

535th Transportation Technical Committee Fargo-Moorhead Metropolitan Council of Governments THURSDAY, November 10, 2022 – 10:00 a.m.

AGENDA

- | | |
|--|-------------------------------|
| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the October 13, 2022 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. Transportation Improvement Program 2023-2026 Amendment | Action Item |
| 6. ATAC Addendum for 2023 Intersection Data Collection & Reporting | Action Item |
| 7. Transportation Alternatives 2024-2025 Project Selection | Action Item |
| 8. STBG Solicitation Release | Discussion Item |
| 9. 2050 Demographic Forecast | Action Item |
| 10. 2022 Metro Profile | Action Item |
| 11. Transit Asset Management Plan | Information Item |
| 12. Agency Updates | Discussion Item |
| a. City of Fargo | e. City of Horace |
| b. City of Moorhead | f. Cass County |
| c. City of West Fargo | g. Clay County |
| d. City of Dilworth | h. Other Member Jurisdictions |
| 13. Additional Business | Information Item |
| 14. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, December 8, 2022** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_VPNIDUnzQJW3pbNuO0_ILA

Red Action Items require roll call votes.

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

**534th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, October 13, 2022 – 10:00 am
Metro COG Conference Room**

Members Present:

Jason	Benson	Cass County Highway Engineering
Brenda	Derrig	City of Fargo Engineering (alternate for Jeremy Gorden)
Maegin	Elshaug	City of Fargo Planning (alternate for Nicole Crutchfield)
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Jace	Hellman	City of Horace – Community Development Director
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Don	Lorsung	City of Dilworth Community Development
Aaron	Nelson	West Fargo City Planning
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Jordan	Smith	City of Fargo, MATBUS (alternate for Julie Bommelman)
Brit	Stevens	NDSU – Transportation Manager
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Julie	Bommelman	City of Fargo, MATBUS (alternate present)
Nicole	Crutchfield	City of Fargo Planning (alternate present)
Joe	Raso	GFMEDC
Justin	Sorum	Clay County Engineering
Lori	Van Beek	City of Moorhead, MATBUS

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Ethan	Bialik	Moore Engineering
Angela	Bolstad	Stantec
Jaron	Capps	Metro COG
Luke	Champa	SRF
Nancy	Chatelain	KLJ
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Becky	Hanson	NDDOT
Matthew	Huettl	HDR
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Brent	Muscha	Apex
Anna	Pierce	MnDOT
Kalvin	Strecker	Houston Engineering

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on October 13, 2022 by Chair Gray. A quorum was present.

2. Approve the 534 TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 534 TTC Meeting Agenda.

**Motion: Approve the 534 TTC Meeting Agenda.
Mr. Lorsung moved, seconded by Mr. Benson
MOTION, PASSED.
Motion carried unanimously.**

3. APPROVE September 8, 2022 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the September 8, 2022 TTC Meeting Minutes.

**Motion: Approve the September 8, 2022 TTC Minutes.
Mr. Lorsung moved, seconded by Ms. Huston
MOTION, PASSED
Motion carried unanimously.**

4. Public Comment Opportunity

No public comments were made or received.

5. Public Participation Plan Update

Ms. Gray presented the update to the Public Participation Plan, an MPO-required document. Metro COG's last update to the plan was finished in 2016. Overall, the effort was aimed at: paring down the document and eliminating unnecessary material, and clarifying the timelines and extent of public notice requirements, requirements for public meetings, and the length of public review and comment periods. Examples from other MPOs were explored and many follow the same template and sections used in this update.

Metro COG staff convened and went through each type of project to determine the extent to which we were comfortable with the stated public notice requirements, comment periods, and minimum level of public engagement. For most types of projects, the document reflects that individual project scopes of work may place greater public engagement requirements on specific projects, but at a minimum, the requirements stated in the PPP must be met. After Policy Board approves, Metro COG will be opening the federally required 45-day comment period, initiated through the publication of a notice in The Forum, as well as through the additional means of providing notice used by Metro COG (email distribution, social media, website and press release).

**Motion: Recommend initiation of the 45-day public comment and review period of the PPP update to the Policy Board.
Mr. Benson moved, seconded by Mr. Zacher
MOTION, PASSED
Motion carried unanimously.**

6. Transportation Alternatives & HSIP Solicitation Update

Mr. Farnsworth presented an update to the Transportation Alternatives and Highway Safety Improvement Program (HSIP) solicitation.

Ms. Safgren said that for FY 2027, solicitation would only include the areas outside of Moorhead and Dilworth, as those would fall under Metro COG. Mr. Zacher asked if it could potentially fall under the UZA, while still covering the Metro Urban area.

ND TA (Urban) – Solicitation process for applications opened August 2, and are due October 31, 2022. ND Urban TA projects are any projects within the ND portion of Metro COG's urbanized area. This would include the cities of Fargo, West Fargo, and the majority of Horace.

ND TA (Rural) – Solicitation opened the process for letters of intent (LOI) October 3, with LOI submission deadline November 4, 2022; January 13, 2023 is the deadline to submit the full application. Grant recipients will be announced April 14, 2023.

ND HSIP – Solicitation process opened October 4, and are due November 23, 2022.

MN HSIP – Solicitation process opened September 12, and are due November 2. Safety projects require a 10% local match with a funding maximum of \$750,000.

7. Transportation Management Area Transition Update

Ms. Gray provided an update on Metro COG's transition to a Transportation Management Area. Metro COG, NDDOT and MnDOT were notified by FHWA that the census bureau did not successfully complete the required steps to allow for designation of new Transportation Management Areas (TMAs) and new Metropolitan Planning Organizations (MPOs) by the end of Federal Fiscal Year 2022 (September 30, 2022). Therefore, the designations were unable to be made by FY23, which was October 1 of this year. The determinations are expected to be made sometime in the winter of 2022 or early spring of 2023. FHWA and FTA will not change their allocations and sub-allocations mid-way through the fiscal year, meaning the TMA designation will not take effect until October 1, 2023.

During discussions with the NDDOT regarding Metro COG's TIP, the MPO was advised to prepare the TIP assuming TMA designation and the resulting sub-allocations would occur. There is concern that the delay could potentially affect the STBG funded projects starting in 2023, including the projects chosen for the 2023 TA. One solution to this would be to request that NDDOT use Carbon Reduction Program funds for these 2023 TA projects.

