excess/[Deficit]) | \$70,000 | \$140,000 | \$120,000 | \$330,000 |
| 2026 | Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |
| | Programmed Funding | \$1,272,400 | \$450,000 | \$0 | \$1,722,400 |
| | Difference (Excess/[Deficit]) | [\$372,400]* | [\$310,000]* | \$120,000 | [\$562,400]* |
| 2027 | Projected Federal Revenue | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |
| | Programmed Funding | \$0 | \$0 | \$0 | \$0 |
| | Difference (Excess/[Deficit]) | \$900,000 | \$140,000 | \$120,000 | \$1,160,000 |

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

Table 5. 7 – Historic Surface Transportation Block Grant Program (STBG) Monitoring 2020-2023

| STBGP | 2020 | 2021 | 2022 | 2023 | Total |
|------------------------|---------------------|--------------------|---------------------|---------------------|---------------------|
| Total – MN Side | \$2,136,196 | \$145,600 | \$2,184,200 | \$7,152,000 | \$11,617,996 |
| STBGP-U | \$1,776,196 | \$145,600 | \$28,800 | | \$1,950,596 |
| STBGP-R | | | \$2,155,400 | \$7,152,000 | \$9,307,400 |
| STBGP-TA | \$360,000 | | | | \$360,000 |
| Total – ND Side | \$22,277,989 | \$4,500,000 | \$11,176,260 | \$14,152,091 | \$52,106,340 |
| STBGP-U | \$11,322,989 | \$4,500,000 | \$10,700,000 | \$14,152,091 | \$40,675,080 |
| STBGP-R | \$10,723,000 | | | | \$10,723,000 |
| STBGP-TA | \$232,000 | | \$476,260 | | \$708,260 |
| Total – MPA | \$24,414,185 | \$4,645,600 | \$13,360,460 | \$21,304,091 | \$63,724,336 |
| STBGP-U | \$13,099,185 | \$4,645,600 | \$10,728,800 | \$14,152,091 | \$42,625,676 |
| STBGP-R | \$10,723,000 | | \$2,155,400 | \$7,152,000 | \$20,030,400 |
| STBGP-TA | \$592,000 | | \$476,260 | | \$1,068,260 |

| STBGP | 2020 | 2021 | 2022 | 2023 | Total |
|------------------------|--------------|-------------|-------------|--------------|--------------|
| New or Reconstruction | \$20,655,907 | \$4,500,000 | \$9,700,000 | \$13,777,091 | \$48,632,998 |
| Rehabilitation | \$2,166,278 | | \$2,155,400 | \$7,527,000 | \$11,848,678 |
| Transit Capital | \$1,000,000 | \$145,600 | \$1,028,800 | | \$2,174,400 |
| Bicycle and Pedestrian | \$592,000 | | \$47,260 | | \$639,260 |



Section 6 | Overview of Federal Aid Programs

Section 6 – Overview of Federal Aid Programs

The BIL continues five core formula programs and created a new formula program impacting the MPA that are administered by MnDOT and NDDOT:

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

The following tables are the combined total programmed funding for both North Dakota and Minnesota. Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified below. Additionally, a description of 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 each agency's respective websites:

www.dot.nd.gov
www.dot.state.mn.us

Federal Highway Administration (FHWA)

FHWA annually apportions federal funding from numerous programs as guided by the BIL. The following provides an overview of relevant FHWA programs included in Metro COG's TIP.

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.

Table 6. 1 - NHPP Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|--------------------|---------------------|---------------------|---------------------|
| North Dakota | \$4,747,700 | \$9,543,000 | \$46,915,150 | \$11,747,000 |
| Minnesota | \$0 | \$950,000 | \$0 | \$10,512,932 |
| TOTAL | \$4,747,700 | \$10,493,000 | \$46,915,150 | \$22,259,932 |

Source: Metro COG

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;
- Strategic Highway Network (STRAHNET) – The network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporates the funding prior to Moving Ahead for Progress in the 21st Century Act (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. The BIL continues the NHPP, which was established under MAP-21.

Surface Transportation Block Grant Program (STBG)

The BIL continued STBG that was reworked in The FAST Act from the original Surface Transportation Program (STP) 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.

Table 6. 2 - STBG Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|---------------------|---------------------|---------------------|---------------------|
| North Dakota | \$9,880,000 | \$9,907,534 | \$10,278,064 | \$10,484,210 |
| Minnesota | \$14,506,073 | \$830,000 | \$1,272,400 | \$0 |
| TOTAL | \$24,386,073 | \$10,737,534 | \$11,550,464 | \$10,484,210 |

Source: Metro COG

The BIL apportioned roughly 55% of the STBG Program (after mandatory set-asides) to be obligated in the following areas in proportion to their relative shares of the State's population areas in proportion to their relative shares of the State's population:

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

The remaining 45% may be used in any area of the State.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro

COG's direct allocation of funding, or if it was funded using the respective state's funding.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in the BIL to provide a 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 (NAAQS) 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 STBG funding.

Table 6. 3 - CMAQ Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|------------|------------|------------|------------|
| North Dakota | \$0 | \$0 | \$0 | \$0 |
| Minnesota | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$0 | \$0 | \$0 | \$0 |

Source: Metro COG

Highway Safety Improvement Program (HSIP)

The BIL continued 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.

Table 6. 4 - HSIP Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|--------------------|--------------------|------------------|------------|
| North Dakota | \$5,168,681 | \$4,755,163 | \$718,650 | \$0 |
| Minnesota | \$1,080,000 | \$0 | \$0 | \$0 |
| TOTAL | \$6,248,681 | \$4,755,163 | \$718,650 | \$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 SHSP.

Carbon Reduction Program (CRP)

The BIL established the Carbon Reduction Program (CRP) to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Program oversight is a FHWA responsibility. Funds are apportioned to States through formula.

Table 6. 5 - CRP Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|--------------------|--------------------|------------|------------|
| North Dakota | \$1,120,000 | \$1,140,000 | \$0 | \$0 |
| Minnesota | \$122,800 | \$0 | \$0 | \$0 |
| TOTAL | \$1,242,800 | \$1,140,000 | \$0 | \$0 |

Source: Metro COG

Per the BIL, roughly 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000;
- In urbanized areas with a population of not less than 50,000 and not more than 200,000;
- In urban areas with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The remaining 35 percent of funds may be obligated in any area of the State.

Carbon Reduction Program funds are allowed to be programmed within the MPA.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Transportation Alternatives (TA)

The BIL continued 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 replaced 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, STBG, CMAQ, and HSIP.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Table 6. 6 - TA Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|--------------------|------------------|------------------|------------|
| North Dakota | \$824,761 | \$844,170 | \$0 | \$0 |
| Minnesota | \$785,000 | \$0 | \$450,000 | \$0 |
| TOTAL | \$1,609,761 | \$844,170 | \$450,000 | \$0 |

Source: Metro COG

National Highway Freight Program (NHFP)

The BIL continued NHFP that was established by The FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

NHFP funds are apportioned to each State as a lump sum. Funds are administered by each respective State through their applicable programs.

Table 6. 7 - NHFP Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|------------|------------|------------|------------|
| North Dakota | \$0 | \$0 | \$0 | \$0 |
| Minnesota | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$0 | \$0 | \$0 | \$0 |

Source: Metro COG

Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5310, 5311, and 5339. 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 through urbanized area (UZA) formula available to UZAs having populations over 50,000 for transit capital and operating assistance. In UZAs 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. The funds

lapse five years after the time of apportionment if not obligated by the UZAs within the time frame.

Table 6. 8 - 5307 Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|--------------------|--------------------|--------------------|--------------------|
| North Dakota | \$3,681,523 | \$3,704,000 | \$3,778,000 | \$3,891,340 |
| Minnesota | \$855,600 | \$849,400 | \$1,488,500 | \$1,510,410 |
| TOTAL | \$4,537,123 | \$4,553,400 | \$5,266,500 | \$5,401,750 |

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 are not able to meet these needs. Program funds may be used for capital and operating expenses however, at least 55 percent of the program funds must be used on capital or “traditional” projects as described in Circular 9070.1G, Chapter III. States receive both an urban and rural apportionment of Section 5310 funds.

Table 6. 9 - 5310 Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|-----------------|-----------------|-----------------|-----------------|
| North Dakota | \$83,232 | \$84,897 | \$86,594 | \$86,594 |
| Minnesota | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$83,232 | \$84,897 | \$86,594 | \$86,594 |

Source: Metro COG

Section 5311 Formula Grants for Other than Urbanized Areas

Section 5311 formula funds are provided to the states for the purpose of supporting public transportation in rural areas with populations of less than 50,000. The formula for apportionment is based on land area, population, revenue vehicle miles, and low-income individuals in rural areas. 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 are also used for capital, operating and administrative assistance to local public bodies, tribal governments, nonprofit organizations, and operators of public transportation services or intercity bus service.

Table 6. 10 - 5311 Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|------------|------------|------------|------------|
| North Dakota | \$0 | \$0 | \$0 | \$0 |
| Minnesota | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$0 | \$0 | \$0 | \$0 |

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

Section 5339 provides formula and competitive 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 urbanized area program. Eligible recipients include public or private nonprofit organizations engaged in public transportation.

