

**490th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, October 11th, 2018 – 10:00 a.m.
Metro COG Conference Room**

AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the August 9th, 2018 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. 76th Avenue Corridor Study Consultant Selection and Contract Action Item
6. Fargo Safe Routes to School Plan Consultant Selection Action Item
7. 2018 Metro Profile Action Item
8. Performance Measures #2 and #3 Resolution Action Item
9. Section 5339 Transit Grant Applications Action Item
10. NDDOT/MnDOT Rail Safety Project Solicitations Information Item
11. NDDOT Vision Zero Infrastructure Safety Awards Information Item
12. Transportation Alternatives Grant Opportunity Information Item
13. Autonomous Vehicles/Connected Automated Vehicles Strategic
Planning and Informational Workshop Information Item
14. Agency Updates Discussion Item
 - a. City of Fargo
 - b. City of Moorhead
 - c. City of West Fargo
 - d. City of Dilworth
 - e. City of Horace
 - f. Cass County
 - g. Clay County
 - h. Other Member Jurisdictions
15. Additional Business Information Item
16. L RTP Existing Conditions and Public Engagement Presentation Information Item
17. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, November 8th, 2018** in the Metro COG Conference Room at 10:00 a.m.

Red Action Items require roll call votes.

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

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**489th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, September 13, 2018 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead, Traffic Engineering
Jason	Benson	Cass County, Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo, Transportation Engineering
Michael	Johnson	NDDOT – Local Government Division
Kristie	Leshovsky	City of Moorhead Planning/Zoning
Kim	Lipetsky	Fargo Cass Public Health
Michael	Maddox	Metro COG (alternate for Cindy Gray)
Aaron	Nelson	City of Fargo, Planning
David	Overbo	Clay County, Engineering
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace, Planning
Tom	Soucy	Cass County (alternate for Hali Durand)
Lori	Van Beek	City of Moorhead, MATBUS
Chad	Zander	City of West Fargo, Public Works

Members Absent:

Chris	Brungardt	City of West Fargo, Public Works
Hali	Durand	Cass County, Planning
Cindy	Gray	Metro COG
Tim	Solberg	City of West Fargo, Planning
Brit	Stevens	NDSU – Transportation Manager
Stan	Thurlow	City of Dilworth, Planning
Mark	Vaux	GFMEDC
Mark	Wolter	Freight Representative, Midnite Express

Others Present:

Adam	Altenburg	Metro COG
Dan	Bergerson	HDR
Luke	Champa	Metro COG
James	Dahlman	Interstate Engineering for City of Horace
Dan	Farnsworth	Metro COG
Brenton	Holper	City of Horace
Wade	Kline	KLJ
Andrew	Krog	Bolton & Menk
Jeff	Lansink	Houston Engineering
Savanna	Leach	Metro COG
Matt	Peterson	City of Fargo, Transit
Anna	Pierce	Metro COG
Jordan	Smith	MATBUS
Tom	Soucy	Cass County, Highway Department
Kyle	Wieler	HDR

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on September 13, 2018 by Temporary Chairman Maddox. A quorum was present.

2. Approve the 489th TTC Meeting Agenda

Temporary Chairman Maddox asked if there were any questions or changes to the 489th TTC Meeting Agenda.

Motion: Approve the 489th TTC Meeting Agenda.

Mr. Sahr moved, seconded by Mr. Overbo.

MOTION, PASSED. 15-0.

Motion carried unanimously.

3. APPROVE August 9th, 2018 TTC MEETING MINUTES

Temporary Chairman Maddox asked if there were any questions or changes to the August 9th, 2018 TTC Meeting Minutes.

Motion: Approve the August 9th, 2018 TTC Minutes.

Ms. Leshovsky moved, seconded by Mr. Benson.

MOTION, PASSED. 15-0.

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

No MOTION

5. Final Draft 2019-2022 TIP

Mr. Maddox presented the final draft of the 2019-2022 Transportation Improvement Plan (TIP). The draft TIP is comprised of projects listed in the NDDOT/MnDOT draft State Transportation Improvement Program (STIP). A few discrepancies and questions arose. Mr. Maddox addressed these, and assured the committee that these revisions would be incorporated into the final draft to be presented to the Policy Board.

A public hearing was opened. No comments were received. The Public Hearing was closed.

Motion: Recommend Policy Board approval of the 2019-2022 TIP final draft, with suggested updates.

Mr. Atkins moved, seconded by Ms. Bommelman.

MOTION, PASSED. 15-0.

Motion carried unanimously.

6. Transit Asset Management Resolution of Support

Ms. Pierce presented the Transit Asset Management (TAM) Resolution of Support for both NDDOT and MnDOT. As required by the FAST Act, Metro COG must adopt a resolution of support, or set its own performance measure targets relative to TAM for the MPA, prior to October 1, 2018.

Motion: Recommend Policy Board approval and chair signature of the Transit Asset Management Resolution of Support for both NDDOT and MnDOT.

Ms. Van Beek moved, seconded by Ms. Bommelman.

MOTION, PASSED. 15-0.

Motion carried unanimously.

7. ATAC Master Agreement

Mr. Farnsworth presented the ATAC Master Agreement for 2018-2021. The agreement is between NDSU's Advanced Traffic Analysis Center (ATAC), the NDDOT, and the three North Dakota MPOs. The aforementioned entities regularly contract with ATAC for support in their respective travel demand models. The agreements are a three-year term contract, with the most recent term ending September 30, 2018.

Motion: Recommend Policy Board approval of the master agreement with ATAC, effective October 1, 2018 – September 30, 2021, pending NDDOT review.

Mr. Benson moved, seconded by Mr. Gorden.

MOTION, PASSED. 15-0.

Motion carried unanimously.

8. F-M Metro Bikeways Gap Analysis Request for Proposals (RFP)

Mr. Farnsworth presented the Fargo-Moorhead Metro Bikeways Gap Analysis RFP. Upon completion of the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, 119 potential projects were identified to improve connectivity for bicycle riders within the FM area. The purpose of the study is to narrow the 119 gaps/projects to 16 gaps for further study and prioritization. West Fargo, Fargo, Moorhead, and Clay County are all planning to participate in this study. Dan explained that following the August TTC meeting, the participating jurisdictions met to review the RFP and provide further input on the gaps to be analyzed and the project approach. Revisions have been made to the RFP based on those discussions. The local funding split is based on the proportional number of gaps to be analyzed within each jurisdiction.

Motion: Recommend Policy Board approval of the Fargo-Moorhead Metro Bikeways Gap Analysis RFP, and proposed local share funding split.

Mr. Gorden moved, seconded by Mr. Atkins.

MOTION, PASSED. 15-0.

Motion carried unanimously.

9. MATBUS Transit Authority Study Request for Proposals

Mr. Maddox presented the MATBUS Transit Authority Study RFP. This project will study how MATBUS will be affected by this region receiving the Transportation Management Area (TMA) designation. Once the region becomes a TMA, MATBUS will no longer be able to use FTA 5309 funding for operations, leaving a significant shortfall in funding.

Motion: Recommend Policy Board approval of the MATBUS Transit Authority Study RFP.

Ms. Van Beek moved, seconded by Ms. Bommelman.

MOTION, PASSED. 15-0.

Motion carried unanimously.

10. Horace Comprehensive and Transportation Plan RFP

Mr. Altenburg presented the Horace Comprehensive and Transportation Plan RFP. The planning effort will focus on two components: a comprehensive plan and a city-wide transportation plan. The study will provide an update to the 2007 Horace Comprehensive Plan, and be used as a policy guide for city staff and elected officials for the next 25 years.

Motion: Recommend Policy Board approval of the Horace Comprehensive and Transportation Plan RFP.

Mr. Sahr moved, seconded by Mr. Benson.

MOTION, PASSED. 15-0.

Motion carried unanimously.

11. 2018 Bicycle and Pedestrian Count Report

Mr. Farnsworth presented the 2018 Bicycle and Pedestrian Count Report.

No MOTION

12. Website Update

Ms. Pierce presented the newly launched, updated Metro COG website.

No MOTION

13. Agency Updates

City of Fargo: Dill Hill bike project finishing, Oak Grove Memorial Park Pedestrian Bike Lift Bridge almost complete, University/I94 project opening up to 2 lanes, 45th St/19th Ave N opening soon.

Clay County: October 31st workshop for updated County Road Safety Plan, 9a,- 2pm.

Cass County: County Collaboration for asphalt seminar.

Diversion: MNDNR/Corps of Engineers EIS review at Moorhead Marriott.

West Fargo: Sheyenne/13th construction. West Fest this coming weekend. City of West Fargo is currently hiring Engineers.

Aaron Nelson: New City hall opens Monday.

Horace: WF Referendum for schools – Tuesday, Sept. 25

Moorhead: 21st Street road closure on Monday, bike trails update, mill overlay downtown/MSUM area, 12th Ave Corridor study public meeting

MATBUS: New shelters near Bright Sky Apartments, Cashwise at Easten, and Hornbachers Azool. Received seven new busses for fleet replacement.

14. **Additional Business**
No additional business

15. **Adjourn**
The 489th Regular Meeting of the TTC adjourned on September 13, at 11:26 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD October 11th, 2018, 10:00 A.M. AT THE FM METRO COG CONFERENCE ROOM, ONE NORTH 2ND STREET, CASE PLAZA SUITE 232, FARGO, ND.

Respectfully Submitted,

Savanna Leach
Executive Secretary



To: TTC Committee
From: Michael Maddox, AICP
Date: October 4, 2018
Re: **76th Ave South Corridor Study**

In September, Metro COG released an RFP to secure consultant services for the completion of a corridor study along 76th Avenue South from the Sheyenne Diversion to the Red River of the North. Metro COG received three proposals, and interviewed all three consulting firms on October 2, 2018. The selection committee consisted of representatives from Metro COG, City of Fargo, City of Horace, and Cass County.

After the interviews were completed, the selection committee selected Stantec as the firm it preferred to complete the study. Metro COG conducted contract negotiations on October 4, 2018. Representatives from all participating jurisdictions were present during contract negotiations. The consultant will provide the scope of work, which includes items discussed during negotiations, prior to the TTC meeting. This draft scope will be presented to the TTC as a lay down at the meeting.

The total budget for the project is \$175,000. The local match will be split amongst the participating jurisdictions.

Requested Action: To recommend approval of the selection of Stantec and the subsequent contract with Stantec (inclusive of the scope of work) to complete the 76th Avenue South Corridor Study to the Policy Board.

To: Transportation Technical Committee
From: Dan Farnsworth
Date: October 4, 2018
Re: **Fargo Safe Routes to School Plan Consultant Selection**

In August, the Metro COG Policy Board approved the request for proposals (RFP) for the Fargo Safe Routes to School Plan being led by Metro COG. The Plan has a budgeted amount of \$200,000 (\$160,000 from Federal CPG funds and \$40,000 from local City of Fargo funds).

The deadline for consulting teams to submit proposals was September 21st. Metro COG received proposals from three consulting teams. Metro COG and the consultant selection committee will meet the afternoon of Tuesday October 9th to interview and select one of the three consultants.

Since the consultant selection will not occur until after the writing of this memo, Metro COG will send out a revised memo prior to the TTC meeting stating the recommended consulting team for the Plan.

Requested Action:

Recommend Policy Board approval of the consulting team as recommended by the Plan's consultant selection committee and recommend Policy Board approval to enter into a contract with said consulting team.



To: Transportation Technical Committee
From: Anna Pierce
Date: October 5, 2018
Re: **2018 Metro Profile**

Each year Metro COG produces the Metropolitan Profile (Metro Profile), which serves as a fact book summarizing major trends and data within the MPA for that year. The Metro Profile is separated into five chapters, each of which focuses on trends affecting the development patterns and multi-modal transportation network of the Fargo-Moorhead Metropolitan Area. Additionally, the Profile serves as a tool to evaluate the accuracy of projections and assumptions set forth in various elements of the LRTP, TIP, and other plans and programs.

Per direction from the TTC in March 2018, Metro COG staff revised the overall look and style of the Metro Profile in an effort to make the document more user-friendly to stakeholders, board members, and the public. The goal was to streamline the document, add more info graphics, and focus the text content to key information related to the performance measures in the LRTP.

There was a major overhaul to the layout in this 2018 Metro Profile. Metro COG staff expect that future Metro Profiles will be further refined to contain key content and graphics that are useful to track yearly progress towards the goals of the 2045 LRTP: Metro GROW.

In the 2018 Metro Profile, information and data from the 2017 calendar year has been compiled and analyzed.

Upon favorable recommendation by the Policy Board, both electronic and hard copies of the 2018 Metro Profile will be distributed to member jurisdictions and other interested parties in the Fargo-Moorhead area and will be posted on Metro COG's website.

Requested Action:
Recommend Policy Board approval of the draft 2018 Metropolitan Profile.

Metropolitan Profile 2018

annual report for the Fargo-Moorhead Metropolitan Area



Prepared by
METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Adopted: _____, 2018
1 - 2nd Street N, Suite 232
Fargo, ND 58102
www.fmmetrocog.org



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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.

Interested Persons, Stakeholders, Jurisdictions, Agencies and Organizations --

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to present the 2018 Metropolitan Profile (Metro Profile), a document previously known as the Surveillance and Monitoring Report for the Fargo-Moorhead Metropolitan Area. The data presented within this Profile pertains to the 2017 calendar year (January 1, 2017 through December 31, 2017).

As background, Metro COG has produced the Metropolitan Transportation Surveillance and Monitoring Report since 1981. Over time, it has taken various forms in order to ensure compliance and compatibility with relevant surface transportation authorization. Under Fixing America's Surface Transportation Act (FAST Act), the Metro Profile has become an essential performance management tracking tool.

The Metro Profile is structured to document and monitor the following:

- (a) Changes, improvements, and projects affecting the transportation system;
- (b) Demographic and socio-economic conditions affecting the region;
- (c) Land use and development patterns;
- (d) The accuracy of projections made within Metro 2040 – Mobility for the Future, Metro COG's Long Range Transportation Plan (LRTP); and
- (e) Implementation of the Transportation Improvement Program (TIP).

The Metro COG Policy Board believes this data to be critical to both accurately represent the state of the transportation network and to maintain and to implement elements of the Metropolitan Transportation Planning Program, such as the TIP, LRTP, and regional Travel Demand Model (TDM).

For convenience, the Profile is separated into five sections:

- Section 1: Community Profile
- Section 2: Roadway Network
- Section 3: Freight Network - Truck, Rail, Air, Pipeline
- Section 4: Bicycle & Pedestrian Network
- Section 5: Transit Network

It is Metro COG's goal to continue to enhance the ease and accuracy of collecting and reporting metropolitan transportation data, as well as improve accessibility to this information for all interested persons.