Given this situation, Metro COG will hold off on STBG and Carbon Reduction Program solicitations for 2024-2027 projects to fill out these program years.

Mr. Zacher said that this hiccup is not necessarily a negative, as Metro COG and the NDDOT can use this time to smooth out the process, and use this opportunity as a “dry run” before the full transition.

8. Update on ND MPO Director’s Meeting with NDDOT/FHWA/FTA

Ms. Gray provided some highlights from the third quarter North Dakota MPO meeting with NDDOT. Due to the delay in transition to TMA status, many funding committees have not yet met. Metro COG MPO is on-track with the programming and spending of our CPG funds, currently operating in the 2022 consolidated planning grant. The three MPO Directors have committed to working collaboratively on the discussion of the CPG funding formula and scenarios, and have been asked to account for the possibility of Minot becoming an MPO starting FY 2024. The annual Carbon Reduction Program funding amount in ND will be just over \$1M, and \$106,000 on the MN side – discussion on the use of funds ranged from meaningful projects that we wouldn’t have been able to do without the Carbon Reduction Program, or covering eligible costs of projects already in the TIP and mostly funded through STBG.

9. Moorhead Transit Asset Management Plan 2022 Update

Mr. Smith said the document needed to be updated by October 1, and Ms. Gray suggested we place this item on our November agenda so Lori, Julie, and Jordan can provide a brief presentation about the Plan.

10. Agency Updates

Fargo – Main Ave reconstruction and the 2nd Street Ped Bridge public input opportunities are planned for Tuesday, October 18, 45th St S construction from 52nd to 76th Avenue is nearly done and opening soon. Soliciting for consultant to update Land Use Plan.

Dilworth – Hwy 10 Public Input meeting December 7, Land Use planning update
Cass County – 76th Avenue S construction, CR18 construction

NDDOT – Ron Henke appointed new DOT director

FHWA – new bridge engineer hired, hiring for Environmental specialist

Metro COG – working on UPWP submission comments

11. Additional Business

No additional business.

12. Adjourn

The 534 Regular Meeting of the TTC was adjourned on October 13, 2022 at 11:31 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD November 10, 2022, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: November 4, 2022
Re: **2023-2026 Transportation Improvement Program (TIP) Amendment #1**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public meeting via Zoom Video Communications on Thursday, November 17, 2022 at 4:00 p.m. to consider public 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 a modified federally funded project within the Metropolitan Planning Area (MPA).

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, November 2, 2022, which advertised the public meeting, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, November 17, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2023-2026 TIP is as follows:

1. **Modification of Project 3220008:** City of West Fargo construction of shared use path at Eaglewood and the Lights (2023). The project year shifted from 2024 to 2023 and the project cost increased by 51%.
2. **Modification of Project 4220003:** City of Fargo construction of a shared use path at Bison Village (2023). Total project cost and associated funding breakdown is being increased by 9.4% to match what was approved by the Policy Board in June of 2022.
3. **Modification of Project 5200003:** Moorhead Transit Operating Assistance. Total project cost decrease by 6.8%. Addition of Federal share. Decrease to state and local share. (2023)
4. **Modification of Project 5220032:** Moorhead Transit Paratransit Operating Assistance. Total project cost increase by 19.1%. Addition of Federal share. Decrease to state and local share. (2023)
5. **Modification of Project 8200011:** MNDOT rehabilitation of Minnesota 9. Project will consist of partial reconstruct, mill and overlay, shared use path, and ADA improvements. Total project cost and associated funding breakdown is being reduced by 7.9% to become consistent with the Minnesota State Transportation Improvement Plan (MN STIP).
6. **Modification of Project 8230002:** City of Moorhead preliminary engineering for new underpass under BNSF railroad in Moorhead (2023). The project description is being updated to match the Minnesota State Transportation Improvement Plan (MN STIP).

7. **Modification of Project 9191007:** NDDOT I-94 east-bound storm sewer and stormwater lift station (2023). Project changed years from 2024 to 2023.
8. **New Project 4231001:** City of Fargo reconstruction of the 12th Avenue North and 15th Avenue North Moorhead bridge over the Red River (2023).
9. **New Project 8231001:** MNDOT districtwide safety improvements (local HSIP) edgeline striping (2023).
10. **New Project 8231002:** MNDOT districtwide living snow fence installation (2023) (CRRSAA).
11. **New Project 9231001:** NDDOT rehabilitation of three structures along the Rose Coulee (2025). Deck overlay, bridge rail retrofit, approach slab repair, spall repairs, and erosion repair.
12. **New Project 9231002:** NDDOT rehabilitation of I-94 frontage road bridge 4 miles east of ND18 (2025). Deck overlay, bridge rail retrofit, approach slab repair, spall repairs, and erosion repair.
13. **New Project 9231003:** NDDOT statewide pavement marking (2023).
14. **New Project 9231004:** NDDOT signal revision in West Fargo at the intersection of 9th Street East/Veterans Boulevard and I-94 (2025).
15. **New Project 9231005:** NDDOT reconstruction of the Lynchburg interchange 3 miles west of ND18 (2025).
16. **New Project 9231006:** NDDOT rehabilitation chip seal of US-81 from Dakota Drive to I-29 (2023).

See **Attachment 1** for more detailed project information.

Requested Action: Recommend approval of Amendment #1 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

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
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Amendment 1 - 2023-2026 Metro COG TIP

City of West Fargo	3220008 23247-8023	2023 2024	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	\$465,535 \$308,000	TA	Local	\$372,480 \$249,000 \$93,107 \$59,000
City of Fargo	4220003 23238-8022	2023	Bison Village/10th St N	0.5	32nd Ave N	36t Ave N /37th Ave N	Construction of a Shared Use Path and Bike Facilities	Bike/Ped	\$360,000 \$329,000	TA	Local	\$288,000 \$266,000 \$72,000 \$63,000
Moorhead Transit	5200003 TRF-0034-23E	2023	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$4,039,990 \$3,392,810	FTA 5307	State Bond Local	\$931,512 \$0 \$2,192,480 \$2,362,766 \$915,998 \$591,044
Moorhead Transit	5220032 TRF-0034-23F	2023	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only--	Transit Operations	\$709,651 \$761,705	FTA 5307	State Bond Local	\$73,058 \$0 \$530,145 \$647,449 \$106,448 \$114,256
MNDOT	8200011 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 \$6,257,000	STBGP-R	State Bond Local	\$3,818,552 \$4,218,552 \$954,638 \$1,004,638 \$983,810 \$1,033,810
MNDOT	8230002 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) **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)	Preliminary Engineering	\$1,500,000		State Bond	\$1,500,000
NDDOT	9191007 22628	2023 2024	I-94E	1.9	25th St Interchange	Red River	Lift Station, Storm Sewer	Rehabilitation	\$ 2,073,086.13	IM	State	\$1,865,700 \$207,300

The following are new projects.