Table 6. 11 - 5339 Funding Programmed in the MPA

| | 2024 | 2025 | 2026 | 2027 |
|--------------|---------------------|--------------------|------------------|--------------------|
| North Dakota | \$11,872,000 | \$2,511,588 | \$884,000 | \$1,084,000 |
| Minnesota | \$27,592 | \$26,400 | \$0 | \$0 |
| TOTAL | \$11,899,592 | \$2,537,988 | \$884,000 | \$1,084,000 |

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 (STBG) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation is 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. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

Regional Roads Program

The Regional Highway System encompasses the state jurisdictional highways in urbanized 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 serving the greatest amount of through traffic, and in the most efficient manner.
- Truck routes.
- Where 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 STBG 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 NDDOT - Fargo District Engineer. Project solicitation is based on an NDDOT 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. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

ND Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program

The NDSTREET Program provides an opportunity for cities with less than 5,000 population, that have a state highway within their corporate boundaries, to improve that roadway. Projects are intended to improve or add multimodal transportation facilities through that community. Metro COG leads the project solicitation and prioritization process with NDDOT's application. Metro COG submits local projects to NDDOT for selection.

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 program provides funding to jurisdictions for programs and qualified projects as defined by the FAST Act as transportation alternatives. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however, Metro COG has a parallel evaluation tool that allows projects to be evaluated by the Metropolitan Bicycle and Pedestrian Committee, TTC, and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT. NDDOT, via the TA Project Selection Committee, makes project selection, in cooperation with Metro COG.

Section 5307 Urbanized Area Formula Program

Section 5307 funds are provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with NDDOT and Metro COG. No formal solicitation process or 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.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NDDOT receives two (2) separate statewide apportionments for Section 5310. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. Projects submitted through Metro COG will be locally evaluated by the MAT Coordinating Board, TTC, and prioritized by the Metro COG Policy Board.

Table 6. 12 - Project Solicitation and Programming Matrix for North Dakota

| Funding Source | Project Solicitation (Lead Agency) | Application | Evaluation & Prioritization | Project Selection |
|------------------------------------|------------------------------------|---------------------------------|-----------------------------|-------------------|
| North Dakota Urban Roads (STBG) | Metro COG | Metro COG + NDDOT Scoping Sheet | Metro COG | Metro COG |
| North Dakota Regional Roads (STBG) | Metro COG | Metro COG + NDDOT Scoring Sheet | Metro COG | NDDOT |
| Transportation Alternatives | Metro COG | NDDOT | Metro COG | Metro COG |
| Carbon Reduction Program | Metro COG | NDDOT | Metro COG | Metro COG |
| FTA Section 5307 | Metro COG | No application required | No application required | MATBUS |
| FTA Section 5310 | Metro COG | NDDOT | Metro COG | MATBUS |
| FTA Section 5339 | Metro COG | X | Metro COG | MATBUS |
| 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

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 200,000 in population;
- Statewide (urbanized or rural).

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.

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 being to provide Metro COG an opportunity to comment on emerging project priorities of 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 described above is summarized in Table 7-1 below.

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 subcommittees. The development of the Metro COG 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 STBG, 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 areas)
- 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.

Upon completion of the Metro COG solicitation process; applications will be forwarded to the 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 and prioritized by the Metropolitan Bicycle and Pedestrian Committee, TTC, and Metro COG Policy Board. 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. MnDOT maintains an SRTS funding program through legislatively appropriated state funds and federal aid set asides including but not limited to the TA program. MnDOT will lead project solicitation of SRTS funds, in cooperation with 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 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 \$885,000 in Section 5307 formula funds.

Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5310. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);
- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Section 5339 Bus and Bus Related Facilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5339. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);

- Urbanized Areas between 50,000 and 200,000 in population;
- Statewide (urbanized or rural).

Transit Capital (ATP Managed STBG)

Metro COG works in cooperation with MATBUS and the ATP regarding the development of priority projects for funding with the ATP Managed STBG 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 existing 10-year capital planning needs developed cooperatively between Metro COG, MATBUS, and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

Public Transit Participation Program (Minnesota State Aid for Public Transit)

MnDOT annually disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers currently apply biannually for operating, capital, and planning activities. Eligibility is determined by state statute with the City of Moorhead annually receiving approximately \$2,000,000 for fixed route operations and \$500,000 for paratransit operations providing service to Moorhead and Dilworth. Other providers for the area include Transit Alternatives which serves Clay, Otter Tail, and Wilkin Counties. As non-federal and non-regionally significant projects, these State Aid funds for Transit Alternatives typically do not appear in Metro COG's TIP.

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 HSIP, NHPP, STBG Statewide, etc. 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 described previously is summarized in Table 7-2 on the previous page.

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

| Funding Source | Project Solicitation (Lead Agency) | Application | Evaluation & Prioritization | Project Selection |
|-------------------------------------|------------------------------------|-------------|-----------------------------|-------------------|
| City/County Road (ATP Managed STBG) | Metro COG | Metro COG | Metro COG/ ATP | ATP |
| Surface Transportation Block Grant | Metro COG | Metro COG | Metro COG | Metro COG |
| Transportation Alternatives Program | Metro COG | MnDOT | Metro COG | Metro COG |
| Carbon Reduction Program (CRP) | Metro COG | MnDOT | Metro COG | Metro COG |
| Transit Capital (ATP Managed STBG) | 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 | MATBUS |
| FTA Section 5310 | Metro COG | MnDOT | Metro COG | MATBUS |
| FTA Section 5339 | Metro COG | X | Metro COG | MATBUS |
| Other (NHPP, HSIP, etc.) | MNDOT | MnDOT | * | ** |

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

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

Source: Metro COG

Coronavirus Pandemic Relief Funds

Some of the following federal funding sources may not be required to be delineated in the TIP however, Metro COG will include federal funding sources in the TIP as required by each specific federal law. For those funds not required to be in the TIP, Metro COG has included as much detail as possible in the TIP for informational purposes.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act

The CARES Act is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic.

The CARES Act allocated \$25 billion to FTA recipients of urbanized area (Section 5307) and rural area (Section 5311) formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at 100-percent federal share, with no local match requirement and is available to support capital, operating, and other expenses generally eligible under said programs to prevent, prepare for, and respond to COVID-19.

Moorhead Transit (MATBUS) received an apportionment of \$2,503,844 and Fargo Transit (MATBUS) received an apportionment of \$7,936,636 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. MATBUS can use FTA 5307 CARES Act funding for expenses traditionally eligible under Section 5307. Eligible expenses must occur on or after January 20, 2020.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

The CRRSAA is a \$900 billion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on December 27, 2020, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The CRRSAA provided supplemental appropriations for COVID-19 relief.

The CRRSAA allocated \$14 billion to FTA recipients of urbanized area (Section 5307), rural area (Section 5311), and enhanced mobility funds (Section 5310), with \$13.26 billion to large and small urban areas, \$678.2 million for rural areas and tribes, and \$50 million for enhanced mobility of seniors and individuals with disabilities. Funding is

provided at 100-percent federal share, with no local match requirement and is available to support expenses eligible under the relevant program. CRRSAA direction is to prioritize payroll and operational needs.

Although the State of Minnesota received an apportionment of FY 2021 FTA 5307 Urbanized Area Formula Funds, the State of North Dakota and therefore MATBUS, did not receive an apportionment of FY 2021 FTA 5307 Urbanized Area Formula funds through CRRSAA. Minnesota received an apportionment of \$120,611 and North Dakota received an apportionment of \$74,762 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population. The CRRSAA also allocated \$10 billion to FHWA for Highway Infrastructure Programs (HIP). Funding is provided at 100-percent federal share, with no local match requirement and is available for expenses typically eligible under the STBG. In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Fargo received an apportionment of \$808,620 and West Fargo received an apportionment of \$386,710 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2024-2027 TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. Moorhead) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024 or through FY 2024.

American Rescue Plan Act of 2021 (ARP)

The ARP is a \$1.9 trillion economic stimulus bill passed by the 117th U.S. Congress and signed into law by President Joe Biden on March 11, 2021, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The ARP includes supplemental appropriations allocated to support COVID-19 relief.

The ARP allocated \$30.5 billion to FTA recipients of urbanized (Section 5307)/rural area and tribal governments (Section 5311) formulas (\$26.6 billion), areas hit hardest by the COVID-19 pandemic (\$2.2 billion), Capital Investment Grants (CIG) Program (\$1.675 billion), enhanced mobility of seniors and individuals with disabilities (Section 5310) formula program (\$50 million), competitive planning grants (\$25 million), and competitive tribal grants (\$5 million). Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses generally eligible under said programs to continue recovering from the COVID-19 pandemic.

Moorhead Transit (MATBUS) received an apportionment of \$992,279 and Fargo Transit (MATBUS) received an apportionment of \$3,130,087 in FY 2021 FTA 5307 Urbanized Area Formula funds as allocated through the ARP. Minnesota received an apportionment of \$120,613 and North Dakota received an apportionment of \$74,763 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The Inflation Reduction Act of 2022 (IRA)

The Inflation Reduction Act of 2022 will make a historic down payment on deficit reduction to fight inflation, invest in domestic energy production and manufacturing, and reduce carbon emissions by roughly 40 percent by 2030. The bill will also finally allow Medicare to negotiate for prescription drug prices and extend the expanded Affordable Care Act program for three years, through 2025. Additionally, the agreement calls for comprehensive Permitting reform legislation to be passed before

the end of the fiscal year. Permitting reform is essential to unlocking domestic energy and transmission projects, which will lower costs for consumers and help us meet our long-term emissions goals.

