

Final 2026-2029 Transportation Improvement Program (TIP)

For the Fargo-Moorhead Metropolitan Area



FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

September
25, 2025

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 September 25, 2025



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 (DOT) 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 DOT 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, Metro COG adopted its Metropolitan Transportation Plan, *Metro 2050: Transportation Moving Ahead* in September of 2024, as well as detailed ancillary modal documents including the Metropolitan Bikeway and Pedestrian (adopted October 2022), a Metropolitan Transit Development Plan (adopted July 2021), a Metropolitan Comprehensive ITS Plan (adopted January 2023); and

WHEREAS, the *Metro 2050: Transportation Moving Ahead* Fargo-Moorhead Metropolitan Transportation Plan includes a transportation management element, a short-and mid-term and a long-term transportation project prioritization element, providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of Metro COG recommends that the *Metro 2050: Transportation Moving Ahead* 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 the *Metro 2050: Transportation Moving Ahead* Metropolitan Transportation Plan is currently held valid and consistent with current transportation and land use considerations.

Approved this 25th day of September, 2025.



Jenny Mongeau
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

**A RESOLUTION ENDORSING THE FY 2026 - FY 2029
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

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

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

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

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

WHEREAS, the Fiscal Year 2026- 2029 Transportation Improvement Program, dated August 2025, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and 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 2026 - 2029 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 2026- 2029 Transportation Improvement Program, dated August 2025, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

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

PASSED this 25th day of September, 2025



Jenny Mongeau, Chair
Metro COG Policy Board

TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

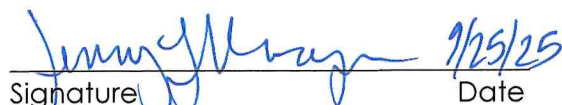
The Fargo-Moorhead Metropolitan Planning Organization (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with all applicable requirements as outlined in 23 CFR 450.336 including:

- 1) 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- 2) 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;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

The aforementioned applicable requirements are reflective of 23 CFR 450.336 as of August 18, 2025. Metro COG is compliant to the extent all applicable requirements, or portions thereof, are in effect.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrococog@fmmetrococog.org or by visiting in person at 1 – 2nd Street North, Case Plaza, Suite 232, Fargo, North Dakota 58102.

**Fargo-Moorhead Metropolitan
Council of Governments**

 9/25/25
Signature Date

Policy Board Chair

Title

**North Dakota
Department of Transportation**

 9/26/2025
Signature Date

Local Government Engineer

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 2024 Federal Fiscal Year (September 30, 2024). The annual listing will represent 2024 projects as part of the 2025-2028 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.

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 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 expired on September 30, 2021 at 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.

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 IIJA 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.

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, was a 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
ACS	American Community Survey
ALOP	Annual Listing of Obligated Projects
ATIP	Area Transportation Improvement Program (Minnesota)
ATP	Area Transportation Partnership (Minnesota)
BIL	Bipartisan Infrastructure Law
CAV	Connected and Autonomous Vehicles
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CSAH	County State Aid Highway Minnesota)
CR	County Road (North Dakota)
DOT	Department of Transportation
DTA	Dynamic Traffic Assignment
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
LOTTR	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
NAAQS	National 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	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SFY	State Fiscal Year
SHSP	State Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	Safety Management Systems
SOV	Single-Occupant Vehicle
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
Kyle Litchy, PE	Peyton Mastera	Jeremy M. Gorden, PE
Cass County Engineer	Dilworth City Administrator	Division Engineer - Transportation
phone: (701) 298-2380	phone: (218) 287-2313	phone: (701) 241-1529
email: litchyk@casscountynd.gov	email: peyton.mastera@ci.dilworth.	email: jgorden@fargond.gov
City of Horace	City of Moorhead	City of West Fargo
Jim Dahlman	Bob Zimmerman	Jerry Wallace, PE
City Engineer	Engineer Director	West Fargo City Engineer
phone: (701) 532-0438	phone: (218) 299-5399	phone: (701) 515-5104
email: jim.dahlman@interstateeng.com	email: bob.zimmerman@ci.moorhead.mn.us	email: jerry.wallace@westfargond.gov
Clay County	MATBUS	MATBUS
Justin Sorum, PE	Julie Bommelman	Jordan Smith
County Engineer	Transit Director	Assistant Transit Director
phone: (218) 299-5099	phone: (701) 476-6737	phone: (701) 476-5940
email: justin.sorum@claycountymn.gov	email: jbommelman@fargond.gov	email: jmsmith@matbus.com
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	
Adam Altenburg, AICP	Jason Gottfried	
Community & Transp. Analyst	MPO Coordinator	
phone: (701) 532-5105	phone: (651) 296-3000	
email: altenburg@fmmetrocog.org	email: jason.gottfried@state.mn.us	
North Dakota DOT	West Central Initiative	Federal Highway Administration - MN Division
Will Hutchings, AICP	Wayne T. Hurley, AICP	Scott M. Mareck, AICP
MPO Coordinator / Urban Projects Coordinator	Planning Director	Technical Services Team Leader
phone: (701) 328-6421	phone: (218) 739-2239	phone: (651) 291-6114
email: hutchingswill@nd.gov	email: wayne@wcif.org	email: scott.mareck@dot.gov

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).

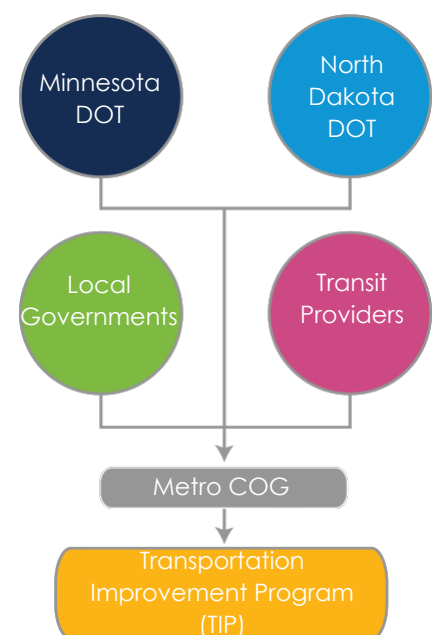
The TIP document includes an Annual Listing of Obligated Projects (ALOP) component for projects obligated in FFY 2025. The ALOP constitutes the agreed-to listing of Federal-Aid projects and Regionally Significant Projects (RSPs) approved by the Metro COG Policy Board.

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

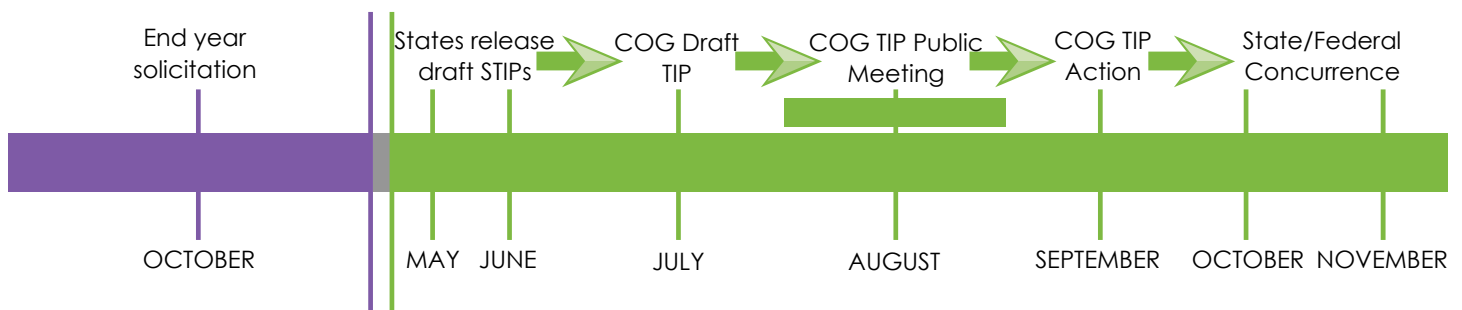


Source: Metro COG

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 to integrate Statewide Transportation Improvement Program projects within the Metropolitan Planning Area.

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 or September, which occurs before the States have approved their final STIPs. See Figure 1-2 below for the typical TIP/STIP development cycle.

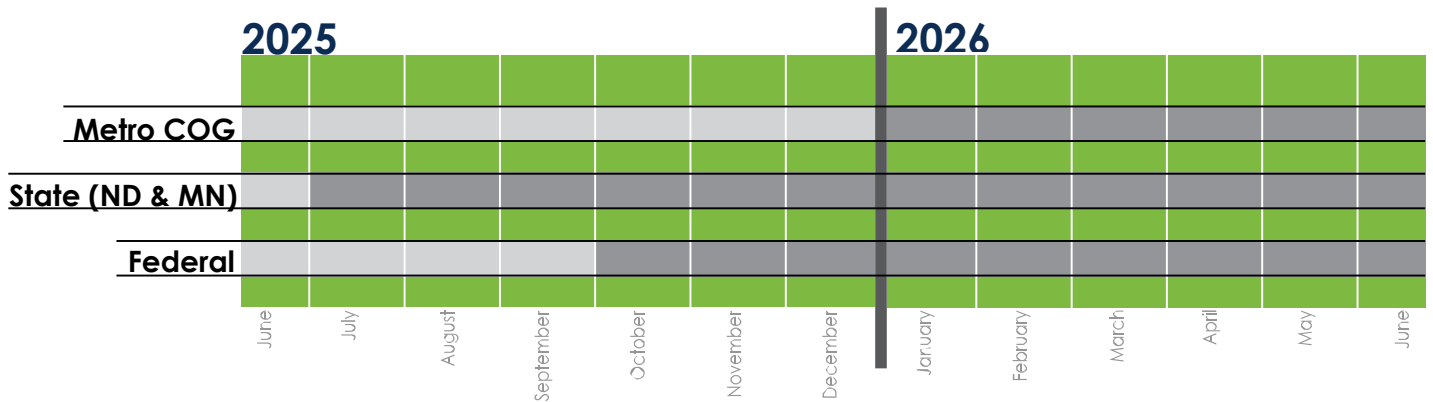
Figure 1. 2: TIP Development Timeline



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. Despite the varying fiscal years, TIP development occurs much earlier than the next calendar year (2026). 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) 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 that is matched with state and/or local funding. The Metro COG TIP includes basic project information such as the lead agency, Metro COG ID & State Number, project year, 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 Statewide Transportation Improvement Program (STIP). The FHWA and FTA review each STIP for conformity with federal transportation laws and confirms that each project within the Metropolitan Planning Area is included in the STIP.

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 Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan, hereafter referred to as Metro 2050, was adopted in April 2025 by the Metro COG Policy Board and has a planning horizon of 2050. Metro 2050 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	2025
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 2050, 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 2050. The MTP also analyzes the transportation system forecasting conditions to the year 2050. Metro 2050 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 strives to seek a balance between preservation and expansion.

- 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) 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	UPW
	25-years	N/A	4-years	2-
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)	Examined and updated when necessary	Every four years (Metro COG typically updates the TIP annually)	Annually

Source: Metro COG

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

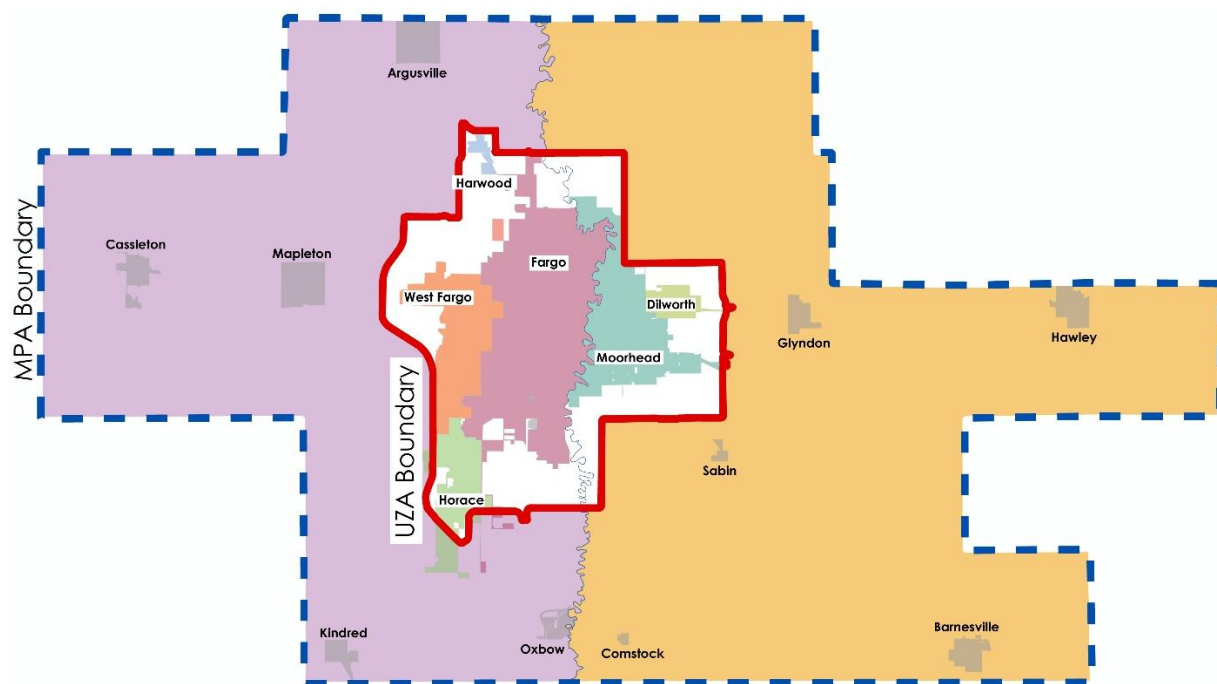
Metro COG serves as the designated MPO for the FM Area. MPOs are mandated to exist by federal transportation legislation for Urbanized Areas (UZAs) with greater than 50,000 population and serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

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 (dashed blue line outside border 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. 4: Urbanized Area (UZA) and Metropolitan Planing Area (MPA)



Urbanized Area (UZA)

The Metro COG UZA (solid red line seen in Figure 1-4) consists of the majority of Fargo, West Fargo, Horace, and Harwood in North Dakota and Moorhead and Dilworth in Minnesota. This boundary is examined for necessary updates after each Decennial Census. 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 17 voting members, comprised of elected officials and officials of public agencies that administer or operate major modes of transportation. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

The Policy Board certifies that the 3-C planning process used within the 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 who deal with surface transportation. There are also representatives from other planning partners such as FHWA, FTA, 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

After the 2020 Decennial Census, 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 has been in effective since June 5, 2023. Upon completion of the process, the region was designated as a TMA. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG coordinates with local jurisdictions and state agencies for continuing, cooperative and comprehensive 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. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, the excess funding will be allocated to a project that has capacity.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, and selection/funding allocation for three (3) direct allocation funding sources FHWA STBG, TA, and CRP and MATBUS is responsible for three (3) direct allocation funding sources FTA 5307, 5310, and 5339. The solicitation process starts with a meeting of the Prioritization Committee, a sub-set of the TTC, to review the currently available funding picture. This group reviews the Metro 2050 document to see what projects are a good match for the current available funding and regional priorities. The Prioritization Committee meets again to review the technical merits, Metro 2050 analysis, and any planning studies of projects purposed by the local jurisdictions. The proposed projects are reviewed with the respective DOT to verify the DOT does not have any major concerns with a proposed project. The Prioritization Committee then provides a funding recommendation or project prioritization to TTC. At their meeting, the TTC has the opportunity to amend or recommend approval of the Prioritization Committee's recommendation. The TTC's recommendation is then presented to the Policy Board who ultimately selects the funding levels for projects taking into consideration the Prioritization Committee's recommendation, the TTC's recommendation, the Public Ranking of Projects, as well as other factors. Metro COG will continue to coordinate with its member jurisdictions to streamline the application process. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

All other funding sources follow each state's competitive and formula-based project solicitation and are 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 2050. 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.

Figure 1. 5: Metro 2025 Transportation Goals

METRO 2050 TRANSPORTATION GOALS

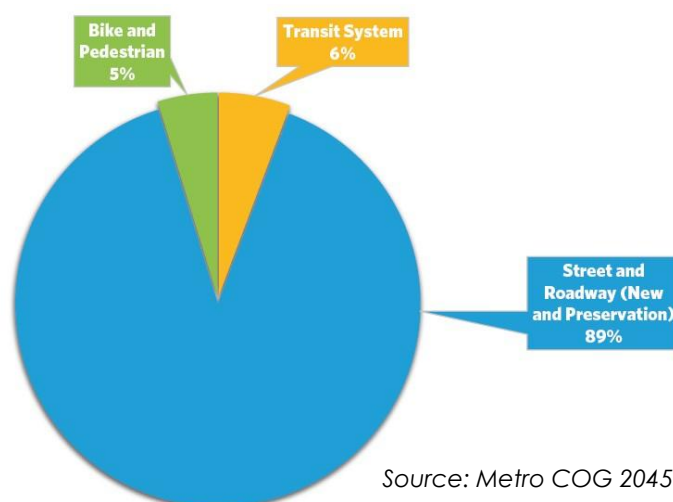


Source: Metro COG

STBG funds are a flexible funding source eligible for a range of transportation improvements, including roadway, bicycle and pedestrian, and transit capital. For many years, STBG funds in the FM Region were used mainly for roadway maintenance and improvement projects. Since 2019, some STBG funding has gone towards capital purchases for MATBUS, with the allocation being split up to 94 percent (94%) roadway and six percent (6%) transit in some years. The use of STBG funds on the North Dakota side compared to the Minnesota side had historically differed in expansion versus preservation, respectively. However, the rate of development and the future Fargo-Moorhead Diversion has shifted more focus to preservation for the entire region. Metro COG established an overall spending goal for the STBG allocation of 89 percent (89%) street and roadway projects, five percent (5%) bike and pedestrian projects, and six percent (6%) transit capital projects. This overall goal was reexamined through development of Metro 2050, to support key goals of Maintaining Transportation Infrastructure and Walking, Biking, and Rolling. Funding allocations will move Metro COG closer to system performance, policy, and congestion management goals by providing a more extensive, connected, and safe bicycle and pedestrian system. At the same time, funding allocations allow Metro COG to continue meeting system preservation targets as demonstrated in Chapter 2, with local jurisdictions having stable financial resources to meet system preservation needs and operate and maintain the system in a state of good repair. Metro 2050's project review and refinement utilized screening processes to identify projects that advanced the goals of the MTP, aligned with local priorities, and advanced the regional transportation system. The process supports the identification of projects that meet modal needs.

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 2050 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. 6: Metro 2050 Future Metro COG STBG Spending Allocation Goal



Source: Metro COG 2045 MTP

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. An addition listing of projects is the Reserve List, which exists for every time period. The Reserve List is composed of projects that do not meet the fiscal constraint of a time period but local jurisdictions would like to complete the project within that time period. If a project does not fit into one of the above mentioned groups, but the local jurisdictions want to keep the project in mind, these projects will be included in the “Illustrative” project list and are generally large multi-year, multi-jurisdictional projects.

Technical Evaluation

The projects in the Metro 2050 underwent an extensive scoring that factored in the 10 goals and 63 objectives. All the 10 different goals were weighted to give higher scores to those projects that address priority goals (Safety and System Security; Walking, Biking, and Rolling; and Maintain Transportation Infrastructure). These projects were then placed into time buckets (Near Term, Mid Term, and Long Term). The projects in these buckets were then collectively prioritized by local jurisdictions into a fiscally constrained list and a reserve list. This scoring and prioritization is considered in the TIP solicitation process.

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. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

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 was designated a TMA before Federal Fiscal Year 2024 (October 1, 2023). Metro COG has been working with both NDDOT and MNDOT in 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 2026-2029 TIP. Federal fiscal year 2024 was the first year that Metro COG selected projects.

This has changed for applicable program solicitations when TMA designation occurred and Metro COG received the direct suballocation of federal funding. State DOTs still administer the funding sources however, Metro COG will be able to select directly from the list of projects that underwent technical evaluation for applicable programs. Funding considerations, fiscal constraint, and maintaining the project development schedule are much larger factors in the selection process after TMA designation. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

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

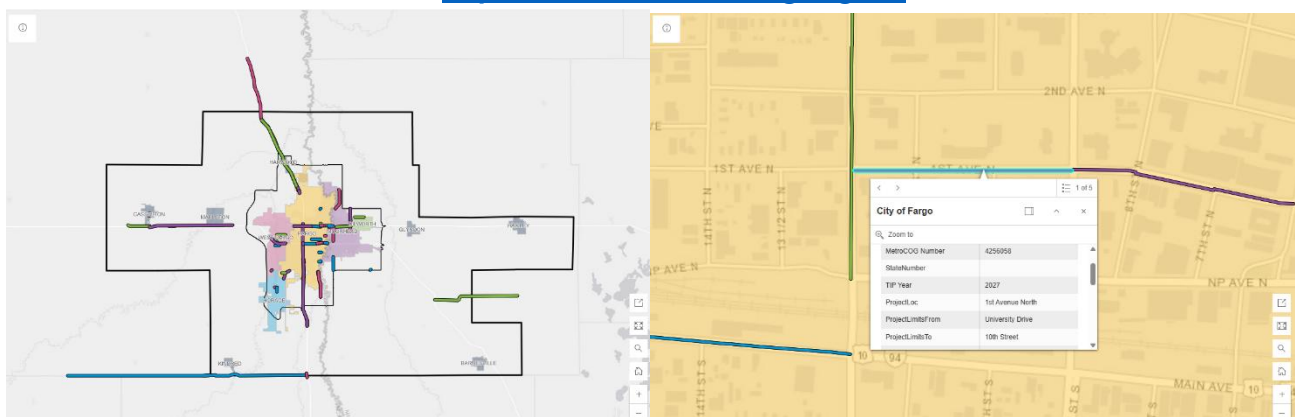
A practice referred to as AC may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FFY and be reimbursed with federal funds in one or more later FFYs. When AC is used, project sponsors may front 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.

Section 2 – Project Locator Map

For the development of the 2026-2029 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. If you would like a printed copy of these maps, please contact Metro COG at 701-532-5100 or visit Metro COG's office at 1 2nd Street North Suite 232, Fargo, 58102. Metro COG is committed to ensuring all individuals regardless of race, color, gender, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Alternative participation options will be accommodated upon request.



<https://www.fmmetrocog.org/TIP>



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2026-2029. 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 2026-2029 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 ***LFP*** Included for information and coordination only	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	Project Limits From	Project Limits To
I-94	Downer	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	-	-

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.

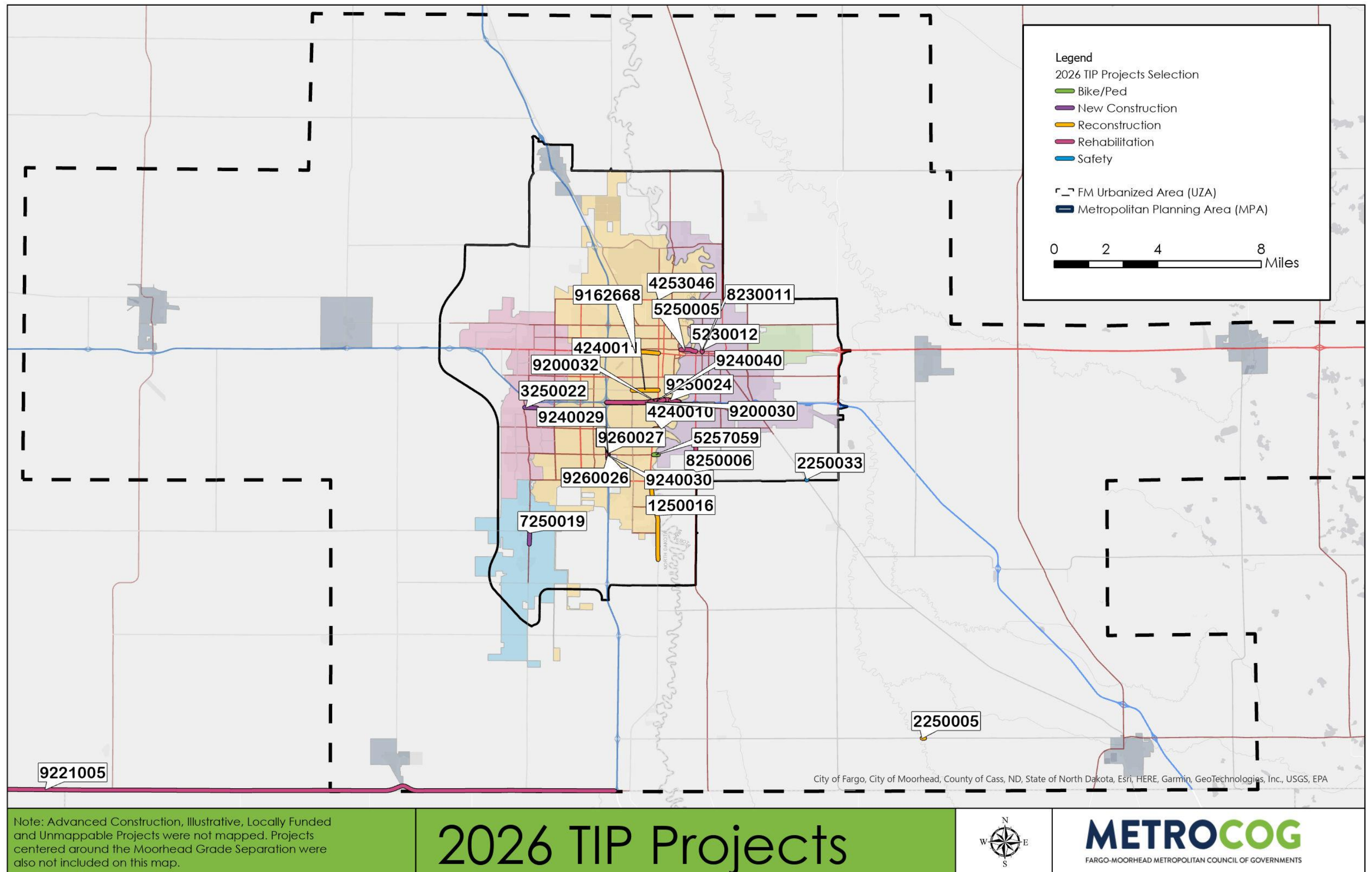
Total Project Cost and Revenue Sources

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 14. 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).