Any questions or comments on the content of this document should be directed to Metro COG. Additionally, supporting plans, studies, and other transportation data for the Fargo-Moorhead Metropolitan Planning Area are available by contacting Metro COG via:

Phone: 701.532.5100
Email: metrocog@fmmetrocog.org
Website: www.fmmetrocog.org
Address: Case Plaza
1 - 2nd Street North, Suite 232
Fargo, ND 58102

Sincerely,

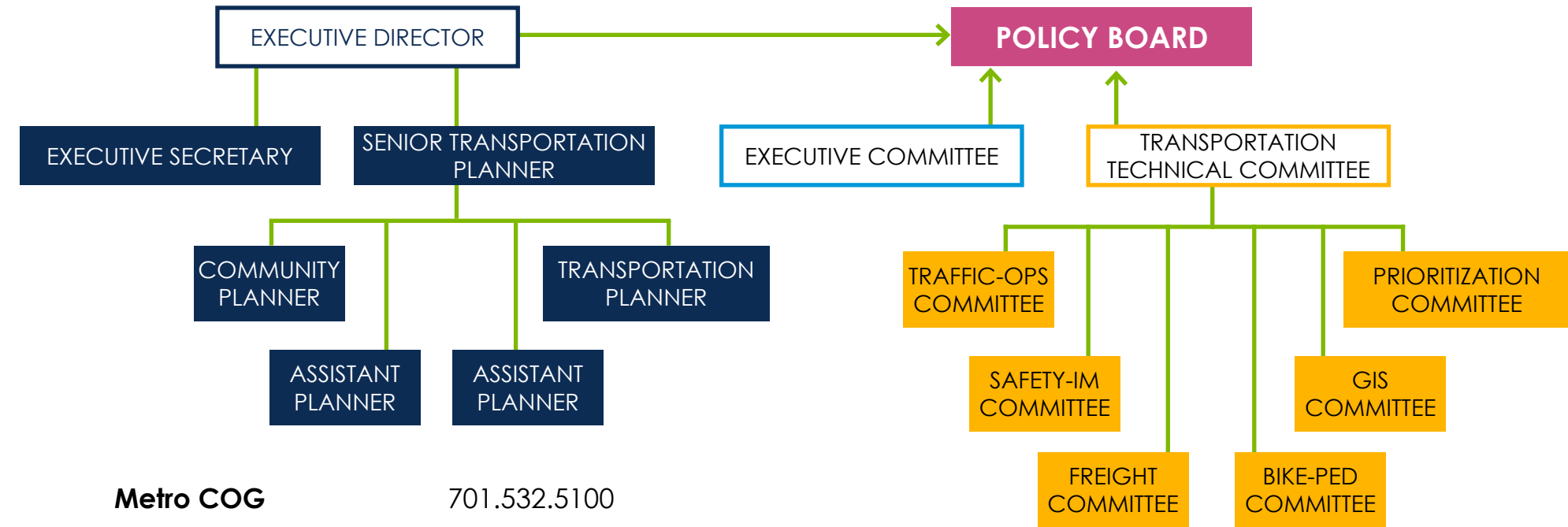
Arland Rasmussen
Chair, Metro COG Policy Board

Cindy Gray
Executive Director, Metro COG

Acronyms

AADT	Average Annual Daily Traffic	COG	Council of Governments	UZA	Urbanized Area or FAUA
ACS	American Community Survey (U.S. Census Bureau)			VMT	Vehicle Miles Traveled
ADA	Americans with Disabilities Act of 1990	MnDOT	Minnesota Department of Transportation	VSS	Valley Senior Services
ADT	Average Daily Traffic	MPA	Metropolitan Planning Area		
ATAC	Advanced Traffic Analysis Center	MPO	Metropolitan Planning Organization		
ATR	Automatic Traffic Recorder	MSA	Metropolitan Statistical Area (includes all of Cass County and Clay County)		
CFR	Code of Federal Regulations	MSUM	Minnesota State University – Moorhead		
CSAH	Minnesota County State Aid Highway	NAICS	North American Industry Classification System		
DNR	Department of Natural Resources	NDDOT	North Dakota Department of Transportation		
FHWA	Federal Highway Administration	NDSU	North Dakota State University		
FTA	Federal Transit Administration	PPP	Public Participation Plan		
FAUA	Federal Aid Urbanized Area or UZA	TAZ	Traffic Analysis Zone		
HSS	U.S. Dept. of Health and Human Services	TDM	Travel Demand Model		
HUD	U.S. Dept. of Housing & Urban Development	TDP	Transit Development Plan		
ITS	Intelligent Transportation System	TH	Minnesota Trunk Highway		
LRTP	Long-Range Transportation Plan	TIP	Transportation Improvement Program		
MATBUS	Metro Area Transit of Fargo-Moorhead	UPWP	Unified Planning Work Program		
Metro COG	Fargo-Moorhead Metropolitan	USC	United States Code		

Organizational Chart



Metro COG	701.532.5100
Executive Director Cindy Gray.....	701.532.5103
Executive Secretary Savanna Leach	701.532.5101
Senior Transportation Planner Michael Maddox	701.532.5104
Transportation Planner Dan Farnsworth	701.532.5106
Community Planner Adam Altenburg	701.532.5105
Assistant Planner Anna Pierce	701.532.5102
Assistant Planner Luke Champa	701.532.5107

Introduction

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. An MPO is a transportation policy-making organization comprised of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 requires the formation of a MPO for any urbanized area with a population greater than 50,000. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing planning process, known as the “3-C” process.

The core of an MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the overseeing Department of Transportation. The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In Metro COG’s case the overseeing DOT is North Dakota Department of Transportation (NDDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to

receive. In 2012 Metro COG worked closely with local jurisdictions, NDDOT, and the Minnesota Department of Transportation (MnDOT) to establish an Adjusted Urban Area Boundary for the Fargo-Moorhead area. This Adjusted UZA was subsequently approved by the Metro COG Policy Board, FHWA, and both the Minnesota and North Dakota Departments of Transportation in 2013.

In addition to the urban area (defined as the urbanized jurisdictions plus any additional urban areas immediately adjacent to the jurisdiction limits), the MPO boundary includes any contiguous areas which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). Metro COG’s MPA boundary was most recently expanded in 2013 and is comprised of approximately 1,073 square miles (687,000 acres), 14 cities, and 30 townships. The MPA boundary is effectively Metro COG’s “study area” or area of influence respective to the metropolitan planning program. These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance. Although many of these areas are not developed nor are they likely to experience development pressure in the near future, they are participants in the required metropolitan planning process.

The map on Figure 1 provides an overview of these boundaries for the Fargo-Moorhead area, specifically depicting:

- a) The Metropolitan Planning Area Boundary and townships within the MPA;
- b) The Adjusted UZA boundary; and
- c) Cities within the MPA.

The Metropolitan Profile (Profile) is separated into five chapters, each of which focuses on trends affecting the development patterns and transportation network of the Fargo-Moorhead Metropolitan Area. Together, they provide a comprehensive snapshot of the conditions and trends affecting the metro area as of 2017.

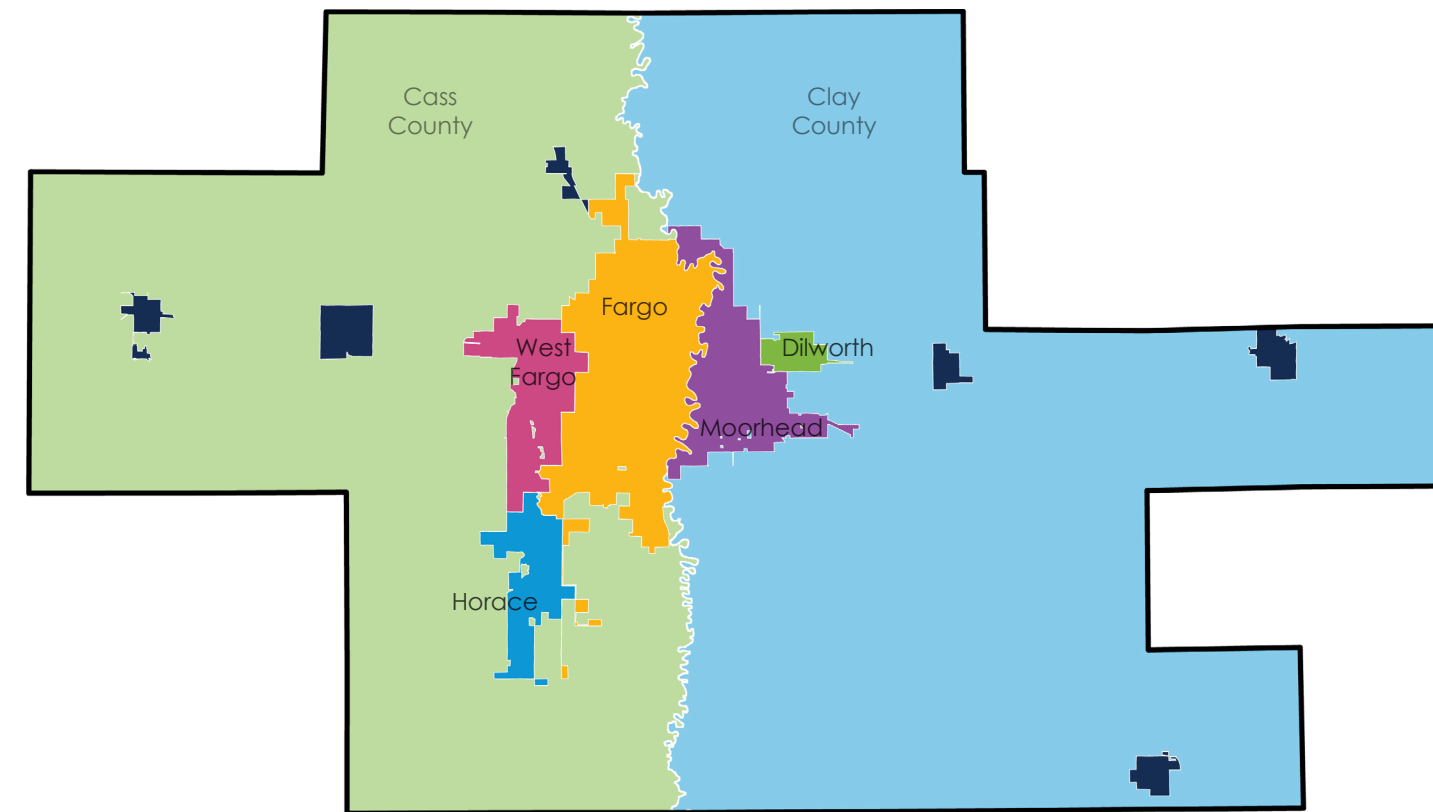


Figure 1. Map of Jurisdictions located within Metro COG's MPA

Metro COG serves a bi-state area that covers 14 townships in Cass County, ND and 16 townships in Clay County, MN.

Within that area there are seven (7) member jurisdictions: Cass County, Clay County, City of Fargo, City of Moorhead, City of West Fargo, City of Dilworth, and City of Horace. These jurisdictions pay dues and have voting rights on the policy board and transportation technical committee.

Associate Jurisdictions are located within the MPA and have populations over 700. These jurisdictions do not pay dues and do not have voting rights on the policy board and transportation technical committee. These include in Minnesota: Barnesville, Glyndon, and Hawley; and in North Dakota include: Casselton, Harwood, and Mapleton.

Additionally there is a third designation of jurisdiction, which are non-member jurisdictions. These jurisdictions have populations under 700 or have chosen not to participate in Metro COG and include in Minnesota: Comstock and Sabin; and in North Dakota: Argusville, Briarwood, Frontier, Kindred, North River, Oxbow, Prairie Rose, and Reiles Acres.

The (14) Townships within the MPA in North Dakota include: Barnes, Berlin, Casselton, Durbin, Everest, Harmony, Harwood, Mapleton, Normanna, Pleasant, Raymond, Reed, Stanley, Warren.

The (16) Townships within the MPA in Minnesota include: Alliance, Barnesville, Eglon, Elkton, Elmwood, Glyndon, Hawley, Holy Cross, Humboldt, Kragnes, Kurtz, Moland, Moorhead, Morken, Oakport, Riverton.

Community Profile

POPULATION
EMPLOYMENT
HOUSING
LAND USE

Roadway Network

SAFETY
SYSTEM PRESERVATION
SYSTEM MANAGEMENT & OPERATIONS
ECONOMIC VITALITY
TRENDS IN VMT
SYSTEM RELIABILITY
TRAFFIC COUNTS
INTELLIGENT TRANSPORTATION SYSTEM (ITS)
FEDERAL FUNCTIONAL CLASSIFICATION

Freight Network

PIPELINES
RAIL
AVIATION
TRUCK

Bicycle & Pedestrian Network

NETWORK
STUDIES & PLANS

Transit Network

2017 EQUIPMENT, PROJECTS, RIDERSHIP & ON TIME PERFORMANCE
SERVICES

Vision Statement

Provide quality, proactive regional planning services for a changing society.

Mission

- Harmonize the activities of federal, state, and local agencies,
- Render technical assistance
- Encourage public participation in the development of the area

Core Functions

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility for people and freight.
- 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.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Community Profile

Roadway Network

Freight Network

Bicycle & Pedestrian Network

Transit Network

Executive Summary

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. Metro COG coordinates planning efforts across state lines for the 7 member jurisdictions and 6 associate jurisdictions within the MPA.

Each year Metro COG produces the Metropolitan Profile (Metro Profile), which serves as a fact book summarizing major trends and data within the MPA for that year. The Metro Profile is separated into five chapters, each of which focuses on trends affecting the development patterns and multi-modal transportation network of the Fargo-Moorhead Metropolitan Area.

In the 2018 Metro Profile, information and data from the 2017 calendar year has been compiled and analyzed. The following are some highlights.

In 2017, the MPA grew by 1.6% for an estimated MSA population of 241,356. The demand for housing also remained strong with an MSA occupancy rate of 92.4%, while 8,507 housing units were built. Although, there was an increase in the apartment annual vacancy rate to 9.1%, which meant that less people were living in apartments in 2017. Additionally, unemployment was at an all-time low of 2.6%.

Total fatalities were down from 16 in the MPA in 2016 to only 8 in 2017. Five (5) of the crashes occurred in Fargo or West Fargo, while only one (1) occurred in the rural portion of the MPA in North Dakota and two (2) occurred in the rural portion of the MPA in Minnesota.

In 2017, 97.9% of pavement on the Interstate System was considered to be in good condition. In Minnesota and North Dakota, the pavement on the Non-interstate NHS that is in poor condition exceeded the targets set by their associated state DOT. Thus, each of segment in poor condition should be reviewed closer in order to determine project priorities over the next four years.

Additionally, the percentage of NHS bridges classified as in good condition in North Dakota and Minnesota both fell below the associated state DOT performance measure targets that are set for 2018. This means that NHS bridges should be further examined and a project priority and implementation list established, as to improve the overall NHS bridge conditions over the next 4 years to meet the set targets.

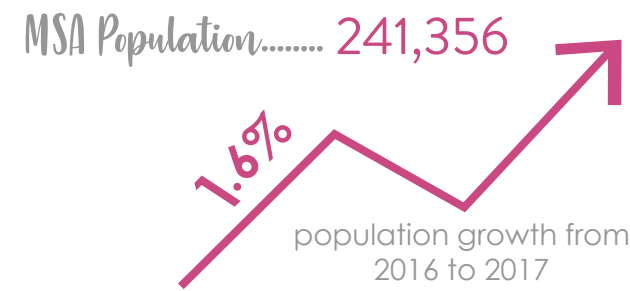
In 2017, 89.4% of commuters commuted to/from work in a personal vehicle (alone or as a carpool), whereas only 1.3% bicycled, 3.2% walked, and 1.0% took public transportation. These percentages are about static compared to 2016's commuter travel modes. This information draws into question as to why there is no change in the percentage of people using alternative modes of transportation to/from work.

At the end of 2016, Fed EX Express moved their air cargo operations from Grand Forks, ND to Fargo, ND. This has had a major influence on the air traffic in the area. Overall, Hector International has seen an increase in landings with a 176.6% increase in air cargo landings and an additional 2.2% increase in landings/departures of commercial airlines. Even charter airline passenger totals are up from 2016.

Overall the bicycle and pedestrian network remained unchanged.

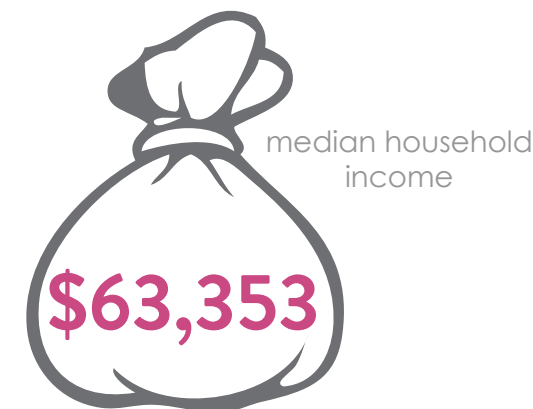
The transit network saw some changes in 2017. A few route changes occurred, and there were purchases and decommissions of some of the fleet on both sides of the river. MATBUS-Moorhead's fixed route service saw ridership increase by 1.23% from 2016 and on-time performance was up 5.21%. At the same time, MATBUS - Fargo's fixed route service saw a decrease in ridership by 4.88% and the on-time performance was down 5.66%. This may be in part to the implementation of the Great Rides Bike Share, which launched in 2015. Metro COG in coordination with MATBUS needs to further compare the factors involved in the increase in Moorhead ridership and on-time performance versus Fargo ridership and on-time performance. The information gleaned from further review may help increase system wide on-time performance and ridership.