Inflation Reduction Act:

1. Expands Medicare benefits: free vaccines (2023), \$35/month insulin (2023) and caps out-of-pocket drug costs to an estimated \$4,000 or less in 2024 and settling at \$2,000 in 2025
2. Lowers energy bills: cuts energy bills by \$500 to \$1,000 per year
3. Makes historic climate investment: reduces carbon emissions by roughly 40% by 2030
4. Lowers health care costs: saves the average enrollee \$800/year in the ACA marketplace, allows Medicare to negotiate 100 drugs over the next decade, and requires drug companies to rebate back price increases higher than inflation
5. Creates manufacturing jobs: more than \$60 billion invested will create millions of new domestic clean manufacturing jobs
6. Invests in disadvantaged communities: cleaning up pollution and taking steps to reducing environmental injustice with \$60 billion for environmental justice
7. Closes tax loopholes used by wealthy: a 15% corporate minimum tax, a 1% fee on stock buybacks and enhanced IRS enforcement
8. Protects families and small business making \$400,000 or less

Section 7 | Performance Measures

Section 7 – Performance Measures

Introduction

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 on 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.

Regional Performance Management

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 traveled (VMT) datasets are limited, but are required to set these performance targets. NDDOT and MnDOT each provide crash data to the area, but VMT must be manually calculated for our region, which is beyond Metro COG's 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 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 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 the MPA, this requires signed agreements with each state when setting each performance measurement.

Latest Action

In February 2023, Metro COG set PM1 – Safety targets for the fifth time. For the fifth year in a row, Metro COG reviewed crash data and VMT and decided to support each respective state's DOT targets in the applicable portions of the MPA. The MnDOT column represents the state and MN-side of the MPA, while the NDDOT column represents the state and ND-side MPA adopted Targets.

Table 7. 1 – 2023 Adopted PM1 - Safety Performance Target

| Target | MnDOT Targets | NDDOT Targets |
|---|---------------|---------------|
| Number of Fatalities | 352.4 | 99.2 |
| Rate of Fatalities (per 100M VMT) | 0.582 | 1.080 |
| Number of Serious Injuries | 1,463.4 | 397.1 |
| Rate of Serious Injuries (per 100M VMT) | 2.470 | 4.201 |
| Number of Non-motorized Fatalities & Non-motorized Serious Injuries | 258.4 | 33.5 |

Source: Metro COG

In February 2023, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures for the second time. 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. The MnDOT column represents the state and MN-side MPA-adopted targets, while the NDDOT column represents the state and ND-side MPA-adopted targets. MnDOT and NDDOT adopt PM2 and PM3 every four years, covering a four-year performance period. At the two-year mark (2023) of the performance period, the DOTs have the opportunity to adjust the target. Both DOTs made minor adjustments to their targets in 2023, which are reflected in the table below.

Table 7. 2 - 2023 Adopted PM2 - Pavement Condition Performance Targets

| Target | MnDOT Targets | NDDOT Targets |
|---|---------------|---------------|
| Percentage of NHS Bridges in Good Condition | 30% | 50% |
| Percentage of NHS Bridges in Poor Condition | 5% | 10 |
| Percentage of Interstate Pavement in Good Condition | 60% | 75.6% |
| Percentage of Interstate Pavement in Poor Condition | 2% | 3% |
| Percentage of Non-Interstate NHS Pavement in Good Condition | 55% | 58.3% |
| Percentage of Non-Interstate NHS Pavement in Poor Condition | 2% | 3% |

Source: Metro COG

Table 7. 3 - 2023 Adopted PM3 - System Reliability Performance Targets

| Target | MnDOT Targets | NDDOT Targets |
|---|---------------|---------------|
| Percentage of Person Miles Traveled on the Interstate that are reliable | 80% | 85% |
| Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable | 82% | 85% |
| Truck Travel Time Reliability Index | 1.4 | 2.0 |

Source: Metro COG

After a significant review of datasets, Metro COG decided to set PM3 targets for the entire MPA that aligned with MnDOT's PM3 statewide targets. The purpose was to create consistent system reliability across the MPA. The Metro COG column represents MPA-adopted targets, while the MnDOT and NDDOT columns represent each respective State's adopted targets.

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 operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS.

Metro COG updated its Metropolitan Transportation Plan (MTP) in 2019 and incorporated the Transportation Performance Measurement philosophy throughout the guiding document. The MTP designates the region's transportation priorities for the upcoming five-year period. The MTP carries forward performance-based planning and programming that supports Metro COG's performance targets through project selection and prioritization processes.

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 on a five-year rolling average. Thus, 2022 targets were based on the total for 2016, 2017, 2018, 2019, and 2020 then divided by five (5). Subsequently, 2023 targets are based on the total of 2017, 2018, 2019, 2020, and 2021 then divided by five (5). Hence with each year, the average can change based on new data.

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 2022 and 2023, to support and adopt the PM1-Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2023 PM1 – Safety performance targets can be found in Table 7-4. Metro COG participates in safety planning on the state and county levels, 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 consideration when prioritizing projects to be implemented at a local and regional level.

In regards to the 2024-2027 TIP, over \$11 million of Highway Safety Improvement Program (HSIP) funds are programmed towards median barrier improvements along Interstate 94 and Interstate 29. This is to reduce the severity of crashes, working towards Metro COG's PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Not only federal projects but locally funded projects are also making safety improvements to the transportation system.

Table 7. 4 - 2023 FM Region PM1 - Safety Numbers (2017-2021 rolling average)

| Target | Minnesota Portion of MPA* | MnDOT Targets | North Dakota Portion of MPA* | NDDOT Targets |
|------------------------------------|---------------------------|---------------|------------------------------|---------------|
| Number of Fatalities | 2.0 | 352.4 | 5.8 | 99.2 |
| Rate of Fatalities (per 100M VMT) | 0.304 | 0.582 | 0.267 | 1.080 |
| Number of Serious Injuries | 8.2 | 1,463.4 | 34.8 | 397.1 |
| Rate of Serious Injuries | 0.746 | 2.470 | 1.661 | 4.201 |
| Number of Non-motorized Fatalities | 0.6 | 258.4 | 4.80 | 33.5 |

*Numbers are calculated using a 5-year rolling average with crash dates from 2017-2021

Source: Metro COG

PM2 - Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates six 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 is 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 meeting and exceeding some of the bridge condition performance targets in both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Despite not meeting the Bridges in Good Condition target for Minnesota, Metro COG chose, on February 2023, to support Minnesota and North Dakota targets by adopting the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. Because Metro COG does not fund the maintenance of the bridges on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met. One contributing factor for bridge condition performance targets for the FM Area within Minnesota is lower than the State's targets may be due to the quantity, or lack thereof, of bridges on the NHS. In this case, the percentage of bridges in good and poor condition may only include a few.

Some of the programming is identified in the 2024-2027 TIP through projects for bridge maintenance, bridge deck repair, painting, and other bridge rehabilitation. The majority of bridges slated for these repairs are in program years 2023 through 2025 however, a majority of the bridge rehabilitation projects are on the ND side of the MPA. With these projects completed over the next four years, the bridge condition percentages within the ND-side of the MPA are expected to increase and meet the NDDOT's targets however, Metro COG should collaborate on programming necessary bridge rehabilitation projects within the MN-side of the MPA over the next four FFY to meet MnDOT targets.

In the table on the next page, the PM2-Bridge Condition targets for each state and the subsequent portions of each state within the MPA are identified.

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 7. 5 – 2023 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 | 11.87% | 30% | 54.05% | 50% |
| Percentage of NHS Bridges in Poor Condition | 5.95% | 5% | 2.03% | 10% |

Source: Metro COG

The Fargo-Moorhead region is meeting and exceeding most of the pavement condition performance targets in both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Based on this information, in February 2023, Metro COG chose to support Minnesota and North Dakota targets by adopting the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA.

Even with the high percentage of Good or Excellent condition rating for the pavement within the MPA, there are still several pavement repair, replacement, and maintenance projects programmed in the 2024-2027 TIP. The projects are programmed in every FFY of the TIP to keep some of the Good condition roadways from falling into the Fair condition category. Through this proactive planning approach, the States and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the NHS roadways in the MPA keeping the NHS in a state of good repair. Because Metro COG does not fund the maintenance of the interstates on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met.

Table 7. 6 - 2023 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 | 67.42% | 60% | 77.35% | 75.6% |
| Percentage of Interstate Pavement in Poor | 0% | 2% | 0% | 3% |
| Percentage of Non-Interstate NHS Pavement in Good | 52.94% | 55% | 15.55% | 58.3% |
| Percentage of Non-Interstate NHS Pavement in Poor | 0% | 2% | 0.87% | 3% |

Source: Metro COG

PM3 - System Reliability

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

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

Each of these individual targets is established every four years, but State DOTs are required to report on each target annually. These three performance targets 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 the 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 roadways are considered to have a ratio of 1.50 or less, whereas segments of roadways with a ratio above 1.50 are considered unreliable.

Below 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 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 7. 1 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 is important to note that the lower the Reliability Index, the more reliable a roadway segment is.