City of Fargo	4231001	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
MNDOT	8231001 088-070-073	2023	Various Locations				Districtwide safety improvements (local HSIP), Various Locations- edgeline striping	Safety	\$1,152,390	HSIP	Other	\$1,037,151 \$115,239
MNDOT	8231002 8824-210	2023	Various Locations				**CRRSAA**: Districtwide snow fence, various locations (Living snow fence)	Safety	\$700,000	CRRSAA		\$700,000
NDDOT	9231001 23773	2025	Structures along the Rose C	0.023			VARIOUS STRUCUTRES: DECK OVERLAY,BR RAIL RETRO, APPR SLAB REP, SPALL REPAIRS (#s 0029-061.394R; 0029-061.394.L; 0029-061.417)	Rehabilitation	\$ 1,022,016.00			
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	\$ 293,368.75			
NDDOT	9231003 23799	2023					Statewide Pavement Marking	Safety	\$ 1,000,000.00			
NDDOT	9231004 23800	2025	West Fargo	Intersection	9th Street	terans Boulev	WEST FARGO 9TH ST/VETERANS(4AV-40AV)	Safety	\$ 500,000.00			
NDDOT	9231005 23808	2025	I-94 bidge repair at Lynchburg Interchange				3 WEST OF ND 18; STRUC REPLACE,APPR SLAB REP,GUARDRAIL	Reconstruction	\$ 5,200,000.00			
NDDOT	9231006 238444	2023	US-81	0.7581	Dakota Drive	I-29	Chip Seal Coat	Rehabilitation	\$ 100,000.00			

To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: November 4, 2022
Re: **Scope of Work and Addendum for 2023 ATAC Project – Intersection Data Collection and Reporting**

One of the projects included in the 2023 UPWP is a continuation of the Intersection Data Collection and Reporting project initiated by ATAC in 2019. The purpose of this project is to set up traffic signal equipment to collect turning movement counts at signalized intersections and, through the website maintained by ATAC, have continuous access to traffic volume data for any date or combination of dates or times desired.

The proposed scope of work is provided as **Attachment 1**, and the contract addendum is provided as **Attachment 2**. These documents have been provided in advance to the Cities of Fargo, West Fargo, and Moorhead and MnDOT for review and comment.

Requested Action:

Recommend Policy Board approval of the ATAC contract addendum and scope of work for the Intersection Data Collection and Reporting project.

To: Cindy Gray, FM Metro COG

From: Kshitij Sharma, UGPTI/ATAC

Re: FM Metro COG Signalized Intersections Traffic Data Collection Phase II.

Date: September 28, 2022

Background/Purpose

Upper Great Plains Transportation Institute's Advanced Traffic Analysis Center (ATAC) recently completed a pilot traffic data collection project for the regional transportation agencies supported by the Fargo Moorhead Metro Council of Governments (COG), the City of Fargo, City of Moorhead, City of West Fargo, NDDOT, and MnDOT. Under that project the necessary connections were established and 28 intersections were setup on UGPTI's Traffic Analysis Tool. The scope of this project is to expand traffic data collection efforts to no fewer than 42 more intersections.

Also, UGPTI has completed testing of API script to automate the data download from the VISION traffic detection cameras. Note that currently, VISION data download is a tedious, per-camera manual process that needs to be completed any time new traffic data is desired. UGPTI's API script is customizable and applicable to any regional intersection (including those from the pilot project).

Project Tasks

ATAC has outlined the tasks for this project per agency as follows:

City of Fargo

1. Setup no fewer than 20 of the agency's loop-based intersections for traffic data collection
 - a. Create in-field loop detectors to turning movement count equivalency table using existing configurations and layouts
2. Create script to import loop-based (.csv) raw data into the database for up to 29 loop-based intersections
3. Coordinate with City's detection technology vendor to automate data download process
4. Create API data download script for no fewer than 1 VISION based intersection setup during the previous project.

City of West Fargo

1. Setup no fewer than 13 of the agency's camera based intersections for traffic data collection
2. Create API data download script for no fewer than 26 VISION based intersections setup during current and the previous project

Minnesota Department of Transportation (District 4)

- 1. Setup 1 high volume loop based agency intersection for traffic data collection
 - a. Create in-field loop detectors to turning movement count equivalency table using existing configurations and layouts
- 2. Create script to import loop based high-resolution (.dat) data into the database for no fewer than 2 intersections.

City of Moorhead

- 1. UGPTI to procure and provide a COG-sponsored dedicated computer to automate traffic data download and transfer
- 2. Setup up no fewer than 8 of the agency’s intersections for traffic data collection.
- 3. The agency’s intersections are a mix of video and loop-based detection technology. The data format of both of these intersection types is yet to be determined and may change with the likely introduction of a centralized Advanced Traffic Management System (ATMS). Sample data from camera-based intersections will be imported into the database.
- 4. Create API data download script for no fewer than 2 VISION based intersections setup during current and the previous project

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kickoff	January 1, 2023
API agreements	January 15, 2023
API script setup	May 31, 2023
Intersection setup (up to 24 intersections)	December 31, 2023
Intersection setup (up to 42 intersections)	August 31, 2024
Re-training, final report & presentation	September 30, 2024

Resources Required

ATAC’s requirements per agency are listed below:

City of Fargo

- 1. Remote access to City of Fargo’s ATSPM/Traffic PC
- 2. Permission to access the City’s traffic signal cabinets
- 3. Necessary API agreement between City of Fargo and Econolite
- 4. Detector layout and other cabinet drawings including as-builts and signal/phasing
- 5. Assistance from City staff in scheduling traffic data downloads