Overall in 2017, the Fargo-Moorhead Metropolitan Planning Area has seen steady growth in the community's profile. Across the multi-modal transportation network there were safety improvements that reduced the number of fatalities in the urbanized area. As construction projects were completed across the region, the roadway and freight networks saw increased reliability indexes. Despite increased travel time reliability, concerns on roadway condition and bridge condition have surfaced. Transit and bicycle/pedestrian networks have stayed stable in the MPA from 2016-2017.



208,321 Total Population of Member Jurisdictions

32.9 median age in MSA



Employment | Jobs

The Fargo-Moorhead Metropolitan Statistical Area had 192,117 people over the age of 16. Once a person turns 16, they are considered eligible to work and count towards the workforce. Of those eligible in 2017, approximately



76.5% participated in the workforce. In 2017, the MSA had an **unemployment rate of 2.6%**. Besides 2015, where the unemployment rate was 2.6% as well, this is the lowest it has been in over a decade.

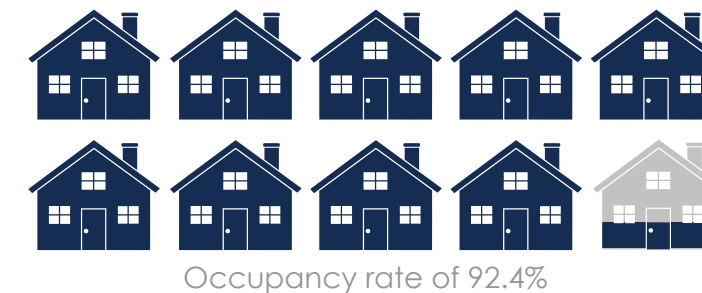
Housing

In 2017, the Fargo-Moorhead MSA's average household size was **2.31 people**. In 2017 there were **100,721 households** counted, which is up from 99,968 households in 2016. If no housing units were built in 2017 there would have been a housing shortage. To maintain an occupancy rate of 95%, only 5,036 units would have needed to have been built in 2017 in the MSA. Instead 8,507 housing units were built in 2017 for a total of **108,958 housing units** in the MSA, which left the MSA with an **occupancy rate of 92.4%**.

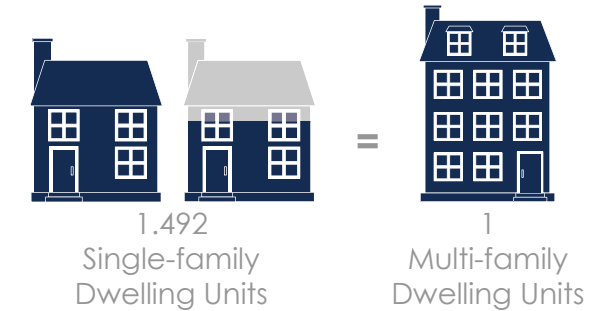


Jurisdictions try to keep the occupancy rate between 91-97% for a stable market.

Of the occupied housing units, **58.4% were owner-occupied** and 41.6% were renter-occupied.



In 2017, there was a ratio of **1.492** Single-Family Dwelling Units for every 1 Multi-family Dwelling Unit. Within the MSA there was an **apartment annual vacancy rate of 9.1%** in 2017.



Building Permits

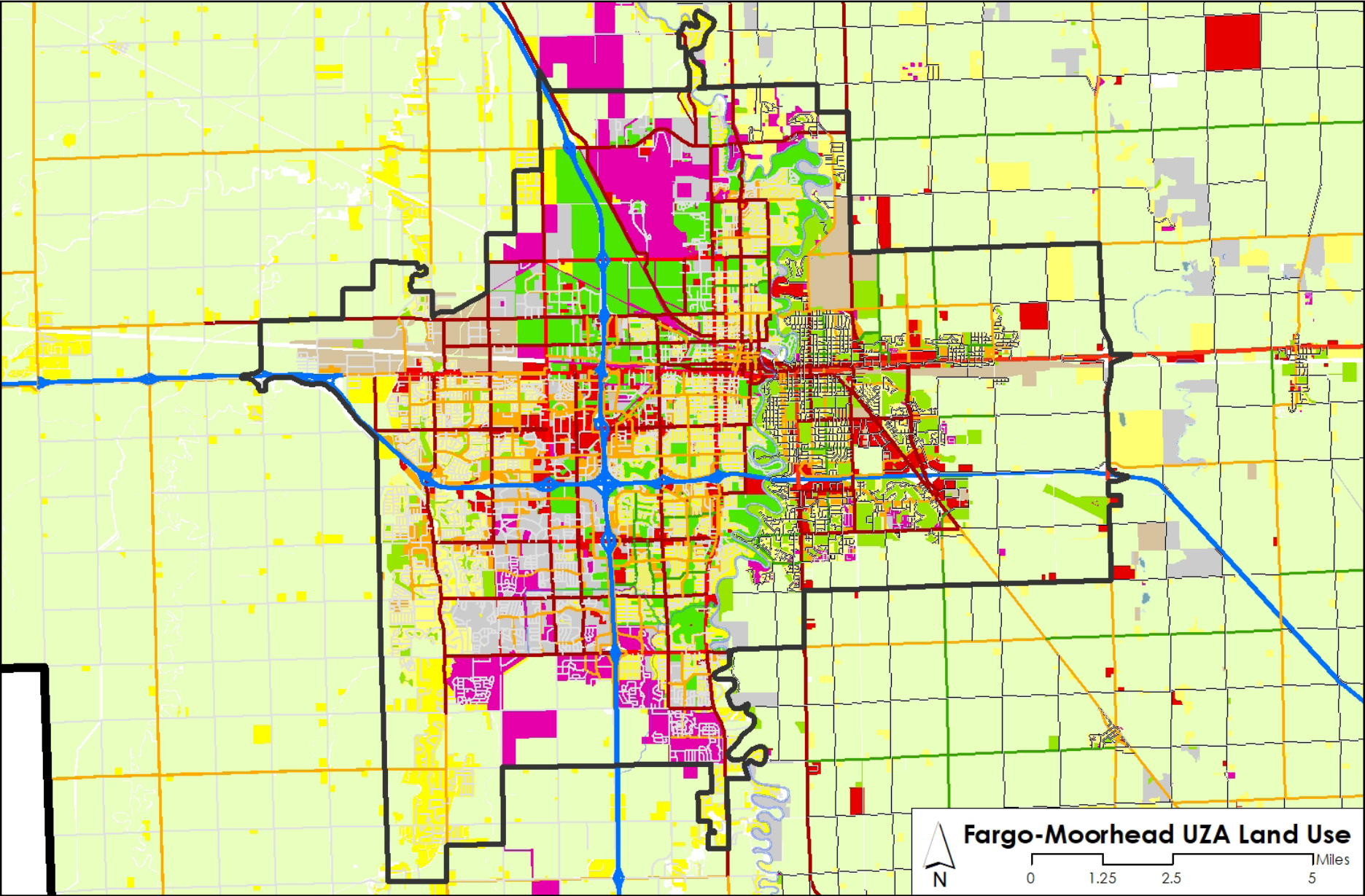
Within the Metropolitan Planning Area **###** total building permits were issued. This is **up/down __%** from 2016, indicating a steady growth in the area. Fargo issued 694 multi-family housing permits in 2017, but only **481** completed construction in 2017. This is significantly less than the 1,000 units that were constructed in 2016.



*Information retrieved from the American Census Survey on Census.gov for 2017 and 2016 for the Fargo-Moorhead Metropolitan Statistical Area.

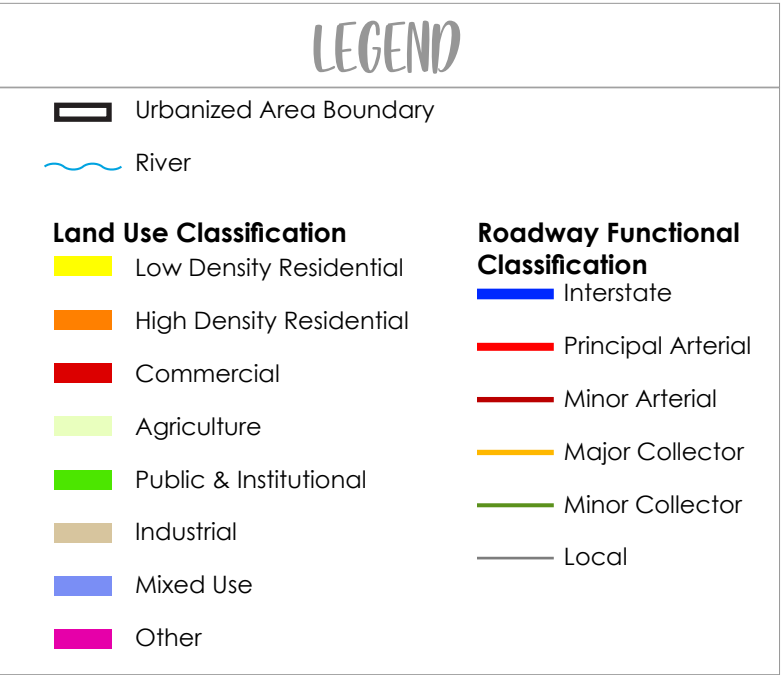
*Information retrieved from the American Census Survey on Census.gov for 2017 and 2016 for the Fargo-Moorhead Metropolitan Statistical Area. Building permit data received from each jurisdiction. Apartment vacancy rate calculated by Appraisal Services Inc.

2017 Fargo-Moorhead Urbanized Area Land Use



Incorporated Acreage by Jurisdiction

North Dakota	Minnesota
<ul style="list-style-type: none">□ Cass County ~ 1,131,520 AC□ Fargo ~ 31,400 AC□ West Fargo ~ 9,768 AC□ Horace ~ 7,123 AC□ Casselton ~1,226 AC□ Harwood ~ 771 AC□ Mapleton ~ 2,503 AC	<ul style="list-style-type: none">□ Clay County: 673,732.9 AC□ Moorhead: 14,267.8 AC□ Dilworth: 2,054 AC□ Barnesville ~ 1,397 AC□ Glyndon ~ 926 AC□ Hawley ~ 1,571 AC



*Land Use map developed by Metro COG with GIS data from each jurisdiction. Some classifications were simplified and/or combined to create a visually consistent map. Jurisdiction acreage was calculated from the GIS information provided by each jurisdiction.

Performance Measures

Safety

8 Fatal motorized crashes in 2017

34 Serious Injury motorized crashes in 2017

4,354 Total motorized crashes in 2017

0.227 Rate of motorized fatalities per 100 million VMT in 2017

0.965 Rate of motorized serious injuries per 100 million VMT in 2017

Roadway Network

SAFETY

SYSTEM PRESERVATION

SYSTEM MANAGEMENT & OPERATIONS

ECONOMIC VITALITY

TRENDS IN VMT

SYSTEM RELIABILITY

TRAFFIC COUNTS

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

FEDERAL FUNCTIONAL CLASSIFICATION

Economic Vitality

1 Projects were constructed in 2017 that were previously studied by Metro COG (12th Avenue North from 9th Street NW to 45th Street | West Fargo, ND to Fargo, ND)

1 Projects completed that use Planning and NEPA in the same document/process in 2017 (52nd Avenue South | Fargo, ND)

Trends in VMT

Vehicle Miles Travelled (VMT) is often used to measure the relative traffic demand on the transportation network, as well as assist with the calibration of the Traffic Demand Model (TDM). For the purposes of the Metro Profile, VMT is annualized and refers to the total number of miles traveled by all vehicles on an annual basis.

In the MPA in 2017 there were **3,524,803,989 VMT**.

This is up 1.39% from 2016.

VMT per capita is the number of vehicle miles traveled per person. This is a statistical tool that is used to determine the amount and length of trips people are taking. It also can be used to determine which modes of transportation people are using. In the MPA in 2017 there were **14,604.17 V/C**.

System Management & Operations

A good measure of roadway capacity is the percentage of VMT on the modeled network with vehicle/capacity ratio. Near capacity levels are considered 0.85-0.95, so as a measurement Metro COG uses the percentage to gauge the roadway network's capacity levels. These percentages are calculated using the Traffic Demand Model (TDM).

Since Metro COG updates the TDM every 5 years, the last traffic numbers are from 2015. Thus, in 2015, the VMT on the modeled network with vehicle/capacity ratio greater than 0.9 was **2.15%**. What this means is that the roadway network is under capacity.

Another indicator that the transportation network is under capacity is that the average travel speed for the TDM network in 2015 was **49.6 mph**.

Further, the roadway network can be examined by the level of travel time reliability (LOTTR). Federal Highway Administration (FHWA) uses this measurement as in Performance Measure 3 (PM3). This information is elaborated on in the System Reliability | Accessibility section.

System Preservation

MAP-21 requires MPOs to adopt system preservation targets for each state that they operate in or to set their own targets for the entire MPA. This is considered Performance Measure 2 (PM2).

In 2018, MnDOT and NDDOT set their respective statewide PM2 targets for 2018-2021 based on 2017 data. By November 16, 2018, Metro COG needs to adopt PM2 targets. In order to do so, Metro COG will examine the 2017 data and determine if the targets proposed by the respective states are applicable and/or aligned with the regional planning goals. Then Metro COG can adopt the respective statewide PM2 targets and/or set their own MPA-wide targets.

Adjacent are the 2017 system preservation numbers that are used to determine the PM2 targets. The data has been grouped by the entire MPA, North Dakota's portion of the MPA, and Minnesota's portion of the MPA.

Pavement is evaluated using the Pavement Condition Index (PCI), which provides a numerical rating of 0 to 100.

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

Bridges are evaluated using the national Bridge Inventory (NBI), which provides a numerical rating of 0 to 9.

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

The higher the percentage of pavement or bridges in good/excellent condition the better and the lower the percentage of pavement or bridges in poor condition the better.

MPA

2017 Interstate Pavement **97.9%** in good condition

0.0% in poor condition

2017 Non-Interstate NHS Pavement **89.3%** in good condition

2.9% in poor condition

North Dakota - 2017

Interstate Pavement in ND **95.7%** in good condition

0.0% in poor condition

Non-Interstate NHS Pavement in ND **88.6%** in good condition

2.3% in poor condition

Minnesota - 2017

Interstate Pavement in MN **100%** in good condition

0.0% in poor condition

Non-Interstate NHS Pavement in MN **90.0%** in good condition

3.4% in poor condition

2017 NHS Bridge Classification **49.0%** in good condition

1.0% in poor condition

2017 NHS Bridges Classified in ND **47.0%** in good condition

2.0% in poor condition

2017 NHS Bridges Classified in MN **52.0%** in good condition

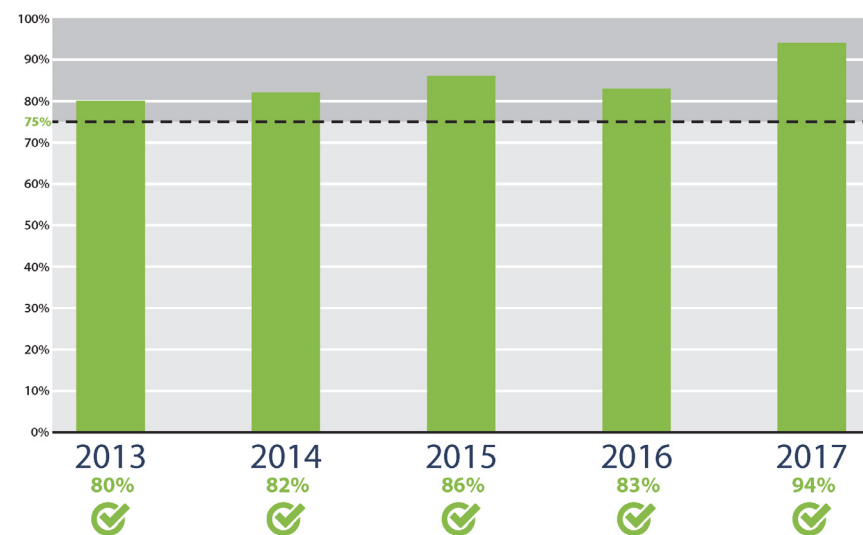
0% in poor condition

*Safety statistics were calculated using the crash data from MnDOT and NDDOT respectively. VMT data was calculated using the MnDOT Year-End Report in Minnesota and in North Dakota, a 3% growth rate was applied for 2015-2016 and 2016-2017. The travel demand model, which uses data collected in 2015 and is produced by ATAC for Metro COG, was used to calculate the vehicle/capacity ratio, average mph, and total motor vehicle trips, hence the 2015 reference. System preservation data was calculated by using the National Performance Management Research Data Set (NPMRDS) and location jurisdictional data.