Figure 7. 1 – 2018 FM Region PM3 – Travel Time Reliability Index

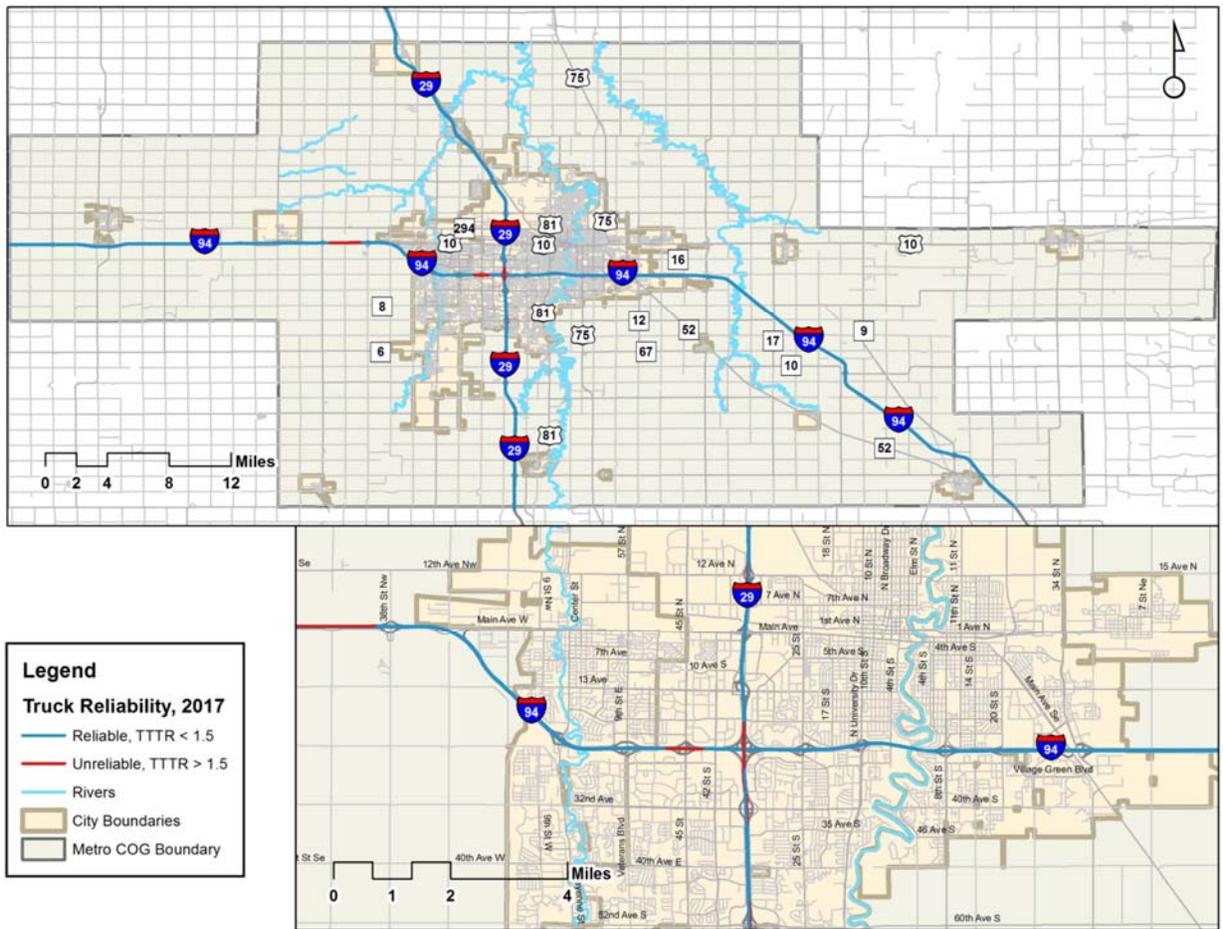


Figure 7. 2 – 2018 FM Region PM3 – Truck Travel Time Reliability Index

Because the PM3 maps cannot be updated at this time with current data from NPMRDS, Metro COG was unable to identify if the MPA is meeting and/or exceeding the targets set by each state at a granular level. However, similar to the 2018 PM3 adoption, Metro COG decided to adopt, for the second time, consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA – this can be seen in **Table 7.7**, where PM3 met or exceeded all targets except for Percentage of Person Miles Traveled on the Non-Interstate NHS on the ND-side of the MPA. Metro COG followed the Minnesota adopted targets because 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. In order to improve and maintain system reliability across the MPA, there are numerous new constructions, reconstruction, and rehabilitation projects in the 2024-2027 TIP that will help to ensure that Metro COG meets its PM3 targets.

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

| Target | Minnesota Portion of MPA* | MnDOT Targets | North Dakota Portion of MPA* | NDDOT Targets |
|---|---------------------------|---------------|------------------------------|---------------|
| Percentage of Person Miles Traveled on the Interstate that | 100% | 80% | 100% | 85% |
| Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable | 85% | 82% | 67% | 85% |
| Truck Travel Time Reliability Index | 1.14 | 1.4 | 1.23 | 2.0 |

Source: Metro COG

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 operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS. Although MATBUS updates TAM targets on an annual basis, Metro COG continues to maintain the targets adopted in 2018 by consulting and coordinating with MATBUS that both agencies' targets are in alignment. Metro COG is required to adopt new targets at least once every four years, in conjunction with when MATBUS is required to update the Transit Asset Management Plan (TAM). The next TAM update will occur no later than 2022.

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of projects in the 2024-2027 TIP. Fargo and Moorhead Transit projects consist typically of operating funds for fixed-route and paratransit services however, there are numerous vehicle replacement and other capital purchase projects.

Through the most recent 2016-2020 Transit Development Plan (TDP), if all projects come to fruition, MATBUS will remain up to date on bus replacement. In order to maintain bus replacements, Metro COG has agreed to solicit a bus replacement project using STBG flexible funds every other year. The flexing of FHWA STBG funding for transit capital purchases started in 2017. This expenditure involves one million dollars of Federal

highway funds with MATBUS providing the \$250,000 local match for capital bus purchases. MATBUS may be caught up on their fixed-route bus replacement by 2021, however, a proactive planning approach will ensure the transit system operates in a state of good repair. Metro COG has conveyed the need for this prioritization to NDDOT when soliciting STBG-funded projects. MnDOT has also recently started flexing FHWA STBG for transit vehicle purchases for MATBUS, which helps make more FTA Section 5307 funding available for other capital bus purchase needs, should they arise.

In 2017, Metro COG requested and NDDOT agreed, to the prioritization of STBG funds for capital bus purchases, which has significantly helped meet the needs of MATBUS. Even more recently, MnDOT seems to have opened up more flexible STBG spending on capital bus purchases, which is reflected in the number of STBG bus replacement projects in the TIP. To solidify this regional goal of continuing to operate and maintain MATBUS in a state of good repair, the currently adopted MTP, Metro Grow, explicitly lays out a policy directive to spend a certain percentage of flexible FHWA dollars on transit-related capital purchases moving forward.

Public Transportation Agency Safety Plan (PTASP)

In addition to TAM plans, FTA requires some public transportation system operators that receive FTA Section 5307 Urbanized Area Formula funds to develop safety plans that include a Safety Management System (SMS) framework. MATBUS, the FM Area's public transportation system operator that receives Section 5307 Urbanized Area Formula funds, has adopted an SMS framework as an explicit element of the agency's responsibility by establishing safety policy; identifying hazards and controlling risks; goal setting, planning, and measuring performance. To ensure transit safety and in order to comply with FTA requirements, MATBUS has developed and adopted a PTASP to comply with FTA regulations and establish safety performance targets as identified in the National Public Transportation Safety Plan (URL below):

www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

The SMS components of MATBUS' PTASP must include the following:

1. Safety Management Policy
 - » Safety Management Policy Statement
 - » Safety Accountabilities and Responsibilities
 - » Integration with Public Safety and Emergency Management
 - » SMS Documentation and Records
2. Safety Risk Management

- » Safety Hazard Identification
- » Safety Risk Assessment
- » Safety Risk Mitigation
- 3. Safety Assurance
 - » Safety Performance Monitoring and Measurement
 - » Management of Change
 - » Continuous Improvement
- 4. Safety Promotion
 - » Safety Communication
 - » Competencies and Training

The PTASP establishes safety performance targets to address safety performance measures that will assist MATBUS in identifying and addressing safety concerns or hazardous conditions. The PTASP also guides MATBUS on the necessary processes required to mitigate said risks with minimal impact on the agency's passengers, employees, and equipment.

Transit safety performance measures include:

- Injuries
 - » Number of Injuries (Fixed Route)
 - » Number of Injuries (On Demand)
 - » Number of Injuries per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Injuries per 100,000 vehicle revenue miles (On Demand)
 - » Employee work days lost to injuries per specific time period
- Fatalities
 - » Number of Fatalities (Fixed Route)
 - » Number of Fatalities (On Demand)
 - » Number of Fatalities per 100,000 vehicle revenue miles (Fixed Route)

- » Number of Fatalities per 100,000 vehicle revenue miles (On Demand)
- » Work-related fatalities per specific time period
- Safety Events
 - » Total Number of Safety Events (Fixed Route)
 - » Total Number of Safety Events (On Demand)
 - » Number of Safety Events per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Safety Events per 100,000 vehicle revenue miles (On Demand)
- System Reliability
 - » Mean distance between major mechanical failure (Fixed Route)
 - » Mean distance between major mechanical failure (On Demand)
 - » Percent of preventative maintenance inspections completed within 10% of scheduled mileage
- Safety Culture
 - » Number of training hours for staff per specified time period
 - » Results of employee survey
 - » Percentage of staff participating in hazard reporting

The following tables list the safety targets set for MATBUS. The Cities of Fargo, ND, and Moorhead, MN will officially transmit targets in writing to NDDOT and MnDOT by July 15 of each year.