City of West Fargo

- 1. Remote access to City of West Fargo’s virtual machine dedicated to Traffic Operations
- 2. Necessary API agreement between City of West Fargo and Econolite

Minnesota Department of Transportation (District 4)

- 1. Respective staff to download and transfer data to DOTSC server
- 2. Detector layout and other cabinet drawings including as-builts and signal phasing

City of Moorhead

1. Respective staff to download and transfer data to DOTSC server
2. Detector layout and other cabinet drawings including as-builts and signal phasing

Deliverables

In addition to final report, presentation, and re-training on the use of Traffic Analysis website, the deliverables per agency in this project will consist of the following:

City of Fargo

1. Setup of no fewer than 20 signalized intersections for traffic data collection with analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of script to import loop-based (.csv) raw data into the database for no fewer than 29 loop-based intersections
3. Setup of API script to download data for no fewer than 1 VISION based intersections

City of West Fargo

1. Setup of no fewer than 13 signalized intersections for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of API script to download data from no fewer than 26 VISION based intersections setup during current and the previous project

Minnesota Department of Transportation (District 4)

1. Setup of no fewer than 1 signalized intersection for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of automated script to import loop based high-resolution (.dat) data into the database for no fewer than 2 intersections.

City of Moorhead

1. Dedicated computer to automate traffic data download and transfer
2. Setup of no fewer than 8 signalized intersections for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
3. Setup of automated script to import loop based high-resolution (.datZ) data into the database for corresponding intersections.
4. Setup of API script to download data from no fewer than 2 VISION based intersections setup during current and the previous project

North Dakota MPO Planning Support Program Master Agreement

Fargo Moorhead Metro COG Addendum to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Fargo Moorhead Metro COG' and North Dakota State University.

1. *Project Title:* **FM Metro COG Signalized Intersections Traffic Data Collection Phase II**
2. *Effective Dates:* **January 1, 2023 through September 30, 2024**
3. *Statement of Work:* ATAC will setup no fewer than 42 regional signalized intersections for traffic data collection and setup API and import scripts for corresponding sites.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*

In addition to final report, presentation, and re-training on the use of Traffic Analysis website, the deliverables per agency in this project will consist of the following:

City of Fargo

1. Setup of no fewer than 20 signalized intersections for traffic data collection with analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of script to import loop-based (.csv) raw data into the database for no fewer than 29 loop-based intersections
3. Setup of API script to download data for no fewer than 1 VISION based intersections

City of West Fargo

1. Setup of no fewer than 13 signalized intersections for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of API script to download data from no fewer than 15 VISION based intersections setup during current and the previous project

Minnesota Department of Transportation (District 4)

1. Setup of no fewer than 1 signalized intersection for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
2. Setup of automated script to import loop based high-resolution (.dat) data into the database for no fewer than 2 intersections.

City of Moorhead

1. Dedicated computer to automate traffic data download and transfer

2. Setup of no fewer than 8 signalized intersections for traffic data collection with automated import and analysis capabilities using the existing Traffic Analysis Tool website
3. Setup of automated script to import loop based high-resolution (.datZ) data into the database for corresponding intersections.
4. Setup of API script to download data from no fewer than 2 VISION based intersections setup during current and the previous project

6. *Contract Amount* : \$96,916.00

7. *SOURCE(S) of FUNDING*

- *Federal Source: \$*

/	/	
<i>CFDA #</i>	<i>Federal Award Date</i>	<i>Federal Award Identification Number</i>
- *Federal Source: \$*

/	/	
<i>CFDA #</i>	<i>Federal Award Date</i>	<i>Federal Award Identification Number</i>
- *State: \$*
- *Other: \$*

AUTHORIZATION:
Fargo Moorhead Metro COG

North Dakota State University

Authorized	Signature
Name and Title	Date

Authorized	Signature
Name and Title	Date

BUDGET:

**ND MPO Planning Support Program 2021-2024
Addendum : FM Metro COG Signalized Intersections
Traffic Data Collection Phase II**

Cost Item	Amount
Staff Salaries	\$ 27,499
Benefits	\$ 11,275
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ 26,100
Benefits	\$ 1,305
Operating	\$ 1,500
Total direct costs	\$ 67,678
NDSU overhead (43.2%)	\$ 29,237
Total project cost	\$ 96,916

To: Transportation Technical Committee
From: Dan Farnsworth
Date: November 4, 2022
Re: **Transportation Alternatives 2024-2025 Project Selection**

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

This scoring/ranking process is part of Metro COG's new TA solicitation process on the North Dakota side of Metro COG's urbanized area for fiscal years (FYs) 2024 and 2025.

A total of seven applications have been received by the October 31st deadline. These applications are described below.

City of Fargo – Connecting the Trails Path Project - Drain 27 Crossing at Timberline

The City of Fargo is seeking funding to construct a shared use path and crossing over Drain 27 which would connect the Oakcreek neighborhood to the Timberline/Fox Run neighborhood. The project would connect the south end of the Milwaukee Trail to the trail network on the west side of Drain 27. By connecting the trails, a continuous trail system would be achieved in south Fargo. The crossing of Drain 27 would be a low-level culvert.

Cost: \$875,045 construction total; \$700,036 requested from TA

City of Fargo – Red River Shared Use Path – Phase 2 – 35th Ave S to 40th Ave S

The City of Fargo is seeking funding to construct a shared use path that will run along the Red River between 35th Ave S and 40th Ave S (0.79 miles in length). This project would be phase 2 of an overall path system running from Harwood Dr to 40th Ave S. Phase 1 (Harwood Dr. to 35th Ave S) of the of the project has been awarded funding for fiscal year (FY) 2023.

Cost: \$739,941 construction total; \$591,953 requested from TA

City of Fargo – Red River Shared Use Path – VA to Park Lane

The City of Fargo is seeking funding to construct a shared use path that would connect the Woodlawn neighborhood to the Woodcrest neighborhood with the path running along the Red River. The alignment of the path would begin on the south edge of the VA Hospital property (18th Ave N) and would run north behind the floodwall adjacent to the VA hospital and terminate at Park Lane. The project would be approximately 0.95 miles in length.

Cost: \$840,508 construction total; \$672,406 requested from TA

City of Fargo – Drain 27 & Deer Creek Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would connect the Deer Creek neighborhood with the existing path network north of 52nd Ave S. The alignment of the path would begin at 52nd Ave S and be constructed on a shelf

following the alignment of Drain 27, and would connect to the existing path at 63rd St across from the Deer Creek Elementary School.