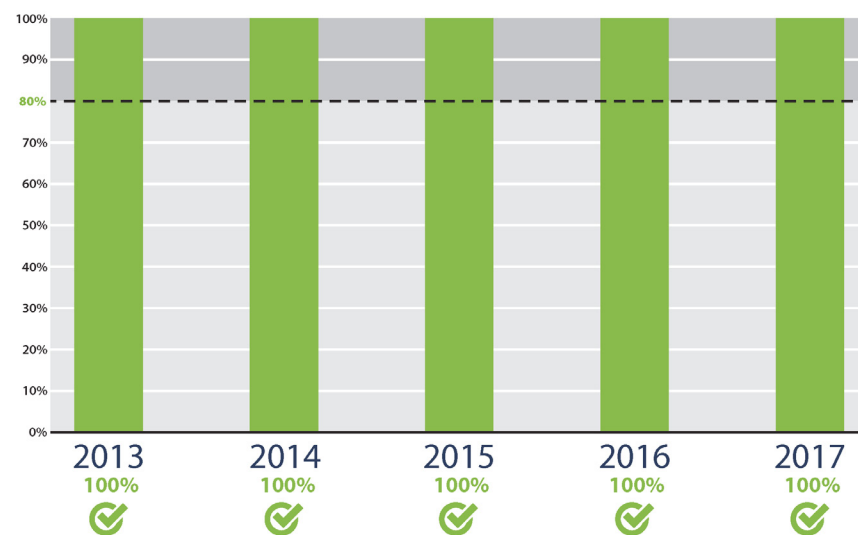
System Reliability

Travel Time Reliability

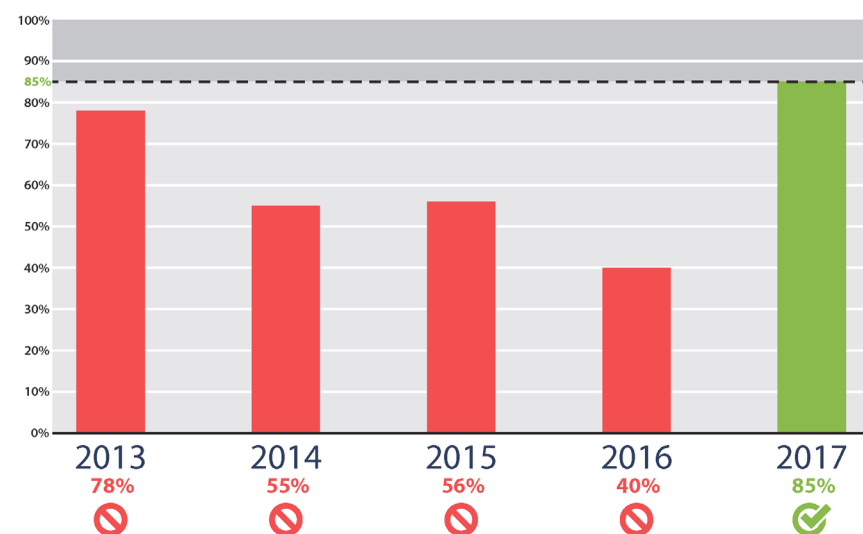
Non-Interstate NHS Travel Time Reliability, Minnesota



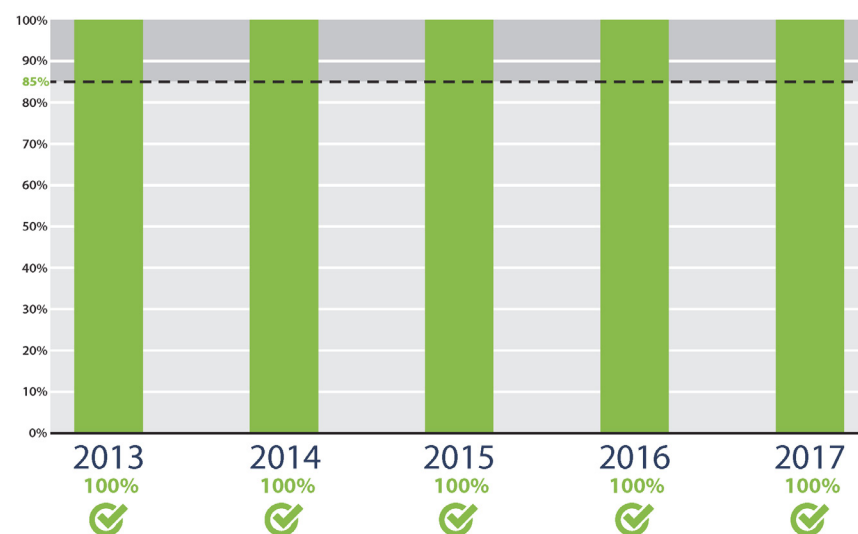
Interstate Travel Time Reliability, Minnesota



Non-Interstate NHS Travel Time Reliability, North Dakota



Interstate Travel Time Reliability, North Dakota



MAP-21 requires MPOs to adopt system reliability targets for each state that they operate in or to set their own targets for the entire MPA. System Reliability targets are considered Performance Measure 3 (PM3).

In 2018, MnDOT and NDDOT set their respective statewide system reliability targets for 2018-2021 based on 2017 data. Metro COG will examine the 2017 data and determine if the targets proposed by the respective states are applicable and/or aligned with the regional planning goals. Then Metro COG can adopt the respective statewide PM3 targets and/or set their own MPA-wide targets.

On the adjacent page are the Travel Time Reliability for Interstate and Non-Interstate NHS for each state. The dotted line notes the goals of each state for that target and the bars represent the Travel Time Reliability in that state's portion of the MPA. If the bar is green it meets or exceeds the target. If the bar is red, it does not meet the target. In 2017, all set performance measure targets for system reliability were met in the MPA.

It is important to note that between 2016 and 2017 the reliability of the data dramatically improved as there was a switch in data providers at a national level. Minnesota recalculated their data for previous years, hence why there wasn't a significant difference in the Minnesota data.

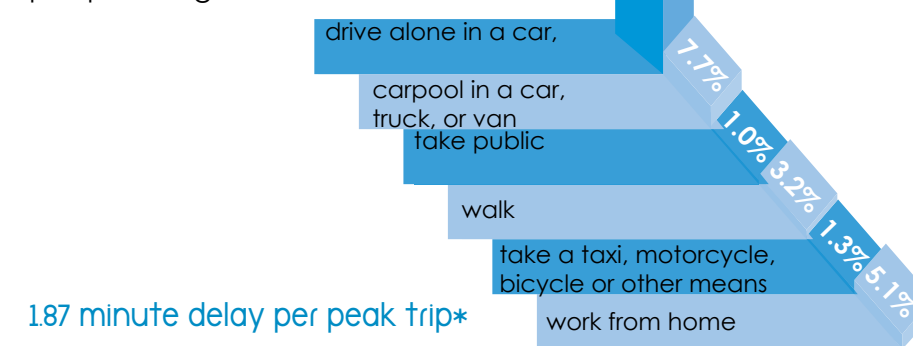
ITS

Metro COG maintains an Intelligent Transportation System (ITS) plan for the MSA and works in cooperation with the Advance Traffic Analysis Center (ATAC) on the maintenance of the Regional ITS Architecture. The ITS Deployment Strategy and Regional ITS Architecture were both updated and adopted by Metro COG in December 2014. The primary recommendations of the ITS Deployment Strategy and Regional Architecture focus on interoperability and regionalization of existing and future ITS deployments and place a high priority on the centralization and integration of signal systems within the MSA.

*Travel Time Reliability was calculated using the National Performance Management Research Data Set (NPMRDS) and location jurisdictional data.

Travel modes to & from work in 2017

Below is a chart showing the modes of transportation used to commute to/ from work in 2017 and the percent of people using those modes.



1.87 minute delay per peak trip*

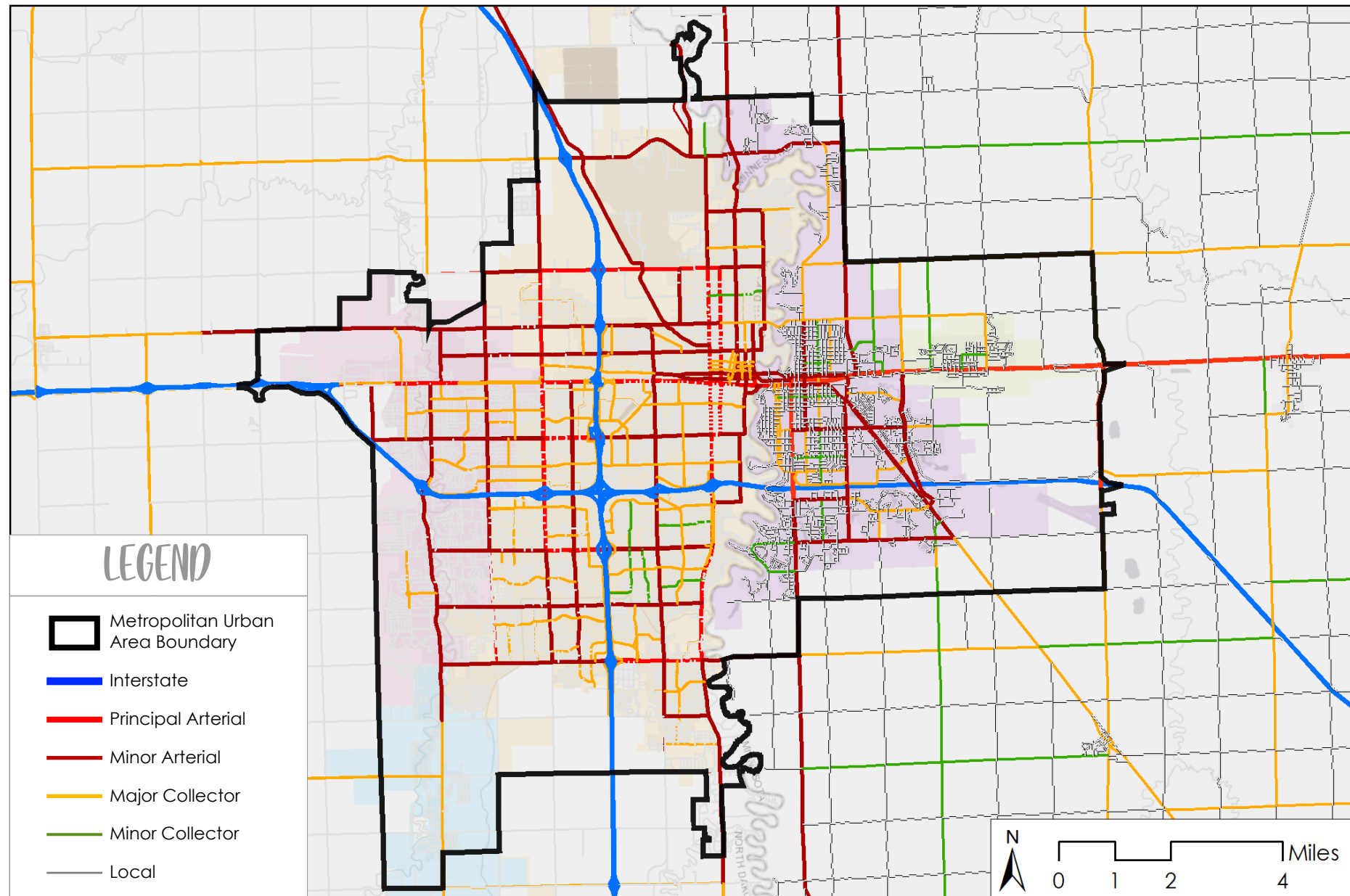
*Does not include off-peak trips.

Traffic Counts

Metro COG collects 12-hour turning movement counts, peak turning movement counts, and multi-day volume counts at the request of local jurisdictions to assist in various planning efforts. In addition, every five years Metro COG conducts a metro area-wide traffic count operation which collects 48-hour average daily traffic (ADT) counts and vehicle class counts at certain locations. The most recent area-wide traffic count operation was in 2015. The information collected was used to help calibrate the Travel Demand Model in 2017, as well as assist Metro COG and other agencies in various planning efforts.

Access to Metro COG's traffic counts, and links to NDDOT, MnDOT, and the local jurisdictions' counts can be found on Metro COG's website at: www.fmmetrocog.org/resources/traffic-counts

Federal Functional Classification



Federal Functional Classification

The FHWA groups roadways into functional classes according to the character of service the roadway is intended to provide. In order to be eligible for federal transportation funding, a roadway must be identified as a collector, arterial, or interstate in the Federal Functional Classification (FFC) road network.

All streets and highways are classified depending on the character of the traffic and the degree of land access that they provide. Higher level facilities, such as interstate highways, have lower access, allowing for higher speeds and capabilities. Conversely, lower level facilities allow for greater access, but have reduced mobility due to lower speeds and capabilities.

The classifications are listed below in the legend. The roadway classifications are organized from highest level facilities on top to lowest level facilities on the bottom.

FARGO-MOORHEAD METROPOLITAN ROADWAY NETWORK

Roadways meeting certain categories under the functional classification system have access to federal transportation funds, which can be utilized for studies, network improvements, and construction. Local facilities, residential streets, and rural minor collectors (pursuant to CFR 470.103) are not eligible for federal transportation funding assistance.

In 2015, Metro COG worked with MnDOT and the FHWA to update the Federal Functional Classification network for Clay County, Minnesota. This update introduced new recommended roadway types on to the local system, which were first outlined in a document published by the FHWA in 2013.

Cass County Federal Functional Classification has not been updated since 2007. It is currently being updated due to the significant roadway network changes over the last decade. This major undertaking will be completed in 2019.

The map on the adjacent page illustrates the current classification of the Metropolitan Urban Area and some of the surrounding MPA area.

*Data for the Federal Functional Classification map was received from MnDOT, NDDOT, and Cass County to create the map.

Pipelines

Oil and gas production in western North Dakota has encouraged the expansion of pipeline development throughout the region and the nation. Pipelines move petroleum products from production areas to refineries without the need to utilize surface transportation freight networks.

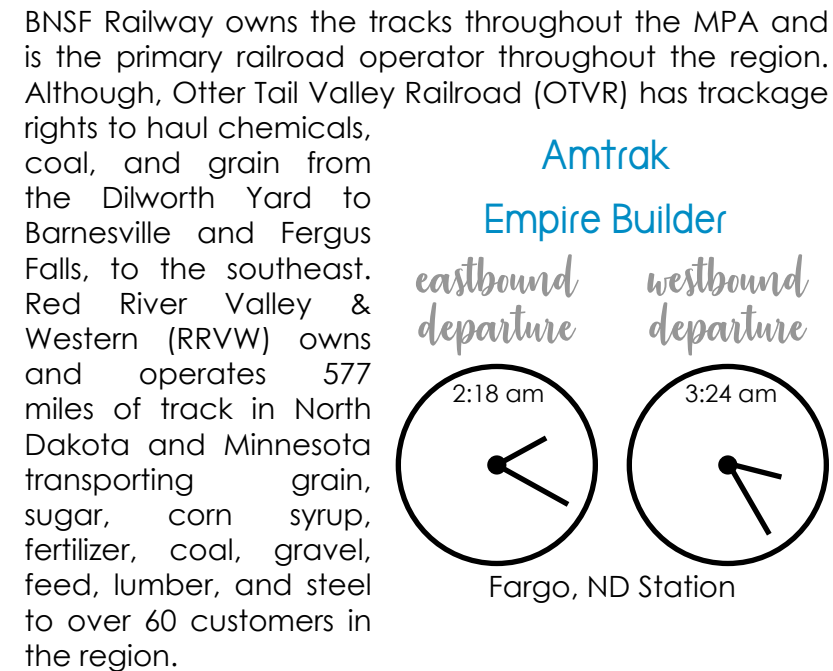
Freight Network

PIPELINES
RAIL
AVIATION
TRUCK



Rail

The Metropolitan area is and continues to be a hub for the rail network. This form of transportation is an integral part of the daily operation of the area with the many railroad crossings through the MPA.