Table 7. 8 - 2022 PTASP Injury Targets

| Mode of Service | Injuries (Total) | | Injuries (Per 100,000 VRM) | |
|---------------------------|------------------|----------|----------------------------|----------|
| | Fargo | Moorhead | Fargo | Moorhead |
| Fixed Route Bus | 1 | .4 | .11 | .08 |
| On Demand/ADA Paratransit | 0 | | 0 | |
| Valley Senior Services | 0 | | 0 | |

Source: MATBUS

Table 7. 9 - 2022 PTASP Fatality Targets

| Mode of Service | Fatalities (Total) | Fatalities (per 100,000 VRM) | Work-Related employee fatalities |
|---------------------------|--------------------|------------------------------|----------------------------------|
| Fixed Route Bus | 0 | 0 | 0 |
| On Demand/ADA Paratransit | 0 | 0 | 0 |

Source: MATBUS

Table 7. 10 - 2022 PTASP Safety Event Targets

| Mode of Service | Safety Event (Total) | | Safety Event (Per 100,000 VRM) | |
|---------------------------|----------------------|----------|--------------------------------|----------|
| | Fargo | Moorhead | Fargo | Moorhead |
| Fixed Route Bus | 1.8 | 1.2 | .19 | .25 |
| On Demand/ADA Paratransit | .2 | | .06 | |
| Valley Senior Services | 0 | | 0 | |

Source: MATBUS

Table 7. 11 - 2022 PTASP System Reliability Targets

| Mean distance between major mechanical failures (Fixed Route) | Mean distance between major mechanical failures (On Demand) | Percentage of PM completed within 10% of scheduled mileage |
|---|---|--|
| 9,000 | 12,000 | 90 |

Source: MATBUS

There are several programmed projects in the 2024-2027 TIP that will help MATBUS achieve PTASP performance targets. Numerous vehicle replacement projects are anticipated to positively impact system reliability for both fixed routes and on-demand services. Metro COG will continue to support MATBUS in achieving PTASP performance targets in other ways as well, not just through TIP-programmed projects.

MATBUS and other transit operators who receive FTA Section 5310 or Section 5311 funds will be required to certify that they have a safety plan in place meeting the requirements of the rule (49 CFR Part 673) and will be required to update the PTASP on an annual basis. Metro COG is not required to adopt PTASP targets on an annual basis however, must adopt PTASP targets when a new PTASP is adopted by MATBUS (at least once every four years).

MPO Investment Priorities

Due to the FM Area's high growth rate over the last three decades, most of Metro COG's priorities in the MPA have

been expanding the transportation network into new growth areas. The focus of Metro COG's corridor studies has been 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 added strain to the system. However, even with the historic and projected growth of the region, the direction of Metro COG's MTP has shifted from prioritizing the expansion of roadways to prioritizing the preservation and maintenance of existing roadways and infrastructure as the top priority for the transportation system in the MPA. This is a big change in the way Metro COG and local jurisdictions think about where federal dollars should be spent; focusing on the infrastructure that is already in place rather than the continual expansion of the network.

Metro COG's MTP also analyzes where funds are being allocated to the transportation system. The plan focuses 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, project prioritizations must be 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 toward the achievement of each of the aforementioned 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 conscientiously and deliberately aligning project prioritization with performance targets while focusing on creating livability through the transportation network, managing risk in investments, and tracking changes in local funding sources and projects carried out with local funding.

Section 8 | Environmental Considerations

Section 8 – Environmental Considerations

Environmental Justice/Title VI

Building on the foundational efforts of [Executive Order 12898](#) on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, [Executive Order 14008](#) established several brand-new environmental justice [initiatives](#), including:

- The [White House Environmental Justice Interagency Council \(IAC\)](#), an inter-governmental body comprised of the heads of key Federal agencies that seeks to advance environmental justice across the Biden-Harris Administration and is developing strategies to address current and historic environmental injustice.
- The first-ever [White House Environmental Justice Advisory Council \(WHEJAC\)](#), an advisory committee comprised of environmental justice leaders and experts, which advises the IAC and the Chair of the Council on Environmental Quality (CEQ) on ways to increase the Federal Government's efforts on environmental justice.
- The government-wide [Justice40 Initiative](#), which aims to provide 40 percent of the overall benefits of Federal investments relating to climate change, clean energy, and other areas to disadvantaged communities who are marginalized, underserved, and overburdened by pollution.
- The development of a [Climate and Economic Justice Screening Tool](#), which seeks to help agencies identify disadvantaged communities for the purposes of the Justice40 Initiative and thereby inform equitable decision-making across the Federal Government.
- The establishment of an [Environmental Justice Scorecard](#), which will track Federal agency performance on environmental justice, including on the Justice40 Initiative.

Securing environmental justice for all is not a goal that can be achieved in one year, nor through a single initiative. For the Biden-Harris Administration, environmental justice is a whole-of-government commitment that requires early, meaningful, and sustained partnership with communities and dedicated leadership in Federal agencies

The maps on the following pages shows projects that are part of the 2024-2027 TIP that have project footprints in areas with significant low-income or minority populations. An EJ project is defined as having the potential to have an impact on the EJ area if any portion of a project intersects with the defined boundaries of either a low-income population or a minority population area or if any portion of a project ran directly adjacent to said area. The EJ areas within the metropolitan Planning area were defined

by the 2020 Decennial Census. With the use of the Census and the most current American Community Survey (2017-2021 5-yr estimates), Metro COG was able to visualize the 2024-2027 TIP Projects that ran within ¼-mile of an EJ area. FIGURE 8.1 shows TIP Projects that are located within ¼-mile of EJ areas. The subsequent table (TABLE 8.1) lists the mapped projects. 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 MPO 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 USDOT in 1997 issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The USDOT Order addresses the requirements of Executive Order 12898 and sets forth USDOT's policy to promote the principles of EJ in all programs, policies, and activities under its jurisdiction. FHWA and FTA have been working with state and local transportation partners to make sure that the principles of EJ are integrated into every aspect of their mission.

The Climate and Economic Justice Screening Tool discussed above was utilized in recent solicitations to assess the level at which projects impacted disadvantaged communities. Through our assessment of the tool, it became apparent that this tool does not adequately represent the FM area. Therefore, the results of this tool were not heavily relied upon during the solicitation process. Another tool utilized during a recent solicitation was the [CMAQ Emissions Calculator Toolkit](#). This toolkit allowed the TTC and Policy Board to assess the potential carbon emissions reduced by a potential project.

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 designated 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.

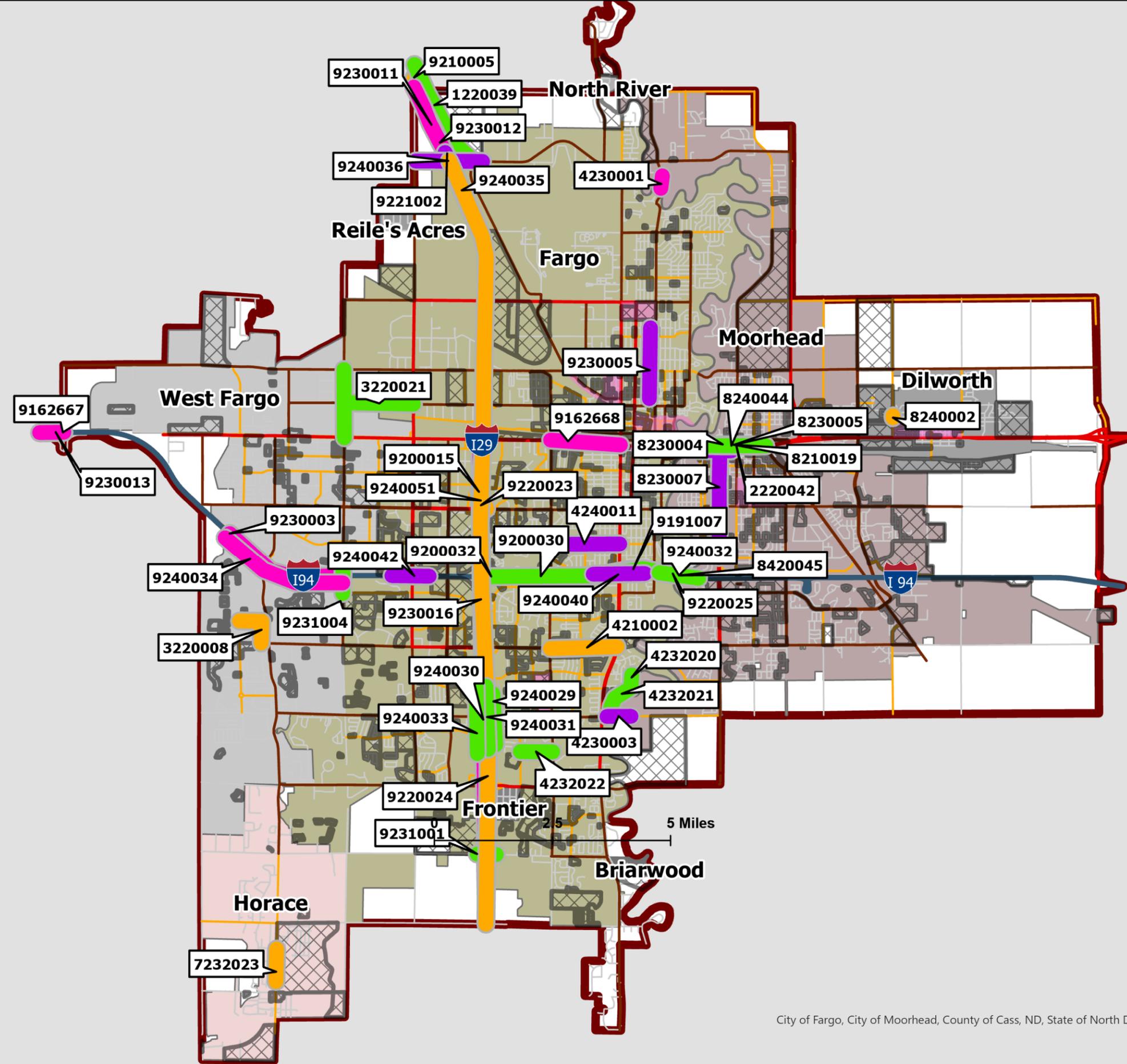
National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have

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 nonattainment 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 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.