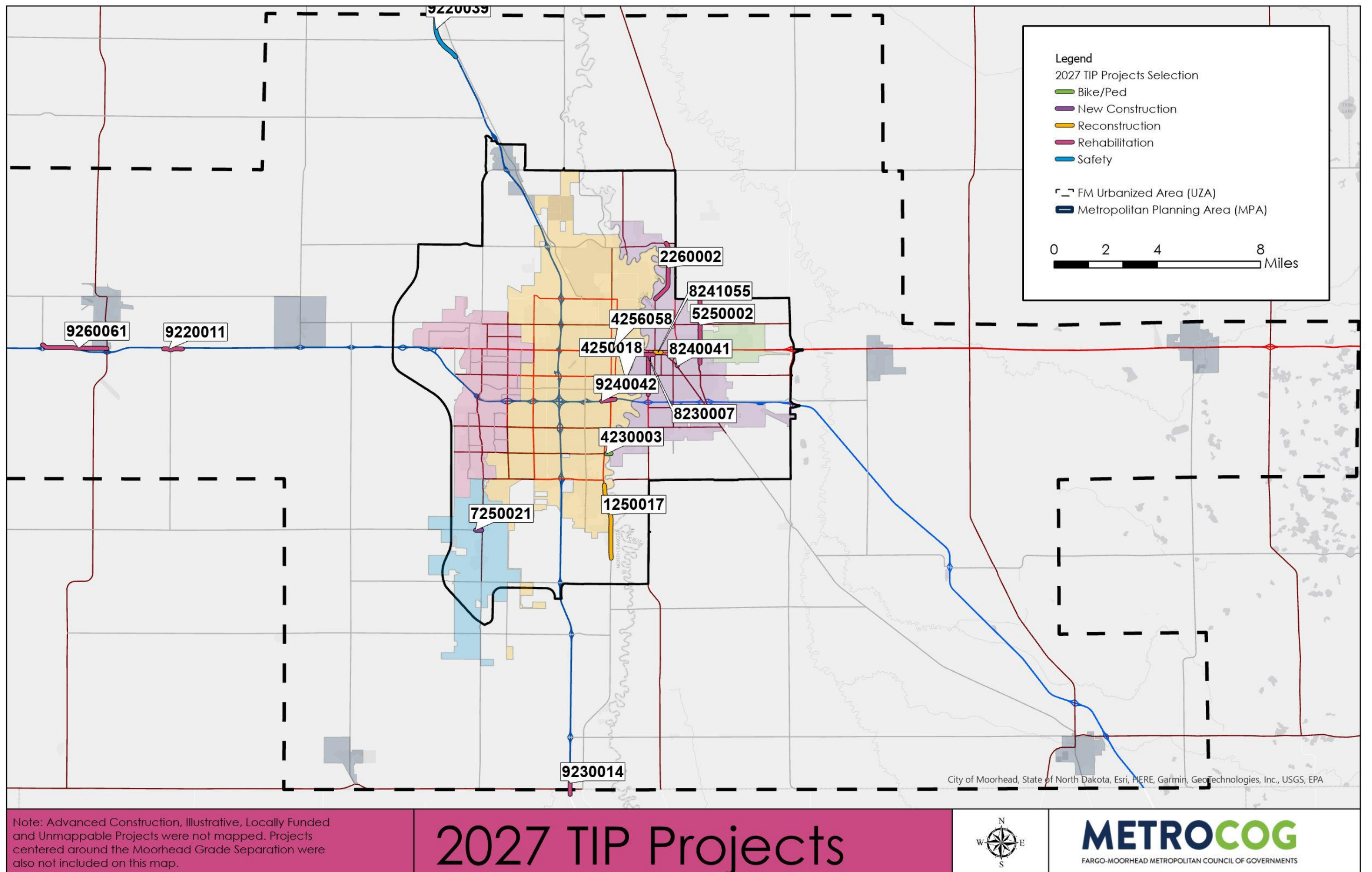
The State, Local, and Other Revenue columns, also shown above, indicate where other funds are coming from. A vast majority of federal funds require a local match which may vary from 10 to 20 percent of the total project cost. Some projects may not be eligible for federal fundings to cover the entire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



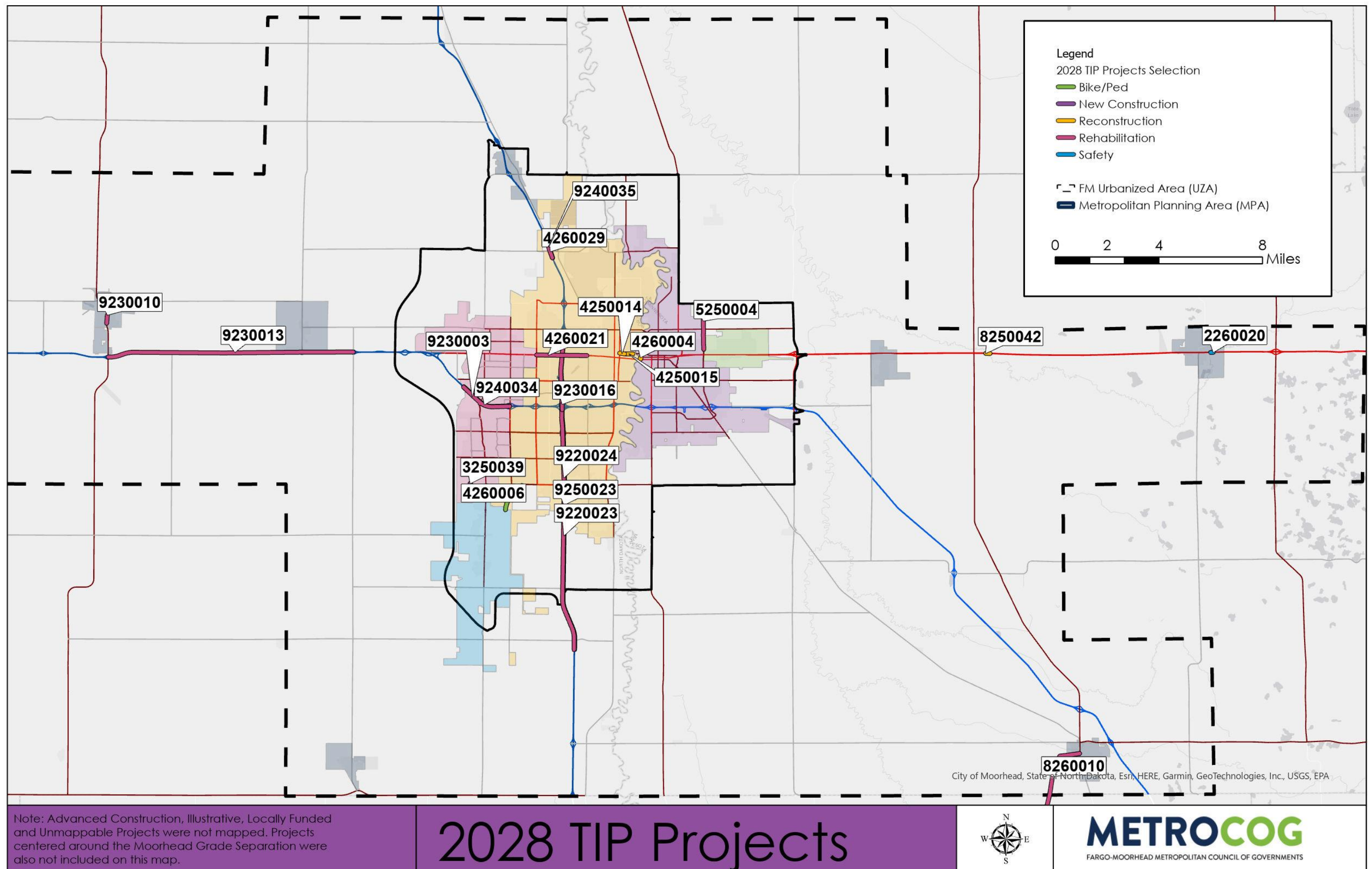
Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162668	23199	2026	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$33,683,000	NHU	\$20,548,000	\$2,316,000	\$10,819,000		
NDDOT	9200030	24112	2026	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,168	IM	\$1,601,251	\$177,917			
NDDOT	9200032	24112	2026	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,920	IM	\$1,601,928	\$177,992			
NDDOT	9221005		2026	ND 46	30.0	East of Enderlin E	I-29	Chip Seal Coat	Rehabilitation	\$1,740,000	Non NHSS	\$1,408,000	\$332,000			
NDDOT	9240029	23773	2026	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240030	23773	2026	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240040	24112	2026	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000			
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, Sheyenne St & 38th Ave W)	Safety	\$462,000	HEU	\$415,000		\$47,000		
NDDOT	9250024	24112	2026	I-94 E		1 mile East of US-81		Spall Repair, Approach Slabs, Structural Incidental	Rehabilitation	\$1,083,000	IM	\$975,000	\$108,000			
NDDOT	9260026	23773	2026	I-29N		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
NDDOT	9260027	23773	2026	I-29N		2 SOUTH OF I-94		Deck Overlay	Rehabilitation	\$411,008						\$411,008
NDDOT	9260028	23773	2026	I-29S		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
Cass County																
Cass County	1250016	24418	2026	South University Drive		54th Avenue South	88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250017.	Reconstruction	\$2,023,400	TA	\$850,000		\$468,400	2027 TA Project	\$705,000
City of Fargo																
City of Fargo	4240010	24150	2026	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685		
City of Fargo	4240011	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$9,960,000	STBG	\$5,400,000		\$4,560,000		
City of Fargo	4253046	24053	2026	Intersection		19th Avenue North	University Drive	Remove Negative Left Turn Offsets	Safety	\$351,000	HUE	\$315,900		\$35,100		
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		
Fargo Transit	4260044		2026	Transit				Replace Bus Surveillance System	Transit Capital	\$1,500,000	FTA 5339	\$1,200,000		\$300,000		
Fargo Transit	4260045		2026	Transit				Fargo Concrete and Bus Shelter Replacement	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260046		2026	Transit				Replacement of 2 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		
Fargo Transit	4260047		2026	Transit				2 Expansion Vehicles <30Ft. Bus	Transit Capital	\$440,000	FTA 5339	\$352,000		\$88,000		
Fargo Transit	4260048		2026	Transit				Pedestrian Avoidance System	Transit Capital	\$630,000	FTA 5339	\$504,000		\$126,000		
City of West Fargo																
City of West Fargo	3250022	24260	2026	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$1,070,000	CRP	\$746,536		\$323,464		
City of Horace																
City of Horace	7250019	24432	2026	County Road 17	0.3	76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$646,830	CRP	\$413,464		\$233,366		

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
MNDOT																
MNDOT	8230011	1401-177AC	2026	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS**B2020**CMGC**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)	Reconstruction	\$1,902,000	STBG	\$1,902,000				
MNDOT	8250006	1406-79	2026	Highway 75		County Road 12	46th Avenue South	ON US 75, FROM SOUTH OF CSAH 12 TO SOUTH OF 46TH AVE, GRADING, MILL AND OVERLAY, ADA IMPROVEMENTS	Rehabilitation	\$1,300,000	STBG	\$1,058,460	\$241,540			
MNDOT	8256053	8824-261RW	2026	DISTRICTWIDE				WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) RIGHT OF WAY	Safety	\$1,900,000	Protect	\$1,520,000	\$380,000			
MNDOT	8256054	8824-261PE26	2026	DISTRICTWIDE				WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) PRELIMINARY ENGINEERING	Safety	\$1,400,000	Protect	\$1,120,000	\$280,000			
Clay County																
Clay County	2250005	014-598-080	2026	County Road 51		Replace bridge #90901 on CR 51		**BFP**: ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 OVER STREAM 0.8 MILES WEST OF CSAH 21, 5.5 MILES WEST OF BARNESVILLE (ASSOCIATED TO 084-604-021, 084-620-007)	Reconstruction	\$1,252,400	BFP	\$875,000		\$377,400		
Clay County	2250033	014-070-016	2026			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000		
City of Moorhead																
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				
City of Moorhead	5250005		2026	1st Avenue North		Red River	8th Street North	REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$232,650	CRP	\$170,000		\$62,650		
City of Moorhead	5257059	144-090-020	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257060, 5260001 .	Bike/Ped	\$7,100,000	STBG	\$2,312,000		\$888,000	Other MN and ND Sources	\$3,900,000
City of Moorhead	5257060	144-090-020CRP	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257059, 5260001 .	Bike/Ped	\$50,000	CRP	\$50,000				
Moorhead Transit																
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	5250036	TRF-0034-26G	2026	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	5250037	TRF-0034-26H	2026	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		



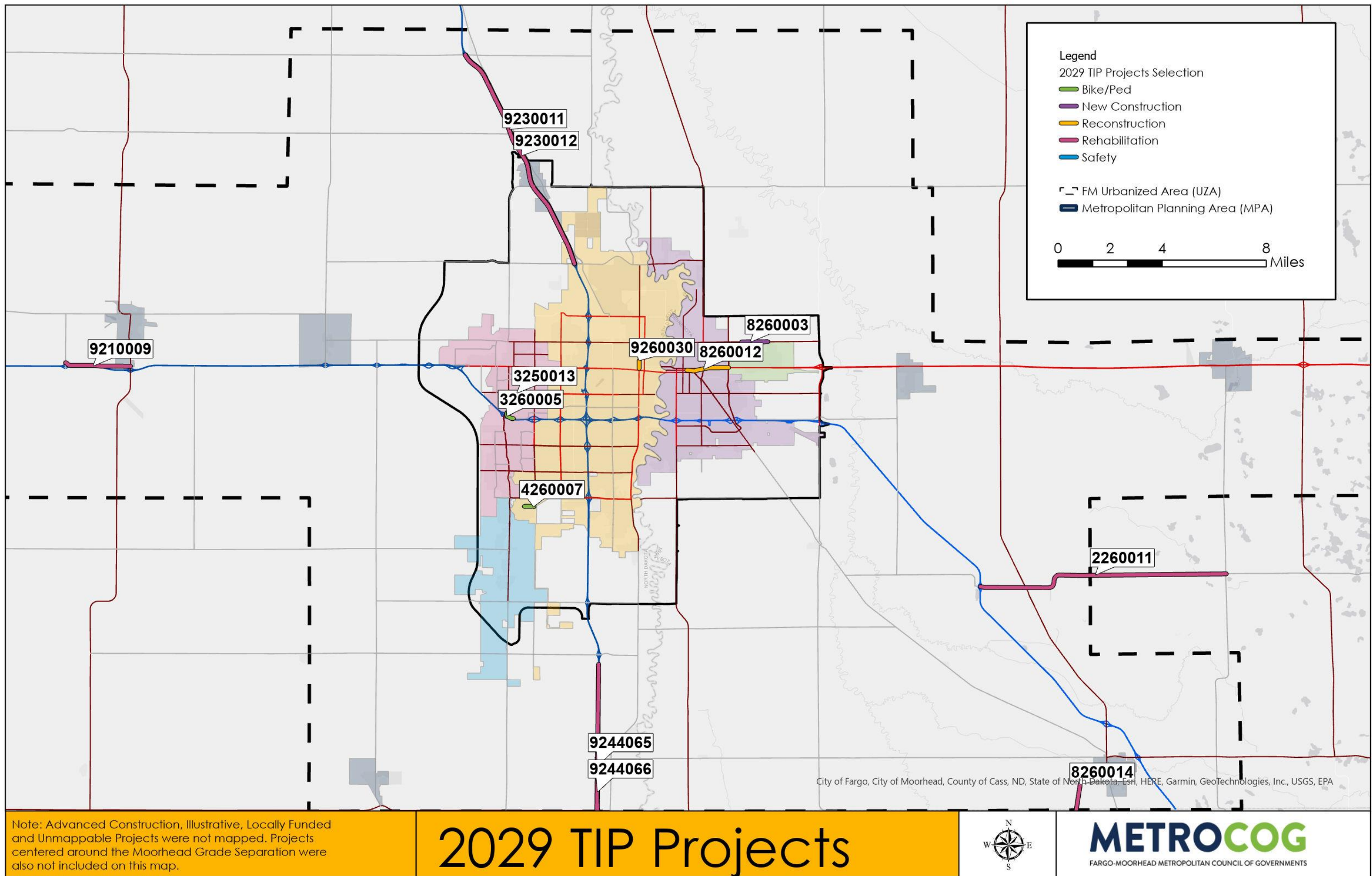
Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9210005	22888	2027	I-29	8.1	CR 20	S of Argusville Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$4,373,269	HEN	\$3,935,942	\$437,327			
NDDOT	9220011	23774	2027	ND 10E		4.0 East of ND 18		Deck overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$132,128	Non NHSS	\$106,931	\$25,197			
NDDOT	9220039	23330	2027	I-29	8.6	S of Argusville Interchange	Gardner Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$5,532,469	HEN	\$4,979,222	\$553,247			
NDDOT	9230014	23905	2027	I-29N		Junction ND 46 & I-29		Deck Replacement	Rehabilitation	\$1,637,802	IM	\$1,474,022	\$163,780			
NDDOT	9240042	24196	2027	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	STBGP	\$494,000	\$55,000	\$61,000		
NDDOT	9260061		2027	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	CPR, Mill/Overlay 2" Max	Rehabilitation	\$1,199,977	SS	\$971,141	\$228,836			
Cass County																
Cass County	1250017	24418	2027	South University Drive				Reconstruction of shared use path along University Drive South Connected to MID 1250016.	Reconstruction	\$705,000	TA	\$564,000		\$141,000		
City of Fargo																
City of Fargo	4230003	24429	2027	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem Connected to 5257059, 5257060, and 5260001	Bike/Ped	\$3,400,000	STBG	\$2,720,000		\$680,000		
City of Fargo	4250018		2027					Construction of a shared use path south of the water reclamation facility.	New Construction	\$370,000	TA	\$296,000		\$74,000		
City of Fargo	4256058		2027	1st Avenue North		University Drive	10th Street	Reconstruction of 1st Avenue North	Reconstruction	\$11,515,888	STBG	\$6,324,210		\$5,191,678		
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		
Fargo Transit	4260049		2027	Transit				Expansion <30ft Bus for Paratransit	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260050		2027	Transit				Bus Equipment for Expansion	Transit Capital	\$15,000	FTA 5339	\$12,000		\$3,000		
Fargo Transit	4260051		2027	Transit				Replacement of 4 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		
City of Horace																
City of Horace	7250021	24433	2027	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$519,002	CRP	\$415,201		\$103,801		

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
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 & Concrete Paving, ADA Improvements and Signals	Rehabilitation	\$5,500,000	NHPP	\$3,948,870	\$901,130	\$650,000		
MNDOT	8241055	1401-177AC	2027	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS***B2020**CMGC**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)	Reconstruction	\$200,000	STBG	\$200,000				
MNDOT	8250041	14-00128	2027					OTVR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M11, OAK WAY, MOORHEAD, CLAY COUNTY	Rehabilitation	\$240,000	RRS	\$240,000				
MNDOT	8260025	8824-261	2027					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)	Safety	\$13,400,000	PROTECT	\$10,720,000	\$2,680,000			
Clay County																
Clay County	2260002	014-603-015	2027	CSAH 3		CSAH 18	CSAH 22	Mill and overlay	Rehabilitation	\$1,426,250	STBG	\$1,141,000		\$285,250		
City of Moorhead																
City of Moorhead	5250002	144-135-020	2027	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2028) CONNECTED TO 5250004	Rehabilitation	\$2,443,260	STBG			\$1,350,220	2028 STBG SC	\$1,093,040
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		



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	9220023		2028	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		2028	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		2028	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		2028	ND 18	0.8	7th St S	3rd St N	Casseltown: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,644,915	SS	\$1,331,230	\$313,685			
NDDOT	9230013		2028	I-94E	7.7	E Casseltown	Raymond Interchange	Concrete Pavement Repair	Rehabilitation	\$1,336,000	IM	\$1,202,000	\$134,000			
NDDOT	9230016	23907	2028	I-29N		I-29 & I-94 Interchange		Structure Paint, Structural Incidental	Rehabilitation	\$729,992	IM	\$656,993	\$72,999			
NDDOT	9240034		2028	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	9240035	23596	2028	29 N		3 Miles South of Harwood		Struct Replace, Approach Slabs	Rehabilitation	\$5,839,934	IM	\$5,255,941	\$583,993			
NDDOT	9250023	24477	2028	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$19,739,000	IM	\$17,765,000	\$1,974,000			
City of Fargo																
City of Fargo	4250014	24430	2028	1st Avenue North		10th Street North	Roberts Street	Reconstruction of 1st Avenue North	Reconstruction	\$13,634,516	STBG	\$5,613,716		\$8,020,800		
City of Fargo	4250015	24431	2028	1st Avenue North		Roberts Street	3rd Street North	Reconstruction of 1st Avenue North	Reconstruction	\$9,799,808	STBG	\$5,080,178		\$4,719,630		
City of Fargo	4260004		2028	Red River		Main Avenue	NP Avenue	Reconstruction of shared use path	Reconstruction	\$1,375,000	CRP	\$1,100,000		\$275,000		
City of Fargo	4260006		2028	Drain 27		52nd Avenue South	64th Avenue South	Construction of a shared use path.	Bike/Ped	\$1,297,000	TA	\$870,000		\$427,000		
City of Fargo	4260021	24436	2028	Main Avenue	2.0	45th Street	25th Street	Concrete Pavement Repair and Expansion Joint Modification	Rehabilitation	\$17,244,000	NHU	\$13,956,000	\$1,564,000	\$1,724,000		
City of Fargo	4260029	23596	2028	I-29N		40TH AV NW AT BNRR(E OF N FARGO INT)		Struct Replace	Reconstruction	\$5,839,934				\$5,839,934		
Fargo Transit																
Fargo Transit	4250025		2028	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$6,106,000	FTA 5307	\$3,969,000		\$2,137,000		
Fargo Transit	4260022		2028	Transit				Mobility Manager	Transit Capital	\$136,000	FTA 5310	\$88,000	\$48,000			
Fargo Transit	4260023		2028	Transit				Misc. Support Equipment	Transit Capital	\$132,000	FTA 5339	\$86,000	\$46,000			
Fargo Transit	4260053		2028	Transit				4 Replacement <30ft Bus (8201,8211-8213)	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260054		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$45,000	FTA 5339	\$36,000		\$9,000		
Fargo Transit	4260055		2028	Transit				Replacement Fixed Route Bus >30ft (2161)	Transit Capital	\$740,000	FTA 5339	\$592,000		\$148,000		
Fargo Transit	4260056		2028	Transit				Concrete and Bus Shelter Replacement - 6	Transit Capital	\$200,000	FTA 5339	\$160,000		\$40,000		
Fargo Transit	4260057		2028	Transit				5 Replacement <30ft Bus (8191, 8231-8234)	Transit Capital	\$1,400,000	FTA 5339	\$1,120,000		\$280,000		
Fargo Transit	4260058		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$20,000	FTA 5339	\$16,000		\$4,000		
Fargo Transit	4260059		2028	Transit				Purchase 4 Shelters	Transit Capital	\$90,000	FTA 5339	\$72,000		\$18,000		
Fargo Transit	4260060		2028	Transit				Concrete and Bus Shelter Replacement - 4	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
City of West Fargo																
City of West Fargo	3250039		2028			52nd Avenue West	9th Street West	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.	New Construction	\$2,260,000	HSIP	\$2,034,540		\$226,060		