Amtrak uses the rails to move people throughout the country on the Empire Builder. In 2017, Amtrak had 20,232 boardings/alightings in Fargo, which is down 6.3% from 2016. In 2017, Amtrak spent \$1,557,158 in Fargo on goods and services, which was up 0.46% from 2016.

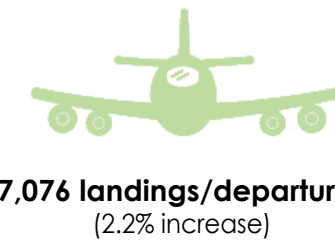
Air

Fargo-Moorhead MPA is home to five (5) airports. Smaller airports serve a majority of private air traffic for the region. This increases fluidity of non-commercial air traffic in the area.

Hector International Airport provides the only commercial service to the area. It is also the primary hub for air-based freight and mail activity for the region. In December 2016, Fed Ex Express moved their air cargo operations from Grand Forks, ND to Hector International in Fargo, ND. This move was a major contributor to the increase in air cargo landings and tonnage from 2016 to 2017.



Commercial Airlines



787,927 total passengers
(0.2% decrease)

392,889 total enplanements (boarding)
(0.7% decrease)

395,038 total deplanements (deboarding)
(0.4% increase)

Charter Airlines



6,701 total passengers
(3.9% increase)



Truck

In 2017, Truck Freight bottlenecks were identified as having delays per mile over 3 hours at two locations.

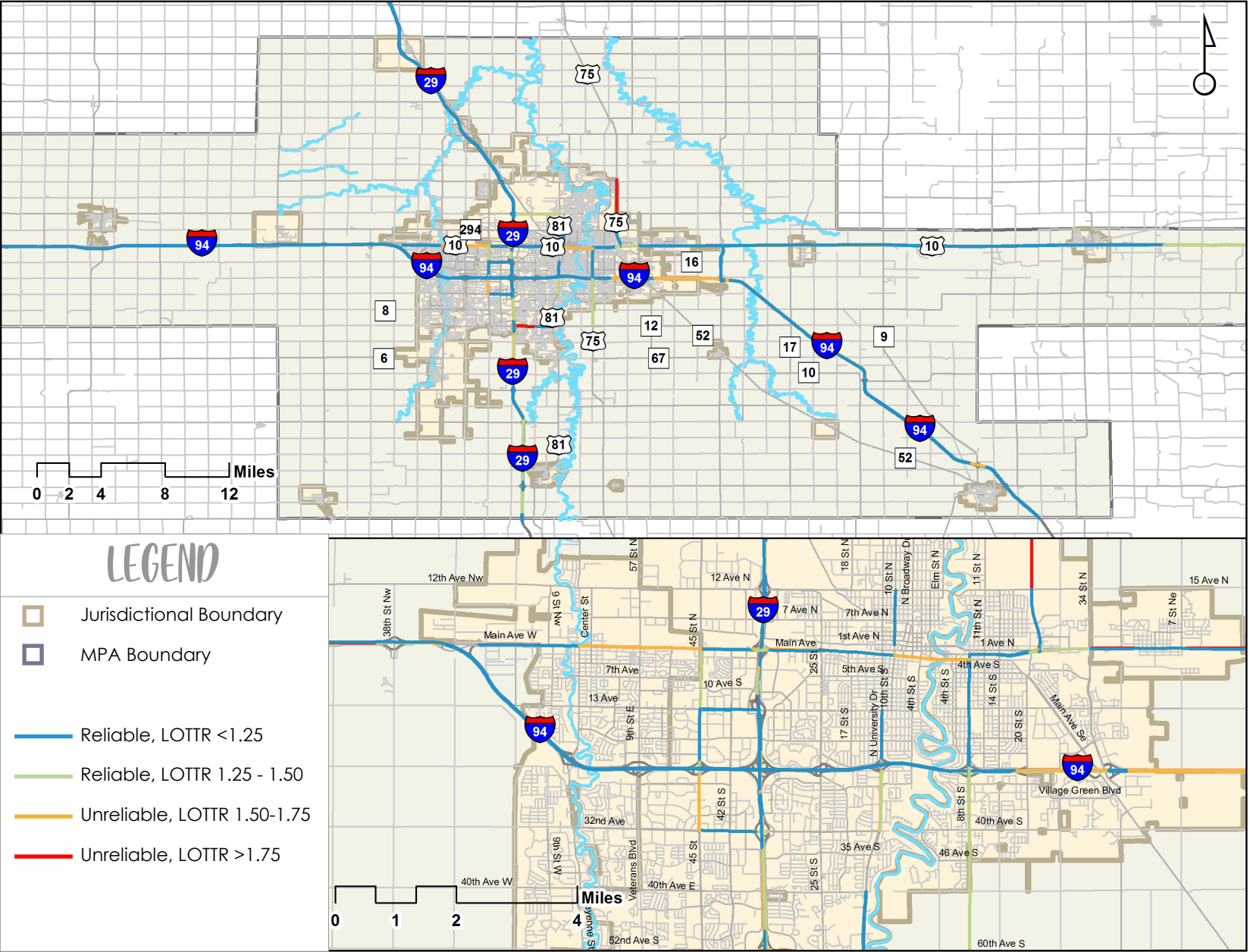
- At the interchange of US-75 (8th Street) and I-94/US-52 there is an AM Peak Average Delay of 6.09 hours, a Midday Average Delay of 12.11 hours, and a PM Peak Average Delay of 8.34 hours.
- Along I-94 at Exit 6 for MN-336/CR-11, there is an AM Peak Average Delay of 3.15 hours, a Midday Average Delay of 6.43 hours, and a PM Peak Average Delay of 1.99 hours. This is presumably caused by the tightness of the exit ramp's curve, which causes trucks to slow down to exit safely.

Three other intersections were identified as having Average Midday Peak Delays of 2-3.5 hours. These intersections should be watched closely over the next few years to see if there is any change.

- US-75 at US-10
- I-94 at Exit 2 for US-52/34th Street
- US-75 at 60th Avenue S/CR-74/ CR-12

*Data used in the Pipeline section was retrieved from the 2017 Metro Profile, as the data has not changed. Data used in the Rail section was retrieved from Amtrak.com, BNSF.com, gwrr.com, and rrvw.net. Air data was collected from the year end statistics page on fargoairport.com. Truck data was collected from NPMRDS and local jurisdictions and analyzed by Metro COG with the help of HDR in coordination with the LRTP development.

2017 Level of Truck Travel Time Reliability



Performance Measures

System Management & Operations

Truck Travel Time Reliability

Truck Travel Time Reliability (TTTR) is used to assess the reliability of the Interstate as required by MAP-21 [23 CFR 490.607].

The reporting is divided into five periods:

- Morning peak (6-10 a.m.) Monday through Friday
- Midday (10 a.m.-4 p.m.) Monday through Friday
- Afternoon peak (4-8 p.m.) Monday through Friday
- Weekends (6 a.m.-8 p.m.)
- Overnight for all days (8 p.m.-6 a.m.)

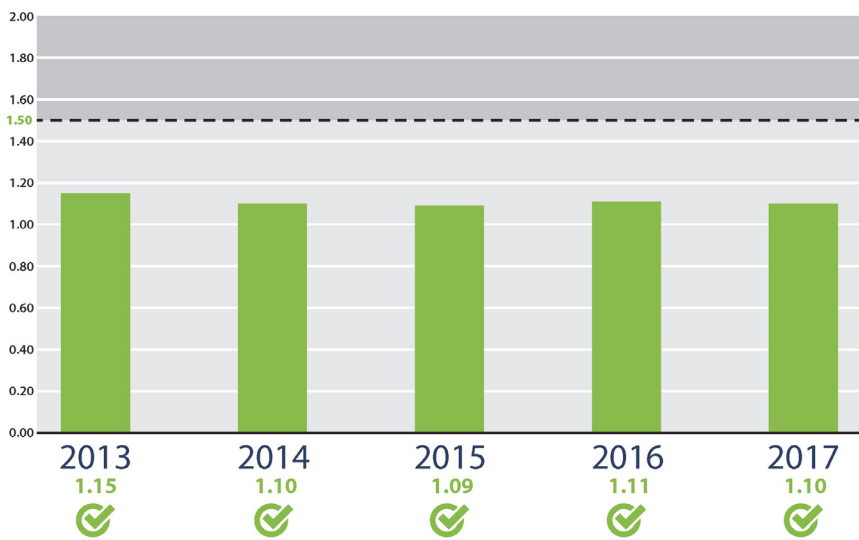
The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each roadway segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

In 2017, the **TTTR for the entire MPA was 1.14**. The Minnesota portion of the MPA had a TTTR of 1.10 in 2017. The North Dakota portion of the MPA had a TTTR of 1.16 in 2017.

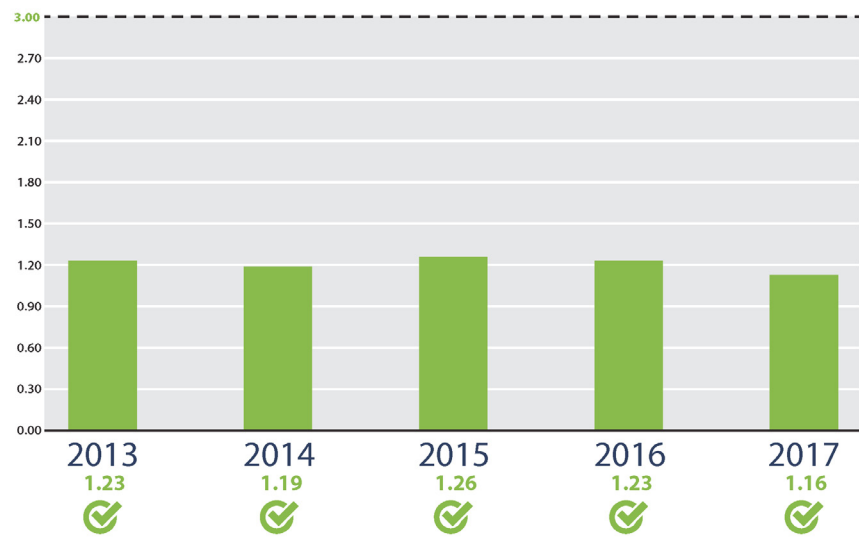
The adjacent charts show the TTTR for each year from 2013 through 2017 for the associated state's portion of the MPA. The dashed line on each chart indicates the state TTTR target set for 2018-2021. MnDOT has set their TTTR target as 1.50 for 2018-2021. NDDOT has set their TTTR target as 3.00 for 2018-2021. Since the MPA is below both these target numbers, as indicated in the adjacent charts by the green bars, the MPA is meeting and exceeding the targets set by each state.

If the bar was red and the MPA was not meeting the targets, Metro COG would consider setting their own targets for 2018-2021.

Truck Travel Time Reliability, Minnesota



Truck Travel Time Reliability, North Dakota



* Truck Travel Time Reliability data was collected from the NPMRDS data and formulated into tables by HDR for Metro COG in development of performance measure targets for the LRTP.

Performance Measures

Safety

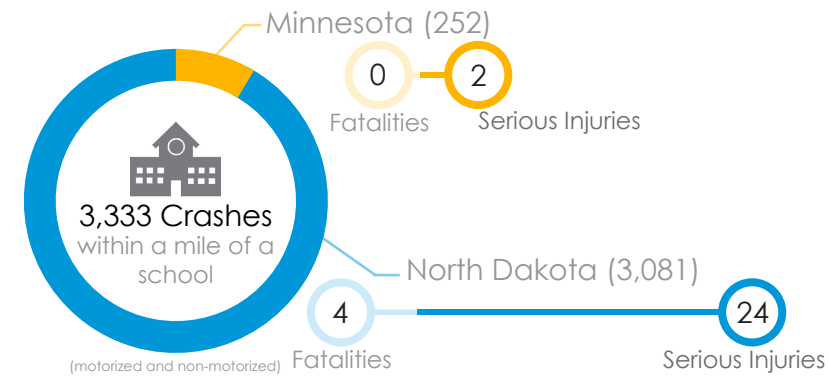
1 2017 Fatal Non-Motorized Crashes

6 2017 Serious Injury Non-Motorized Crashes

- 1 - Minnesota
- 5 - North Dakota

12 2017 Total Non-Motorized Crashes

- 6 - Minnesota
- 6 - North Dakota



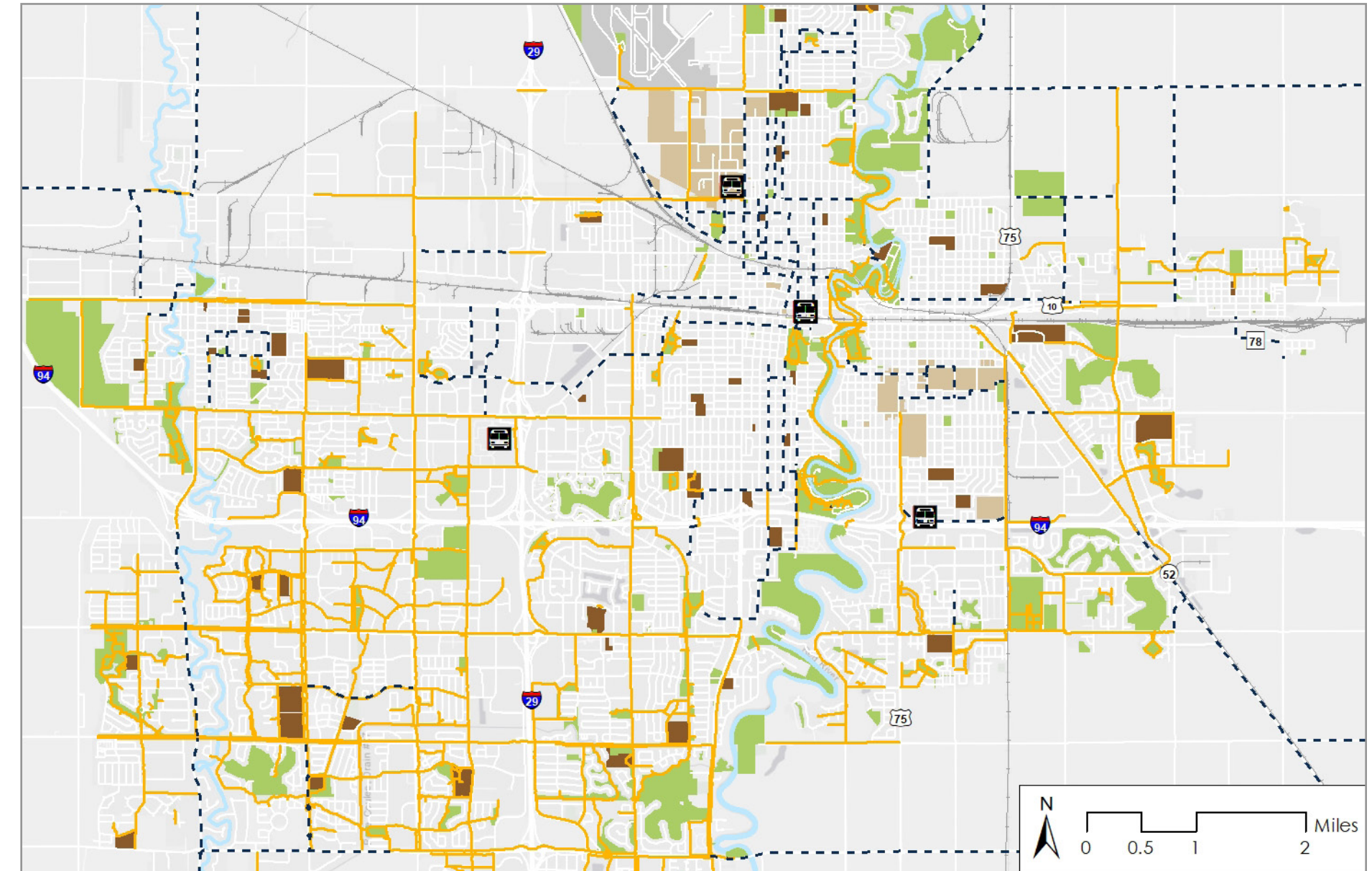
Bicycle & Pedestrian Network

NETWORK
STUDIES&PLANS

LEGEND

- Bikeway
- Shared Use Path
- College / University
- Public / Private School
- Park
- River / Stream
- Railroad
- Bus Transfer Hub

2017 Bicycle and Pedestrian Map



*Bikeway and Shared Use Path map developed and updated by Metro COG with input from the jurisdictions and Metropolitan Bicycle and Pedestrian Committee.