Although the FM Areas is in attainment for air quality, Metro Grow outlines a proactive planning approach for the FM Area, making alternative modes of transportation such as bicycles and transit, a priority for future transportation network investments to maintain air quality.



Mapped Projects

- 2024 Projects
- 2025 Projects
- 2026 Projects
- 2027 Projects

Important Boundaries

- Urbanized Boundary, 2013
- MPA Boundary, 2012

Functional Classifications

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

Environmental Justice Indicators

- Low Income Areas
- Blocks with >25% Minority Populations

City of Fargo, City of Moorhead, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA, USGS, FEMA



| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|--------------------|--------------|---------------|-------------|-----------------------------------|--------|---|---|---|------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| NDDOT | 9230001 | 23052 | 2023 | 8th Ave N | 0.7 | 2nd St N | 11th St N | Reconstruction of 8th Ave N | Reconstruction | \$7,094,000 | Non NHSU | \$3,081,000 | | \$4,013,000 | | |
| NDDOT | 9230002 | 23217 | 2023 | 2nd St N | 0.7 | 2nd St S | 7th Ave N | Reconstruction and landscaping of 2nd St S | Reconstruction | \$2,093,000 | UGP | \$1,402,000 | | \$691,000 | | |
| City of Fargo | 4210004 | 23933 | 2023 | 42nd St S & I-94 Grade Separation | | | | Structure Rehabilitation Connected to 4237034. | Rehabilitation | \$375,000 | STBGPU | \$300,000 | | \$75,000 | | |
| City of Fargo | 4220003 | 23238 | 2023 | Bison Village/10th St N | 0.5 | 32nd Ave N | 36th/37th Ave N | Construction of a Shared Use Path and Bike Facilities | Bike/Ped | \$329,000 | TA | \$266,000 | | \$63,000 | | |
| City of West Fargo | 3220008 | 23247 | 2023 | 28th Ave W and 5th St W | | 9th St W (28th Ave)/Eaglewood Park (5th St) | 5th St W (28th Ave)/WF Sport Arena-Lights @ Sheyenne (5th St) | Construction of a Shared Use Path | Bike/Ped | \$466,000 | TA | \$377,000 | | \$89,000 | | |
| MNDOT | 8230001 | 1401-177RW | 2023 | US 10 & 11th St | | 8th St | 14th St | **B2020**: On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020) | ROW | \$4,500,000 | | | \$4,500,000 | | | |
| Clay County | 2200009 | 014-652-016AC | 2023 | CSAH 52 | 6.2 | CR 67 in Sabin | I-94 Bridge in Moorhead | ***AC*** On CSAH 52, From CR 67 in Sabin to I-94 Bridge in Moorhead, Bituminous Mill and Overlay (AC Project, Payback 1 of 1) See Project 2190039 | Rehabilitation | \$1,032,240 | STBGPR | \$1,032,240 | | | | |
| Clay County | 2200014 | 014-631-024AC | 2023 | CSAH 31 | 9.5 | CSAH 10 | S County Line | ***AC*** On CSAH 31, From S County Line to CSAH 10, Bituminous Mill and Overlay (AC Project, Payback 1 of 1) See Project 2190038 | Rehabilitation | \$362,760 | STBGPR | \$362,760 | | | | |
| NDDOT | 9191007 | 22628-8210 | 2024 | I-94E | 1.9 | 25th St Interchange | Red River | Lift Station, Storm Sewer | Rehabilitation | \$2,073,000 | IM | \$1,865,700 | \$207,300 | | | |
| NDDOT | 9200015 | 22629 | 2024 | I-29N | 0.2 | 13th Ave S NE Ramp | | Portland Concrete Cement Pave, Widening | Rehabilitation | \$253,000 | IM | \$228,000 | \$25,000 | | | |
| City of Fargo | 4210002 | 22925 | 2024 | 32nd Ave S | | 25th St S | University Dr | Reconstruction of 32nd Ave S in Fargo | Reconstruction | \$17,700,000 | STBG | \$9,880,000 | | \$7,820,000 | | |
| MNDOT | 8230005 | 1401-177RW1 | 2024 | US 10 & 11th St | | 8th St | 14th St | On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead (Associated to 1401-177) | ROW | \$1,500,000 | | | \$1,500,000 | | | |
| City of Moorhead | 5210018 | 144-010-020 | 2024 | US 10 & 11th St | | 8th St | 14th St | **AC**: Moorhead Underpass: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (AC Payback in 2025, 2026) | Reconstruction | \$7,634,091 | STBGPU | \$6,107,273 | | \$1,526,818 | | |
| City of Moorhead | 5230009 | 144-090-019 | 2024 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK IN 2026) | Bike/Ped | \$981,250 | TA | \$785,000 | \$196,250 | | | |
| NDDOT | 9200030 | | 2025 | I-94E | 4.9 | 1.0 W of 45th St | Red River | Concrete Pavement Repair | Rehabilitation | \$1,850,000 | IM | \$1,665,000 | \$185,000 | | | |
| NDDOT | 9200032 | | 2025 | I-94W | 4.9 | 1.0 W of 45th St | Red River | Concrete Pavement Repair | Rehabilitation | \$1,850,000 | IM | \$1,665,000 | \$185,000 | | | |
| NDDOT | 9220025 | 23520 | 2025 | I-94 W | | ND/MN Border Bridge @ Red River | | Deck Overlay, Approach Slabs, Structure Repair | Rehabilitation | \$2,131,000 | IM | \$1,918,000 | \$213,000 | | | |
| NDDOT | 9240032 | 23520 | 2025 | I-94 E | | ND/MN Border Bridge @ Red River | | Deck Overlay, Approach Slabs, Structure Repair | Rehabilitation | \$2,131,000 | IM | \$1,918,000 | \$213,000 | | | |
| City of Fargo | 4220019 | | 2025 | 36th St S | | 2.0 S of I-94 @ Rose Coulee | | Deck Overlay, Rail Retrofit, Reset Approach Guardrail ***Pending*** | Rehabilitation | \$380,000 | STBGPU | \$307,534 | | \$72,466 | | |
| City of West Fargo | 3220021 | 23537 | 2025 | 9th St NE | | Main Ave | 12th Ave NE | Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N) | Reconstruction | \$12,000,000 | STBG | \$9,600,000 | | \$2,400,000 | | |

| Lead Agency | Metro COG ID | State # | ProjectYear | Project Location | Length | Project Limits From | Project Limits To | Project Description | Improvement Type | Total Project Cost | Federal Revenue Source | Federal Revenue | State Revenue | Local Revenue | Other Revenue Source | Other Revenue |
|------------------|--------------|----------------|-------------|------------------|--------|--|--|--|------------------|--------------------|------------------------|-----------------|---------------|---------------|----------------------|---------------|
| MNDOT | 8230006 | 14-00127 | 2025 | CSAH 17 | | CSAH 17, 100th St S, Glyndon, Clay County | | BNSF RR, Replace Existing Signal System at CSAH 17, 100th St S, Glyndon, Clay County | Safety | \$400,000 | RRS | \$200,000 | \$200,000 | | | |
| City of Moorhead | 5230010 | 144-010-020AC1 | 2025 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026) PAYBACK 1 OF 2 | New Construction | \$830,000 | STBGPU | \$830,000 | | | | |
| NDDOT | 9220023 | 8202 | 2026 | I-29N | 12.1 | Wild Rice River | 0.3 North of Main Ave | Concrete Pavement Repair, Grinding | Rehabilitation | \$2,096,000 | IM | \$1,886,000 | \$210,000 | | | |
| NDDOT | 9220024 | 8205 | 2026 | I-29S | 12.1 | Wild Rice River | 0.3 North of Main Ave | Concrete Pavement Repair, Grinding | Rehabilitation | \$2,096,000 | IM | \$1,886,000 | \$210,000 | | | |
| NDDOT | 9230003 | | 2026 | I-94E | 2.0 | W Horace Rd E | 1.0 West of 45th St | Concrete Pavement Repair | Rehabilitation | \$353,000 | IM | \$318,000 | \$35,000 | | | |
| NDDOT | 9230011 | 8304 | 2026 | I-29N | 9.5 | CR 20 | Argusville | Concrete Pavement Repair | Rehabilitation | \$1,646,000 | IM | \$1,481,000 | \$165,000 | | | |
| NDDOT | 9230012 | 8305 | 2026 | I-29S | 9.9 | CR 20 | Argusville | Concrete Pavement Repair | Rehabilitation | \$1,719,000 | IM | \$1,547,000 | \$172,000 | | | |
| NDDOT | 9230016 | 23907 | 2026 | I-29N | | I-29 & I-94 Interchange | | Structure Paint | Rehabilitation | \$674,000 | IM | \$607,000 | \$67,000 | | | |
| NDDOT | 9240034 | | 2026 | I-94W | 2.0 | W Horace Rd E | 1.0 West of 45th St | Concrete Pavement Repair | Rehabilitation | \$352,000 | IM | \$317,000 | \$35,000 | | | |
| City of Moorhead | 5230011 | 144-010-020AC2 | 2026 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) PAYBACK 2 OF 2 | New Construction | \$1,102,000 | STBGPU | \$1,102,000 | | | | |
| City of Moorhead | 5230012 | 144-090-019AC | 2026 | US 10 & 11th St | | 8th St | 14th St | **AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK, 1 OF 1 | Bike/Ped | \$450,000 | TA | \$450,000 | | | | |
| MNDOT | 8230007 | 1406-76 | 2027 | US 10, US 75 | | On US 75 from N of 24th Ave S to Hwy 10/Main Ave | & on US 10 from the Red River to east of US 75 | On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous Surfacing & Concrete Paving, ADA Improvements and Signals | Reconstruction | \$13,411,978 | NHPP | \$10,512,932 | \$2,399,046 | \$500,000 | | |

Section 9 | Public Involvement

Section 9 – Public Involvement

Public involvement and participation are 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 (PPP) from which public involvement activities and actions for the TIP are identified. Public notice requirements for public input opportunities are 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.