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
MNDOT																
MNDOT	8250042	1401-179	2028					On US 10, replace/redeck westbound old bridge #5854 and new bridge #14015.	Reconstruction	\$5,000,000	NHPP	\$4,071,000	\$929,000			
MNDOT	8260010	8409-26	2028	MN Highway 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY AND REPLACE/EXTEND BOX CULVERTS (8783, 8784, 91425) AC PROJECT, PAYBACK IN 2029	Rehabilitation	\$11,824,376	STBGP	\$6,127,407	\$2,196,969		AC 2029 STBGP	\$3,500,000
Clay County																
Clay County	2260020	1401-208	2028	Hawley, Mn 8th Street				**PROTECT**: ON US 10, AT 8TH STREET IN HAWLEY, CULVERT REPLACEMENT/DRAINAGE REPAIR, ASSOCIATED TO 014-596-003	Rehabilitation	\$600,000	Protect	\$480,000		\$120,000		
City of Moorhead																
City of Moorhead	5250004	144-135-020AC	2028	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PAYBACK 1 OF 1) CONNECTED TO 5250002.	Rehabilitation	\$1,093,040	STBG	\$1,093,040				
City of Moorhead	5260001	144-090-020	2028	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.	Bike/Ped	\$450,000	TA	\$450,000				
Moorhead Transit																
Moorhead Transit	5250008	TRF-0034-28A	2028	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5250009	TRF-0034-28B	2028	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5250010	TRF-0034-28C	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250011	TRF-0034-28D	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250012	TRF-0034-28E	2028	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
Moorhead Transit	5250034	TRF-0034-28F	2028	Transit				SECTION 5307: REPLACE ONE (1) BUS SHELTER	Transit Capital	\$52,000	FTA 5307	\$41,600		\$10,400		



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	9210009		2029	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	Chip Seal Coat	Rehabilitation	\$157,481	SS	\$127,449	\$30,032			
NDDOT	9230011		2029	I-29N	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,711,737	IM	\$1,540,563	\$171,174			
NDDOT	9230012		2029	I-29S	9.9	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,787,111	IM	\$1,608,400	\$178,711			
NDDOT	9240038	24204	2029	94 E		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$759,192	IM	\$683,273	\$75,919			
NDDOT	9240041		2029	94 W		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$759,192	IM	\$683,273	\$75,919			
NDDOT	9244065		2029	I-29 N	9.3	Christine Interchange	Wild Rice River	Concrete Pavement Repair	Rehabilitation	\$1,613,000	IM	\$1,452,000	\$161,000			
NDDOT	9244066		2029	I-29 S	9.7	Christine Interchange	Wild Rice River	Concrete Pavement Repair, Mill and Overlay 2" Max	Rehabilitation	\$4,586,000	IM	\$4,127,000	\$459,000			
NDDOT	9250026		2029	94 E	4.1			East of Casselton SHRP Section Crack and Seat, Structural OI>3	Rehabilitation	\$8,669,000	IM	\$7,802,000	\$867,000			
NDDOT	9260030		2029	Hwy 81 N		NP Avenue	4th Avenue N	Reconstruction of 10th Street North, Sanitary Sewer	Reconstruction	\$11,216,325	NHU	\$6,349,686	\$711,623	\$4,155,016		
City of Fargo																
City of Fargo	4260007		2029	Deer Creek Area		Drain 27	Deer Creek Elementary	Construction of a shared use path.	Bike/Ped	\$580,000	TA	\$460,828		\$119,172		
Fargo Transit																
Fargo Transit	4260031		2029	Transit				5307 Operating Funds for Fixed Route, ADA Paratransit, Planning and Preventive Maintenance	Transit Operations	\$7,562,500	FTA 5307	\$4,850,000		\$2,712,500		
Fargo Transit	4260032		2029	Transit				Misc Support Equipment	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260033		2029	Transit				Replacement 2 >30ft Bus for Fixed Route (4171-4172)	Transit Capital	\$1,500,000	FTA 5339	\$1,200,000		\$300,000		
Fargo Transit	4260034		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260035		2029	Transit				3 Replacement <30ft Bus for Paratransit (8241-8243)	Transit Capital	\$900,000	FTA 5339	\$720,000		\$180,000		
Fargo Transit	4260036		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000		
Fargo Transit	4260037		2029	Transit				Concrete and Bus Shelter Replacement	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260038		2029	Transit				Replacement <30ft Bus for Paratransit (8233)	Transit Capital	\$300,000	FTA 5339	\$240,000		\$60,000		
Fargo Transit	4260039		2029	Transit				Marriot Hub Shelter Improvements	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260040		2029	Transit				Moorhead Shelter Replacement	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260041		2029	Transit				Mobility Manager	Transit Capital	\$175,500	FTA 5310	\$140,400		\$35,100		
Fargo Transit	4260042		2029	Transit				Replacement <30ft Bus for Paratransit (8234)	Transit Capital	\$300,000	FTA 5310	\$240,000		\$60,000		
Fargo Transit	4260043		2029	Transit				Fargo Shelter Replacement	Transit Capital	\$120,000	FTA 5310	\$96,000		\$24,000		
City of West Fargo																
City of West Fargo	3250013		2029	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$15,405,473	STBG	\$10,907,772		\$4,497,701		
City of West Fargo	3260005		2029	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008	Bike/Ped	\$1,580,160	CRP	\$1,220,000		\$360,160		
City of West Fargo	3260008		2029	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005	Bike/Ped	\$523,965	TA	\$419,172		\$104,793		

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
MNDOT																
MNDOT	8260012	1401-190	2029	US 10		13th Street	West of 34th Street	**AC**: ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD, RECONSTRUCTION, AC PAYBACK IN 2030	Reconstruction	\$21,000,000	NHPP	\$10,284,000	\$3,716,000		AC 2030 NHPP	\$7,000,000
MNDOT	8260013	1480-195	2029	I-94 EB		0.0 Mi East of TH 336	0.1 Mile West of CSAH 10	**AC**: ON I-94 EB, 0. MI EAST TH 336 - 0.1 MI WEST CSAH 10 , MILL AND OVERLAY (AC PAYBACK IN 2030)	Rehabilitation	\$16,000,000	NHPP	\$8,500,000	\$1,500,000		AC 2030 NHPP	\$6,000,000
MNDOT	8260014	8409-26AC	2029	CSAH 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY AND REPLACE/EXTEND BOX CULVERTS (8783, 8784, 91425) AC PROJECT, PAYBACK1 OF 1	Rehabilitation	\$3,500,000	STBGP	\$3,500,000				
Clay County																
Clay County	2260011	014-610-035	2029	CSAH 10		CSAH 10 to CSAH 52	MN 9 to CSAH 31	ON CSAH 10, FROM CSAH 10 TO CSAH 52 AND FROM MN 9 TO CSAH 31 IN NORTH MOORHEAD, BITUMINOUS MILL AND OVERLAY	Rehabilitation	\$4,500,000	STBGP	\$1,027,890		\$3,472,110		
Moorhead Transit																
Moorhead Transit	5260015	TRF-0034-29A	2029	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5260016	TRF-0034-29B	2029	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5260017	TRF-0034-29C	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5260018	TRF-0034-29D	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5260019	TRF-0034-29E	2029	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
City of Dilworth																
City of Dilworth	8260003	098-080-056	2029	15th Avenue North		40th Street North	7th Street Northeast	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING	New Construction	\$3,182,430	STBG	\$1,149,000		\$2,033,430		

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 2028 but phases of the project may occur as soon as 2025. Lump sum tables are rounded to the nearest \$1,000. The lump sum projects are subject to normal TIP revision procedures as identified in Section 10 - TIP Revisions.

Lump Sums - 2026						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2026	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2026	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2026	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2027						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2027	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2027	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2027	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2028						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2028	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2028	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2028	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2029						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2029	\$1,475,000	\$1,100,000	\$200,000	\$175,000
	Right-of-Way (ROW)	2029	\$950,000	\$600,000	\$175,000	\$175,000
	Utilities	2029	\$170,000	\$100,000	\$35,000	\$35,000

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 2026-2029 TIP is reflective of projects that have been bid or let in 2025. 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	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
Metro COG																
Metro COG	0232073		2025					Flex to Metro COG Planning	Planning	\$404,948	STBG	\$323,958		\$80,990		
NDDOT																
NDDOT	9220025	23520	2025	I-94 W		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
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	Intersection	9th Street	Veterans Boulevard	WEST FARGO 9TH ST/VETERANS(4AV-40AV) SIGNAL REVISION	Safety	\$637,818	HEU	\$574,036		\$63,782		
NDDOT	9240032	23520	2025	I-94 E		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
NDDOT	9240051	24036	2025		21.5	ND 46	Exit 69	SIGNING,PAVEMENT MARK,DYNAMIC MSG SGN CONC SURF GRIND,ITS	Safety	\$8,953,586	HEN	\$8,058,226	\$894,360			
NDDOT	9240052	24051	2025	Various Locations				Remove Negative Left Turn Offsets at various locations. (Veterans Blvd & 36 Ave E, Veterans Blvd & 40th Ave E)	Safety	\$784,042	HEU	\$705,638		\$78,404		
NDDOT	9242074	24496	2025	Fargo District				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	\$1,440,000		\$160,000		
NDDOT	9253047	24223	2025	Various				Camera Sites, Dynamic Message Signs & Intelligent Transportation Systems	Safety	\$1,524,287	ITS	\$1,233,605	\$290,682			
NDDOT	9255050	24567	2025					WIM, AUTO TRAFFIC RE, PREVENTIVE MAINTENANCE	Rehabilitation	\$1,111,950	SS	\$889,560	\$222,390			
NDDOT	9256055	24579	2025	Intersection		ND 18	Railroad	Railroad crossing signal radar install DOT-AAR NO. 071103U	Rehabilitation	\$202,415	RRS	\$182,174	\$20,243			
NDDOT	9256056	24580	2025	Intersection		ND 18	Railroad	Rail road crossing hazard elimination improvements DOT-AAR NO. 071103U	Rehabilitation	\$286,570	RRS	\$143,285		\$143,285		
NDDOT	9256057	24582	2025	Intersection		Broadway	Railroad	Rail road crossing hazard elimination improvements DOT-AAR NO. 070809N	Rehabilitation	\$155,483	RSU	\$82,842		\$72,642		
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	23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail. Previous Metro COG ID Number 9231001.	Rehabilitation	\$470,761	STBG	\$342,711		\$128,050		
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	\$562,302	TA	\$455,071		\$107,231		
City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South	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	\$145,000	FTA 5339	\$116,000		\$29,000		
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																
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	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$1,900,000	Fargo Local Funding	\$3,500,000
City of West Fargo	3250040	23537	2025	9th St NE		Main Ave	12th Ave NE	Railroad grade sepatration for the urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$29,770,684	Raise	\$23,816,550		\$5,954,134		
City of West Fargo	3254048		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254049	Reconstruction	\$275,889	CRP	\$220,711		\$55,178		
City of West Fargo	3254049		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254048	Reconstruction	\$472,419	TA	\$377,935		\$94,484		

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
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	8230010	1401-177AC1	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 TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3	New Construction	\$830,000	STBG	\$830,000				
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, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8250032 and 8241072.	Safety	\$1,794,445	NHPP	\$950,000	\$105,556		2025 MnDOT CRP and HSIP Project	\$738,889
MNDOT	8241072	1480-190	2025					**HSIP**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8240050 and 8250032.	Safety	\$488,889	HSIP	\$440,000	\$48,889			
MNDOT	8247070	8824-259	2025	I-94		EXIT 1A OR 2A/B		**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 1A OR 2A/B ON I94	New Construction	\$867,000	NEVI	\$693,600	\$86,700	\$86,700		
MNDOT	8250032	1480-190	2025					**CRP** ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8240050 and 8241072.	Safety	\$250,000	MnDOT CRP	\$200,000	\$50,000			
MnDOT	8250038	8824-261PE	2025					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (PRELIMINARY ENGINEERING FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS). AC PROJECT, PAYBACK IN 2026	Preliminary Engineering	\$900,000	Protect	\$720,000		\$180,000		
MnDOT	8251043	8824-235	2025	Various Locations				ON US 10 AND I-94, DISTRICTWIDE GUARDRAIL REPAIR, VARIOUS LOCATIONS	Safety	\$500,000	STBGP	\$407,100	\$92,900			
MnDOT	9251044	8824-260	2025	I-94				**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 22, 24, OR 38 ON I94	New Construction	\$820,000	NEVI	\$656,000	\$82,000	\$82,000		
Clay County																
Clay County	2244064	014-611-055	2025	CSAH 11	5.1	CSAH 18	CSAH 26	**PROTECT**: ON CSAH 11, FROM CSAH 18 TO CSAH 26, CONCRETE REHABILITATION	Rehabilitation	\$930,020	PROTECT	\$539,498		\$390,522		
City of Moorhead																
City of Moorhead	5245068	144-135-021	2025	34th Street		4th Avenue S	3rd Avenue N	RECONSTRUCTION OF 34TH STREET (ASSOCIATED TO SP 144-135-021CRP) Connected to 5245069.	Reconstruction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000
City of Moorhead	5245069	144-135-021CRP	2025	34th Street		4th Avenue S	3rd Avenue N	**CRP**: RECONSTRUCTION OF 34TH STREET SHARED USE PATH ON WESTSIDE OF ROADWAY. CONSTRUCTION OF NEW SIDEWALK ON EASTSIDE OF ROADWAY (ASSOCIATED TO SP 144-135-021) Connected to 5245068.	Reconstruction	\$150,000	CRP	\$120,000	\$30,000			
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	5250035	TRF-0034-25J	2025	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 400 BUS AND RELATED EQUIPMENT	Transit Capital	\$225,000	FTA 5310	\$191,250		\$33,750		

Lump Sums - 2025						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2025	\$1,451,000	\$1,285,000	\$159,000	\$7,000
	Right-of-Way (ROW)	2025	\$700,000	\$500,000	\$100,000	\$100,000
	Utilities	2025	\$4,145,000	\$3,354,000	\$376,000	\$415,000

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 2026-2029 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 2026-2029 TIP. Table 5-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2025-2029) based on methodology in the 2050 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 2025-2029

Jurisdiction	2025	2026	2027	2028	2029	Total
Minnesota						
MnDOT	\$ 4,853,764	\$ 5,047,914	\$ 5,249,831	\$ 5,459,824	\$ 5,678,217	\$ 26,289,550
Clay County	\$ 3,732,691	\$ 3,881,999	\$ 4,037,279	\$ 4,198,770	\$ 4,366,721	\$ 20,217,459
Moorhead	\$ 8,629,476	\$ 8,974,655	\$ 9,333,641	\$ 9,706,987	\$ 10,095,266	\$ 46,740,024
Dilworth	\$ 751,599	\$ 781,663	\$ 812,930	\$ 845,447	\$ 879,265	\$ 4,070,905
North Dakota						
NDDOT	\$ 3,213,910	\$ 3,342,467	\$ 3,476,165	\$ 3,615,212	\$ 3,759,820	\$ 17,407,575
Cass County	\$ 11,170,236	\$ 11,617,046	\$ 12,081,728	\$ 12,564,997	\$ 13,067,597	\$ 60,501,603
Fargo	\$ 10,901,989	\$ 11,338,068	\$ 11,791,591	\$ 12,263,255	\$ 12,753,785	\$ 59,048,687
West Fargo	\$ 3,669,425	\$ 3,816,202	\$ 3,968,850	\$ 4,127,604	\$ 4,292,708	\$ 19,874,790
Horace	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,061	\$ 1,713,344

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 suballocation 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 2026 through 2029 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 was officially designated a TMA. Metro COG is responsible for the direct suballocations 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 2026-2029 TIP and projected O&M costs of each jurisdiction's 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 2026-2029 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			
	2026	2027	2028	2029	2026	2027	2028	2029	2026	2027	2028	2029
National Highway Performance Program (NHPP)*	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195	\$0	\$0	\$0	\$0
Surface Transportation Grant – Urban (STBG-U)	\$15,550,524	\$11,825,210	\$11,786,934	\$12,056,772	\$15,550,524	\$10,385,210	\$11,786,934	\$12,056,772	\$0	\$1,440,000	\$0	\$0
Surface Transportation Grant – Other (STBGP)	\$0	\$494,000	\$12,254,814	\$4,527,890	\$0	\$494,000	\$12,254,814	\$4,527,890	\$0	\$0	\$0	\$0
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carbon Reduction Program (CRP)	\$1,380,000	\$1,288,000	\$1,308,000	\$1,328,000	\$1,380,000	\$415,201	\$1,100,000	\$1,220,000	\$0	\$872,799	\$208,000	\$108,000
Highway Safety Improvement Program (HSIP)	\$1,480,900	\$8,915,164	\$2,034,540	\$0	\$1,480,900	\$8,915,164	\$2,034,540	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives (TA)**	\$1,300,000	\$860,000	\$1,320,000	\$880,000	\$1,300,000	\$860,000	\$1,320,000	\$880,000	\$0	\$0	\$0	\$0
National Highway Freight Program (NHFP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Urban Area Formula (Section 5307)	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350	\$0	\$0	\$0	\$0
Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)	\$126,594	\$126,594	\$88,000	\$476,400	\$126,594	\$126,594	\$88,000	\$476,400	\$0	\$0	\$0	\$0
Formula Grants for Other than Urbanized Areas (Section 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus and Bus Related Facilities (Section 5339)	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000	\$0	\$0	\$0	\$0
Other Federal Funds***	\$3,515,000	\$10,960,000	\$1,811,230	\$127,449	\$3,515,000	\$10,960,000	\$1,811,230	\$127,449	\$0	\$0	\$0	\$0
TOTAL FEDERAL FUNDS	\$63,909,911	\$46,696,541	\$87,002,402	\$71,965,056	\$63,909,911	\$44,383,742	\$86,794,402	\$71,857,056	\$0	\$2,312,799	\$208,000	\$108,000

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

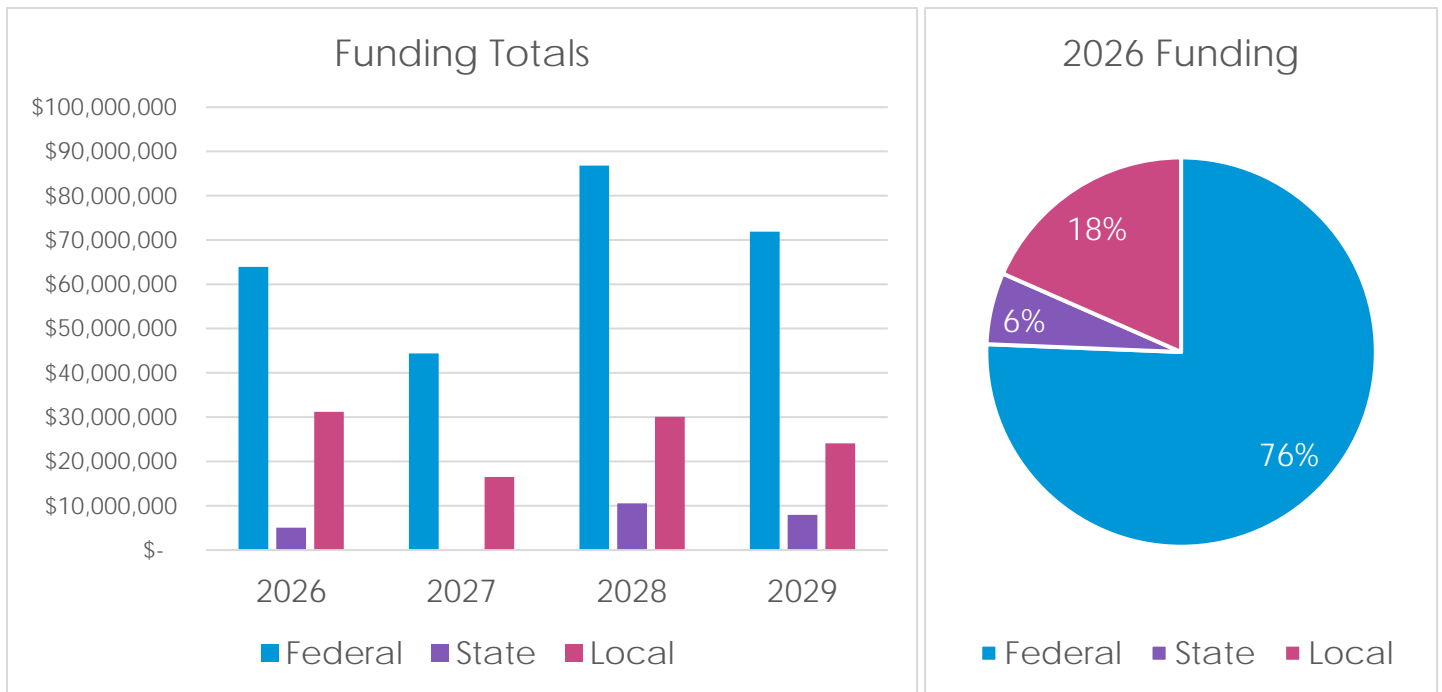
Table 5. 3 - Federal Funding Totals

Jurisdiction	2026			2027			2028			2029		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total MN Side	\$10,207,460	\$901,540	\$2,528,050	\$16,249,870	\$3,581,130	\$2,285,470	\$18,348,854	\$5,322,938	\$120,000	\$24,460,890	\$5,216,000	\$5,505,540
City of Dilworth										\$1,149,000		\$2,033,430
City of Moorhead	\$2,982,000		\$950,650			\$1,350,220	\$1,543,040					
Clay County	\$1,625,000		\$1,577,400	\$1,141,000		\$285,250	\$480,000		\$120,000	\$1,027,890		\$3,472,110
MnDOT	\$5,600,460	\$901,540		\$15,108,870	\$3,581,130	\$650,000	\$16,325,814	\$5,322,938		\$22,284,000	\$5,216,000	
Total ND Side	\$45,058,957	\$4,127,111	\$20,473,015	\$21,309,528	\$1,234,551	\$6,251,479	\$59,272,598	\$5,132,677	\$21,232,424	\$37,381,416	\$2,730,378	\$9,236,842
City of Fargo	\$10,593,964		\$8,581,785	\$9,340,210		\$5,945,678	\$26,619,894	\$1,564,000	\$21,006,364	\$460,828		\$119,172
City of West Fargo	\$746,536		\$323,464				\$2,034,540		\$226,060	\$12,546,944		\$4,962,654
City of Horace	\$413,464		\$233,366	\$415,201		\$103,801						
Cass County	\$850,000		\$468,400	\$564,000		\$141,000						
NDDOT	\$32,454,993	\$4,127,111	\$10,866,000	\$10,990,117	\$1,234,551	\$61,000	\$30,618,164	\$3,568,677		\$24,373,644	\$2,730,378	\$4,155,016
Transit Total	\$8,643,494		\$8,201,749	\$6,824,344		\$7,974,459	\$9,172,950	\$94,000	\$8,719,750	\$10,014,750		\$9,328,950
Fargo Transit (MATBUS)	\$7,044,594		\$2,850,649	\$5,313,934		\$2,450,669	\$7,059,000	\$94,000	\$2,866,000	\$7,942,400		\$3,485,600
Moorhead Transit (MATBUS)	\$1,598,900		\$5,351,100	\$1,510,410		\$5,523,790	\$2,113,950		\$5,853,750	\$2,072,350		\$5,843,350
Total Funding	\$63,909,911	\$5,028,651	\$31,202,814	\$44,383,742	\$4,815,681	\$16,511,408	\$86,794,402	\$10,549,615	\$30,072,174	\$71,857,056	\$7,946,378	\$24,071,332

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

Jurisdiction	2026	2027	2028	2029	Total
Total – MN Side	\$17,537,050	\$23,209,510	\$30,791,792	\$48,182,430	\$119,720,782
City of Dilworth				\$3,182,430	\$3,182,430
City of Moorhead	\$7,832,650	\$2,443,260	\$1,543,040		\$11,818,950
Clay County	\$3,202,400	\$1,426,250	\$600,000	\$4,500,000	\$9,728,650
MnDOT	\$6,502,000	\$19,340,000	\$28,648,752	\$40,500,000	\$94,990,752
Total – ND Side	\$70,775,091	\$28,795,558	\$85,637,099	\$49,348,636	\$234,556,384
City of Fargo	\$19,175,749	\$15,285,888	\$49,190,258	\$580,000	\$84,231,895
City of West Fargo	\$1,070,000		\$2,260,000	\$17,509,598	\$20,839,598
City of Horace	\$646,830	\$519,002			\$1,165,832
City of Casselton					
Cass County	\$2,023,400	\$705,000			\$2,728,400
NDDOT	\$47,859,112	\$12,285,668	\$34,186,841	\$31,259,038	\$125,590,659
Total – Transit	\$16,845,243	\$14,798,803	\$17,986,700	\$19,343,700	\$68,974,446
Fargo Transit	\$9,895,243	\$7,764,603	\$10,019,000	\$11,428,000	\$39,106,846
Moorhead Transit	\$6,950,000	\$7,034,200	\$7,967,700	\$7,915,700	\$29,867,600

Figure 5. 1 – Funding Totals



Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2026-2029 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 2026-2029 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2026-2029 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 the 2050 MTP, 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 5: Future Transportation System of the 2050 MTP.