Cost: \$848,206 construction total; \$678,565 requested from TA

City of Horace – County Rd 17 Shared Use Path Phase 4

The City of Horace is seeking to construct a shared use path along the west side of County Rd 17 from 64th Ave S to 68th Ave S (approximately 0.3 miles in length). The path would terminate to the south at 68th Ave S at the existing Westwood Park. At this time the shared use path will terminate without an immediate connection. However, the City of Horace expects the parcel to the south to develop in the near future.

Cost: \$433,090 construction total; \$346,472 requested from TA

City of Horace – County Rd 17 Shared Use Path Phase 5

The City of Horace is seeking to construct a shared use path along the east side of County Rd 17 from the existing crosswalk directly north of the 3rd Ave N and CR 17 "T" intersection to 81st Ave S (approximately 0.45 miles in length). The path will provide pedestrian access from 81st Ave S to the existing crosswalk at 3rd Ave N, which leads to Horace Elementary School. In addition, this project will eliminate path that extends into an active commercial parking lot and instead route users onto this proposed path along CR 17.

Cost: \$590,140 construction total; \$472,112 requested from TA

City of West Fargo – Sheyenne River Pedestrian Bridge

The City of West Fargo is seeking to construct a connection between the eastern portion of West Fargo and the western portion of West Fargo, south of I-94. This connection would entail a bridge over the Sheyenne River as well as shared use paths connecting the bridge to the adjacent neighborhoods and path network. Approximately 0.45 miles of path would be installed.

Cost: \$761,450 construction total; 609,160 requested from TA

At the time of release of this agenda memorandum, the Bicycle & Pedestrian Committee was still vetting the project scoring, prioritization, selection and proposed funding of the TA projects. The TTC can expect to receive the scoring, prioritization, selection and proposed funding information via email before the June TTC meeting and the information will be presented at the meeting.

Requested Action:

Recommend Policy Board approval of the TA project prioritization, selection and associated funding as vetted through the Metropolitan Bicycle & Pedestrian Committee.

To: Transportation Technical Committee
From: Dan Farnsworth
Date: November 10, 2022
Re: **Transportation Alternatives 2024-2025 Project Selection**

To supplement Agenda Item 7 information sent with the TTC packet on November 4th, this additional information incorporates the Transportation Alternatives (TA) grant application scores and recommended funding as vetted by the Metropolitan Bicycle & Pedestrian Committee at their November 9th meeting.

Attached you will find the scores and funding table for each application as vetted by the Bicycle & Pedestrian Committee. Below is a list of all applications and their associated scores and recommended TA funding award.

City of Fargo – Connecting the Trails Path Project – Drain 27 Crossing at Timberline

- Evaluation scoring: 35 points
- Funding:
 - Total construction cost: \$875,045
 - **Recommended TA funding (FY 2025): \$700,036 (80%)**
 - Local match: \$175,009 (20%)

City of Fargo – Red River Shared Use Path – Phase 2 – 35th Ave S to 40th Ave S

- Evaluation scoring: 40 points
- Funding:
 - Total construction cost: \$739,941
 - FY 2024
 - **Recommended TA funding: \$352,649 (48%)**
 - Local match: \$88,162
 - FY 2025
 - **Recommended TA funding: \$144,134 (19%)**
 - Local match: \$36,033

City of Fargo – Red River Shared Use Path – VA to Park Lane

- Evaluation scoring: 30 points
- Funding:
 - Total construction cost: \$840,508
 - **Recommended TA funding: \$0**

City of Fargo – Drain 27 & Deer Creek Shared Use Path

- Evaluation scoring: 30 points
- Funding:
 - Total construction cost: \$848,206
 - **Recommended TA funding: \$0**

City of Horace – County Rd 17 Shared Use Path Phase 4

- Evaluation scoring: 20 points
- Funding:
 - Total construction cost: \$433,090
 - **Recommended TA funding: \$0**

City of Horace – County Rd 17 Shared Use Path Phase 5

- Evaluation scoring: 35 points
- Funding:
 - Total construction cost: \$590,140
 - **Recommended TA funding (FY 2024): \$472,112 (80%)**
 - Local match: \$118,028 (20%)

City of West Fargo – Sheyenne River Pedestrian Bridge

- Evaluation scoring: 30 points
- Funding:
 - Total construction cost: \$761,450
 - **Recommended TA funding: \$0**

Requested Action:

Recommend Policy Board approval of the Transportation Alternatives grant application project scoring and TA funding as vetted through the Metropolitan Bicycle & Pedestrian Committee.

TA Project Evaluation - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Fargo - Drain 27 Crossing at Timberline		Fargo - Red River Trail 35th Ave S to 40th Ave S		Fargo - Red River Path near VA		Fargo - Drain 27, 52nd Ave S to Deer Creek		Horace - CR 17 Path Phase 4 (64th to 68th)		Horace - CR 17 Shared Use Path Phase 5		West Fargo - Sheyenne River Bridge		
	Question	Evaluation instructions	Points	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.25 mi from Centennial Elementary	10	0.27 mi from Eagles Elementary	0	0.51 mi from Longfellow Elementary	10	0.07 mi from Deer Creek Elementary School	0	Further than 1/2 mi from K-8 school	10	0.05 mi from Horace Elementary School, 0.43 mi from Heritage Middle School	10	0.25 mi from Brooks Harbor Elementary School, 0.44 mi from Freedom Elementary School	10
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	0	No existing an multi-dwelling residential within 1/4 mi.	0	Project located within 1/4 mile of multi-dwelling residential but not commercial.	0	No existing an multi-dwelling residential within 1/4 mi.	0	Commercial nearby but no 3-plex or greater residential	0	No existing an multi-dwelling residential within 1/4 mi.	0	No existing an multi-dwelling residential within 1/4 mi.	0	Commercial nearby but no 3-plex or greater residential	0
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the county sponsorship of <5,000 population jurisdiction projects.	5	0	Fargo project with possible Fargo Park component	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Horace/Cass Co. project only	0	Horace/Cass Co. project only	0	West Fargo project only	0
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	10	10	Similar connection shown in 2045 MTP.	10	Shown in 2016 FM Bike-Ped Plan and 2045 FM MTP	10	Shown in 2016 FM Bike-Ped Plan	10	Majority of project shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped Plan	10
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	5	More than half of project in medium vehicle density	10	Project located within medium trip density area (25 to 50 trips/acre)	5	More than half of project in medium vehicle density	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.		3	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	No MATBUS route nearby	0	0.46 mi from nearest MATBUS Route	5	Western terminous of project within 0.09 mi of MATBUS Route	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	5	Within EJ area.	0	Outside of any EJ area.	0
Total Points				35	-	40	-	30	-	30	-	20	-	35	-	30	-	-