The COVID-19 pandemic shifted the way public engagement was conducted. Metro COG's PPP is built with some flexibility for public engagement and Metro COG proceeded with a hybrid public comment period and public engagement approach. With a hybrid in-person and virtual online engagement and public comment approach, Metro COG is able to meet all the requirements of the PPP and CFR requirements for public participation.

Metro COG's PPP requires the following for TIP adoption:

- Minimum 30 calendar day Public Comment Period
- Legal notice at least 7 calendar days prior to Public Meeting
- Public meeting at least 15 days prior to Policy Board Action
- Public notifications are to include
 - Website
 - Newsletter (if applicable)
 - Public Notification List (email subscribers)
 - Public Meeting/Open House
 - Public Postings (if applicable)
 - Newspaper Legal Ad (Forum of Fargo-Moorhead)
 - Public Presentations

Public Process to Support TIP Development

Early Input to Support TIP Development and Final Approval

Metro COG developed the 2024-2027 TIP in coordination with its 2022 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 or affected stakeholders are given an opportunity to comment on and participate in the development of critical aspects, policies, and products of the Metropolitan Planning Program as implemented by Metro COG.

On June 14, 2023 Metro COG advertised the release of the Draft 2024-2027 TIP and subsequently opened the public comment period including timeline for formal TIP approval. The legal ad was published in the Forum of Fargo- Moorhead (official newspaper) and information was also included on the Draft TIP webpage as well as the public input meeting being posted to Metro COG's website calendar.

Metro COG held a public open house on July 25, 2023 from 4:00 - 6:00 pm to present the final draft document and garner feedback on the final draft TIP. In total, there were 8 participants involved in the public open house comprised of staff representing Metro COG and including three (3) participants from the general public.

Additionally, a public meeting was held by Metro COG on August 17, 2023, in person and via Zoom Video Communications, to solicit comments on the Final Draft 2024-2027 TIP.

These public input opportunities were advertised in the Forum of Fargo-Moorhead and press releases were sent out regarding the public input opportunity to Metro COG's known local media contacts. Metro COG made all relevant material regarding the 2024-2027 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarizes the meetings and comments received for the TTC and Policy Board for consideration prior to final action on the 2024-2027 TIP on August 17, 2023. The summarization of comments received can be found in Appendix A.

Section 10 | Revision

Section 10 – Revision

Metro COG, at the request of its member jurisdictions and planning partners, will accept proposed revisions to the TIP. The types of revisions are either amendments or administrative modifications depending on the nature of the revision. Amendments and administrative modifications 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 adding projects, advancing projects, revising the funding or funding source of projects or modifying the scope or termini of projects. Amendments and administrative modifications will be referenced in Appendix B and will also be posted on the Metro COG website. For projects listed in an amendment or administrative modification, the information listed is the most current and replaces any and all instances of the project as may be listed in the project table section of the TIP.

No amendment or administrative modification 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.

In general, changes to the text or body of the document are not subject to the formal TIP amendment or administrative modification procedures. Major modifications to the text or body of the TIP document may be discussed at the TTC and Policy Board at the time of final document action.

Metro COG Amendment and Administrative Modification Procedures

Metro COG has procedures regarding how amendments and administrative modifications are conducted for the purpose of maintaining the TIP for the MPA. At a minimum, all revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board. The Metro COG Public Participation Plan (PPP) includes further guidance on the required public notification process necessary to administer an amendment to an approved TIP.

Amendment Process

To conduct an amendment to an approved TIP, Metro COG requires a 10-day public comment period, holds a public meeting, and must receive TTC and Policy Board action, all pursuant to the PPP. Metro COG staff prepare a memorandum highlighting the process described above and highlighting any changes to the project(s) that require an amendment. After the TIP amendment goes through the process and is approved by the Policy Board, the amendment is sent to the applicable cognizant agencies thoroughly describing the amendment and action taken by the Policy Board. After the formal Metro COG process, the applicable State agency (NDDOT or MnDOT) may begin their process of revising their respective STIP which may or may not also require a formal amendment. Metro COG typically receives a letter from the applicable State DOT when the amendment has been formally approved at the State level. The process to formally amend a project within the TIP can take 30-60 days at Metro COG and sometimes longer because the amendment typically has to go through the respective State's modification processes before FHWA/FTA approval.

Administrative Modification Process

To conduct an administrative modification to an approved TIP, Metro COG requires a minimal process in which the administrative modification be announced at the TTC and Policy Board. No formal approval process or public comment period is required. Metro COG staff prepare a memorandum highlighting the changes to the project(s) that require an administrative modification and send said memo to the applicable cognizant agencies. The administrative modification is then announced at the TTC and Policy Board; this step may occur before or after a memo is sent to applicable cognizant agencies. When an applicable state agency (NDDOT or MnDOT) receives an administrative modification memo, they may begin their process of amending their respective STIP which may or may not also require an administrative modification. The procedure to process an administrative modification to the TIP can take up to 5-10 days at Metro COG and even longer at the State level depending upon which modification threshold (adjustment or amendment) said changes meet. Metro COG reserves the discretion to choose to process a TIP revision in more stringent manner than what is required by the below requirements if it decides to do so.

Metro COG Amendment and Administrative Modification Requirements

The Metro COG Policy Board has adopted procedures regarding how amendments and administrative modifications are defined by Metro COG for the purposes of maintaining the TIP. Determination shall be made in cooperation with the NDDOT, MnDOT, and FHWA when there is a question about a project change being considered for an amendment or administrative modification.

Amendment Required:

1. The change adds new individual FHWA funded, FTA funded, or RSP project or funding source;
2. Total cost or federal funding change meets the formal TIP Amendment threshold as shown in Table 11-1;
3. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project;
4. 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;
5. The change in project limit/termini is greater than 0.3 miles in any direction;
6. The change impacts air quality conformity for projects in an MPO (the FM Area is in conformance);
7. Removing a project currently programmed in the TIP;

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

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

Source: Metro COG

Administrative Modification Required:

1. The change in total project cost estimate or federal funding is greater than 5% and less than 20%. Justification is required to maintain fiscal constraint;

2. 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;
3. 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;
4. The change includes a non-de-minimis technical correction;
5. Adding or removing Advance Construction (AC) - includes adding new AC or increasing existing AC amount (subject to table 11-1 increase threshold), or taking an existing AC off of a project;

Discretion for Determining if an Amendment or an Administrative Modification is Required

Metro COG reserves the discretion to choose to process a TIP revision in a more stringent manner than the above requirements.

Appendix A | Public Input

Appendix A – Public Input

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, the Metro COG Facebook page was utilized to inform the public about upcoming engagement opportunities related to the 2024-2027 TIP.

Public Notices, Hearings, and Meetings

The first public notice was published on June 14, 2023 to inform the public that Metro COG would be releasing the Draft 2024-2027 TIP, opening a public comment period, and holding a public meeting on July 25, 2023 at 4:00 pm. Comments were received from NDDOT and MnDOT between the release of the Draft TIP and the release of the Final Draft TIP.

Metro COG released the Final Draft 2024-2027 TIP and held a public open house on July 25, 2023 from 4:00 pm to 6:00 pm at the downtown Fargo Public Library. In total, there were 7 participants involved in the public open house comprised of staff representing Metro COG and including three (3) participants from the general public.

The final public meeting for the Final Draft 2024-2027 TIP was held on August 17, 2023 at 4:00 pm in conjunction with the regularly scheduled Policy Board meeting. This date correlates with the process for final action on the 2024-2027 TIP. Metro COG closed public comment period at 12:00 noon on August 17, 2023 prior to formal action on the 2024-2027 TIP by the policy board.

Metro COG's public comment period for the development of the 2024-2027 TIP started on June 14, 2023 and ended on August 17, 2023.

| Notice | Activity | Publication Date | Comments Received |
|------------------------------------|--|------------------|-------------------|
| Comment Period & Public Meeting #1 | Begin Comment Period – Release Draft TIP | June 14, 2023 | 0 |
| Public Open House | Public Open House – Debut/Release Final Draft TIP | July 25, 2023 | 2 |
| Public Meeting | Public Meeting and Final Comment Opportunities – Final TIP | August 17, 2023 | 0 |

Comments Received

Below are official comments received from the public and Metro COG's planning partners. The comments are shown by jurisdiction as they were received with Metro COG's official responses represented below.

| Origin of Comment | Date (YYYYMMDD) | Metro COG ID | Description of Update |
|------------------------|-----------------|--------------|--|
| Milt Wilson (MNDOT) | 20230731 | 8240004 | Splitting AC of project to "Other Revenue Source" in funding year From: "" To: 2025 AC Funding: \$1,451,856 |
| Milt Wilson (MNDOT) | 20230731 | 5230009 | Splitting AC of project to "Other Revenue Source" in funding year From: "" To: 2026 AC Funding: \$450,000 |
| All Previous Comments | 20230803 | All Previous | Updating associated tables in Section 3: Detailed Project Listings based on all previous comments. |
| All Previous Comments | 20230803 | All Previous | Updating Appendix A from all previous comments and public comments from public input meeting on July 25, 2023. |

MAT BUS

WHEN ARE GOING
(IF)

TO START SAT OR SUN
SERVICES?