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 the 2050 MTP, as each jurisdiction underwent a fiscal constraint analysis during the MTP's development. The analysis for each jurisdiction may also be found in Chapter 5: Future Transportation System of the 2050 MTP.

TMA Direct Suballocations and Monitoring

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 has been in effective since the start of FFY 2024, October 1, 2023. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, the excess funding will be allocated to a project that has capacity.

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. In the years leading up to TMA designation, Metro COG closely monitored funding sources that were impacted by the transition from competitive allocations administered by the respective States, as well as direct suballocations 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 continue to monitor discretionary funding from the States after being designated as TMA. 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
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
2028 Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
2029 Projected Federal Revenue	\$10,907,772	\$880,000	\$1,220,000	\$13,007,772

Minnesota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026 Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
2027 Projected Federal Revenue	\$900,000		\$108,000	\$1,008,000
2028 Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
2029 Projected Federal Revenue	\$1,149,000		\$108,000	\$1,257,000

Table 5. 6 – Programmed Projects by Federal Funding Sources

North Dakota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	4240010	\$4,878,064	\$10,278,064
	4240011	\$5,400,000	
2027	4230003	\$4,160,000	\$9,044,210
	4256058	\$6,324,210	
2028	4250014	\$5,613,716	\$10,693,894
	4250015	\$5,080,178	
2029	3250013	\$10,907,772	\$10,907,772

Minnesota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5257059	\$2,312,000	\$5,272,460
	8230011	\$1,902,000	
	8250006	\$1,058,460	
2027	2260002	\$1,141,000	\$1,341,000
	8241055	\$200,000	
2028	5250004	\$1,093,040	\$1,093,040
2029	8260003	\$1,149,000	\$1,149,000

North Dakota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	1250016	\$850,000	\$850,000
2027	1250017	\$564,000	\$860,000
	4250018	\$296,000	
2028	4260006	\$870,000	\$870,000
2029	4260007	\$460,828	\$880,000
	3260008	\$419,172	

Minnesota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5230012	\$450,000	\$450,000
2027			
2028	5260001	\$450,000	\$450,000
2029			

North Dakota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	3250022	\$746,536	\$1,160,000
	7250019	\$413,464	
2027	7250021	\$415,201	\$415,201
2028	4260004	\$1,100,000	\$1,100,000
2029	3260005	\$1,220,000	\$1,220,000

Minnesota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5250005	\$170,000	\$220,000
	5257060	\$50,000	
2027			
2028			
2029			

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

North Dakota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026	Projected Federal Revenue	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Programmed Funding	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2027	Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
	Programmed Funding	\$9,044,210	\$860,000	\$415,201	\$10,319,411
	Difference (Excess/[Deficit])	\$1,440,000	\$ -	\$764,799	\$2,204,799
2028	Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
	Programmed Funding	\$10,693,894	\$870,000	\$1,100,000	\$12,663,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$100,000	\$100,000
2029	Projected Federal Revenue	\$10,693,894	\$880,000	\$1,220,000	\$12,793,894
	Programmed Funding	\$10,693,894	\$880,000	\$0	\$11,573,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -

Minnesota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026	Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
	Programmed Funding	\$5,272,460	\$450,000	\$220,000	\$5,942,460
	Difference (Excess/[Deficit])	[\$4,372,460]*	\$ -	[\$100,000]*	[\$4,472,460]*
2027	Projected Federal Revenue	\$900,000	\$0	\$108,000	\$1,008,000
	Programmed Funding	\$1,341,000	\$0	\$0	\$1,341,000
	Difference (Excess/[Deficit])	[\$441,000]*	\$ -	\$108,000	[\$333,000]*
2028	Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
	Programmed Funding	\$1,093,040	\$450,000	\$0	\$1,543,040
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000
2029	Projected Federal Revenue	\$1,149,000	\$0	\$108,000	\$1,257,000
	Programmed Funding	\$1,149,000	\$0	\$0	\$1,149,000
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000

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

Table 5. 8 – 2050 MTP Funding Goal TIP (STBG) Monitoring 2021-2025 (5 year rolling chart.)

STBGP	2021	2022	2022	2024	2025	Total
Total – MN Side	\$145,600	\$2,184,200	\$7,152,000	\$4,672,733	\$1,237,100	\$15,391,633
STBGP-U	\$145,600	\$28,800		\$4,672,733	\$830,000	\$5,677,133
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA						
Total – ND Side	\$4,500,000	\$11,176,260	\$14,152,091	\$9,747,756	\$10,266,669	\$49,842,776
STBGP-U	\$4,500,000	\$10,700,000	\$14,152,091	\$9,747,756	\$10,266,669	\$49,366,516
STBGP-R						
STBGP-TA		\$476,260				\$476,260
Total – MPA	\$4,645,600	\$13,360,460	\$21,304,091	\$14,420,489	\$11,503,769	\$65,234,409
STBGP-U	\$4,645,600	\$10,728,800	\$14,152,091	\$14,420,489	\$11,096,669	\$55,043,649
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA		\$476,260				\$476,260

STBGP	2021	2022	2023	2024	2025	Total
New or Reconstruction	\$4,500,000	\$9,700,000	\$13,777,091	\$14,365,289	\$14,077,000	\$56,419,380
Rehabilitation		\$2,155,400	\$7,527,000		\$342,711	\$10,025,111
Transit Capital	\$145,600	\$1,028,800		\$55,200		\$1,229,600
Bicycle and Pedestrian		\$47,260				\$47,260
Planning					\$323,958	\$323,958

2021-2025 STBGP Funds by Project Typology

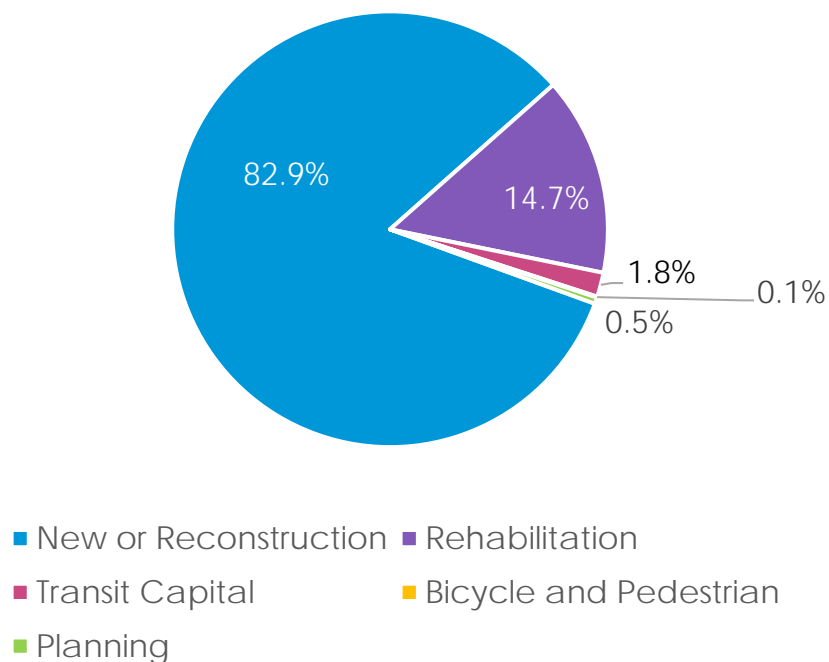
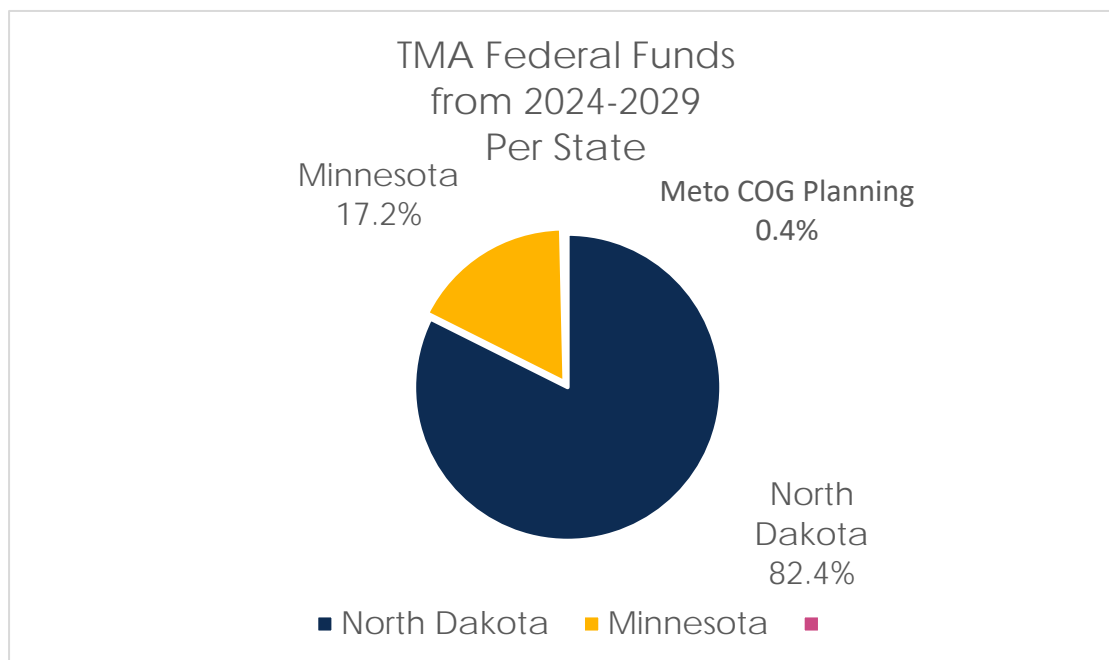
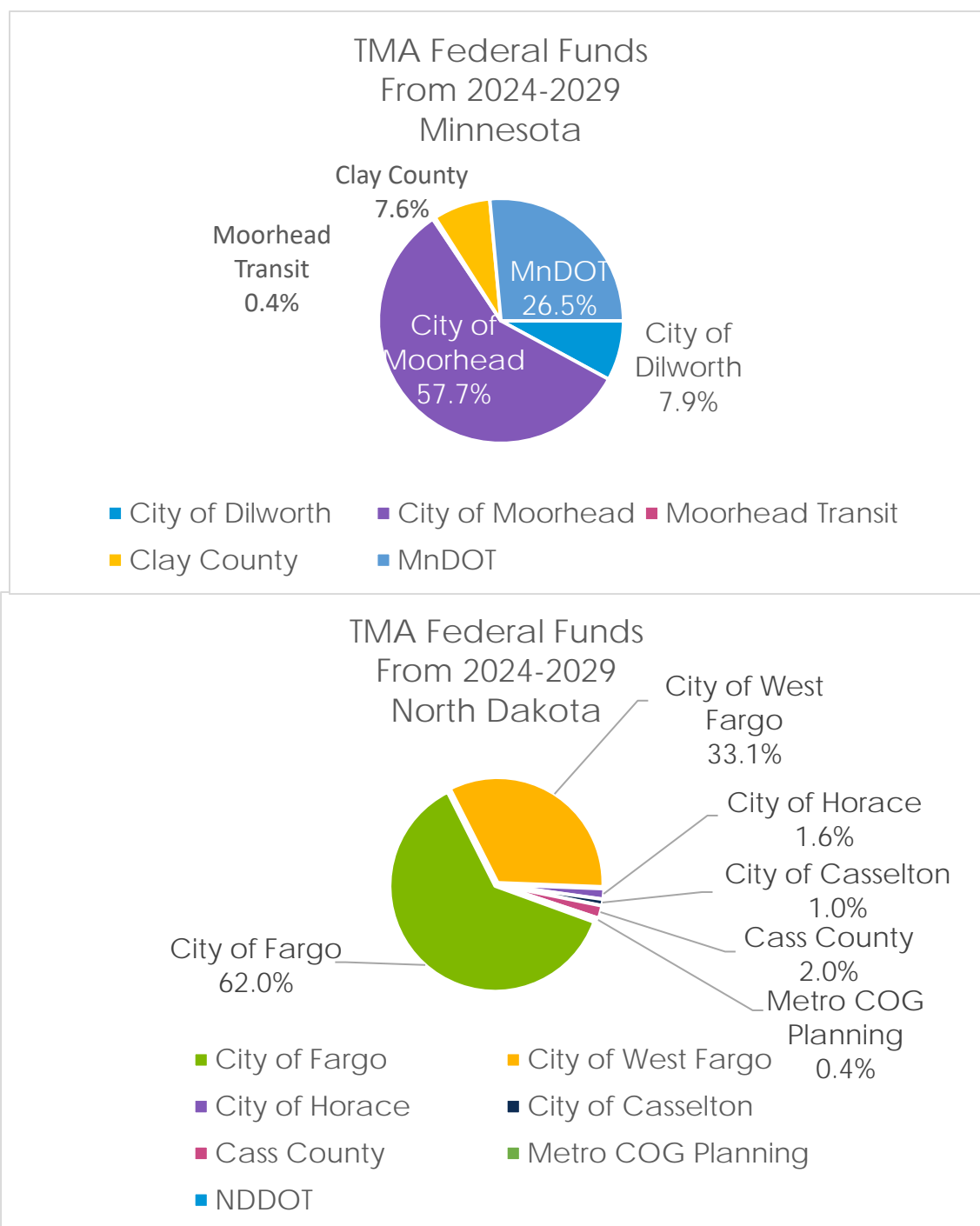


Table 5. 9 – Distribution Analysis of TMA Allocated Funding Sources (STBG, TA, CRP) Historical and Current Program

Jurisdiction	Actual TMA Since 2024	Currently Programmed in the TIP	Total
Total – Minnesota	\$5,110,000	\$9,975,500	\$15,085,500
City of Dilworth	\$44,000	\$1,149,000	\$1,193,000
City of Moorhead	\$4,180,800	\$4,525,040	\$8,705,840
Moorhead Transit	\$55,200		\$55,200
Clay County		\$1,141,000	\$1,141,000
MnDOT	\$830,000	\$3,160,460	\$3,990,460
Total – North Dakota	\$23,788,535	\$48,279,141	\$72,067,676
City of Fargo	\$12,124,338	\$32,742,996	\$44,867,334
City of West Fargo	\$10,648,139	\$13,293,480	\$23,941,619
City of Horace	\$321,388	\$828,665	\$1,150,053
City of Casselton	\$694,670		\$694,670
Cass County		\$1,414,000	\$1,414,000
NDDOT			
Metro COG Planning	\$323,958		\$323,958





Distribution Analysis

Metro COG followed the solicitation process laid out in Appendix D of this report. Projects were submitted by local jurisdictions, ranked by the public, reviewed by the Prioritization Committee, reviewed by TTC, and ultimately the Policy Board took all factors into consideration before selecting funding levels for the received projects. There is no consideration to jurisdictional populations and past funding amounts when deliberating funding levels for future projects as expressly called out in 23 CFR 450.326.m.

Historical TMA Funded Projects

Historical TMA Funded Projects North Dakota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the North Dakota portion of the MPA.

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
City of Casselton	1240005	24113	2024	Governor's Drive		37th Street Southeast	8th Street South	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	\$1,881,930	CRP	\$694,670	\$750,000	\$437,260
City of West Fargo	3240003		2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$551,000	CRP	\$309,493		\$241,507
City of West Fargo	3240004		2024					Purchase electric vehicle and associated charging infrastructure	Capital Purchase	\$175,000	CRP	\$140,000		\$35,000

Total ND 2024 CRP: \$1,144,163

City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South	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
City of West Fargo	3254048		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$275,889	CRP	\$220,711		\$55,178

Total ND 2025 CRP: \$1,307,046

Total ND CRP: \$2,451,209

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
City of Fargo	4210002	22925	2024	32nd Ave S		22nd St	15th St	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	\$9,747,756		\$10,846,749

Total ND 2024STBG: \$9,747,756

Metro COG	0232073		2025					Flex to Metro COG Planning	Planning	\$404,948	STBG	\$323,958		\$80,990
City of Fargo	4220019	23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		"Deck Overlay, Rail Retrofit, Reset Approach Guardrail.	Rehabilitation	\$470,761	STBG	\$342,711		\$128,050
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	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$5,400,000

Total ND 2025 STBG: \$10,266,669

Total ND STBG: \$20,014,425

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
City of Fargo	4232020	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	\$347,985		\$127,015
City of Horace	7232023	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	\$397,119	TA	\$321,388		\$75,729

Total ND 2024 TA: \$813,853

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	\$562,302	TA	\$455,071		\$107,231
City of West Fargo	3254049		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$472,419	TA	\$377,935		\$94,484

Total ND 2025 TA: \$833,006

Total ND TA: \$1,646,859

Historical TMA Funded Projects Minnesota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the Minnesota portion of the MPA.

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 Moorhead	5240001	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		
City of Dilworth	8240002	098-080-054	2024	Intersection		County Road 9	4th Ave Northwest	CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH	Safety	\$60,000	CRP	\$44,000		\$16,000		

Total CRP: \$122,800

City of Moorhead	5245069	144-135-021 CRP	2025	34th Street		4th Avenue S	3rd Avenue N	**CRP**: RECONSTRUCTION OF 34TH STREET SHARED USE PATH ON WESTSIDE OF ROADWAY. CONSTRUCTION OF NEW SIDEWALK ON EASTSIDE OF ROADWAY (ASSOCIATED TO SP 144-135-021) Connected to 5245068.	Reconstruction	\$150,000	CRP	\$120,000	\$30,000			
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Total Mn CRP: \$120,000

Total Mn CRP: \$242,800

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
Moorhead Transit	5200005	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		

Total STBG: \$55,200

MNDOT	8230010	1401-177A C1	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 TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3	New Construction	\$830,000	STBG	\$830,000				
City of Moorhead	5245068	144-135-021	2025	34th Street		4th Avenue S	3rd Avenue N	"RECONSTRUCTION OF 34TH STREET (ASSOCIATED TO SP 144-135-021CRP)	Reconstruction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000

Total Mn STBG: \$4,477,000

Total Mn STBG: \$4,532,200

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 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	\$335,000	\$196,250		2026 AC Fundin g	\$450,000

Total Mn 2024 TA: \$335,000

Total Mn 2025 TA: \$0

Total Mn TA: \$335,000

Section 6 | Overview of Federal Aid Programs

Section 6 – Overview of Federal Aid Programs

The IJA 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 IJA. 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

	2026	2027	2028	2029
North Dakota	\$32,039,993	\$1,580,953	\$43,242,934	\$24,246,195
Minnesota		\$3,948,870	\$4,071,000	\$18,784,000
TOTAL	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195

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 IIJA continues the NHPP, which was established under MAP-21.

Surface Transportation Block Grant Program (STBG)

The IIJA 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

	2026	2027	2028	2029
North Dakota	\$10,278,064	\$9,538,210	\$10,693,894	\$10,907,772
Minnesota	\$5,272,460	\$1,341,000	\$13,347,854	\$5,676,890
TOTAL	\$15,550,524	\$10,879,210	\$24,041,748	\$16,584,662

Source: Metro COG

The IIJA 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 IJA 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

	2026	2027	2028	2029
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 IJA 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

	2026	2027	2028	2029
North Dakota	\$730,900	\$8,915,164	\$2,034,540	\$0
Minnesota	\$750,000			\$0
TOTAL	\$1,480,900	\$8,915,164	\$2,034,540	\$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 IIJA 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

	2026	2027	2028	2029
North Dakota	\$1,160,000	\$415,201	\$1,100,000	\$1,220,000
Minnesota	\$220,000			
TOTAL	\$1,380,000	\$415,201	\$1,100,000	\$1,220,000

Source: Metro COG

Per the IIJA, 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 IJJA 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

	2026	2027	2028	2029
North Dakota	\$850,000	\$860,000	\$870,000	\$880,000
Minnesota	\$450,000		\$450,000	
TOTAL	\$1,300,000	\$860,000	\$1,320,000	\$880,000

Source: Metro COG

National Highway Freight Program (NHFP)

The IJJA 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

	2026	2027	2028	2029
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

	2026	2027	2028	2029
North Dakota	\$3,778,000	\$3,891,340	\$3,969,000	\$4,850,000
Minnesota	\$1,598,900	\$1,510,410	\$2,113,950	\$2,072,350
TOTAL	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350

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

	2026	2027	2028	2029
North Dakota	\$126,594	\$126,594	\$88,000	\$476,400
Minnesota				
TOTAL	\$126,594	\$126,594	\$88,000	\$476,400

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

	2026	2027	2028	2029
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

	2026	2027	2028	2029
North Dakota	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000
Minnesota				
TOTAL	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000

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	Metro COG	NDDOT	Metro COG	Metro COG
Carbon Reduction	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)	Metro COG	Metro COG	Metro COG/ ATP	ATP
Surface	Metro COG	Metro COG	Metro COG	Metro COG
Transportation	Metro COG	MnDOT	Metro COG	Metro COG
Carbon Reduction	Metro COG	MnDOT	Metro COG	Metro COG
Transit Capital (ATP)	Metro COG	N/A	N/A	ATP
MN Safe Routes to	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,	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 2026-2029 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 with \$60 billion for environmental impacts
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

Performance based goal setting is key to improving safety of our surface transportation and roadways. Under the 2012 law, Moving Ahead for Progress in the 21st Century (MAP-21 Act), reporting requirements became mandatory to assess performance based on qualitative data that could be used for goal setting to increase safety of public roads covered by the Highway Safety Improvement Program (HSIP). This law was then expanded under the 2015 law, Fixing American Surface Transportation (FAST Act), with additional reporting requirements for DOTs and MPOs to establish a baseline and report on progress of set targets. Additionally, the funding was then continued in 2021 with the Infrastructure Investment and Jobs Act (IIJA).

By using performance-based outcomes, including reporting requirements, it provides transparency, accessibility and increased accountability for allocation of transportation funds. Implemented by rulemakings, the performance outcomes are administered by different agencies within the U.S. Department of Transportation (USDOT), which includes Federal Highway Administration (FHWA). These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals.

Regional Performance Management

Performance management and continuously collecting transportation data has been an emphasis of planning and programming philosophies since Metro COG began in the early 1970's. However, tracking baseline data and setting annual, mid-period and 4-year period targets to report on was adopted in 2018. The establishment of safety performance measures presents unique challenges for our Metropolitan Planning Area. Specifically, Fargo is the largest metro in North Dakota whereas Moorhead is a relatively small city in Minnesota. By using Vehicle Miles Traveled (VMT) as a common denominator to adjust the rate, staff can better determine if the targets are met or significant progress is made towards meeting the target.

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, the dataset for pavement condition reliability is readily available from the National Performance Management Research Data Set (NPMRDS). Travel time and speed data is collected in aggregated increments across the National Highway System (NHS). Thus, the implementation of pavement condition data can be easily implemented into the project decision-making processes.

Our Metropolitan Planning Area (MPA) is the area that FM Metro COG sets targets for. The MPA is a unique bistate area located in both North Dakota and Minnesota. This requires coordination with both the North Dakota Department of Transportation (NDDOT) and the Minnesota Department of Transportation (MnDOT) when developing performance measure targets. Federal regulations allow Metro COG to establish targets based on one (1) of three (3) approaches:

1. Agree to plan and program projects so that they contribute toward the accomplishment of each State's DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area; or
3. A combination of 1. and 2.