Performance Measures

Accessibility | Connectivity

Miles of trails/sidewalk added in 2017

Miles of on-street bike facilities added in 2017

18% Intersections that are ADA compliant (Moorhead)

2017 Projects installed from Bike/Ped Plan

Environmental Conservation

0 2017 Complete Street Projects

0 2017 Projects with environmental improvement components

Bicycle & Pedestrian Counts

0 2017 Complete Street Projects

0 2017 Projects with environmental improvement components

Summarize Bike / Ped counts

Dashboard information

Performance Measures

2017 Equipment

Fleet Inventory

9 - 35' Buses in service in Moorhead

31 - 35' Buses in service in Fargo

1 - 35' Bus removed from service

2 - 35' Buses authorized for purchase, to be put in service in Sept. 2018

Paratransit Inventory

4 - Cutaway Buses in service in Moorhead

11 - Cutaway Buses in service in Fargo

2 - Sold in May 2017 and not replaced

Valley Senior Service Inventory

4 - Dodge Caravans in service in Moorhead

2017 Purchases

4 fixed route buses replaced

9 new fixed route buses purchased, delivered in 2018

1 replacement van for Metro Senior Ride purchased, delivered in 2018

4 replacement Paratransit buses purchased, delivered in 2018

2017 Projects

- ❑ Refinished GTC Deck & filled cracks; Moved & replaced ground air exchanger from parking lot to south curb; Removed slippery overlay in pedestrian area
- ❑ Moved bus stop by M|State from 24th Ave to door N2 due to Rt. 5 changes
- ❑ Moved shelter at M|State on 28th Ave to southside of the street & further east due to Rt. 5 changes
- ❑ Moved bus stop by Hornbachers on Main Ave in Moorhead due to road narrowing
- ❑ Removed shelter by Safari Theater in Moorhead due to Rt. 5 changes
- ❑ Ordered a new shelter for Cash Wise location in Moorhead, to be delivered in 2018

Transit Network

2017 EQUIPMENT,
PROJECTS,
RIDERSHIP & ON TIME
PERFORMANCE
SERVICES

2017 Ridership

Fixed Routes

899,704 Fargo riders, down 4.88% from 2016

448,431 Moorhead & Dilworth riders, up 1.23% from 2016

486,462 NDSU route riders, down 4.47% from 2016

MAT Paratransit Routes

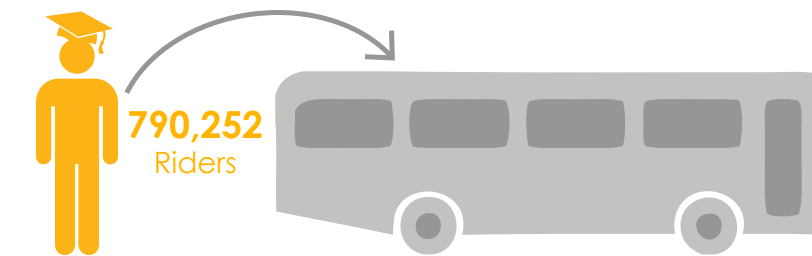
10,673 Moorhead & Dilworth riders, down 0.25% from 2016

41,836 Fargo & West Fargo riders, up 0.28% from 2016

Senior Ride & Rural Transit Routes

10,907 Moorhead & Dilworth riders, up 1.32% from 2016

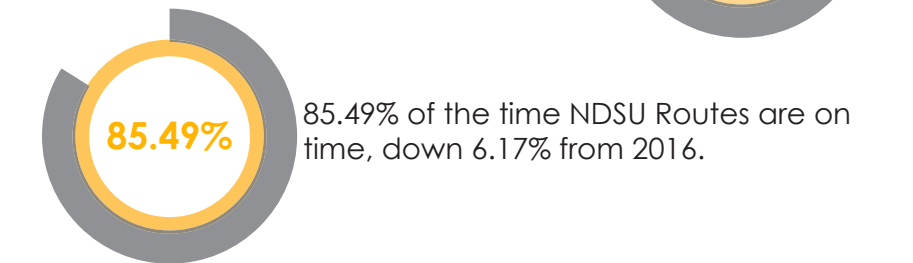
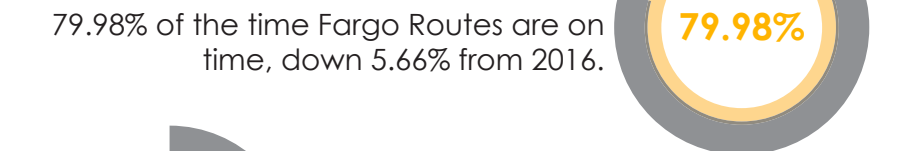
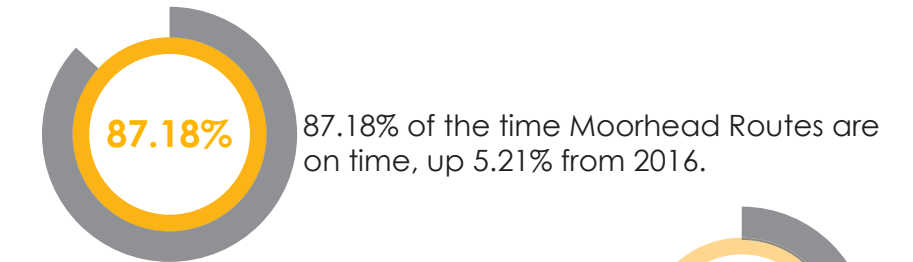
U-Pass



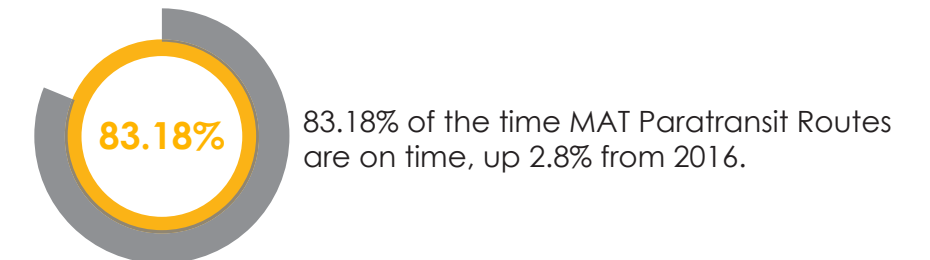
During the 2016-2017 Academic Year

2017 On Time Performance

Fixed Routes

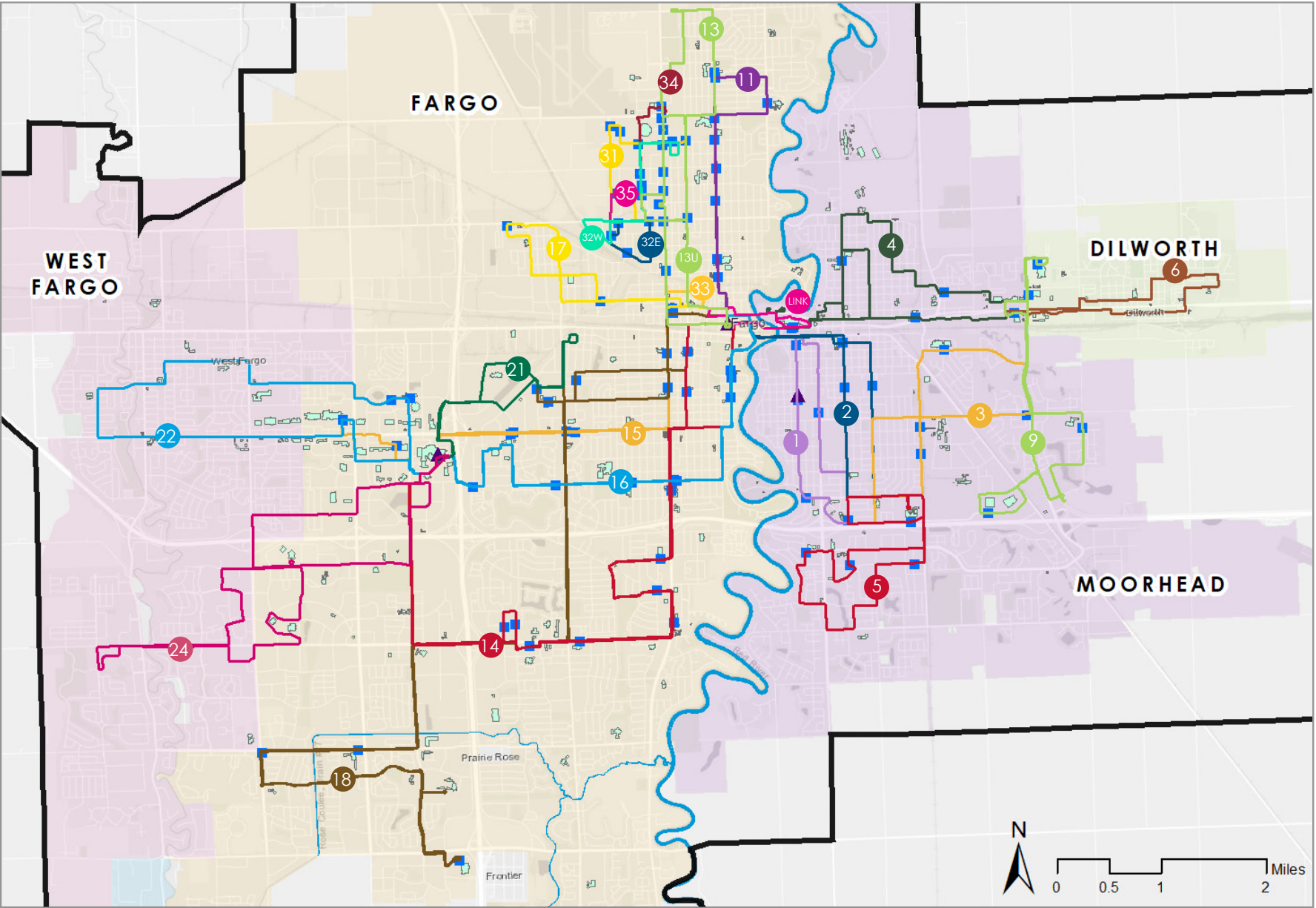


MAT Paratransit Routes



*Data provided by MATBUS.

2017 MATBUS Route Map



Route Changes

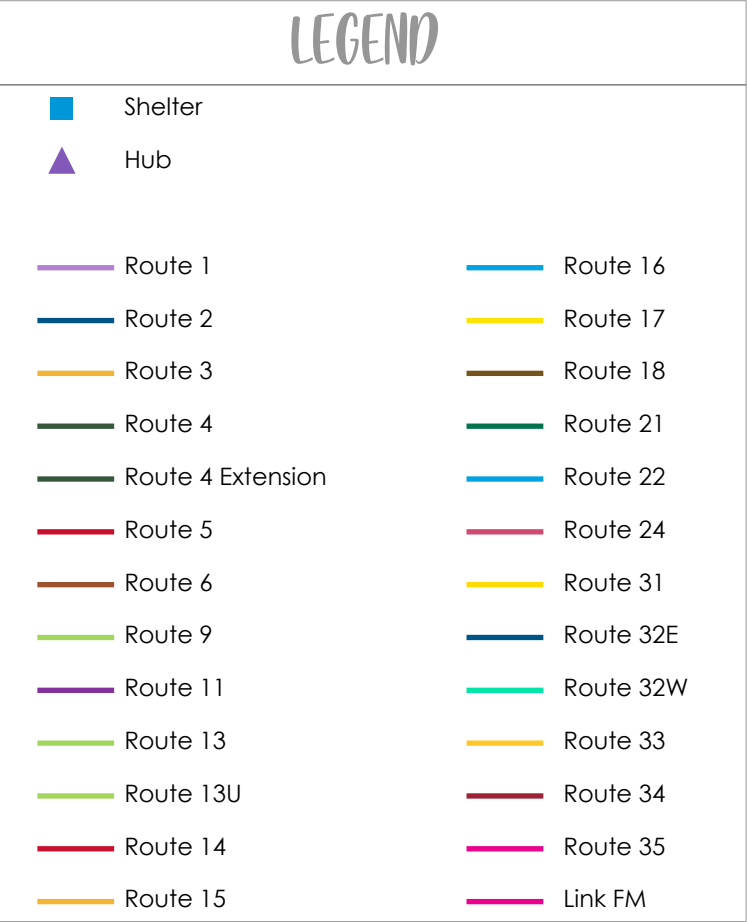


Effective 3/1/17

- Replaced Rt. 7 evening service to north Moorhead with Rt. 4 evening service with 30-minute frequency
- Revised Route 4 to move from 20th ST to 17th ST between 8th Ave and 13th Ave N
- Revised Rt. 8 to travel by Hornbachers near campus

Effective 7/1/17

- Added Rt. 24 service between West Acres and the new Sanford Medical Center / West Fargo
- Added Sunday Paratransit service to Moorhead & Dilworth from 7 A.M. to 5 P.M.
- Revised Rt. 5 near M | State due to road changes and adjusted route between Grand Inn & Hornbachers to avoid traffic on 8th ST
- Replaced Rt. 8 evening service to south Moorhead with Rt. 1, 2, 3, & 5
- Added 2nd bus for 30-minute frequency on Saturday Rt. 1, 2, 3 & 5
- Implemented Transit Development Plan route changes to Rt. 13, 14, 16, 17, & 18
- Added Rt. 21, 22, 24
- Combined Rt. 18 with old Rt. 23 and added the 25th ST corridor
- Added U32 Apartment loop to Rt. 13
- Removed West Fargo loop on Rt. 16 and the route became hour-long route instead of 90-minutes
- Removed 2.5 revenue hours at night on Rt. 13U
- Added 2 revenue hours at night on Rt. 17



*Data provided by MATBUS. Metro COG developed the map.



To: Transportation Technical Committee
From: Anna Pierce
Date: October 5, 2018
Re: **Performance Measures #2 and #3 Resolution**

As a part of the Fixing America's Surface Transportation (FAST) Act and MAP-21, State DOTs and MPOs are required to establish quantifiable targets for performance measures. The first performance measure was safety, for which TTC and Policy Board approved resolutions pertaining to North Dakota and Minnesota in January 2018.

Performance Measure 2 – Pavement and Bridge Condition

The second performance measure refers to pavement condition in §490 Subpart C & §490 Subpart D. As such, each state must set the following targets every four-years, with the opportunity to revise the targets every two-years:

- §490 Subpart C
 - Percent of Interstate Pavement in Good Condition
 - Percent of Interstate Pavement in Poor Condition
 - Percent of Non-interstate NHS Pavement in Good Condition
 - Percent of Non-interstate NHS Pavement in Poor Condition
- §490 Subpart D
 - Percent of NHS Bridges in Good Condition
 - Percent of NHS Bridges in Poor Condition

The extent to which the infrastructure meets each of these performance targets needs to be reported yearly by the respective state DOT to Federal Highway Administration (FHWA).