Agenda Item 7 ADDITIONAL ITEM - Attachment 2

FY 2024 Transportation Alternatives Funding Allocation - Metro COG Urbanized Area (North Dakota)											
2024 Metro COG TA sub-allocation (ND side):		\$ 824,761									
Jurisdiction	Project	Total project cost	Score	Requested				Proposed funding			
				Local match		Federal TA		Local match		Federal TA	
Fargo	Connecting the Trails - Drain 27 crossing	\$875,045	35	\$175,009	20%	\$700,036	80%	\$875,045	100%	\$0	0%
Fargo	Red River Path - Phase 2 - 35th to 40th Ave S	\$739,941	40	\$147,988	20%	\$591,953	80%	\$88,162	-	\$352,649	48%
Fargo	Red River Path - VA to Park Lane	\$840,508	30	\$168,102	20%	\$672,406	80%	\$840,508	100%	\$0	0%
Fargo	Drain 27 & Deer Creek Path	\$848,206	30	\$169,641	20%	\$678,565	80%	\$848,206	100%	\$0	0%
Horace	CR 17 Shared Use Path Phase 4	\$433,090	20	\$86,618	20%	\$346,472	80%	\$433,090	100%	\$0	0%
Horace	CR 17 Shared Use Path Phase 5	\$590,140	35	\$118,028	20%	\$472,112	80%	\$118,028	20%	\$472,112	80%
West Fargo	Sheyenne River Pedestrian Bridge	\$761,450	30	\$152,290	20%	\$609,160	80%	\$761,450	100%	\$0	0%
Total				\$4,070,704				\$824,761			
TA funds remaining		\$ -									

FY 2025 Transportation Alternatives Funding Allocation - Metro COG Urbanized Area (North Dakota)											
2025 Metro COG TA sub-allocation (ND side):		\$ 844,170									
Jurisdiction	Project	Total project cost	Score	Requested				Proposed funding			
				Local match		Federal TA		Local match		Federal TA	
Fargo	Connecting the Trails - Drain 27 crossing	\$875,045	35	\$175,009	20%	\$700,036	80%	\$175,009	20%	\$700,036	80%
Fargo	Red River Path - Phase 2 - 35th to 40th Ave S	\$739,941	40	\$147,988	20%	\$591,953	80%	\$36,033	-	\$144,134	19%
Fargo	Red River Path - VA to Park Lane	\$840,508	30	\$168,102	20%	\$672,406	80%	\$840,508	100%	\$0	0%
Fargo	Drain 27 & Deer Creek Path	\$848,206	30	\$169,641	20%	\$678,565	80%	\$848,206	100%	\$0	0%
Horace	CR 17 Shared Use Path Phase 4 (FY24 or 25)	\$433,090	20	\$86,618	20%	\$346,472	80%	\$433,090	100%	\$0	0%
Horace	CR 17 Shared Use Path Phase 5 (FY24 or 25)	\$590,140	35	\$118,028	20%	\$472,112	80%	\$590,140	100%	\$0	0%
West Fargo	Sheyenne River Pedestrian Bridge (FY24 or 25)	\$761,450	30	\$152,290	20%	\$609,160	80%	\$761,450	100%	\$0	0%
Total				\$4,070,704				\$844,170			
TA funds remaining		\$ -									



To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: November 4, 2022
Re: **STBG Project Solicitations: FY2024-FY2027**

Metro COG is opening a solicitation for projects that intend to use Surface Transportation Block Grant (STBG) program funds. The agency will be accepting projects for federal fiscal years 2026 and 2027. FY2026 was not fully programmed at the development of the FY2023-2026 TIP cycle. There also may be some shifts in priorities given information in the TMA Status section later in this memorandum. Table 1 below lists the estimated funding available in each fiscal year.

Table 1: Funding Amounts Available by Year Included in the Solicitation

State	FY 2024	FY 2025	FY 2026	FY 2027
North Dakota	\$0	\$0	\$4,318,064	\$10,484,210
Minnesota				\$1,071,608

Metro COG has programmed its expected suballocation in fiscal years 2024 and 2025. Currently Metro COG is overprogrammed in FY2025 with the City of Fargo 36th Street at Rose Coulee project (\$307,534 federal) and the City of West Fargo 9th Street E project (\$9,600,000 federal).

Attachment 1 to this memo is our inaugural STBG application form. We have sought out examples from other TMAs and have used those examples, combined with NDDOT's solicitation, to prepare the application. Over time, we will learn what works and what doesn't work, and will refine the form and the process. Further analysis and review will be needed to develop the prioritization process.

TMA Status

As was announced at the last TTC meeting, Metro COG will not become a Transportation Management Area (TMA) in FY2023 due to the final census urban area population data being unavailable. Metro COG and NDDOT have been discussing the ramifications of this delay.

NDDOT has confirmed with Metro COG that funding in FY2023 going toward the City of Fargo's 52nd Avenue South project will change as far as how the funding is being pulled together, but total amount of federal funding and the status of the project will not be affected. This consists of a total of \$9,000,000 in federal funds (\$5M FY2022 and \$4M FY2023). Instead of coming from our metro area's direct suballocation as a TMA, the \$4M in FY2023 funds will come from the STBG category referred to as Urban Roads, which for the MPO cities throughout the state, totals only \$8.4M. NDDOT does not anticipate our funding for our chosen Transportation Alternatives (TA) projects to be affected.

The 42nd Street/I-94 structure rehab project will get rescheduled due to a) the need for NDDOT to carry out further internal coordination and coordination with the City of Fargo regarding the project, and b) the TMA status impact. NDDOT has informed Metro COG that Phase 2 of 32nd Avenue South (25th to University) will lose approximately \$4M in federal FY2023 funding due to the delay in the TMA designation. In order to recoup federal funding on that project, the City of Fargo may elect to use Advance Construction (AC) to pull funding from FY2026 or FY2027 through this solicitation.