Each state has its own set of targets and baselines regarding the performance metric targets.

Latest Action

In February 2025, Metro COG set PM1 – Safety targets for the seventh time. For the seventh 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 – 2024 Adopted PM1 - Safety Performance Target

Target	MnDOT 2024 Targets	NDDOT 2024 Targets
Number of Fatalities	352.4	95.8
Rate of Fatalities (per 100M VMT)	0.582	1.053
Number of Serious Injuries	1463.4	398.1
Rate of Serious Injuries (per 100M VMT)	2.470	4.250
Number of Non-motorized Fatalities & Non-motorized	258.4	34.5

Source: Transportation Performance Management – State Dashboards

In February 2023, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures for the Performance Period. Both these targets are effective for a four-year term. During the Mid-Performance Period, the targets can be adjusted to better reflect the performance monitored in the first half of the Performance Period. Metro COG reviewed pavement condition data and chose to support the re-adoption of each of the respective state DOT’s targets in the applicable portions of the MPA for the next two years. MnDOT adjusted their performance targets for Non-Interstate NHS in GOOD condition and Percent of NHS Bridges in GOOD condition.

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 (2025) of the performance period, the DOTs have the opportunity to adjust the target. MnDOT made minor adjustments to their targets in 2025, which are reflected in the table below.

Table 7.2 – 2023 Four-Year Targets and 2025 Two-Year Targets

PM 2 Target	MnDOT		NDDOT	
	2023 Four- Year Target	2025 Two- Year Target	2023 Four- Year Target	2025 Two- Year Target
Percent Interstate Pavement in GOOD Condition	60%	60%	75.6%	75.6%
Percent Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent Non-Interstate Pavement in GOOD Condition	55%	40%	58.3%	58.3%
Percent Non-Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent NHS Bridges in GOOD Condition	30%	20%	50%	50%
Percent NHS Bridges in POOR Condition	5%	5%	10%	10%

Source: Metro COG Staff Memo February 2025
Performance Period – 4-year period from 2023 – 2026
Mid-Performance Period – 2-year period set in 2025

Table 7. 2 - 2023 Adopted PM3 - System Reliability Performance Targets

4-Year Target	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that ARE Reliable	82.0	85.5
Percentage of Person Miles Traveled on the Non-Interstate NHS that ARE reliable	90.0	85.0
Truck Travel Time Reliability Index	1.40	2.00

Source: Transportation Performance Management – State Dashboards

After a significant review of datasets, Metro COG decided to readopt 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. Neither North Dakota nor Minnesota chose to adjust their System Reliability Targets during the Mid-Performance Period.

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 April 2025 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, 2025 targets were based on the total for 2019, 2020, 2021, 2022 and 2023 then divided by five (5) to calculate the average number of fatalities or serious injuries. Hence with each year, the average can change based on new data but remain focused on overall performance measure of safety without effects from outliers.

$$\frac{\text{year 1} + \text{year 2} + \text{year 3} + \text{year 4} + \text{year 5}}{5} = \text{avg \# of fatalities or serious injuries}$$

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance measure targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area (MPA). For this reason, Metro COG has chosen, in 2025, to support and adopt the PM1 – Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2025 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 the 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 regard to the 2026-2029 TIP, Highway Safety Improvement Program (HSIP) funds have been programmed towards median barrier improvements along Interstate 94 and Interstate 29 as well as the installation of roundabouts through the MPA. 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.

The rate of fatalities and serious injuries is calculated using Vehicle Miles Traveled within the Metropolitan Planning Area (MPA). This is to help determine how our region compares to the state's performance.

Table 7. 3 - 2025 FM Region PM1 - Safety Numbers (2019-2023 rolling average)

Target	MN Portion of MPA*	MnDOT 2025 Targets	ND Portion of MPA*	NDDOT 2025 Targets
Number of Fatalities	3.6	352.4	7.4	100.2
Rate of Fatalities (per 100M VMT)	0.588	0.582	0.522	1.075
Number of Serious Injuries	8.4	1463.4	45.2	405.2
Rate of Serious Injuries	0.883	2.470	2.993	4.335
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	1.0	258.4	6.4	35.1

*Numbers are calculated using a 5-year rolling average with crash dates from 2019-2023

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. Additionally, during the Mid Performance Period Review in February 2025, Metro COG chose to readopt the targets set in 2023 by NDDOT while readopting the adjusted targets set by MnDOT. 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 2026-2029 TIP through projects for bridge maintenance, bridge deck repair, painting, and other bridge rehabilitation. 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 after two years during the Mid Performance Period Review. 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. 4 – 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~~ or exceeding most of the pavement condition performance targets ~~in~~ on 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 2026-2029 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. 5 - 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 Condition	67.42%	60%	77.35%	75.6%
Percentage of Interstate Pavement in Poor Condition	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	52.94%	55%	15.55%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	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 the 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

**Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.*



Figure 7.2 – 2018 FM Region PM3 – Truck Travel Time Reliability Index

**Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.*

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 2026-2029 TIP that will help to ensure that Metro COG meets its PM3 targets.

Table 7. 6 - 2025 Adopted PM3 - System Reliability Performance Targets

Target	Minnesota Portion of MPA*	MnDOT 2025 Targets	North Dakota Portion of MPA*	NDDOT 2025 Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	100%	82%	93%	85.5%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	99.3%	90%	76%	85%
Truck Travel Time Reliability Index (TTTRI)	1.22	1.4	1.22	2.00

Source: Metro COG

**Targets from 2023 were readopted during the Mid-Performance Period of 2025*

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 2022 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).

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of projects in the 2026-2029 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 **2021-2025** 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 the States of North Dakota and Minnesota by July 31st of each year. The following targets are based on a five year rolling average of NTD reportable safety events.

Table 7. 7 – 2025 PTASP Injury Targets

Mode of Service	Injuries (Total)	Injuries (Per 100,000 VRM)
Fixed Route Bus	0	0
On Demand/ADA	0	0
Valley Senior Services	0	0

Source: MATBUS

Table 7. 8 - 2025 PTASP Fatality Targets

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

Source: MATBUS

Table 7. 9 - 2025 PTASP Safety Event Targets

Mode of Service	Safety Event (Total)	Safety Event (Per 100,000 VRM)
Fixed Route Bus	4	.31
On Demand/ADA	.2	.06

Source: MATBUS

Table 7. 10 - 2025 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 2026-2029 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 above 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

Title VI Analysis

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As President John F. Kennedy said in 1963:

Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.

If a recipient of federal assistance is found to have discriminated and voluntary compliance cannot be achieved, the federal agency providing the assistance should either initiate fund termination proceedings or refer the matter to the Department of Justice for appropriate legal action. Aggrieved individuals may file administrative complaints with the federal agency that provides funds to a recipient, or the individuals may file suit for appropriate relief in federal court. Title VI itself prohibits intentional discrimination. However, most funding agencies have regulations implementing Title VI that prohibit recipient practices that have the effect of discrimination on the basis of race, color, or national origin.

Metro COG is committed to preventing discrimination, and recognizes the key role that transportation facilities and services provide to the community. Metro COG assures that no person shall on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100-259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Metro COG further assures that every effort will be made to ensure nondiscrimination in all of its federally funded program activities. Metro COG adopted its first Title VI Non-Discrimination Program in 2012. MPOs are required to update their Title VI program every three years. See the Metro COG website for a copy of Metro COG's current effective Title VI plan adopted on November 21, 2023 (<https://www.fmmetrocog.org/titlevi>).

The maps on the following pages show projects that are part of the 2026-2029 TIP that have project footprints in areas with significant minority or elderly

populations. A Title VI project is defined as having the potential to have an impact on the Title VI area if any portion of a project intersects with the defined boundaries of either a minority population area or an elderly population area or if any portion of a project ran directly adjacent to said area. The Title VI 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 2026-2029 TIP Projects that ran adjacent to a Title VI area. FIGURE 8.1 shows TIP Projects that are located in proximity to a Title VI area. The subsequent table (TABLE 8.1) lists the mapped projects. Title VI prohibits discrimination on the basis of race, color, and national origin with respect to the development, implementation and enforcement of laws, regulations and policies.

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.

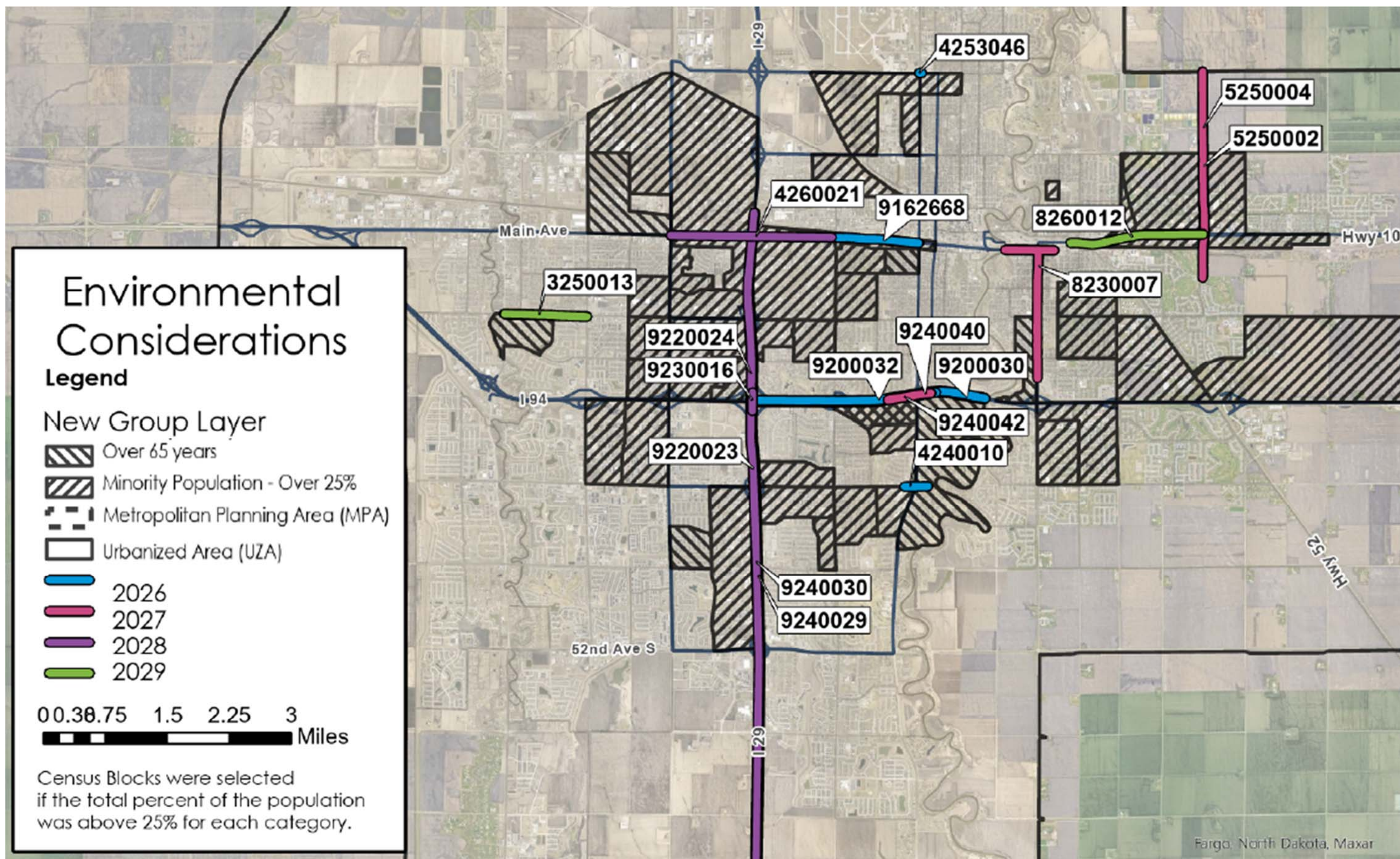
National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants 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.



Lead Agency	Metro COG ID	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	Title VI
Clay County	2250033			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000			
City of West Fargo	3250013	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$15,405,473	STBG	\$10,907,772		\$4,497,701			65 and Over
City of West Fargo	3250022	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$1,070,000	CRP	\$746,536		\$323,464			
City of West Fargo	3250039			52nd Avenue West	9th Street West	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.	New Construction	\$2,260,000	HSIP	\$2,034,540		\$226,060			
City of West Fargo	3260005	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008	Bike/Ped	\$1,580,160	CRP	\$1,220,000		\$360,160			
City of West Fargo	3260008	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005	Bike/Ped	\$523,965	TA	\$419,172		\$104,793			
City of Fargo	4230003	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem Connected to 5257059, 5257060, and 5260001	Bike/Ped	\$3,400,000	STBG	\$2,720,000		\$680,000			
City of Fargo	4240010	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685			Minority 65 and Over
City of Fargo	4240011	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$9,960,000	STBG	\$5,400,000		\$4,560,000			
City of Fargo	4250018					Construction of a shared use path south of the water reclamation facility.	New Construction	\$370,000	TA	\$296,000		\$74,000			
City of Fargo	4253046	Intersection		19th Avenue North	University Drive	Remove Negative Left Turn Offsets	Safety	\$351,000	HUE	\$315,900		\$35,100			Minority
City of Fargo	4260006	Drain 27		52nd Avenue South	64th Avenue South	Construction of a shared use path.	Bike/Ped	\$1,297,000	TA	\$870,000		\$427,000			
City of Fargo	4260007	Deer Creek Area		Drain 27	Deer Creek Elementary	Construction of a shared use path.	Bike/Ped	\$580,000	TA	\$460,828		\$119,172			
City of Fargo	4260021	Main Avenue	2.0	45th Street	25th Street	Concrete Pavement Repair and Expansion Joint Modification	Rehabilitation	\$17,244,000	NHU	\$13,956,000	\$1,564,000	\$1,724,000			Minority
Moorhead Transit	5230006	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			
City of Moorhead	5250002	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2028) CONNECTED TO 5250004	Rehabilitation	\$2,443,260	STBG			\$1,350,220	2028 STBG SC	\$1,093,040	Minority
City of Moorhead	5250004	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PAYBACK 1 OF 1) CONNECTED TO 5250002.	Rehabilitation	\$1,093,040	STBG	\$1,093,040					Minority
City of Moorhead	5260001	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.	Bike/Ped	\$450,000	TA	\$450,000					
City of Horace	7250019	County Road 17	0.3	76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$646,830	CRP	\$413,464		\$233,366			

Lead Agency	Metro COG ID	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	Title VI
City of Horace	7250021	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$519,002	CRP	\$415,201		\$103,801			
MNDOT	8230007	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 & Concrete Paving, ADA Improvements and Signals	Rehabilitation	\$5,500,000	NHPP	\$3,948,870	\$901,130	\$650,000			Minority
City of Dilworth	8260003	15th Avenue North		40th Street North	7th Street Northeast	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING	New Construction	\$3,182,430	STBG	\$1,149,000		\$2,033,430			
MNDOT	8260012	US 10		13th Street	West of 34th Street	**AC**: ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD, RECONSTRUCTION, AC PAYBACK IN 2030	Reconstruction	\$21,000,000	NHPP	\$10,284,000	\$3,716,000		AC 2030 NHPP	\$7,000,000	Minority
MNDOT	8260025					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)	Safety	\$13,400,000	PROTECT	\$10,720,000	\$2,680,000				
NDDOT	9162668	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$33,683,000	NHU	\$20,548,000	\$2,316,000	\$10,819,000			Minority
NDDOT	9200030	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,168	IM	\$1,601,251	\$177,917				65 and Over
NDDOT	9200032	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,920	IM	\$1,601,928	\$177,992				Minority 65 and Over
NDDOT	9220023	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				Minority
NDDOT	9220024	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				Minority
NDDOT	9230010	ND 18	0.8	7th St S	3rd St N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,644,915	SS	\$1,331,230	\$313,685				
NDDOT	9230016	I-29N		I-29 & I-94 Interchange		Structure Paint, Structural Incidental	Rehabilitation	\$729,992	IM	\$656,993	\$72,999				Minority
NDDOT	9240029	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101				Minority
NDDOT	9240030	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101				Minority
NDDOT	9240040	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000				Minority 65 and Over
NDDOT	9240042	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	STBGP	\$494,000	\$55,000	\$61,000			Minority 65 and Over
NDDOT	9250023	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$19,739,000	IM	\$17,765,000	\$1,974,000				

Community Impact Assessment

Below is a non-exhaustive listing of potential impacts from the 2026-2029 TMA funding sources (STBG, TA, and CRP). The below information does not take the place of NEPA analysis, which is already integrated into project development for all federally funded projects.

	Project Description	Title VI	Congestion Management	Potential Impact of Project
2250033	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead		Yes	The Project facilitates network connectivity between modes. The project widens existing roadways. The project adds new roadways.
3250013	Reconstruction of 13th Avenue East	65 and Over		Project occurs within right-of-way and improves travel experience.
3250022	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.		Yes	The Project facilitates network connectivity between modes.
3250039	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods. The Project facilitates network connectivity between modes. The project improves roadway safety operations.
3260005	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
3260008	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.

4230003	Construction of 40th Ave S Bike Ped Bridge at Bluestem		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4240010	Reconstruction of 32nd Ave S in Fargo	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
4240011	Reconstruction of 17th Ave S in Fargo			The Project facilitates network connectivity between modes.
4250018	Construction of a shared use path south of the water reclamation facility.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4253046	Remove Negative Left Turn Offsets	Minority		
4260006	Construction of a shared use path.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods. The Project facilitates network connectivity between modes.
4260007	Construction of a shared use path.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4260021	Concrete Pavement Repair and Expansion Joint Modification	Minority		Project occurs within right-of-way and improves travel experience.
5230006	Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
5250002	Mill and overlay on 34th street, from 3rd ave north to 28th ave north	Minority		Project occurs within right-of-way and improves travel experience.
5250004	Mill and overlay on 34th street, from 3rd ave north to 28th ave north	Minority		Project occurs within right-of-way and improves travel experience.

5260001	**AC** : TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
7250019	Construction of a shared use path on the on the east side of County Road 17.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
7250021	Construction of a shared use path on the on the south side of 76th Avenue South.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
8230007	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 & Concrete Paving, ADA Improvements and Signals	Minority		Project occurs within right-of-way and improves travel experience.
8260003	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
8260012	ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD	Minority		Project occurs within right-of-way and improves travel experience.
8260025	WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY		Yes	The project enhances existing roadway operations.

	FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)			
9162668	Reconstruction of Main Ave Watermain, Sanitary Sewer	Minority		Project occurs within right-of-way and improves travel experience.
9200030	Concrete Pavement Repair	65 and Over		Project occurs within right-of-way and improves travel experience.
9200032	Concrete Pavement Repair	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9220023	Concrete Pavement Repair, Grinding	Minority		Project occurs within right-of-way and improves travel experience.
9220024	Concrete Pavement Repair, Grinding	Minority		Project occurs within right-of-way and improves travel experience.
9230010	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
9230016	Structure Paint, Structural Incidental	Minority		Project occurs within right-of-way and improves travel experience.
9240029	Deck Overlay, Approach Slabs	Minority		Project occurs within right-of-way and improves travel experience.
9240030	Deck Overlay, Approach Slabs	Minority		Project occurs within right-of-way and improves travel experience.
9240040	Deck Overlay, Spall Repair, Expansion Joint Mod, Structural/Incidental	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9240042	Joint Repair, Structure Repair, Spall Repair, Structure Paint	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9250023	Construction of interchange ramps at I-29 and 64th Avenue South		Yes	The Project facilitates network connectivity between modes. The project widens existing roadways. The project adds new roadways.

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 regarding a hybrid public comment period and public engagement approach.

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 2026-2029 TIP in coordination with its 2022 Public Participation Plan (PPP). According 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 August 13, 2025, Metro COG advertised the release of the Draft 2026-2029 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 Tuesday, September 2, 2025 from 4:30 - 6:30 pm to present the final draft document and garner feedback on the final draft TIP. In total, there were 14 participants involved in the public open house comprised of staff representing Metro COG and including 11 participants from the general public.

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 2026-2029 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 2026-2029 TIP on September 25, 2025. 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 according 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 levels 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. According to 23 CFR 450.328 “An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval.” The requirements listed later in this section in part selected to assist Metro COG in carrying out the requirements of 23 CFR 450.326.

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 according 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 (administrative modification 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 10.1;
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 in non-attainment (the FM Area is in attainment);
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%;
2. The change consists of revising the program year (FFY) of a project with no changes to cost or scope;
3. The change adds a locally funded project that is associated with 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 corrects a de-minimis technical error;
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 2026-2029 TIP.

Public Notices, Hearings, and Meetings

The first public notice was published on August 13, 2025 to inform the public that Metro COG would be releasing the Draft 2026-2029 TIP, opening a public comment period, and holding a public meeting on September 2, 2025 at 4:30 pm.

Metro COG released the Final Draft 2026-2029 TIP and held a public open house on September 2, 2025 from 4:30 to 6:30 pm at the Hjemkomst Center. In total, there were 14 participants involved in the public open house comprised of staff representing Metro COG and including 11 participants from the general public.

Metro COG's public comment period for the development of the 2026-2029 TIP ended on September 15, 2025. However, due to the volume of comments received, Metro COG continued to accept public comments up through the adoption of the Final 2026-2029 TIP by Metro COG's Policy Board on September 25, 2025.

Notice	Activity	Publication Date	Comments Received
Comment Period & Public Meeting #1	Begin Comment Period –Draft TIP	July 3, 2024	0
Public Open House	Public Open House – Debut/Final Draft TIP	July 16, 2024	0
End Public Comment Period	End Public Comment Period	September 15, 2025	14 (emails plus individual comments at TTC)
Policy Board Action	Policy Board Action on the Final Draft TIP	September 25, 2025	14 (emails plus individual comments at Policy Board)

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
City of Fargo	20250902	9250023	Public comment in opposition to project
City of Fargo	20250906	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in support of project (2 signatories)
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250909	9250023	Public comment in opposition to project
City of Fargo	20250911	9250023	Public comment in opposition to project

Origin of Comment	Date (YYMMDD)	Metro COG ID	Description of Update
City of Fargo	20250911	9250023	Transportation Technical Committee meeting public comment period (4 in opposition to project)
City of Fargo	20250919	9250023	Public comment in opposition to project (Attached petition (36 signatories) and opposition letters (9))
City of Fargo	20250920	9250023	Public comment in opposition to project
City of Fargo	20250923	9250023	Public comment in support of project (5 signatories)
City of Fargo	20250924	9250023	Public comment in support of project
City of Fargo	20250925	9250023	Public comment in opposition to project
City of Fargo	20250925	9250023	Public comment in opposition to project
City of Fargo	20250925	9250023	Policy Board meeting public comment period (7 in opposition to project and additional petition submitted (16 signatories))
City of Fargo	20250925	9250023	Policy Board meeting public comment period (1 in support of project)

**Public Comment Period: Metro
COG 2026-2029 Transportation
Improvement Program (TIP)**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the development of its 2026-2029 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 2026 through 2029. A draft version of the TIP will be available for review on Metro COG's website www.fmmetrocog.org/TIP on August 13, 2025. The comment period will end on September 15, 2025 at 5:00pm. The draft will be presented at the Metro COG Policy Board Meeting on August 21, 2025. All comments received during the public comment period will be considered and presented to the Policy Board prior to the accepting of the Final Metro COG 2026-2029 TIP tentatively scheduled for Thursday, September 25, 2025 at 4:00 pm.

Metro COG will hold a public input meeting on **Tuesday, September 2, 2025 from 4:30 pm until 6:30 pm** at the **Hjemkomst Center** located at **202 1st Ave N, Moorhead, MN 56560** to showcase the 2026-2029 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 2026-2029 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 2026-2029 TIP can be reviewed on Metro COG's webpage starting August 13, 2025 at www.fmmetrocog.org/TIP, and will be continuously updated during the entirety of the public comment period, which ends on September 15, 2025 at 5:00pm. Physical copies of the Draft TIP are available at Metro COG's offices, located at 1 2nd Street North (Case Plaza) Suite 202, Fargo, ND 58102.