Attachment 8A - FHWA National Performance Management Measure 2 – Pavement Condition (Subpart C) & Bridge Condition (Subpart D) is a technical report regarding PM 2 for review. The report summarizes the requirements and methodology of PM2, the data used to determine targets for the MPA in North Dakota and Minnesota, and includes the reasoning and recommended targets for NDDOT and MNDOT regarding PM2 for the Metropolitan Planning Area (MPA).

Performance Measure 3 – System Reliability

The third performance measure refers to system reliability in §490 Subpart E & §490 Subpart F. As such, each state must set the following targets every four-years, with the opportunity to revise the §490 Subpart E targets every two-years:

- §490 Subpart E
 - Percent of person-miles traveled on the Interstate that are reliable
 - Percent of person-miles traveled on the Non-interstate NHS that are reliable

- §490 Subpart E
 - Truck Travel Time Reliability Index

As an MPO, Metro COG is required by FHWA to either (1) agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state and/or (2) establish MPO specific performance targets for all or some of the above measures. The extent to which the targets are met will be reviewed annually. The targets themselves can be revised every two years, but must be set every four years.

Attachment 8B - FHWA National Performance Management Measure 3 – Performance of the NHS (Subpart E) & Freight Movement on the Interstate (Subpart F) is a technical report for review. The report summarizes the requirements and methodology of PM3, the data used to determine targets for the MPA in North Dakota and Minnesota, and includes the reasoning and recommended targets for NDDOT and MNDOT regarding PM3 for the Metropolitan Planning Area (MPA).

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will be incorporated into the LRTP, UPWP, and TIP.

Requested Action:

Recommend Policy Board approval of the North Dakota and Minnesota resolutions for the Fargo-Moorhead Metropolitan Planning Area on Performance Measure 2 – Infrastructure and Performance Measure 3 – System Reliability.



TECHNICAL MEMORANDUM

Date: October 5, 2018

Re: Technical Report on FHWA National Performance Management Measure 2 –
Pavement Condition (Subpart C) & Bridge Condition (Subpart D)

Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess NHS pavement condition and §490 Subpart C to assess NHS bridge condition.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. resolutions) and (2) report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the LRTP.

§490 Subpart C

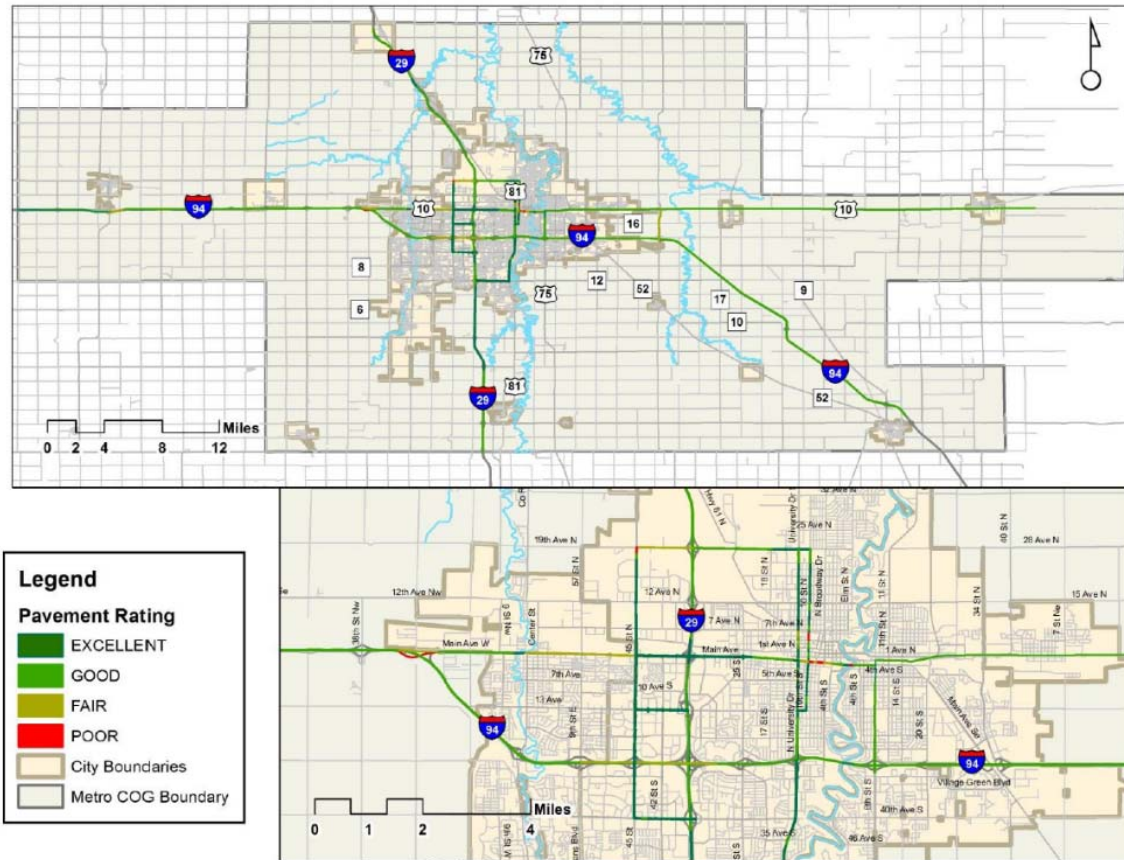
Per §490 Subpart C every four years each State DOT is required by Federal Highway Administration (FHWA) to establish four (4) pavement condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-interstate NHS Pavement in Good Condition
- Percent of Non-interstate NHS Pavement in Poor Condition

Each jurisdiction assesses a variety of roadway factors for each segment to calculate the 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

Below is the pavement condition for the entire NHS system in the Metropolitan Planning Area (MPA).



§490 Subpart D

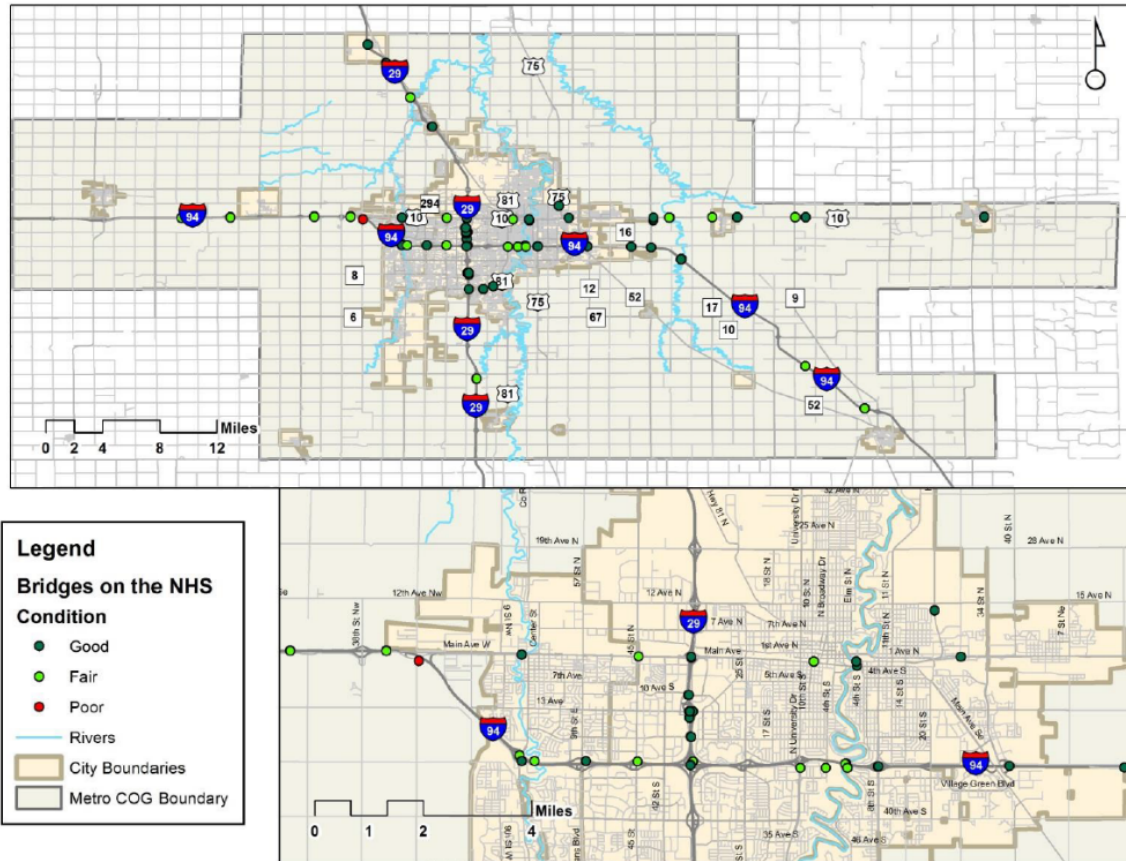
Per §490 Subpart D, every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) bridge condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of NHS Bridges in Good Condition
- Percent of NHS Bridges in Poor Condition

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

Below is the bridge inventory for the entire NHS system in the MPA.



Data

\$490 Subpart C – Pavement Condition Data

Within each portion of the MPA the pavement condition has been assessed. The following table illustrates the PM2 – pavement conditions within each state's portion of the MPA and the associated State DOT set performance targets.

	MN Portion of MPA	MnDOT set Targets	ND Portion of MPA	NDDOT set Targets
% of Interstate Pavement in Good Condition	100%	55%	95.7%	75.6%
% of Interstate Pavement in Poor Condition	0%	2%	0%	3%
% of Non-interstate NHS Pavement in Good Condition	90%	50%	88.6%	58.3%
% of Non-interstate NHS Pavement in Poor Condition	3.4%	4%	2.3%	3%

* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

The type of target depends on how the measurement is determined to meet or not meet the target. For example, to meet a good condition target, the percentage needs to be equal to or greater than the target percentage. To meet a poor condition target, the percentage needs to be less than or equal to the target percentage.

§490 Subpart D – Bridge Condition Data

Within each portion of the MPA the bridge condition has been assessed. The following table illustrates the PM2 – bridge conditions within each state’s portion of the MPA and the associated State DOT set performance targets.

	MN Portion of MPA	MnDOT set Targets	ND Portion of MPA	NDDOT set Targets
% of NHS Bridges in Good Condition	52%	50%	47%	60%
% of NHS Bridges in Poor Condition	0%	2%	2%	4%

*Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT’s set targets. Cells filled in pink mean that the relative portion of the MPA does not meet the associated State DOT set targets.

As with the pavement condition data, the type of target depends on how the measurement is determined to meet or not meet the target. To meet a good condition target, the percentage needs to be equal to or greater than the target percentage. To meet a poor condition target, the percentage needs to be less than or equal to the target percentage.

As shown in the table above, NDDOT has a target of 60% of NHS Bridges in Good Condition, but the North Dakota portion of the MPA is currently at 47%. In contrast, there are 2% of NHS bridges in poor condition. Thus, there are 51% of bridges in fair condition. Over the next four years, programming in the NDDOT TIP will need to prioritize improvements to bridges with a condition rating of poor (0-4) and fair (5-6) to move them into good condition. In fact, this is already in progress. The only poorly rated bridge – the US 10 interchange bridge over I-94 in West Fargo – is programmed for reconstruction. At least two other bridges currently rated fair, such as the Main Avenue bridge over US 81 (10th Street) and one of the bridges at the interchange of Sheyenne Street and I-94 interchange, are scheduled for improvements or reconstruction over the next two to three years. These improvements will help the MPA move toward NDDOT’s target for bridge condition.

Penalties

There are no penalties for not meeting the “good condition” targets. Although, if a “poor condition” percentage is exceeded (i.e. not met), at the State DOT level, the penalty, according to 23 CFR 490.413 is as follows: “(1) during the fiscal year following the determination, the State DOT shall obligate and set aside in an amount equal to 50 percent of funds apportioned to such State for fiscal year 2009 to carry out 23 U.S.C. 144 (as in effect the day before enactment of MAP-21) from amounts apportioned to a

State for a fiscal year under 23 U.S.C. 104(b)(1) only for eligible projects on bridges on the NHS. (2) The set-aside and obligation requirement for bridges on the NHS in a State in paragraph (a) of this section for a fiscal year shall remain in effect for each subsequent fiscal year until such time as less than 10 percent of the total deck area of bridges in the State on the NHS is located on bridges that have been classified as Structurally Deficient as determined by FHWA."

Recommendation

For PM2 – Pavement and Bridge Conditions, Metro COG staff recommends the adoption of the respective State DOT performance measure targets for calendar year 2018-2021.

The MPA is meeting and exceeding the targets related to pavement condition. Metro COG works with its local partners to program funding for some of the Non-Interstate NHS roadways and will continue to plan and maintain those roadways through the LRTP, TIP, and UPWP. Monitoring of the conditions relative to the targets will allow us to determine if additional emphasis needs to be placed on projects that are aimed at improving pavement condition. The Interstate roadways are planned and maintained by the respective State DOTs, so Metro COG and its local partners will continue to support the planning and maintenance efforts in order to achieve those associated targets.

In regards to bridge conditions, Metro COG and its local partners will continue to work with NDDOT and MNDOT to carry out planning and programming that supports the efforts of the respective State DOTs in their efforts to meet their respective targets.



TECHNICAL MEMORANDUM

Date: October 5, 2018

Re: Technical Report on FHWA National Performance Management Measure 3 –
Performance of the NHS (Subpart E) & Freight Movement on the Interstate
(Subpart F)

Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the NHS and §490 Subpart F to assess freight movement on the Interstate.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. adopt resolutions) and (2) report the baseline condition / performance and progress toward the achievement of the targets in the system performance report in the LRTP.

§490 Subpart E

Per §490 Subpart E every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) travel reliability performance measure targets. Travel time reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for travel reliability:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the Non-Interstate NHS that are reliable

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

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

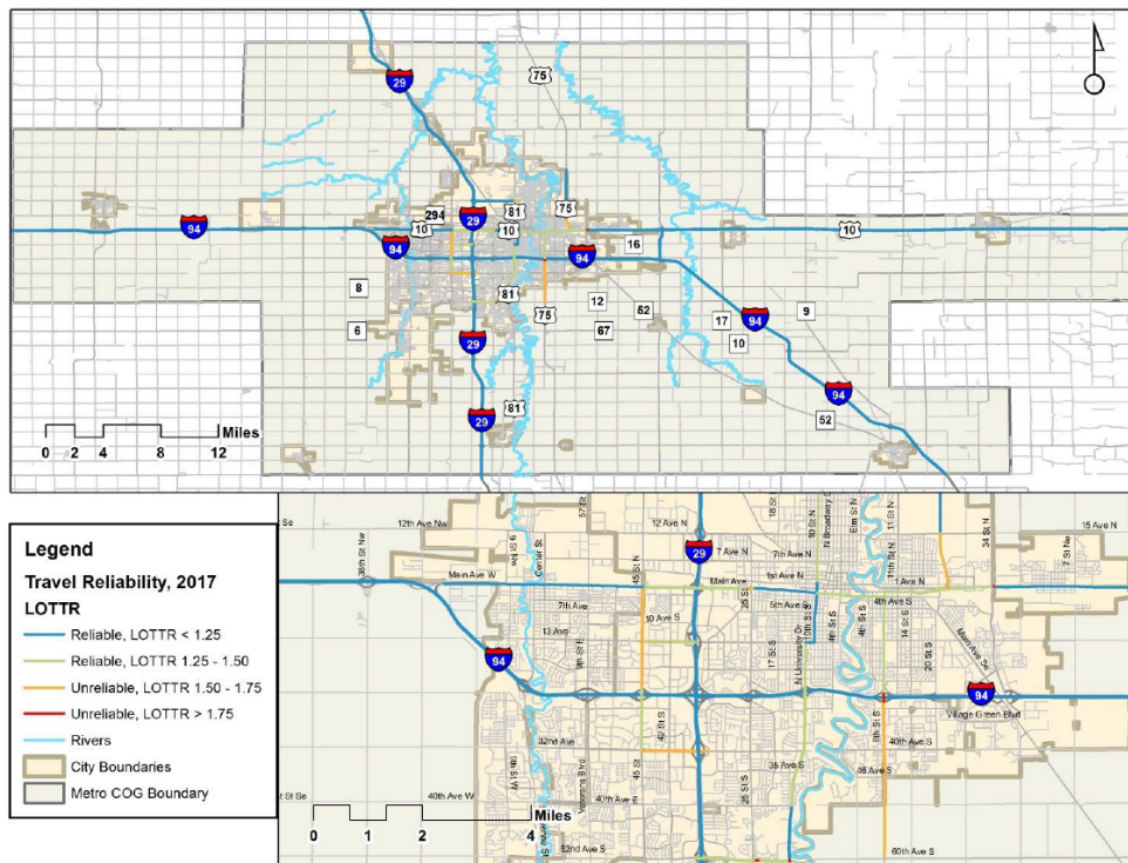
Longer travel times (80th percentile of travel times)
to
Normal travel times (50th percentile of travel times)

The analysis periods are:

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

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a 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 between 2016 and 2017, NPMRDS switched probe data providers from HERE to INRIX. With that switch, there was a dramatic increase in the quality, quantity and overall reliability of the data.