Attachment 2 to this memorandum lists the projects that are currently funded in the 2023-2026 TIP. Metro COG is asking that each jurisdiction review this list and confirm each of your projects and the information associated with them. If priorities have shifted, it is important that Metro COG is made aware so that staff may resolicit for projects in those fiscal years.

Recommended Action: None.

APPLICATION FOR FM METRO COG SURFACE TRANSPORTATION PROGRAM BLOCK GRANT (STBG) PROGRAM FUNDS

Instructions

The Fargo-Moorhead Metropolitan Council of Government (Metro COG) is soliciting projects for use of its direct suballocation of Surface Transportation Block Grant (STBG) program funds annual for federal fiscal years (FFY) 2024-2027.

Table 1: Funding Amounts Available by Year Included in the Solicitation

State	FY 2024	FY 2025	FY 2026	FY 2027
North Dakota	\$2,198,954	\$1,727,319	\$4,318,064	\$10,484,210
Minnesota				\$1,071,608

Please complete the following form with all applicable information. This information will be used to assess and prioritize the project versus other project applications received by Metro COG. Completing all elements of this form thoroughly will help Metro COG staff to review projects and work with the TTC and Policy Board to prioritize projects.

Project Eligibility

Projects eligible for STBG funding must be within the Metro COG Urbanized Area Boundary (UZA), be consistent with Metro Grow: 2045 FM Area Metropolitan Transportation Plan (MTP), and meet general eligibility requirements for use of federal aid dollars under Title 23 of the US Code.

Process

After project applications are submitted to Metro COG, staff will review each application. This review will take eligibility, ability to fund, need, Title VI & EJ impacts, conformance with plans, and priority in the MTP as well as other factors into consideration. Staff will prepare a rough prioritization based upon these and other factors, and will consider various funding scenarios if multiple projects are able to be funded in a single fiscal year. This information will be presented to Metro COG’s Transportation Technical Committee (TTC). The TTC will recommend a prioritized list of projects for funding to Metro COG’s Policy Board. The Policy Board will then determine which projects are funded and how much funding will be allotted to each project in each of the fiscal years during which funding is available.

Schedule

- | | |
|-------------------|--|
| November 10, 2022 | • Begin project solicitation process |
| January 12, 2023 | • End application process. Metro COG staff begin reviewing projects. |
| February 9, 2023 | • The Transportation Technical Committee (TTC) reviews and prioritizes projects. TTC makes a funding recommendation to the Policy Board. |
| February 16, 2023 | • Policy Board reviews projects and awards funding. |

After funding is awarded, Metro COG will begin working with each local jurisdiction to monitor and track project progress to ensure projects are able to stay on track for the year funded, or to ensure that we know, far enough in advance, about scheduling or cost issues that could affect project programming the timely obligation of federal funds.

Step 1: Project Information

Project Summary:

Project Location:				
Lead Jurisdiction:				
Project Contact:			Contact Phone:	
Contact Email Address:				
Project Limits:		From:		To:
Project Length:		Construction Year:		AC: <input type="checkbox"/> Y <input type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027
Funding Requested:				

Work Activities:

Please indicate which project phases will be federally funded (check all that apply).

- Planning
- Right-of-Way Acquisition
- Construction Engineering
- Construction

Project Narrative:

Below please describe the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Project Map:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Project Classification:

Given the project types below, please characterize the extent of the proposed project.

- Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- Bridge Repair
- Roadway Capacity Expansion
- Transit Capital Purchase
- Safety Improvement
- Intelligent Transportation Systems Deployment
- Reconstruction
- New Roadway
- Bicycle & Pedestrian
- Transit Bus Replacement
- Congestion Management

Project Cost Estimate:

Please detail the cost of the project based upon its individual elements. Please also indicate the amount of federal funds being requested for each element or amount of local funds that will be used. Be as precise as possible in your estimation.

Activity	Federal STBG Requested	Local Funding Provided
ROW Acquisition		
Planning		
Utilities		
Construction Engineering		
Roadway Construction		
Bike/Ped Infrastructure		
Lighting		
Traffic Control		
Transit Capital Purchase		
Other: (Please Specify)		
Total:		

Step 2: Planning Conformance

Plan Inclusion:

Please indicate plans in which this project is listed (check all that apply).

- Metro COG Plans:

Metro Transportation Plan

Subarea Plan

Corridor Study

TIP

Bike/Ped Plan

Transit Development Plan

- Local Plans:

Comprehensive Plan

Corridor Study

- Other (please specify): _____

Project Need:

Please describe the need for the project (utilize language from any applicable plan).

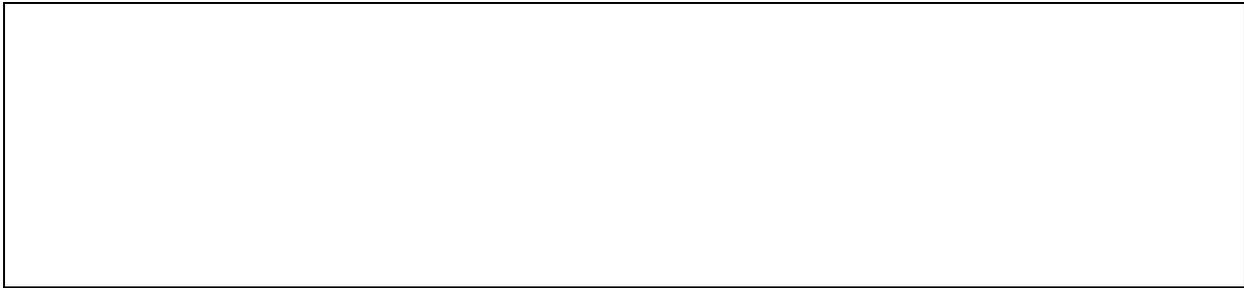
ADA Compliance:

Will this project incorporate all necessary requirements of the American with Disabilities Act of 1990 as well as your local ADA Transition Plan?

Yes

No

Please describe ADA elements of this project (if applicable).



Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day ____ of _____(month), _____(year).