The public is invited to attend a public meeting on **Tuesday, September 2, 2025 from 4:30 pm until 6:30 pm** at the **Hjemkomst Center** located at **202 1st Ave N, Moorhead, MN 56560**. 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 meetings 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@fmm



metrocog.org
(Aug. 13, 2025)

SIGN-IN SHEET

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

Page ____ of ____

Meeting Location Dilworth City Dept HJEMKOMST CENTER		Division/District/Consultant FM Metropolitan Council of Governments	
Project Number		Meeting Type Public Open House Public Input Opportunity	Meeting Date 04/24/25 9/2/25
Project Description Imagine Dilworth - Dilworth Comprehensive & Transportation Plan Final Draft 26 TIP		PCN	
Name (Please print) PAUL BERTVIK		Title/Representing METRO COG	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Adam Attenberg		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Andrew Bolling		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Rob Kost		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Ryan Olsen		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) MAX HAMEN		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Dani + Seth Lundberg		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

SIGN-IN SHEET

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

Page ____ of ____

Meeting Location Dilworth City Depot H JEN KOMST CENTER		Division/District/Consultant FM Metropolitan Council of Governments	
Meeting Type Public Input Public Open House Opportunity		Meeting Date 04/24/25 9/2/25	
Project Number		PCN	
Project Description Imagine Dilworth - Dilworth Comprehensive & Transportation Plan Final Draft 26 TIP			
Name (Please print) Elizabeth Bervik, Rhoda, Johanna, Florence		Title/Representing	
Address	City	State	ZIP Code
Email Address e		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

FW: PCN 24477 -64th Ave. Interchange



Ben Griffith

To: Jeremy Gorden

Cc: Tom Knakmuhs; Paul Bervik; Adam Altenburg



Wed 9/3/2025 8:00 AM

Hi,

As a property owner that has built a new home along 64th Avenue starting the acquisition and building process in 2018-2019, 64th Avenue was designed to only be an underpass or overpass like 40th Avenue. The city engineering communication was the next on/off ramp on I29 will be on 76th Avenue. Knowing this plan we proceeded to build.

Since the current overpass was commissioned in 2022, the traffic and speed has negatively impacted our neighborhood and has raising concerns about the safety of our families. This has been raised by several of us many times to city engineering and police without successful resolution.

Learning about this proposed project will only amplify our current issues driving our property values down and raising our residential neighborhood safety concerns higher.

1. We would like to invite you to our neighborhood to see this issue. Please let me know when a good time will be and we can coordinate.
2. We would like to review the current (during High Schools in session) traffic study performed to monitor speed and traffic flow and results stamped by a Professional Engineer.
3. We have a neighborhood petition already signed by the majority of the residents along 64th Ave. Let me know if a .pdf version of the petition is acceptable to send.

Thanks,

Rob Kost

Sent from my iPhone

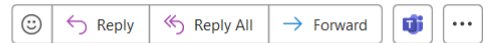
FW: PCN 24477 64th Ave Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs

Cc: Adam Altenburg



Sun 9/7/2025 6:27 PM

From: Matt Hjelseth <matthjelseth@hotmail.com>

Sent: Saturday, September 6, 2025 7:43 AM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: PCN 24477 64th Ave Interchange

To Whom It May Concern,

My name is Matthew Hjelseth and I reside at 2512 64th Ave S, Fargo. I am writing today to express my concerns with the potential project. Already with the traffic the way it is I sometimes find it difficult to get out of my driveway on 64th Ave. I am concerned with the interchange added it will increase traffic and make it more difficult to get out of my driveway.

I am also concerned with the increased traffic that it will become more dangerous for walking pedestrians and dogs. The speeding on 64th Ave is already getting out of hand especially during the nighttime hours when police patrols are down.

And third, I am concerned with the added cost. When I moved into my house in 2010 my mortgage was approximately \$850 per month. I now pay \$1500 per month because of the taxes and specials I am forced to pay.

This project was told to our community that there would be no on and off ramp when the bridge was placed over the interstate and I don't believe this project should happen.

Thank you for your time,

Matthew Hjelseth
2512 64th Ave S, Fargo
218 368-1950

FW: 64th Ave Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs
Cc: Adam Altenburg



Sun 9/7/2025 6:29 PM

From: Walter Samuel <walter6samuel@hotmail.com>

Sent: Sunday, September 7, 2025 9:22 AM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: 64th Ave Interchange

Ben,

I am **OPPOSED** to the 64th Ave Interchange.

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know. The **DIFFERENCE** is there are NO RESIDENTIAL HOUSES on those other two thoroughfares.

64th Ave has residential housing/driveways directly onto the street, homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S is that when the frontage on all property purchased by the city from homeowners, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When does the city have accountability on previous promises made to residents regardless of City Commissioner changes?

Walter Samuel D.D.S.

6300 27th St. S

Fargo, ND 5810

FW: 64th Ave Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs
Cc Adam Altenburg



Sun 9/7/2025 6:30 PM

From: Walter Samuel <walter6samuel@hotmail.com>

Sent: Sunday, September 7, 2025 1:48 PM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: 64th Ave Interchange

Dear Mr. Griffith,

As a former member of the Fargo City Planning Commission representing the extraterritorial (17 yrs) where I lived then and currently on 64th Ave I am OPPOSED to the 64th Ave Interchange.

When we built/planned for expansion on and off ramps/interchanges always leap frogged with overpasses/underpasses. I'm not sure where the change came in for 64th Ave but when I sold my property to develop 64th into the current street it is. The engineering department confirmed with me that there would be no interchange on 64th only an overpass/underpass.

It is disappointing to me that with the promise from the city/engineering department in 2016 when we sold our frontage until now the city has seemed to forget the promises they made.

I strongly encourage you to look back on the agreements the City of Fargo made with residents along 64th Ave when buying the frontage.

C.W. Samuel DVM
6396 27th St S.
Fargo, ND 58104

FW: PCN 24477 64th Avenue I29



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs
Cc: Adam Altenburg



Sun 9/7/2025 6:30 PM

From: Bruce Bekkerus <mnskibb@gmail.com>

Sent: Sunday, September 7, 2025 1:52 PM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: PCN 24477 64th Avenue I29

PCN 24477 64th Ave I 29 exchange.

Greetings from Maple Leaf Loop South. We, Bruce Bekkerus and Rebecca Walters moved to our house in 2023! We are enjoying our new neighborhood! We totally support the new interchange. Since we used to live in Moorhead and personally saw the benefits of the diverging diamond plan we support that the most! This will move the most traffic with the least amount of waiting at traffic lights! It will also have the least amount of left turn conflict!

The interchange could actually reduce the traffic on 64th Ave because this will effectively be a direct access to Horace.

Long before 64th Avenue was ever improved...still a gravel road, there were signs just off University Drive Hwy 81 stating..."Future Arterial Roadway". The future is now!

Bruce Bekkerus

Rebecca Walters

3321 Maple Leaf Loop S

FW: 64th Ave S & I29 Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs
Cc: Adam Altenburg



64th Ave S - I29 Interchange.pdf
338 KB



Mon 9/8/2025 5:51 PM

Ben Griffith



From: Carol Harms <c.harms@ymail.com>

Sent: Monday, September 8, 2025 9:15 AM

To: amurra@nd.gov; mlinneman@nd.gov; rhenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>

Subject: 64th Ave S & I29 Interchange

Good morning, please see attached, I am opposed to the 64th Ave S - I29 Interchange PCN 24477 64th Ave Interchange.

Thank you
Carol Harms
3323 Maple Leaf Loop S
 Fargo ND 58104

701-212-5275

Please don't ruin our neighborhood.

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: CAROL HARMS

Signature/Date: Carol Harms 9-8-2025.

Address: 3323 Maple Leaf Loop S Fargo.

Email: c.harms @ ymail. com.

FW: PCN 24477 -64th Ave. Interchange - Fargo

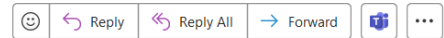


Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs

Cc: Adam Altenburg

This message was sent with High importance.



Mon 9/8/2025 5:52 PM

Good morning,

I am writing to express my strong opposition to the proposed 64th Ave / I-29 Interchange – PCN 24477. Since the current overpass was commissioned in 2022, our neighborhood has experienced a dramatic increase in traffic volume and speed, creating serious safety concerns for our families. Despite multiple attempts by residents to engage with City Engineering and the Fargo Police Department, these issues remain unresolved.

The current proposal—to transform 64th Ave S into a major thoroughfare similar to 32nd Ave S or 52nd Ave S—poses unacceptable risks to our residential community. Unlike those roads, **64th Ave S is lined with residential homes and driveways that open directly onto the street.**

Key Points of Concern:

- **No residential homes exist on 32nd or 52nd Ave S**, yet 64th Ave S is a fully residential corridor.
- **Homeowners regularly back out of driveways**, and delivery drivers (mail, FedEx, Amazon) operate along this street. This does not occur on the other proposed comparison roads.
- **Traffic is projected to increase 2–3x**, which will significantly heighten the risk to residents.
- **Property values are expected to decline**, and we do not need additional special assessments.
- **The engineering study failed to include our residential area**, stopping at the dike near 64th Ave and excluding the 25th St S roundabout.
- **We were explicitly told by the City and Engineering Department that this overpass would never include on/off ramps.** This reversal is deeply frustrating and undermines public trust.

The current traffic conditions have already made it extremely dangerous for my family to back out of our driveway. With vehicles speeding through the area, it's a daily hazard—and if this project moves forward, that danger will only escalate.

We've gathered a petition signed by the majority of residents in the area. Many were unaware of the project until Rob Kost explained it, and the recent public meeting held just before Labor Day was poorly timed, excluding many voices—including mine.

We respectfully request the following actions:

1. **Visit our neighborhood** to witness the traffic and safety issues firsthand.
2. **Provide a stamped traffic study** conducted during the school year, including current and projected data.
3. **Extend the impact study area** to include the 25th St S roundabout and our residential neighborhood.
4. **Ensure accurate public representation** and engagement for those most affected.
5. **Accelerate the planned 76th Ave / I-29 Interchange**, which offers a safer and more appropriate solution.

If the 64th Ave Interchange proceeds, the project must include budget provisions for the buyout of homes along 64th Ave to safely accommodate the traffic flow.

Correspondence regarding this matter has been sent to Senator Hoven, Governor Armstrong, Mayor Mahoney, Fargo City Commissioners, Fargo City Engineering, Metro COG, and Bolton & Menk.

We ask for your support in protecting our neighborhood and holding the city accountable to its original commitments.

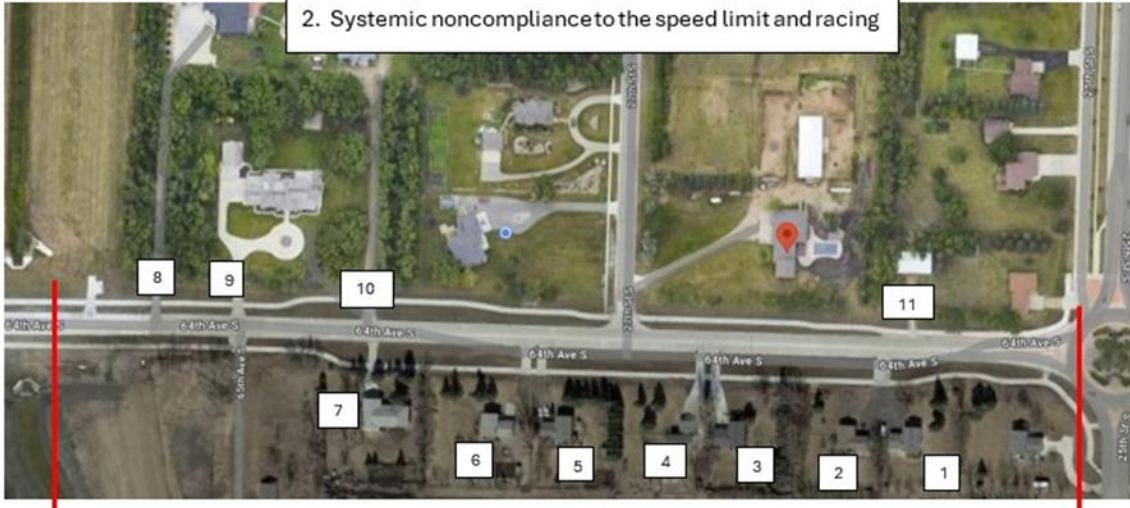
Sincerely,

Lindsey Fraase
2616 64th Avenue S, Fargo 58104 (Home 4 on map below)

11 driveways enter 64th Ave S. like other residential areas with lower speed limits.

Dangerous to back onto 64th Ave due to:

1. High speed limit
2. Systemic noncompliance to the speed limit and racing



FW: PCN 24477 64th Ave Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs

Cc: Adam Altenburg



Tue 9/9/2025 7:52 AM

From: Jan Zaeske <jdzaeske@gmail.com>

Sent: Monday, September 8, 2025 9:40 PM

To: blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>; ammurra@nd.gov; mlinneman@nd.gov; rhenke@nd.gov

Subject: PCN 24477 64th Ave Interchange

Dear Bolton&Menk, NDDOT, MetroCOG

I am **opposed** to the 64th Ave South/I-29 interchange.

The current proposition is to make 64th Ave S like 32nd ave s or 52nd Ave s with on off ramps as you know.

A few key points I would like to state:

1. There are no residential houses directly on 32nd or 52nd avenues
2. 64th Ave has residential houses with driveways directly onto the street
3. I have to directly back my vehicle onto 64th I live on the south side of 64th ave. for 40 years as well as many of my neighbors. Also mail, and delivery (FedEx and Amazon drivers are delivering to my house and my neighbors.
4. The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. Safety should be a #1 concern to an existing development.
5. The engineering study as discussed on August 28 did not include the residential neighborhood. I question why?
6. We do not need any more special assessments
7. We expect our property values to significantly decrease from this project due to increased traffic.

The frustrating part regarding this proposal of an interchange vs overpass on 64th Ave S was that we were **guaranteed** by the city/engineering department that this overpass would never have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of city commissioner changes or other business driven motives?

Please accelerate the planned 76th Ave/I-29 interchange to solve the situation versus ruining our residential neighborhood with this unplanned project.

Janet D. Zaeske

9/8/2025

2716 64th Ave south

jdzaeske@gmail.com

FW: OPPOSED to the 64th Ave / I-29 Interchange - PCN 24477 64th Ave. Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs

Cc: Adam Altenburg



Tue 9/9/2025 12:46 PM

From: malaika.ebert@gmail.com <malaika.ebert@gmail.com>

Sent: Tuesday, September 9, 2025 9:59 AM

To: amurra@nd.gov; mlinneman@nd.gov; rhenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; Ben Griffith <griffith@fmmetrocog.org>;
mike.bittner@bolton-menk.com; ehodgson@fargond.gov

Subject: OPPOSED to the 64th Ave / I-29 Interchange - PCN 24477 64th Ave. Interchange

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

I own the house that is right at the bridge/overpass and if there had been ANY plans about building a 64th/I-29 interchange back then, I would not have purchased this house.

The situation on 64th is already extremely infuriating. Since the bridge/overpass opened, I am kept up at night (7 days a week) because people use it as a race track. Furthermore, it is downright dangerous now as it has happened before that people lose control over their car and end up in my backyard. My neighbors' kids play in those backyards and I do not want to think about what could happen. To add insult to injury, I have to pay for this race track via specials because according to officials it increases the value of my property, when in reality I will have problems selling as it is very hard to find someone who wants to live next to such a race track. Making 64th Ave / I-29 an interchange will make the current problems even worse.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
 - 64th Ave has residential housing/driveways directly onto the street
-
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
 - The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
 - The engineering study **did not include** the residential neighborhood on 64th Ave.
 - We do not need more special assessments
 - We expect our property values to significantly decrease from this project

Kind regards,
Malaika Ebert, PhD

FW: Letter Template - PCN 24477 64th Ave. Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs; ehodgson@fargond.gov
Cc Adam Altenburg



Mon 9/15/2025 8:05 AM

From: Ken Ohnell <kenohnell15@gmail.com>

Sent: Thursday, September 11, 2025 6:24 PM

To: amurra@nd.gov; mlinneman@nd.gov; rlenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>; robkost@yahoo.com

Subject: Fwd: Letter Template - PCN 24477 64th Ave. Interchange

To Whom:


I am in full support of the neighborhood with this concern being brought forward!

Doing the right thing for the neighborhood is better for everyone than doing what some want to accomplish their agenda!

Ken Ohnell

Fw: Formal Opposition Letter to PCN 24477 64th Ave. Interchange and Petition

Rob Kost <robkost@yahoo.com>
To: ☐ Adam Altenburg

  Reply  Reply All  Forward  

Fri 9/19/2025 5:50 AM

 PCN 24477 Petition 10SEPT2025.pdf
4 MB

 PCN 24477 Opposition Letters 10SEPT2025.pdf
4 MB

----- Forwarded Message -----

From: Rob Kost <robkost@yahoo.com>

To: amurra@nd.gov <amurra@nd.gov>; minneman@nd.gov <minneman@nd.gov>; rhenke@nd.gov <rhenke@nd.gov>; blue.weber@bolton-menk.com <blue.weber@bolton-menk.com>; chris.dahl@bolton-menk.com <chris.dahl@bolton-menk.com>; mike.bittner@bolton-menk.com <mike.bittner@bolton-menk.com>; ehodgson@fargond.gov <ehodgson@fargond.gov>; griffith@fmmetrocog.org <griffith@fmmetrocog.org>; TMahoney@FargoND.gov <TMahoney@fargond.gov>; dmorton@ndlegis.gov <dmorton@ndlegis.gov>

Sent: Wednesday, September 10, 2025 at 05:53:59 PM CDT

Subject: Formal Opposition Letter to PCN 24477 64th Ave. Interchange and Petition

Hi,

Attached are 2 PDF documents.

- One with the signed petition to stop the 64th Ave. Interchange project
- One with signed letters from neighbors

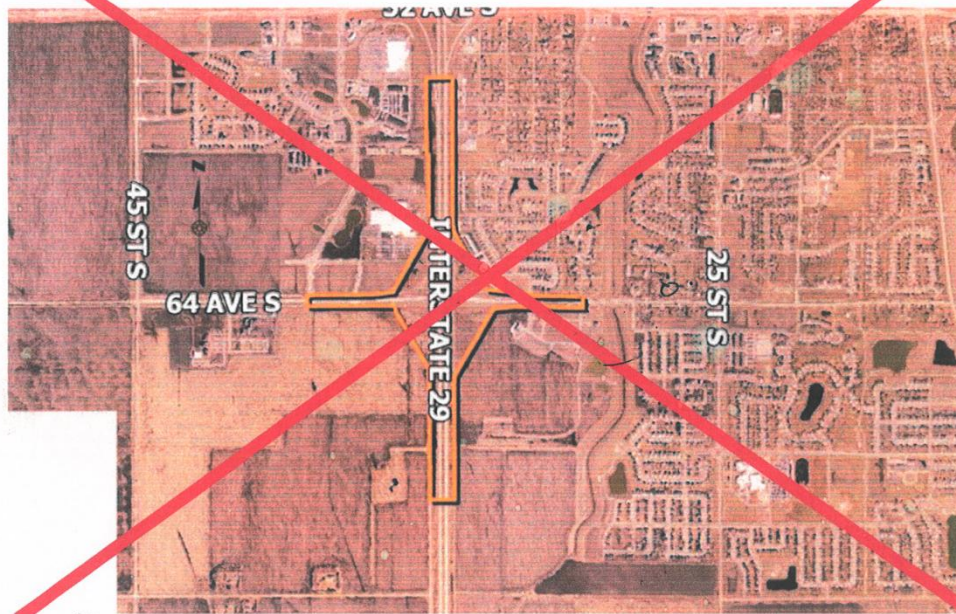
There may be duplicates on the petition, signed letters and emails being sent. I just wanted to ensure there was no gaps.

Thanks for your support in stopping the 64th Ave. Interchange Project,

Rob Kost
6357 27th St. S.
Fargo, ND 58104

We raise a Petition as concerned home owners to:

Stop the Interstate 29 & 64th Ave South Interchange project. PCN 24477



Homeowners Name (printed) Robert Kost

Homeowners Name (Signed/Date) Robert Kost 8/26/2025

Address 6357 27th St S. Fargo, ND


2 Homeowners Name (printed) Eliana Gill
Homeowners Name (Signed/Date) [Signature] 8/26/25
Address 6357 27th ST S Fargo, ND 58104

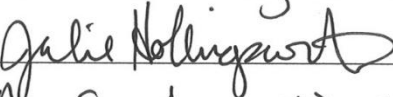
3 Homeowners Name (printed) Usher Samuel
Homeowners Name (Signed/Date) 8-27-25 D. Usher
Address 6210 27th St S. Fargo, ND 58104

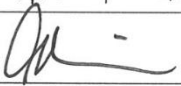
4 Homeowners Name (printed) Clarence Samuel
Homeowners Name (Signed/Date) C. Usher 8-27-25
Address 6396 27th St S, Fargo, ND 58104

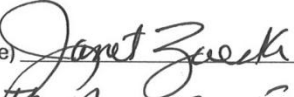
5 Homeowners Name (printed) Tonya McCray
Homeowners Name (Signed/Date) [Signature]
Address 6396 27th St S Fargo ND 58104

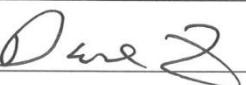
6 Homeowners Name (printed) Lindsey Fraase
Homeowners Name (Signed/Date) [Signature]
Address 2616 164th Ave S Fargo ND 58104

7 Homeowners Name (printed) Justin Fraase
Homeowners Name (Signed/Date)  8-27-25
Address 2616 64th Ave So Fargo ND 58104

8 Homeowners Name (printed) Julie Hollingsworth
Homeowners Name (Signed/Date)  8-27-25
Address 2704 64th Ave S. Fargo, ND 58104

9 Homeowners Name (printed) Adam Hollingsworth
Homeowners Name (Signed/Date) 
Address 2704 64th Ave. S Fargo, ND 58104

10 Homeowners Name (printed) Janet Zaeske
Homeowners Name (Signed/Date)  8/27/25
Address 2716 24th Ave S. Fargo, ND.

11 Homeowners Name (printed) David Zaeske
Homeowners Name (Signed/Date) 
Address 2716 64 Ave S

12 Homeowners Name (printed) TRAVIS & RACHEL OLSON
Homeowners Name (Signed/Date) [Signature] 08/27/25
Address 2805 64th Ave. S.