- o Bullet points
- o powerpoint
- o Signs + advertising

SIGN-IN SHEET

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

Page ___ of ___

| | | | |
|---|--|--|---------------------------|
| Division/District/Consultant Metro COG | | | |
| Meeting Location Fargo Public Library - Downtown Fargo | | Meeting Type Public Input Meeting | Meeting Date 7/25/2023 |
| Project Number | | PCN | |
| Project Description Final Draft 2024-2027 Metro COG Transportation Improvement Plan (TIP) - Public Input Meeting | | | |
| Name (Please print) Hoda Abdullahi | | Title/Representing Librarian | |
| Address | | City Fargo | State ND |
| Email Address | | ZIP Code 58104 | |
| Telephone Number 701-212-1208 | | | |
| Name (Please print) Michael Maddox | | Title/Representing Senior Transportation Planner - Metro COG | |
| Address 12 nd Street N Ste 232 | | City Fargo | State ND |
| Email Address maddox@fmmetrocog.org | | ZIP Code 58102 | |
| Telephone Number 701-232-3242 | | | |
| Name (Please print) PAUL BERVILK | | Title/Representing METRO COG | |
| Address | | City | State |
| Email Address | | ZIP Code | |
| Telephone Number | | | |
| Name (Please print) JASON CAPPS | | Title/Representing GIS Coordinator/Assistant Trans. Planner - Metro COG | |
| Address 12 nd Street N Ste 232 | | City Fargo | State ND |
| Email Address capps@fmmetrocog.org | | ZIP Code 58102 | |
| Telephone Number 936-707-3218 | | | |
| Name (Please print) Ayden Schaffler | | Title/Representing | |
| Address 12 nd St N, Suite 232 | | City Fargo | State ND |
| Email Address schaffler@fmmetrocog.org | | ZIP Code 58102 | |
| Telephone Number | | | |
| Name (Please print) Dem Paramarta | | Title/Representing | |
| Address 1315 10th St N | | City Fargo | State ND |
| Email Address dienul.paramarta@gmail.com | | ZIP Code 58103 | |
| Telephone Number | | | |
| Name (Please print) PAUL DENSEN | | Title/Representing | |
| Address 526 10th AVE S #6 | | City FARGO | State ND |
| Email Address | | ZIP Code 58103 | |
| Telephone Number 701-212-1231 | | | |



ORDER CONFIRMATION MEMO INVOICE

CUSTOMER:

FARGO-MOORHEAD METROPOLITAN
COUNCIL
1 2nd St N Ste 232
Fargo, ND 58102-4807

DATE: 06/09/2023

ACCOUNT NUMBER:

MP17903

ACCOUNT REPRESENTATIVE:

Molly Jasperse

ACCOUNT REP PHONE:

7012415509

ACCOUNT REP EMAIL:

legals@forumcomm.com

PURCHASE ORDER NUMBER:

COMPONENT -1

AD ID:

233221-1

PUBLICATION DATES:

The Forum of Fargo-Moorhead 06/14/2023

TOTAL INSERTIONS:

1

CLASSIFICATION:

MN Legals

TAGLINE:

Public Comment Period: Metro COG 2024-20

AD SIZE:

1 x 10.850"

COMPONENT 1 COST:

\$154.50

TOTAL COST:

\$154.50

PAID:

\$0.00

AMOUNT DUE:

\$154.50

ORDERED BY:



Payment made by calling 701-241-5465 Forum Communications Company

or can be sent to: PO Box 2020

Fargo, ND 58101-2020

**PUBLIC COMMENT PERIOD:
METRO COG 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the development of its 2024-2027 Transportation Improvement Program (TIP). Metro COG is releasing a draft version of the TIP that includes all federally funded and locally funded regionally significant multi-modal transportation projects that will occur in federal fiscal year 2024 through 2027. A draft version of the TIP will be available for review on Metro COG's website www.fmmetrocog.org/TIP on June 14, 2023. The draft will be presented at the Metro COG Policy Board Meeting on June 15, 2023. All comments received during the public comment period will be considered and presented to the Policy Board prior to the closing of the public comment period and accepting of the Final Metro COG 2024-2027 TIP, tentatively scheduled for Thursday, August 17, 2023 at 4:00 pm.

Metro COG will hold a public input meeting on Tuesday, July 25, 2023 from 4:00 pm until 6:00 pm at the Fargo Public Library – Main Library; Community Room 101 located at 4th St N, Fargo, ND 58102 to showcase the 2024-2027 Transportation Improvement Program and allow opportunity for public comment before the TIP is finalized. All are encouraged to attend and provide their feedback on the projects listed within the document.

The purpose of this public engagement process is to provide the opportunity to participate in the development of the Metro COG 2024-2027 TIP. The TIP programs transportation projects (e.g., road, bridge, bikeway, pedestrian, transit, safety enhancements, etc.) utilizing federal funds in the FM Area over the next four years.

A copy of the Draft Metro COG 2024-2027 TIP can be reviewed on Metro COG's webpage starting June 14, 2023 at www.fmmetrocog.org/TIP, and will be continuously updated during the entirety of the public comment period. Physical copies of the Draft TIP are available at Metro COG's offices, located at 1 2nd Street North (Case Plaza) Suite 232, Fargo, ND 58102.

The public is invited to attend this public meeting on July 25, 2023 from 4:00 pm until 6:00 pm. A further public notice will be published upon the finalization of the 2024-2027 TIP. Written comments, or requests for additional information can be mailed to Metro COG's physical address above, or emailed to Paul Bervik, Assistant Transportation Planner (contact information is listed at the end of this notice).

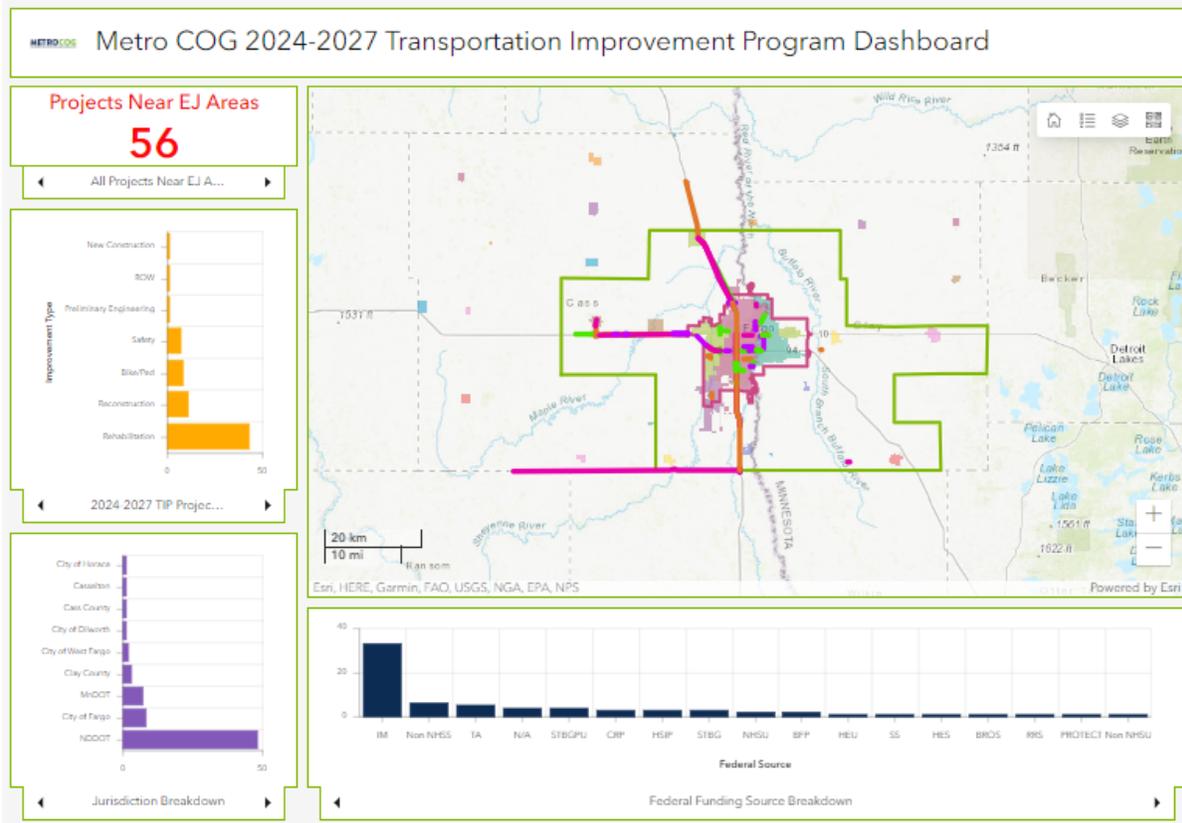
Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Paul Bervik, Assistant Transportation Planner, with the contact information listed below, 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.

Contact: Paul Bervik, Assistant Transportation Planner, direct: (701) 532-5107, email: bervik@fmmetrocog.org
(June 14, 2023) 233221



Transportation Improvement Program (TIP)

DOCUMENT ARCHIVE STATE TIP (STIP)



2023-2026 TIP Amendment #7

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public meeting via Zoom Video Communications on **Thursday, July 20, 2023 at 4:00 p.m.** to consider comments regarding a proposed amendment to the 2023-2026 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2023-2026 TIP reflects updated federally funded projects within the Metropolitan Planning Area (MPA). To participate in the public meeting for the proposed TIP Amendment #7, please click the Zoom registration link below:

Current TIP Documents

[Draft 2024-2027 TIP Project List](#)



Appendix B | Amendments
and Administrative
Modifications





Appendix C | Local Capital
Improvement Programs
(CIPs)