In Witness Thereof:

(Mayor)

Date: _____

(City Engineer)

Date: _____

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
City of Fargo																
City of Fargo	4200016.1	23036	2023	52nd Ave S		63rd St S	Sheyenne St	Reconstruction of 52nd Ave S (Associated with Project 1220035)	Reconstruction	\$6,123,152	STBGP-U	\$4,000,000	-	\$ 2,123,152.00		-
City of Fargo	4210002	22925	2023	32nd Ave S		25th St S	University Dr	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$7,148,459	STBGP-U	\$4,400,000	-	\$2,748,459		-
City of Fargo	4210002.1	22925	2024	32nd Ave S		25th St S	University Dr	Reconstruction of 32nd Ave S in Fargo - Linked to Metro COG ID: 4210002	Reconstruction	\$16,051,541	STBGP-U	\$9,880,000	-	\$6,171,541		-
City of Fargo	4210004	8112	2023	42nd St S & I-94 Grade Separation				Structure Rehabilitation	Rehabilitation	\$275,680	STBGP-U	\$223,108	-	\$52,572		-
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	STBGP-U	\$307,534	-	\$72,466		-
City of Fargo	4230001		2026	Broadway N		ND/MN Border Bridge @ Red River		Broadway Bridge Reconstruction	Reconstruction	\$7,500,000	STBGP-U	\$4,200,000	-	\$1,050,000	Clay County, Moorhead	\$2,250,000
City of Fargo	4230003		2026	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem	Bike/Ped	\$4,000,000	STBGP-U	\$1,760,000	-	\$440,000	Clay County, Moorhead	\$1,800,000
City of West Fargo																
City of West Fargo	3220021		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	STBGP-U	\$9,600,000	-	\$2,400,000		-
MnDOT																
MnDOT	8210019	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	\$75,500,000	STBGP-U	\$8,642,000	\$1,358,000	\$500,000	State Bond	\$65,000,000
City of Moorhead																
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	\$2,445,000	STBGP-U	\$263,000	-	\$2,182,000	-	-
City of Moorhead	5230010	144-010-020AC	2025	US 10 & 11th St		8th St	14th St	**AC**On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (11th St Underpass) (AC Payback 1 of 2)	New Construction	\$1,855,000	STBGP-U	\$1,855,000	-	-	-	-
City of Moorhead	5230011	144-010-020AC1	2026	US 10 & 11th St		8th St	14th St	**AC Payback**: Moorhead Underpass, AC Payback, 2 of 2	New Construction	\$700,000	STBGP-U	\$700,000	-	-	-	-
Moorhead Transit																
Moorhead Transit	5200005	TRS-0034-25A	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5191)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-
Moorhead Transit	5200006	TRS-0034-25B	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5192)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-
Moorhead Transit	5210013	TRS-0034-24A	2024	Transit				City of Moorhead, Purchase of one (1) Class 400 Bus and Related Equipment (Replaces Paratransit Bus Unit 7191)	Transit Capital	\$106,000	STBGP-U	\$84,800	\$10,600	\$10,600	-	-
Moorhead Transit	5220007	TRS-0034-25C	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5193)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-

To: Transportation Technical Committee
From: Adam Altenburg, AICP
Date: November 3, 2022
Re: **2050 Baseline Demographic Forecast**

In October 2021, Metro COG began the 2050 Baseline Demographic Forecast. Metro COG develops demographic forecasts for the Fargo-Moorhead metropolitan area every five years as part of its long-range transportation planning process. These forecast projections are vital to local area jurisdictions and other entities and help to support different planning efforts throughout the region.

Demographic forecasts developed by Metro COG are used to revise and update the region's Travel Demand Model (TDM). This model is the primary tool for assessing future conditions of the regional surface transportation system, particularly the roadway system, as well as freight and transit planning needs in the five-year Metropolitan Transportation Plan.

The 2050 Baseline Demographic Forecast includes a close examination of socioeconomic factors from the 2017 Demographic Forecast Study, the most recently completed study for the Fargo-Moorhead metropolitan area. The study also set out a framework for two unique growth scenarios based primarily on trend variables (cohort age structures, industry labor distribution), dynamic variables (birth rates, death rates, migration), and constants (housing to demographic relationships, labor force participation rates, gender ratio). Population, household, and employment forecasts from these scenarios are provided in five-year increments, from 2025 through 2050.

Similar to past demographic forecasts, two projection scenarios were created: a "Most Likely" forecast which outlines a baseline projection, and a "High Growth" scenario which outlines a fast-growing situation in the metropolitan area. These scenarios were created by manipulation of the birth, death, and migration rates that underpin the forecast model. Metro COG strongly encourages jurisdictions to closely review and examine the report, forecasts, and differences between the two growth scenarios.

In the past, Metro COG has asked the TTC to select a preferred growth scenario for use within Metro COG's transportation planning process. It is Metro COG's suggestion to adopt the "Most Likely" scenario rather than the "High Growth" scenario for use in the TDM.

The draft 2050 Baseline Demographic Forecast can be viewed on Metro COG's website:

<https://fmmetrocog.org/projects-rfps/metro-cog-baseline-2050-demographic-forecast>

Requested Action: Recommend Policy Board approval of the 2050 Baseline Demographic Forecast and selection of the "Most Likely" growth scenario for use within Metro COG's transportation planning process.

To: Transportation Technical Committee
From: Ari Del Rosario, Assistant Planner
Date: November 4, 2022
Re: **2022 Metro Profile**

The latest Metropolitan Profile is now complete. This annual report is put together by Metro COG to provide a snapshot of the Fargo-Moorhead metro area based on data from the previous year. Like last year, the report is split into five sections (community profile, roadways, freight, bike & ped and transit) with metrics to be continually tracked in the future to reveal larger trends.

Some further highlights from the profile will be provided at the TTC meeting.

The full 2022 Metro Profile can be reviewed on Metro COG's website at:

<http://fmmetrocog.org/resources/metro-profile>

Requested Action: Recommend Policy Board approval of the Metropolitan Profile 2022



To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: November 4, 2022
Re: **Fargo and Moorhead Transit Asset Management Plans**

The Cities of Fargo and Moorhead recently completed and approved their Transit Asset Management Plans. Brief presentations about the plans will be provided at the TTC meeting, and the documents are available for your review at:

<http://fmmetrocog.org/resources/planning/transit-planning>

Requested Action: None.