13 Homeowners Name (printed) Scott Van Dam
Homeowners Name (Signed/Date) [Signature]
Address 2730 Samuel Dr S.

14 Homeowners Name (printed) Mike ~~St~~ Stock
Homeowners Name (Signed/Date) [Signature] 8-27-25
Address 2823 64 Ave S

15 Homeowners Name (printed) Sarah STOCK
Homeowners Name (Signed/Date) Sarah Stock 8/27/25
Address 2823 64th AVE S fargo ND 58104

16 Homeowners Name (printed) Jamie Steidl
Homeowners Name (Signed/Date) [Signature] 8/27/25
Address 6314 31st St S

17 Homeowners Name (printed) Kaley Steidl

Homeowners Name (Signed/Date) Kaley Steidl

Address 6314 31st St S Fargo ND

18 Homeowners Name (printed) Brent Hella

Homeowners Name (Signed/Date) [Signature] aug. 27. 2025

Address 6315 31st St. S Fargo ND

19 Homeowners Name (printed) Sharon Mark Sell

Homeowners Name (Signed/Date) S. Mark Sell 8/27/25

Address 2505 - 64th Avenue 58104

20 Homeowners Name (printed) Don Kinzler

Homeowners Name (Signed/Date) Don Kinzler 8/27/2025

Address 6313 27th St. South

21 Homeowners Name (printed) Mary Kinzler

Homeowners Name (Signed/Date) Mary Kinzler

Address 6313 27th St. South

22 Homeowners Name (printed) Lee Haugen
Homeowners Name (Signed/Date) Lee Haugen 8-28-25
Address 2608 64th Ave S
FARGO, ND 58104

23 Homeowners Name (printed) CLARENCE WHISMAN
Homeowners Name (Signed/Date) clarence Whisman
Address 8-28-25 1514 64TH AVE. 50. FARGO, ND
58104

24 Homeowners Name (printed) Malaika Ebert
Homeowners Name (Signed/Date) Malaika Ebert
Address 3299 Maple Leaf Loop S, Fargo, ND, 58104

25 Homeowners Name (printed) Casuy Annhoyen
Homeowners Name (Signed/Date) Casuy Annhoyen 9/3/2025
Address 3303 Maple Leaf Loop S

26 Homeowners Name (printed) Kerby Daudin
Homeowners Name (Signed/Date) Kerby Daudin 9-3-25
Address 3315 maple Leaf Loop S, Fargo ND 58104

27 Homeowners Name (printed) CAROL HARMS,
Homeowners Name (Signed/Date) Carol Harms
Address 3323 Maple Leaf Loop S Fargo ND

28 Homeowners Name (printed) DARVIN BECKER
Homeowners Name (Signed/Date) Darvin Becker 7 Sept 95
Address 6217 25th S Fargo ND 58104

29 Homeowners Name (printed) Marcella Becker
Homeowners Name (Signed/Date) Marcella Becker 9/1/25
Address 6217-25th St. S. Fargo, N.D 58104

30 Homeowners Name (printed) Jonathan Stafford
Homeowners Name (Signed/Date) Stafford Sept 7th, 2025
Address 3302 Maple Leaf Loop S Fargo ND 58104

31 Homeowners Name (printed) Emile Stafford
Homeowners Name (Signed/Date) Emile Stafford 9/7/2025
Address 3302 Maple Leaf Loop S. Fargo, ND 58104

32 Homeowners Name (printed) Alvinson Macdonald
Homeowners Name (Signed/Date) [Signature]
Address 1456 63rd Ave S, Fargo

33 Homeowners Name (printed) Michael A McCollum
Homeowners Name (Signed/Date) [Signature]
Address 1410 64th AVE N Fargo

34 Homeowners Name (printed) Vitaliy Starosta
Homeowners Name (Signed/Date) [Signature] 09/07/25
Address 6411 15th S Fargo

35 Homeowners Name (printed) Derwood FliFlet
Homeowners Name (Signed/Date) Derwood FliFlet 9/9/25
Address 1504 64th Ave S F

36 Homeowners Name (printed) Lori Whisman
Homeowners Name (Signed/Date) Lori Whisman 9/10/25
Address 1544 64th Ave

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lindsey Fraase

Signature/Date: Lindsey Fraase

Address: 2116 64th Ave S Fargo ND

Email: lfraase@wanzek.com

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Marcella Becker

Signature/Date: Marcella Becker 9/1/25

Address: 6217-25th St. S. Fargo, N.D 58104

Email: marcellabecker@outlook.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

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When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: DARVIN Beck

Signature/Date: Darvin Beck 7 SEPT 25

Address: 6217 25th S Fargo ND 58104

Email: _____

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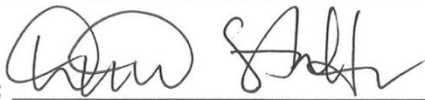
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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Emilee Stafford

Signature/Date:  9/7/2025

Address: 3302 Maple Leaf Loop S. Fargo, ND 58104

Email: emilee.stafford@protonmail.com

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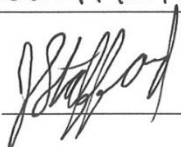
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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Jonathan Stafford

Signature/Date:  September 7th, 2025

Address: 3302 Maple Leaf Loop S, Fargo ND 58104

Email: jonathan.je.stafford@protonmail.com

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lee Haugen

Signature/Date: Lee Haugen 9-7-25

Address: 2608 64th Ave S

Email: haugenlee27@gmail.com

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: CLARENCE WHISMAN

Signature/Date: Clarence Whisman

Address: 1514 64 TH AVE. SO. FARGO, ND

Email: C.WHISMAN@HOTMAIL.COM

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: EDDY BERGLUND

Signature/Date: Eddy Berglund 9-7-25

Address: 1406 64th Ave S

Email: Post Eddy 38@hotmail.com

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The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would **NEVER** have on and off ramps.

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lori Whisman

Signature/Date: Lori Whisman 9/7/25

Address: 1514 64 Av. So. Fargo, ND

Email: WhismanLori@gmail.com

From: arprokop@gmail.com <arprokop@gmail.com>

Sent: Saturday, September 20, 2025 3:30 PM

To: Metro Cog - General Account <metrococ@fmmetrococ.org>

Subject: Interchange

I would like to voice my opinion on the interchange that is being proposed on 64th Ave. I also was told that the interchange would be on 76th Ave. So we bought plots at the Holy Cross South Cemetery, thinking that we would have easy access to it. My husband has passed and is there but I hardly ever go out there as that gravel road leaves a lot to be desired. When I do, there is usually a car coming towards me and I am so afraid of them kicking up a stone and causing windshield damage. Please, put the interchange on 76th! I think that will serve the residents of Fargo much better. Thank you.

Alice Prokop 701-866-3308

From: Nate Vollmuth <nate.vollmuth@goldmark.com>
Sent: Tuesday, September 23, 2025 8:48 AM
To: Angela Brumbaugh <brumbaugh@fmmetrocog.org>
Cc: Nick Dietrich - Dietrich Construction (ndietrich@dietrichfargo.com) <ndietrich@dietrichfargo.com>; jkern50@outlook.com; Brent Dietrich <bdietrich@dietrichfargo.com>; John Gromatka (johngromatka@gmail.com) <johngromatka@gmail.com>; Nate Vollmuth <nate.vollmuth@goldmark.com>
Subject: MetroCOG Meeting

Angela

I am reaching out in **support** of the 3.b item on your MetroCOG agenda this Thursday, September 25th

RE: Installing the 64th Ave Ramps

I will be in attendance to speak to the item if needed.

Dear MetroCOG:

The 64th Avenue project will be a significant benefit to the community. It will ease current congestion on 52nd Avenue by providing additional access to I-29, reducing delays at the existing ramps and traffic signals, and improving overall mobility for residents, businesses, and visitors.

In addition to transportation improvements, this project will unlock growth opportunities around the Fargo Parks Sports Center, Capstone, and NDSCS. Improved access is consistently cited as one of the top priorities for national retailers and major employers when evaluating sites, making this project a key driver for economic development.

Equally important, moving the project forward will give current landowners confidence to pursue annexation, entitlements, and infrastructure extensions. This could bring 1,000's of acres of new tax base into the City of Fargo, supporting long-term fiscal stability and community investment.

Other benefits include:

- Improved safety by reducing traffic pressure on existing corridors (52nd Ave, 45th Street and 25th Street).*
- Enhanced regional connectivity, linking south Fargo to the broader metro area.*
- Increased attractiveness for future residential and commercial development.*
- Support for Fargo's growing role as a hub for sports, education, and business.*

Nate Vollmuth
Jerry Kern
Brent Dietrich
Nick Dietrich
John Gromatka

From: Jace Hellman <jace@dabberthomes.com>

Sent: Wednesday, September 24, 2025 2:37 PM

To: Ben Griffith <griffith@fmmetrocog.org>

Cc: Angela Brumbaugh <brumbaugh@fmmetrocog.org>; Don Dabbert <don@dabberthomes.com>

Subject: 2028 TIP Project Letter of Support

Hello Ben,

I hope all is well! Please see the attached letter of support for the 64th Avenue Interchange to be kept as a project in the 2026-2029 TIP adoption that is before the Policy Board on Thursday. I will be unable to attend the meeting on Thursday, but please let me know if you need anything else from me, or if you have any questions.

Best,



Jace Hellman, AICP

Development Manager
Dabbert Custom Homes

MN# BC639326 | ND# 50168



📞 701-205-4979

✉ jace@dabberthomes.com

📍 5522 36th St S, Fargo, ND 58104



[Leave a Google Review](#)



5522 36th St S | Fargo, ND 58104

701-205-4979 | dabberthomes.com

September 24, 2025

Ben Griffith, AICP
Executive Director
Fargo Moorhead Metropolitan Council of Governments
225 4th St N
Fargo, ND 58104

Attn: Policy Board Members

RE: Support for the 64th Avenue South Interchange Project

Mr. Griffith,


This letter is in response to item 3.b of the Policy Board's agenda for Thursday, September 24, 2025. While this item pertains to the adoption of the 2026–2029 TIP, we want to emphasize the importance of retaining the 64th Avenue Interchange as a 2028 project.

The interchange is critical to accommodating the projected rapid residential and commercial growth in South Fargo. The 52nd Avenue interchange is overburdened, and additional development in the corridor will only intensify congestion and safety concerns. Advancing the 64th Avenue ramps will provide the necessary infrastructure to alleviate current strain, improve mobility and safety, and support Fargo's long-term growth strategy.

For families and commuters, the project will deliver safer travel and reduced delays. For the region, it will strengthen connectivity, preserve quality of life, and reinforce Fargo's reputation as a community that invests in forward-looking infrastructure.

We appreciate the leadership of the City of Fargo, NDDOT, and FHWA in moving discussions forward for this project and strongly encourage MetroCOG to maintain its prioritization within the TIP.

Sincerely,


Jace Hellman, AICP
Development Manager
Dabbert Custom Homes



From: Mike Graalum <mike@drcinfo.com>
Sent: Thursday, September 25, 2025 1:56 PM
To: Metro Cog - General Account <metrococ@fmmetrocog.org>
Subject: 64th Avenue

Hello

I wanted to provide some feedback for this proposal.

I currently live off 32nd Avenue near Essentia, previously lived along the interstate in Prairiewood, and was raised just north of Interstate near Fargo South. My experience has been me dispositionally anti-interstate. It is a chronic burden on everyone in this community. Interstate is blight. Every interstate interchange is an awful place to be.

I use the 52nd Avenue corridor fairly often, a couple times a month, and I have to say I have seen nothing on that roadway that would have caused me to think there was a traffic problem. In fact, I was say the problem is the complete opposite, that the roads in this area are wildly excessive relative to the light traffic, which is why a year ago we as a community were struggling with the drag racing problem in this same area.

Regarding the 64th avenue roadway, I have driven this three times now since the project was proposed. An interstate interchange is very obviously a bad fit here. On the east of interest there is nothing but light residential, and the area is served by a pair of two lane roads which meet at a small traffic circle. There is no business here, there are no other destinations. To the west of interstate there is nothing, and won't be anything for a long time to come.

The east side of interstate is already well serviced for north-south traffic by 25th Street and University. To the west there are 42nd, 45th, Veterans and Sheyenne. This proposal adds zero value, unless of course this city values blight. Comparing it to my own neighborhood, I go out of my way to use 40th when I can because 32nd is so miserable. I have no idea why the cities think adding blight to this neighborhood benefits anyone. Let these people keep their quiet little commuter street.

--
Michael Graalum
Clean Energy Organizer
Dakota Resource Council
701-388-8264



Adam Hollingsworth <ahollingsworth2010@gmail.com>
To Adam Altenburg



Thu 9/25/2025 4:39 PM

Greetings. My name is Adam Hollingsworth and I live at 2704 64th Avenue S in Fargo. I am asking that you reconsider the idea of an interchange from I-29 to 64th Avenue S. Making 64th Avenue, with all of its homes and driveways, into a main arterial road was a poor decision, initially. Adding an interstate interchange would make it even worse. There are several reasons for this.

For one, many of us have driveways that go directly onto 64th Avenue. We have already seen a dramatic increase in traffic along our road which is making it very difficult and unsafe to enter and exit our homes. Some of this increased traffic is to avoid other problems, like a slow 52nd Avenue or construction on I-94 in Moorhead. Having even more traffic would certainly slow the rampant speeding that happens on our once-quiet road, but would also make it increasingly difficult to get into or out of our homes. I have heard the criticism of us that we are just NIMBYs (Not In My Back Yard). But this is actually an issue with the only way to enter our homes - our driveways. When we were told that the overpass was being added, we were promised that there would be no interchange, and that it would be similar to 40th Avenue S. This was bad enough, given that there are no driveways that open onto 40th Avenue, either. But the city went back on its promise to not add an interchange, and without so much as a conversation about it!

A much better idea would have been to have created 65th Avenue as the main arterial roadway. But, the poor decision has already been made, so we need to do our best to keep from making it worse. And so, we propose a few alternatives.

We recognize that 52nd Avenue S is slowing down and that that issue is spilling over onto the southbound lanes of I-29. One idea is to maintain the 55 mph speed limit until south of the 52nd Avenue interchange.

Another idea is to add an interchange on 76th Avenue S, right now, rather than creating one at 64th Avenue. The distance from 52nd Avenue to 76th Avenue is much more consistent with the distance between 52nd Avenue and 32nd Avenue. Adding an interchange at 64th Avenue would be like adding one at 40th Avenue. No one has proposed this, and that's good - it would be a terrible idea, much like trying to force an interstate off-ramp onto someone's driveway, as we are facing at 64th Avenue. An interchange at 76th Avenue would be ideal since there are already houses and Davies High School nearby at that point. Also, since 76th Avenue is currently a minimum maintenance road through a field, it can be designed, from the outset, as an ideal arterial road. Any obstructions or problems, such as driveways, would be avoided and nothing would need to be redesigned or retrofitted. It could be built once, correctly, and for less money than trying to force a bad idea through on 64th Avenue.

Reconsider the poor decision to add an interchange at 64th Avenue S and instead, move ahead with a much more forward-thinking, sensible, and cost-effective decision to add an interchange at 76th Avenue S.

We raise a Petition as concerned home owners to:
Stop the Interstate 29 & 64th Ave South Interchange project.



Homeowners Name (printed) James Meyer
Homeowners Name (Signed/Date) James A. Meyer 9-19-25
Address 5885 SUNDANCE SQ S, Fargo, ND 58104

Homeowners Name (printed) Melvin Bolton
Homeowners Name (Signed/Date) Melvin Bolton 9-19-25
Address 2209 124th Ave S, Horace, ND 58047

Homeowners Name (printed) Dwight Bolton
Homeowners Name (Signed/Date) Dwight Bolton 9-19-25
Address 2910 30th Ave S, Fargo, ND 58104

Homeowners Name (printed) Tonya Becker Bolton
Homeowners Name (Signed/Date) Tonya Ann Bolh 9-19-25
Address 2209 124th Ave. S. Horace, ND 58047

Homeowners Name (printed) Sheila Meyer
Homeowners Name (Signed/Date) Sheila Meyer 9/19/25
Address 5885 Sundance Sq, Fargo, ND

Homeowners Name (printed) Julie Wieser
Homeowners Name (Signed/Date) Julie Wieser 9-19-25
Address 4009 25th St. South Fargo, N.D.
58104

Homeowners Name (printed) Matt Wieser
Homeowners Name (Signed/Date) Matt Wieser 9/19/25
Address 5514 Sunflower Lane S Fargo, ND 58104

Homeowners Name (printed) John SandLand
Homeowners Name (Signed/Date) John SandLand 9/19/25
Address 2668 Whispering Creek Cir. S. Fargo, ND
58104

Homeowners Name (printed) Vonnie SandLand
Homeowners Name (Signed/Date) Vonnie SandLand 9/19/25
Address 2668 Whispering Creek Cir. S. Fargo, ND
58104

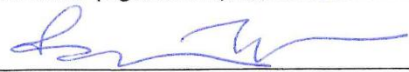
Homeowners Name (printed) Isaac Miranowski
Homeowners Name (Signed/Date) Isaac Miranowski 9/19/25
Address 3510 42nd AVE. S., Fargo, ND 58104

Homeowners Name (printed) Lori Miranowski
Homeowners Name (Signed/Date) Lori Miranowski 9-19-25
Address 6105 25 ST. S. Fargo

Homeowners Name (printed) Jerry Miranowski
Homeowners Name (Signed/Date) Jerry Miranowski 9-19-25
Address 6105 25 ST. S. Fargo

Homeowners Name (printed) Bonnie Boschee
Homeowners Name (Signed/Date) Bonnie Boschee 9-19-25
Address 5909 25 St. S. Fargo

Homeowners Name (printed) Ellen Nilson
Homeowners Name (Signed/Date) Ellen Nilson 9-19-25
Address 5905 25th Ave S. Fargo


Homeowners Name (printed) Lynn Nilson
Homeowners Name (Signed/Date) 5905 25th Ave S 9-19-25
Address 

Carol Pinke
2656 Whispering Creek Cir S
Fargo, ND 58104 9-25-25




Appendix B | Amendments and Administrative Modifications





Appendix C | Local Capital Improvement Programs (CIPs)





Appendix D

Solicitation Process



Appendix D – 2024 Solicitation Process

2024 Solicitation Process

Since Metro COG was designated as a TMA on June 5, 2023, Metro COG is responsible for the solicitation of TA, CRP, and STBG Federal Funding Sources within the MPA and/or UZA. The Metro COG Policy Board is the ultimate selection authority for the previously mentioned funding sources. See below for the process that was taken for the first solicitation of TMA funding source. Metro COG will continue to improve this process and work with the local jurisdictions, the public, the Policy Board, both DOTs, and both FHWAs to improve this process. The “Reference” column below is used as a reference for the images in the following pages accompanying that activity.

Table D.1 2024 Solicitation Process

Reference	Notice	Activity	Date
A	First Prioritization Committee Meeting	Metro COG staff meets with the Prioritization Committee to review the updated solicitation process based on the process laid out in Metro 2050.	October 4, 2024
B	Release TA Applications	TA applications are released	October 18, 2025
C	Second Prioritization Committee Meeting	Prioritization Committee discussed every direct suballocated funding sources (STBG, CRP, and TA) for each state (ND, MN). Each jurisdiction then presented projects from the Metro 2050 that they would like to see utilize each source.	November 4, 2024
D	TA Applications Due	Transportation Alternatives Applications are due.	November 15, 2024
E	Third Prioritization Committee Meeting	Metro COG staff analyzed the projects presented at the previous Prioritization Committee meeting against all of the recent planning studies including Metro 2050 and the Regional Comprehensive Safety	December 3, 2024

		<p>Action Plan. Metro COG staff presented this analysis. Each member was asked to explain in detail the following items about their proposed projects</p> <ul style="list-style-type: none"> • Project Scope • Timeliness and Need • Pavement Condition • Congestion • System Benefit • Potential Challenges <p>After all of this information, the Prioritization Committee provided a funding recommendation or ranking of projects for every funding source.</p>	
F	Bicycle and Pedestrian Committee Meeting	Bicycle and Pedestrian Committee scores received TA projects.	December 4, 2024
G	Release of CRP and STBG Applications	CRP and STBG applications are released	December 20, 2025
H	Begin Public Ranking of Received Projects	Public Ranks Received Projects	January 1, 2025
I	Public Input Meeting	Public Input Meeting asking the Public to Rank Received Projects in West Fargo and Fargo	January 15, 2025 January 21, 2025
J	CRP and STBG Applications Due	CRP and STBG applications are due.	January 24, 2025
K	NDDOT and MnDOT Coordination Meetings	Meeting with both NDDOT and MnDOT to review received applications	January 28, 2025 January 29, 2025
L	Fourth Prioritization Committee Meeting	Prior to this meeting Metro COG staff met with each jurisdiction to consider options for additional 2025 ND funding. Metro COG presented proposed projects to the committee.	February 5, 2025

		The Prioritization Committee provided a funding recommendation for the additional 2025 ND funding.	
M	End Public Ranking of Received Projects	Ending the Public Ranking of Received Projects	February 5, 2025
N	TTC Reviewed Received Projects	TTC performs a review of received projects for all funding sources. TTC considered the Prioritization Committee's recommendation. TTC provided a funding recommendation or project ranking to Policy Board.	February 13, 2025
O	Policy Board Selects Projects	The Policy Board considers TTC technical evaluation, Prioritization Committee Recommendation, Carbon Reduction, Bicycle and Pedestrian Committee Scoring, DOT comments, and Public Input Ranking. Policy Board Selects Projects to receive funding for TA, CRP, and STBG funding sources	February 20, 2025
P	Award Letters	Notifying jurisdictions about funding awards	February 28, 2025
Q	Notify NDDOT and MnDOT of Projects Selected	Notifying both DOTs of projects selected by the Policy Board on the February 20, 2025 meeting	March 1, 2025

Public Ranking of Received Projects

The Public was given the opportunity to rank all received projects based on each individual's preference for each respective Federal Funding Source.

F - Bicycle and Pedestrian Committee Meeting and Scoring

Bicycle and Pedestrian Committee Scored all received TA projects based on the established scoring criteria. These scores were approved by TTC and presented to the Policy Board prior to project selection.

127th Metropolitan Bicycle and Pedestrian Committee Meeting December 4th, 2024 – 3:00pm Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Cheryl Stetz, Fargo Cass Public Health
Forrest Steinhoff, City of Moorhead Planning
Kyle McCamy, West Fargo Engineering
Peyton Mastera, City of Dilworth
Tom Trowbridge, City of Moorhead Engineering
Eric Hodgson, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Tyler Kirchner, Fargo Parks
Cole Hansen, Cass County Planning
Rosemary Bruce-White, MnDOT - District 4
Patrick Hollister, PatnerSHIP 4 Health
Christine Holland, River Keepers
Kurt Kopperud, Citizen Representative

Others Present:

Ben Griffith, Metro COG
Paul Bervik, Metro COG
Aiden Jung, Metro COG
Terry Steen, Citizen/Flatlands Cycling Club
Jason Pike, Citizen

1. Welcome and Introductions

The meeting began at 3:02 pm. Both virtual and in-person attendees introduced themselves.

2. Approve minutes from September 11th, 2024 meeting

A motion to approve the September 11th minutes was made by E. Hodgson and seconded by K. McCamy. The minutes passed unanimously.

3. Public input opportunity

One member of the public was present at the time of the public input opportunity, however there were no public comments made.

4. Bike/Ped Committee Citizen Representative

In early September Metro COG solicited for a second citizen representative to serve on the Bicycle & Pedestrian Committee. Metro COG received a total of nine applications. A selection committee comprised of representation from the jurisdictions of Horace, West Fargo, Fargo, Moorhead, and Dilworth was used to review the applications. Due to the competitive nature of the applications, the selection committee narrowed the applications down to the top three with the top three asked to participate in brief in-person interviews.

Upon interviews, Terry Steen, was the top ranked applicant. Pending approval by the Committee, Mr. Steen will serve the two-year term beginning January 1, 2025 and ending December 31, 2026.

A motion to approve Terry Steen as this solicitation's Bicycle & Pedestrian Committee's Citizen Rep was made by P. Mastera and seconded by T. Trowbridge. The motion was passed unanimously.

5. Procedure for Bike-Ped Committee Citizen Rep

D. Farnsworth described the current procedure for the two Bike/Ped Committee citizen representative seats. The current procedure allows for the citizen rep to be offered to serve another two years once their first two-year term is complete. However, Metro COG, in agreement with the citizen rep selection group felt this could be confusing for candidates and doesn't tap into the many quality interested candidates as frequently. Therefore, Metro COG is requesting this option for a two-year extension be excluded.

Another suggestion from Metro COG and the citizen rep selection group was to keep applications on-file for two years. This wouldn't require reapplying candidates to reapply every year. This would also retain interested candidates who may be discouraged from applying due to not being chosen in past years.

It was asked if applicants who've already served can reapply. After discussion, P. Mastera suggested that a person who's already served a term can't reapply immediately, but could reapply one year after their term has expired. For example, if their term expired Dec 31 2026, they could reapply in the September 2027 solicitation for the Jan 1, 2028 – Dec 31, 2029 term. Selection of that individual to serve on the Committee would be at the discretion of the representative selection group.

A motion for this new procedure was made by P. Mastera and seconded by F. Steinhoff. The motion is as follows: Omit offering a second term to citizen representatives immediately after their term, keep applications of applicants on-file for two years, and allow any serving citizen representatives to reapply one year after their term has expired.

6. Revised Transportation Alternatives (TA) Scoring

P. Bervik walked through proposed revisions to the TA as recommended by the Bicycle & Pedestrian Committee in 2023. Bervik noted that a subcommittee met to revise the TA scoring criteria during the summer/fall of 2024. Bervik presented the proposed changes to the scoring criteria. These included:

- Urban TA Criteria: 5 points for maintenance projects which are not specified in a plan. This applies to the plan/study scoring criteria.
- Rural TA Criteria: 10 points for a project that maintains or rehabilitates an existing facility.
- A change to the environmental justice map. The revised map used the Census tract groups rather than the Census block groups and also broke the income groups into 'Below Median Household Income' and 'Below Environmental Justice Parameters'.

7. Review & scoring of urban TA applications

P. Bervik walked through the urban TA applications by briefly describing each project for which an application was submitted. Bervik then went through the scoring with the Committee for each project, pointing out the scoring for which he wanted the Committee's concurrence. None of the scores for the projects needed adjusting, however there were a few comments from Committee members requesting changes/considerations to scoring criteria in the future. Comments/changes/considerations to the scoring criteria were as follows:

- School proximity criteria – T. Trowbridge suggested considering a range of points for various distances.
- Land use criteria – It was suggested that in the future industrial land use should also be included, similar to commercial land use.

As a result of the scoring, the projects were scored as follows:

- City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 1 – 30 pts
- City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 2 – 30 pts
- City of Fargo – Low Level Drain 53 Crossing – 20 pts
- City of Fargo – Drain 53 Shared Use Path (64th Ave S to 73rd Ave S) – 20 pts
- City of West Fargo – Westside Elementary Area Pedestrian Ramps – 50 pts
- City of West Fargo – 8th Street Shared Use Path Reconstruct - 50 pts
- City of West Fargo – Beaton Dr Shared Use Path – 25 pts
- City of Moorhead – Bluestem Bridge Pedestrian Bridge - 35 pts

A motion to approve the scoring of the projects as shown was made by F. Steinhoff and seconded by K. McCamy. The motion was passed unanimously.

8. Review & scoring of rural TA applications

P. Bervik described the one rural TA application – a Cass County application for the reconstruction of a shared use path in Kindred. Bervik then went through the scoring with

the Committee. The Committee concurred with the scoring as presented. The scoring yielded 55 points for the Cass County / Kindred shared use path reconstruction project.

A motion to approve the scoring of the projects as shown was made by M. Elshaug and seconded by C. Stetz. The motion was passed unanimously.

9. Project updates

Clay County Heartland Trail Study

D. Farnsworth provided an update on the Heartland Trail Study in Clay County. Farnsworth noted that the study has narrowed down the alignments to one alignment. Farnsworth described the alignment and noted the opportunities and challenges with the alignment. He pointed out that a public open house will be held on Monday Dec 9th at the MSUM Science Center for the Buffalo River State Park management plan. Farnsworth encouraged the public and those interested in attending or to participate online. The Heartland Trail Study in Clay County is anticipated to be wrapped up in March of 2025.

Moorhead Safe Routes to School Plan

D. Farnsworth provided an update on the Moorhead Safe Routes to School Plan. He noted that this plan has been moving quickly, with work kicked off in the beginning of 2024. Metro COG is wrapping up the plan right now with a draft plan anticipated to be released to the public and study review committee by the end of the week.

Bike Map App update

D. Farnsworth updated the Committee on updates & fixes to the Fargo Moorhead Bike Map app. This app, which can be found on Metro COG's website and also downloaded via Apple Store or Google Play, is in the process of being updated. Metro COG strives to update the bikeway network on the app every two years or so. He also pointed out that the app may not be working via Google Play at the time being, but they are working with the app developer to get this resolved.

Bicycle Friendly Community Application update

D. Farnsworth noted that Metro COG submitted an application for Bicycle Friendly Community in June of 2024. This application is for the Fargo-Moorhead Metro Area, which includes Fargo, West Fargo, Moorhead, Horace, and Dilworth. Applicants are anticipated to hear from the League of American Bicyclists by the end of the year about any potential awards. Farnsworth pointed out that Metro COG applied and was awarded Bronze designation in 2014 and 2018. The FM Area hopes to be awarded Bronze again, or possibly even Silver.

Installation of new bicycle & pedestrian counters

Bervik provided an update on the installation of new bicycle & pedestrian counters which Metro COG ordered in 2024. Bervik mentioned the Committee's involvement in selecting locations of future counter locations in the past. Metro COG was able to order eight

counters in 2024 which are currently being installed. Of the eight counters ordered, five have been installed thus far. Metro COG plans to install the other counters by the end of 2024. Bervik pointed out that data from the counters can be provided to jurisdictions via the data dashboard. Metro COG plans to provide jurisdictions with this access after all counters are set up.

10. Other business

There was no other business. The meeting was adjourned around 4:45 pm.

2050 MTP Goal	TA Evaluation Criteria						50 West Fargo - 8th Street Shared Use Path	50 West Fargo - Westside Elementary Ramps	30 Fargo - Drain 27 Phase 1	30 Fargo - Drain 27 Phase 2	25 West Fargo - Beaton Drive Shared Use Path	20 Fargo - Drain 53 Low Level Crossing		20 Fargo - Drain 53 Shared Use Path		
	Question	Evaluation instructions	Source of criteria	Points	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.	2050 MTP	10	0	1 Block from Crash	0	1 Block from Crash	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
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2050 MTP	10	10	Adjacent to Westside Elementary	10	Adjacent to Westside Elementary	10	Deer Creek Elementary = 2260 feet	10	Deer Creek Elementary = 100 feet	0	No public school located within 1/2 from project	0	No public school located within 1/2 from project
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	2050 MTP	10	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	10	Adjacent to multi-dwelling residential. Within 1/4 mile of Commercial Office Park	0	No commercial within 1/4 mile. Multi-dwelling residential within 500 feet.
	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	-	5	0	West Fargo project only	0	West Fargo project only	0	Fargo project only	0	Fargo project only	0	West Fargo project only	0	Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2050 MTP's walkability index?	Refer to Figure 4.24 in the 2050 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.	2050 MTP	10	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.
	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.	2050 MTP	In a Plan: 10 points Maintenance Project NOT in a Plan: 5 points New Project NOT in a Plan: 0 points	5	Maintenanc e Project NOT in a Plan	5	Maintenanc e Project NOT in a Plan	10	2050 MTP and others	10	2050 MTP and others	5	Maintenance Project NOT in a Plan	10	2050 MTP and others
	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.	2050 MTP	High trip density: 10 points Med trip density: 5 points	5	Trip density between 25-50 trips/acre	5	Trip density between 25-50 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	Trip density lower than 25 trips/acre
	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.	2050 MTP	3	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
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.	2050 MTP	5	5	Adjacent to MATBUS route	5	Adjacent to MATBUS route	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby
	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	2050 MTP	5	5	Within EJ area.	5	Within 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.

O– Policy Board Reviews Selection

Policy Board reviews the projects selected at the February 20, 2025 meeting. Policy Board optimizes funding, and funding levels, funding years, and funding sources to maximize project selection

Agenda Item 1c, Attachment 1

**639th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 20, 2025 – 4:00 PM**

Members Present:

Chuck	Hendrickson	Moorhead City Council (late)
Rory	Jorgensen	West Fargo City Commission
Stephanie	Landstrom	Horace City Council (late)
Nicole	Mattson	Moorhead City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Mike	Reitz	MATBUS Representative (late)
Dave	Steichen	Dilworth City Council
John	Strand	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Shiloh	Wahl	MnDOT District 4 Engineer (ex-officio)
Aaron	Murra	NDDOT Fargo District Engineer (ex-officio)

Members Absent:

Denise	Kolpack	Fargo City Commission
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Joel	Vettel	Cass County Commission

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Paul	Bervik	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ Engineering
Brent	Muscha	Apex Engineering
Tom	Knakmuhs	City of Fargo Engineering Department

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**
The meeting was called to order at 4:00 PM, on Thursday, February 20, 2025 by Chair Mongeau, noting a quorum was present. Introductions were made.
- 1b. Approve Order and Contents of Overall Agenda, approved**
Chair Mongeau asked for approval for the overall agenda.
- MOTION:** Approve the contents of the Overall Agenda of the February 20, 2025 Policy Board Meeting.
Mr. Piepkorn moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.
- 1c. Past Meeting Minutes, approved**
Chair Mongeau asked for approval of the Minutes of the January 16, 2025 Meeting.
- MOTION:** Approve the January 16, 2025 Policy Board Meeting Minutes.
Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.
- 1d. Monthly Bills, approved**
Chair Mongeau asked for approval of the February 2025 Bills as listed on Attachment 1d.
- MOTION:** Approve the February 2025 Bills List.
Mr. Jorgensen moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.
- 2. CONSENT AGENDA**
Chair Mongeau asked for approval of Items a-c on the Consent Agenda.
- a. January 2025 Month End Report
b. Metro COG 2024 3-C Agreement
c. Dilworth Comp Plan Contract
- MOTION:** Approve Items a-c on the Consent Agenda.
Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.
- 3. REGULAR AGENDA**
- 3a. Public Comment Opportunity**
No public comments were made or received.

3b. TIP Solicitation

i. North Dakota Carbon Reduction Program (ND CRP)

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

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

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

MOTION: Approval of projects to be funded by North Dakota Carbon Reduction Program (ND CRP) program funding in FY 2025, FY 2028, and FY 2029

Mr. Piepkorn moved, seconded by Mr. McDougall.

MOTION, passed

Motion carried unanimously.

ii. North Dakota Transportation Alternatives (ND TA)

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

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

Policy Board determination:

2025 – 8th Street Shared Use Path - \$132,970

2028 – Drain 27 Shared Use Path Phase 1 - \$870,000

2029 – Drain 27 Shared Use Path Phase 2 - \$460,828

Beaton Drive Shared Use Path - \$419,172

MOTION: Approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) program funding in FY2025, FY2028, and FY2029

Mr. Piepkorn moved, seconded by Mr. Reitz.
MOTION, passed
Motion carried unanimously.

- iii.) **North Dakota Surface Transportation Block Grant (ND STBG)**
Mr. Bervik stated applications for ND STBG projects were due on January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

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

MOTION: Approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) program funding in FY2025, FY2027, and FY2029

Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.

- iv.) **Minnesota Carbon Reduction Program (MN CRP)**
Mr. Bervik stated applications for MN CRP projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person options.

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

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

MOTION: Approval of projects to be funded by Minnesota Carbon Reduction Program (MN CRP) program funding in FY2026.

Mr. Steichen moved, seconded by Mr. Reitz.
MOTION, passed
Motion carried unanimously.

v.) **Minnesota Transportation Alternatives (MN TA)**

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

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

MOTION: Approval of projects to be funded by Minnesota Transportation Alternatives (MN TA) program funding in FY2028.

Mr. Olson moved, seconded by Mr. Piepkorn.

MOTION, passed

Motion carried unanimously.

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

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

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

MOTION: Approval of projects to be funded by Minnesota Surface Transportation Block Grant (MN STBG) program funding in FY2027 and FY 2029.

Mr. Olson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

3c. **2025-2028 TIP Amendment 4**

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

1. **Modification of Project 4220019:** Fargo rehabilitation of Rose Coulee bridge at 36th Street South (2025). Increasing the federal share of the project.
2. **Modification of Project 4240008:** Fargo construction of a shared use path along the Red River in the vicinity of the VA Hospital (2025). Updating project limits.

3. **New Project 3254048:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 CRP
4. **New Project 3254049:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 TA

MOTION: Approval of Amendment 4 to the Metro COG 2025-2028 Transportation Improvement Program (TIP)
Mr. Peipkorn moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.

3d. Performance Measures (PM)

i) Performance Measure 1 – Highway Safety MN and ND

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

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

ii.) Performance Measure 2 – Bridge and Pavement MN and ND

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

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

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

iii.) Performance Measure 3 – System Performance & Freight Movement MN and ND

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

MOTION: Approve support of MNDOT and NDDOT 2025 Highway Safety Performance Measures, MNDOT and NDDOT 2025 Pavement and Bridge Condition Performance Measure Targets, and MNDOT and NDDOT Reliability Performance Measure Targets

Mr. Olson moved, seconded by Mr. Piepkorn.

MOTION, passed

Motion carried unanimously.

3e. TTC Bylaw Extension Study

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

MOTION: Approve the proposed amendment to the TTC Bylaws regarding MATBUS representation on the TTC, with an effective date of March 1, 2025.

Mr. Reitz moved, seconded by Mr. McDougall.

MOTION, passed

Motion carried unanimously.

3f. 8th Avenue Extension Study

Mr. Maddox introduced Brent Muscha with Apex Engineering. Mr. Muscha presented the information for the 8th Avenue Extension Study project. 8th Avenue North was identified as a corridor to make regional connections as an alternative to TH10. UPWP Amendment #5 had included this study using unspent 2023 CPG funds. Apex Engineering completed the study, and it was presented to the City of Dilworth on January 27, 2025.

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

The following was summarized at the end of the study:

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

MOTION: Approve the Dilworth 8th Avenue Extension Study to include all relevant comments received by Metro COG staff pursuant to its oversight agencies reviews.

Ms. Mattson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

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Thursday, February 20, 2025

3g. 15th Avenue Corridor Study

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

Three types of traffic volume added to the corridor:

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

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

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

MOTION: Approve the final report of the 15th Avenue North Corridor Study to include all relevant comments received by Metro COG staff pursuant to its oversight agencies' review.

Ms. Mattson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith provided four updates:

- Metro COG staff is moving the 2024 Year-End Budget Close-Out to the March 20 Policy Board meeting because consultant invoices for work performed in 2024 were still being received.
- Metro COG staff is working diligently on the adoption process of the 2050 MTP and are scheduling it for Policy Board consideration on March 20.
- There are a couple of new Policy Board members that I will be reaching out to schedule orientation sessions with – hopefully before the next Policy Board meeting next month!
- Last week, Metro COG received an updated information packet from MnDOT regarding GHG reduction targets which was forwarded to both the TTC and Policy Board earlier today.

Mr. Piepkorn stated that City of Dilworth Council Member Julie Nash should be recognized in some way for her years of service to Metro COG.

Mr. Jorgensen requested information regarding the TIP and Project Solicitations.

5. Adjourn

MOTION: Adjourn the 639th Meeting of the FM Metro COG Policy Board
Mr. Piepkorn moved, seconded by Mr. Jorgensen.

MOTION, passed.

Motion carried unanimously.

The 639th Meeting of the FM Metro COG Policy Board held Thursday, February 20, 2025 was adjourned at 5:37 pm.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD MARCH 20, 2025,
4:00 PM.**

Respectfully Submitted,

Angela Brumbaugh
Office Manager

639th Meeting of the FM Metro COG Policy Board – page 10
Thursday, February 20, 2025

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R003

Resolution of Approval of North Dakota Funding Designation of Carbon Reduction Program (CRP) Projects

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

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$1,200,000 for FFY2028, and \$1,220,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Carbon Reduction Program in federal fiscal years 2028 and 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2025, 2028, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in each of the funding years.

2025 North Dakota CRP Projects	
Project	Awarded CRP Funding
Remove 3240004 West Fargo 2024 Electric Vehicle Purchase	Remove \$140,000
Remove 3240009 West Fargo 2025 Electric Vehicle Purchase	Remove \$53,665
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	(\$140,000 + \$53,665 + \$27,046) = \$220,711

2028 North Dakota CRP Projects	
Project	Awarded CRP Funding
Reconstruction of Red River Shared Use Path	\$1,100,000

2029 North Dakota CRP Projects	
Project	Awarded CRP Funding
Beaton Drive Shared Use Path and River Crossing	\$1,220,000

Priority Ranking of Unfunded Projects	
Project Name	Rank
Drain 27 Shared Use Path from 64 th Ave to 76 th Ave	1
Pedestrian Improvements at University and 25 th Ave	2

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R004

Resolution of Approval of North Dakota Funding Designation of Transportation Alternatives (TA) Projects

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

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Carbon Reduction Program (CRP), Transportation Alternatives (TA), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Transportation Alternatives funding in the amount of \$870,000 for FFY2028, and \$880,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Transportation Alternatives in federal fiscal years 2028 and 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for TA funding for 2025, 2028, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of TA funding in each of the funding years.

2025 North Dakota TA Projects	
Project	Awarded TA Funding
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	\$132,970

2028 North Dakota TA Projects	
Project	Awarded TA Funding
Drain 27 Phase 1 (52 nd Ave to 64 th Ave)	\$870,000

2029 North Dakota TA Projects	
Project	Awarded TA Funding
Drain 27 Phase 2 (Drain 27 to Deer Creek Elementary)	\$460,828
Beaton Drive Shared Use Path and River Crossing	\$419,172

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R005

Resolution of Approval of North Dakota Funding Designation of Surface Transportation Block Grant (STBG) Projects

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

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$10,907,772 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Surface Transportation Block Grant in federal fiscal year 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for STBG funding for 2025, 2027, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of STBG funding in each of the funding years.

2025 North Dakota STBG Projects	
Project	Awarded STBG Funding
4220019 Rehabilitation of 36 th St Bridge at Rose Coulee	(\$156,000 + \$186,711) = \$342,711

2027 North Dakota STBG Projects	
Project	Awarded STBG Funding
Remove 3250013 Reconstruction of 13 th Avenue from Sheyenne St to 9 th St E (West Fargo)	Remove \$6,324,210
Reconstruction of 1 st Ave N from 10 th St to University Drive (Fargo)	\$6,324,210

Priority Ranking of Unfunded 2027 Projects	
Project Name	Rank
Urbanization of 64 th Avenue from 66 th St to 57 th St (Horace)	1
Installation of a RCUT/J-Turn at the intersection of 52 nd Ave S and 27 th St (Fargo)	2

2029 North Dakota STBG Projects	
Project	Awarded STBG Funding
3250013 Reconstruction of 13 th Avenue from Sheyenne St to 9 th St E (West Fargo)	\$10,907,772

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R006

Resolution of Approval of Minnesota Funding Designation of Carbon Reduction Program (CRP) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$100,000 for FFY2026, \$108,000 for FFY2027, \$110,000 for FFY2028, and \$110,00 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Carbon Reduction Program in federal fiscal years 2026 through 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the

prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2026, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in the funding year.

2026 Minnesota CRP Projects	
Project	Awarded CRP Funding
Pedestrian Improvements along CSAH 9 (40th Street) from 4th Avenue NW to 3rd Avenue N Amphitheater Dilworth, MN	\$100,000

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R007

Resolution of Approval of Minnesota Funding Designation of Transportation Alternatives (TA) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Transportation Alternatives funding in the amount of \$450,000 for FFY 2028; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Transportation Alternatives in federal fiscal year 2028; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for TA funding for 2028, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of TA funding in the funding year.

2028 Minnesota TA Projects	
Project	Awarded TA Funding
Pedestrian Bridge and associated Shared Use Path in the area of Bluestem Amphitheater Moorhead, MN and Fargo, ND	\$450,000

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R008

Resolution of Approval of Minnesota Funding Designation of Surface Transportation Block Grant (STBG) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$1,149,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Surface Transportation Block Grant in federal fiscal year 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2027 and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in each of the funding years.

2027 Minnesota STBG Projects	
Project	Awarded STBG Funding
Remove 5250002 Mill and Overlay of 34th Street from 3rd Avenue N to 28th Avenue N	Remove \$210,960
Remove 5250003 Reconstruction of 34th Street from 12th Avenue S to 24th Avenue S	Remove \$930,040
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	(\$210,960 + \$930,040) = \$1,141,000

2029 Minnesota STBG Projects	
Project	Awarded STBG Funding
Paving of 15th Avenue N from 40th Street N to 7th Street NE Dilworth, MN	\$1,149,000

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Q - Notify NDDOT and MnDOT of Projects Selected

Notifying both DOTs of projects selected by the Policy Board on the February 20, 2025 meeting



Fargo-Moorhead Metropolitan
Council of Governments

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Fargo, North Dakota 58102-4807
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www.fmmetrocog.org

February 26, 2025

Bryan McCoy
State Program Administrator
Office of Transportation System Management
Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

Re: Metro COG Notification of project selection for 2026 CRP, 2028 TA, and
2027/2029 STBG

Dear Mr. McCoy,

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) was designated on June 5, 2023 by FHWA as a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c by exceeding 200,000 population threshold. As a TMA, Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG).

Metro COG opened a solicitation for projects for 2026 CRP, 2028 TA, and 2027 & 2029 STBG funding sources on October 7, 2024. Metro COG staff coordinated with local jurisdictions' staff throughout the application process. All projects considered for this solicitation were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). Metro COG staff met with NDDOT and NDDOT staff in early December to initially review received projects. From January 1, 2025 through February 5, 2025, Metro COG requested the public to provide a ranking of the received projects. Metro COG provided two in-person events (January 15, 2025 in West Fargo and January 21, 2025 in Fargo) and a digital ranking activity before funding decisions were made.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by the Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery. Through this assessment, the Prioritization Committee

provided a unanimous recommendation for the TTC, which they unanimously recommended to the Policy Board for consideration.

Metro COG presented all received projects to the Policy Board at their regularly scheduled February 20, 2025 meeting. At this meeting the Policy Board considered the TTC's recommendation, the public's ranking, Bicycle and Pedestrian Committee's score (only for TA projects), and the carbon reduction factor (only for CRP projects) before determining a funding designation for all received projects.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- (1) 2025-R006 - Minnesota Funding Designation of Carbon Reduction Program (Mn CRP) Projects
 - (1a) Minnesota CRP Applications
 - (1b) 2050 MTP Scores Project List
 - (1c) Minnesota CRP One Page Summary of Projects
- (2) 2025-R007 - Minnesota Funding Designation of Transportation Alternatives (Mn TA) Projects
 - (2a) Minnesota TA Applications
 - (2b) 2050 MTP Scores Project List
 - (2c) Metro COG Bicycle and Pedestrian Committee Scores
 - (2d) Minnesota TA One Page Summary of Projects
- (3) 2025-R008 - Minnesota Funding Designation of Surface Transportation Block Grant (Mn STBG) Projects
 - (3a) Minnesota STBG Applications
 - (3b) 2050 MTP Scores Project List
 - (3c) Minnesota STBG One Page Summary of Projects

cc:

Bryan McCoy, MnDOT
Voni Vegar, MnDOT
Susan Siemers, MnDOT
Milt Wilson, MnDOT
Mary Safgren, MnDOT
Jeff Buschette, MnDOT
Anna Pierce, MnDOT
Justin Sorum, Clay County
Robert Zimmerman, City of Moorhead
Jonathan Atkins, City of Moorhead
Peyton Mastera, City of Dilworth
Don Lorsung, City of Dilworth
Julie Bommelman, MATBUS
Jordan Smith, MATBUS
Michael Maddox, Metro COG
Paul Bervik, Metro COG

February 28, 2025

Stacey Hanson
Assistant Local Government Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505

Re: Metro COG Notification of project selection for 2025/2028/2029 TA,
2025/2028/2029 CRP, and 2025/2027/2029 STBG

Dear Ms. Hanson,

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) was designated on June 5, 2023 by FHWA as a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c by exceeding 200,000 population threshold. As a TMA, Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG).

Metro COG opened a solicitation for projects for 2025, 2028, and 2029 TA; 2025, 2028, and 2029 CRP; and 2025, 2027, and 2029 STBG funding sources on October 7, 2024. Metro COG staff coordinated with local jurisdictions' staff throughout the application process. All projects considered for this solicitation were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). Metro COG staff met with NDDOT and NDDOT staff in early December to initially review received projects. From January 1, 2025 through February 5, 2025, Metro COG requested the public to provide a ranking of the received projects. Metro COG provided two in-person events (January 15, 2025 in West Fargo and January 21, 2025 in Fargo) and a digital ranking activity before funding decisions were made.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery. Through this assessment, the Prioritization Committee provided a unanimous recommendation for the TTC, which they unanimously recommended to the Policy Board for consideration.

Metro COG presented all received projects to the Policy Board at their regularly scheduled February 20, 2025 meeting. At this meeting the Policy Board considered the TTC's recommendation, the public's ranking, Bicycle and Pedestrian Committee's score (only for TA projects), and the carbon reduction factor (only for CRP projects) before determining a funding designation for all received projects.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- (0) NDDOT Submittal Checklist
- (1) 2025-R003 - North Dakota Funding Designation of Carbon Reduction Program (ND CRP) Projects
 - (1a) North Dakota CRP Applications
 - (1b) 2050 MTP Scores Project List
 - (1c) North Dakota CRP One Page Summary of Projects
- (2) 2025-R004 - North Dakota Funding Designation of Transportation Alternatives (ND TA) Projects
 - (2a) North Dakota TA Applications
 - (2b) 2050 MTP Scores Project List
 - (2c) Metro COG Bicycle and Pedestrian Committee Scores
 - (2d) North Dakota TA One Page Summary of Projects
- (3) 2025-R005 - North Dakota Funding Designation of Surface Transportation Block Grant (ND STBG) Projects
 - (3a) North Dakota STBG Applications
 - (3b) 2050 MTP Scores Project List
 - (3c) North Dakota STBG One Page Summary of Projects

cc:

Will Hutchings, NDDOT
Wayne Zacher, NDDOT
Pam Wenger, NDDOT
Aaron Murra, NDDOT
Tom Soucy, Cass County
Kyle Litchy, Cass County
Cole Hansen, Cass County
Tom Knakmuhs, City of Fargo
Jeremy Gorden, City of Fargo
Julie Bommelman, MATBUS
Jordan Smith, MATBUS
Kyle McCamy, City of West Fargo
Aaron Nelson, City of West Fargo
Jace Hellman, City of Horace
James Dahlman, City of Horace (Contracted Engineer)
Michael Maddox, Metro COG
Paul Bervik, Metro COG