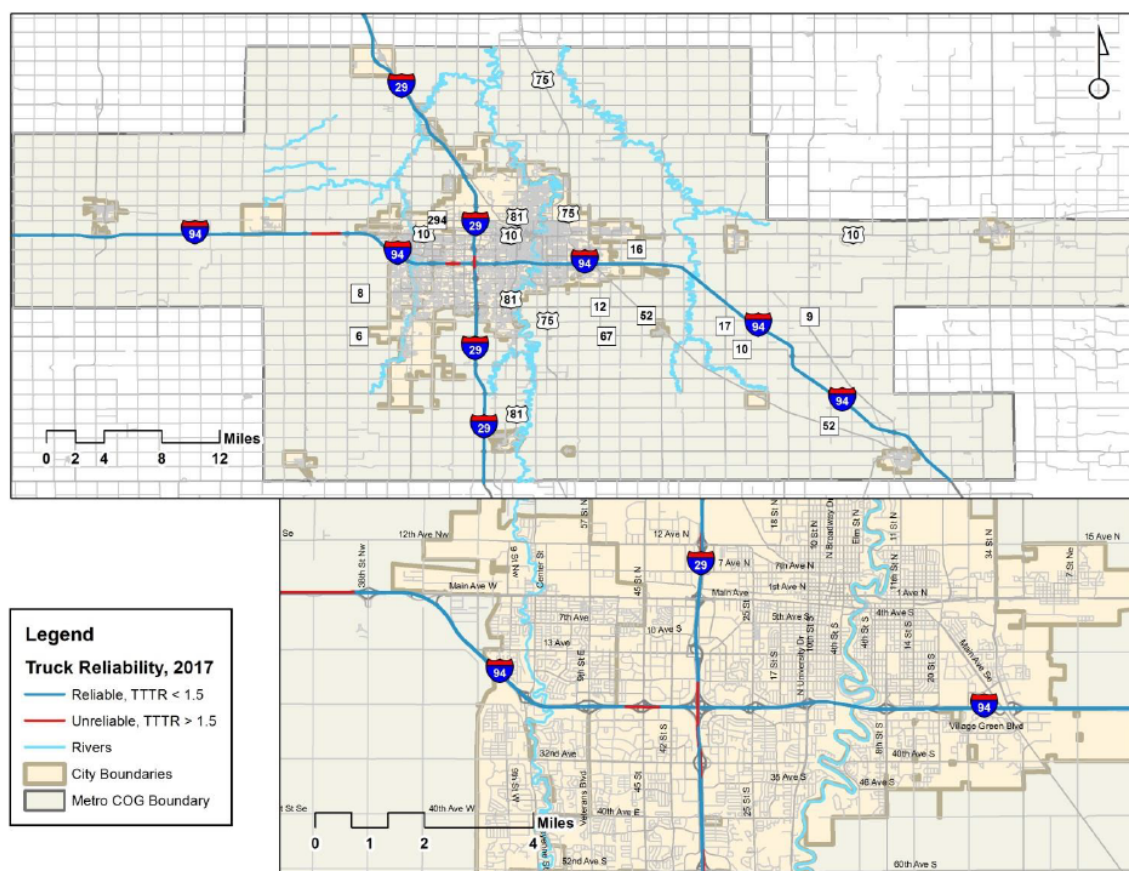
\$490 Subpart F

Per §490 Subpart F every four years each State DOT is required by Federal Highway Administration (FHWA) to establish one (1) performance measure target that pertains to freight movement on the Interstate system. The State DOTs also need to report annually on each of these targets. Below is the performance measure target for freight movement:

- Truck Travel Time Reliability Index

The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

The maps shown below provide 2017 data on truck travel reliability on the Interstate system in the Metropolitan Planning Area.



Data

§490 Subpart E – Travel Time Reliability Data

Within each portion of the MPA the Travel Time Reliability (TTR) has been assessed. The following table illustrates the PM3 – TTR within each state's portion of the MPA and the associated State DOT set performance targets.

	2017 MN Portion of MPA	2018- 2021 MnDOT set Targets	2017 ND Portion of MPA	2018- 2021 NDDOT set Targets
% of Reliable Person Miles on the Interstate	100%	80%	100%	85%
% of Reliable Person Miles on the Non-Interstate NHS	94%	75%	85%	85%

* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

Travel time reliability is about consistency and predictability. The higher the percentage of reliability, the more often the travel times are similar or predictable – in other words, one can reliably travel from point A to point B within an expected range of time. Travel time reliability is NOT a measure of LOS or speed. Slow travel times do not result in a lower reliability score unless they occur sporadically and result in widely ranging travel times for the same roadway segment.

§490 Subpart F – Truck Travel Time Reliability

Within each portion of the MPA the Truck Travel Time Reliability (TTTR) Index has been assessed. The following table illustrates the PM3 – TTTR Index within each state's portion of the MPA and the associated State DOT set performance targets.

	2017 MN Portion of MPA	2018- 2021 MnDOT set Targets	2017 ND Portion of MPA	2018- 2021 NDDOT set Targets
Truck Travel Time Reliability Index	1.10	1.50	1.16	3.00

* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

Truck Travel Time Reliability (TTTR) Index assesses the reliability of the travel time on a segment of the Interstate System. The higher the number, the more unreliable the segment of roadway is. Thus, it is better to have a lower TTTR Index than a higher one. For example, Minneapolis, Minnesota has a TTTR Index of 2.23 for 2017. That region is

significantly more congested along the Interstate system than the Fargo-Moorhead MPA.

Penalties

The penalties for PM3 are unclear at this point in time. Nevertheless, for the benefit of the traveling public, it is important that Metro COG and its local partners work to maintain acceptable levels of travel time reliability.

Recommendation

For PM3 – System Reliability, Metro COG staff recommend adopting MnDOT’s 2018-2021 targets for the entire Metropolitan Planning Area, in both Minnesota and North Dakota. Those targets are as follows:

- Percentage of Person Miles Traveled on the Interstate that are Reliable: 80%
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable: 75%
- Truck Travel Time Reliability Index: 1.5

This recommendation is based on the following:

- We believe it is important to strive for consistency across the metropolitan area, and to create a consistent set of targets and measurements relative to travel time reliability.
- Although the Minnesota targets are lower than North Dakota’s for person miles traveled on the Interstate and Non-Interstate NHS, we believe these lower targets are appropriate within our metropolitan area. Where larger volumes of traffic exist, we believe it is more common to have a lower percentage of roadway segments meeting optimal levels of travel time reliability.
- We believe our Metro Area should strive to do better than 3.0 for TTTR; thus the MNDOT threshold of 1.5 is recommended.

Thus, Metro COG staff are proposing to set consistent targets across the region for Travel Time Reliability.

Methodology

$$100 \times \frac{\sum_{i=1}^R SL_i \times AV_i \times OF_j}{\sum_{i=1}^T SL_i \times AV_i \times OF_j}$$

R = total number of Interstate System reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);

I = Interstate System reporting segment "i";

SL_i = length, to the nearest thousandth of a mile, of Interstate System reporting segment "i";

AV_i = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";

J = geographic area in which the reporting segment "i" is located where a unique occupancy factor has been determined;

OF_j = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and

T = total number of Interstate System reporting segments.

Contact:

Further information regarding FHWA's Performance Management Measure 3 can be acquired by contacting Anna Pierce (Metro COG) at 701.532.5102 or pierce@fmmetrocog.org.

Additional FHWA Performance Management Measure 3 resources include:

FHWA

<https://www.fhwa.dot.gov/tpm/rule.cfm>

MnDOT

Bobbi Retzlaff, AICP

Planning Program Coordinator

651.366.3793

bobbi.retzlaff@state.mn.us

NDDOT

Michael Johnson, P.E.

Local Government

701.328.2118

mijohnson@nd.gov

RESOLUTION 2018-XXX
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting NHS Pavement and Bridge Condition Performance Targets

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and

Whereas, MnDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and

Whereas, MPOs establish NHS pavement and bridge condition targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT NHS pavement or bridge condition target or commit to a quantifiable target for the metropolitan planning area;

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's NHS pavement and bridge condition targets for the calendar years of 2018 through 2021:

Percentage of NHS Bridges in Good Condition: 50%;
Percentage of NHS Bridges in Poor Condition: 4%;
Percentage of Interstate Pavement in Good Condition: 55%;
Percentage of Interstate Pavement in Poor Condition: 2%;
Percentage of Non-Interstate Pavement in Good Condition: 50%;
Percentage of Non-Interstate Pavement in Poor Condition: 4%.

Fargo-Moorhead Metropolitan Council of Governments

Arland Rasmussen, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

RESOLUTION 2018-XXX
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting NHS Pavement and Bridge Condition Performance Targets

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and

Whereas, NDDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and

Whereas, MPOs establish NHS pavement and bridge condition targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT NHS pavement or bridge condition target or commit to a quantifiable target for the metropolitan planning area;

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's NHS pavement and bridge condition targets for the calendar years of 2018-2021:

Percentage of NHS Bridges in Good Condition: 60%;
Percentage of NHS Bridges in Poor Condition: 4%;
Percentage of Interstate Pavement in Good Condition: 75.6%;
Percentage of Interstate Pavement in Poor Condition: 3%;
Percentage of Non-Interstate Pavement in Good Condition: 58.3%;
Percentage of Non-Interstate Pavement in Poor Condition: 3%.

Fargo-Moorhead Metropolitan Council of Governments

Arland Rasmussen, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

RESOLUTION 2018-XXX
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting Performance Targets to Assess NHS Performance and Freight Movement on the
Interstate System

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart E, National Performance Management Measures to Assess Performance of the National Highway System, and 23 CFR 490, Subpart F, National Performance Management Measures to Assess Freight Movement on the Interstate System;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the two Travel Time Reliability performance measures in accordance with 23 CFR 490.507(a); and

Whereas, MnDOT established a performance target to calculate the Freight Reliability performance measure in accordance with 23 CFR 490.607; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for the Travel Time Reliability and Freight Reliability measures; and

Whereas, MPOs establish Travel Time Reliability and Freight Reliability targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT Travel Time Reliability target or Freight Reliability target or commit to a quantifiable target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's System Reliability targets for calendar years of 2018 through 2021:

Percentage of Person Miles Traveled on the Interstate that are Reliable: 80%;
Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable: 75%;
Truck Travel Time Reliability Index: 1.5.

Fargo-Moorhead Metropolitan Council of Governments

Arland Rasmussen, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

RESOLUTION 2018-XXX
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting Performance Targets to Assess NHS Performance and
Freight Movement on the Interstate System

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart E, National Performance Management Measures to Assess Performance of the National Highway System, and 23 CFR 490, Subpart F, National Performance Management Measures to Assess Freight Movement on the Interstate System;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the two Travel Time Reliability performance measures in accordance with 23 CFR 490.507(a); and

Whereas, NDDOT established a performance target to calculate the Freight Reliability performance measure in accordance with 23 CFR 490.607; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for the Travel Time Reliability and Freight Reliability measures; and

Whereas, MPOs establish Travel Time Reliability and Freight Reliability targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT Travel Time Reliability target or Freight Reliability target or commit to a quantifiable target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's System Reliability targets for calendar years of 2018 through 2021; and

Be it further resolved, that the Fargo-Moorhead Metropolitan Council of Governments, in an effort to strive for consistency across all jurisdictions within our metropolitan planning area which includes communities in both North Dakota and Minnesota, commits to performance targets for the calendar years of 2018 through 2021 for the metropolitan planning area of:

Percentage of Person Miles Traveled on the Interstate that are Reliable: 80%;
Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable: 75%;
Truck Travel Time Reliability Index: 1.5.

Fargo-Moorhead Metropolitan Council of Governments

Arland Rasmussen, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

To: Transportation Technical Committee
From: Dan Farnsworth
Date: October 4, 2018
Re: **Section 5339 Transit Grant Applications**

The NDDOT received an increase in transit Section 5339 apportionment funds for 2018. With the amount of funds exceeding the qualifying applications from the last solicitation, NDDOT has opened up another round of Section 5339 transit grant solicitations. According to NDDOT, \$2.5 million in funds remains.

NDDOT recently solicited for applications for the Section 5339 transit grant. Applicants within Metro COG's planning area were required to submit applications to Metro COG prior to October TTC.

Metro COG received one application, which was submitted by the City of Fargo/MATBUS. The application is for renovations to the Ground Transportation Center (GTC) located in downtown Fargo. These requested renovations include upgrades to: HVAC system, bathrooms, flooring, exterior canopy, exterior pedestrian walkways, lighting, seating, and several other areas. These upgrades will update the aging facility and improve safety in and around the center.

The upgrades would total \$2,000,000. The City of Fargo/MATBUS is applying for the full amount with \$1,600,000 (80%) being funded by the Section 5339 grant and the remaining \$400,000 (20%) being funded by local funds.

Requested Action:

Recommend Policy Board approval of the City of Fargo/MATBUS's Section 5339 Transit application for \$2,000,000 in upgrades to the Ground Transportation Center (GTC).



FY 2019
Mid-Year Application for
Transit Funding

Section 5339 Bus & Bus Facilities Grant Program	
Agency Name	City of Fargo
Agency Contact	Julia Bommelman Phone: 701.476.6737
DUNS #	070265871

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities.

NDDOT will use Section 5339 funds for vehicle purchases, bus related facility construction, including garages and transfer stations. Section 5339 funds can also be used for new technology, safety and security items for transit and vehicle rehabilitation. **The federal share of eligible project costs may not exceed 80% of the cost of the project.**

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in FTA Circular 9300.1B, located on the FTA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_C_9300_1_Bpub.pdf.

Please Note:

- Capital project requests will require a minimum of **20% Local Match**.
- Assets purchased with Federal Funds must be maintained and inventoried through the Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your equipment upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source you are required to have a Single Audit per 2 CFR 200 subpart F.
- All applications are due **October 19, 2018, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount.

GENERAL INFORMATION

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

The City of Fargo provides fixed route transportation services within Fargo and West Fargo, ND, and provides complimentary paratransit services within the entire metro area (the City of Moorhead contracts with the City of Fargo for para services). The ridership on fixed route doubled in 5 years to exceed 1.2M annually (Fargo and West Fargo only – Moorhead and Dilworth put us past 2M annually), paratransit is approximately 55,000 annually. The City of Fargo is the designated 5307 direct recipient of FTA grants in the area. There is a successful U-Pass and circulator program with North Dakota State University, coordination with several transportation providers in the area, and on-going efforts to evolve the agency and meet changing demands. Service was increased in July 2017 with the implementation of a new route to serve the expanding sw area of Fargo and West Fargo, including service to the new Sanford Hospital. There is a downtown circulator shared equally with the City of Moorhead designed to alleviate parking issues and encourage alternate means of transportation in the growing area of downtown.

Services include fixed route and paratransit – hours of operation are 6:15 am to 11:15 pm M-F and 7:15 am to 11:15 pm Saturday – there is no fixed route service on Sunday, however, paratransit operates 2 vehicles 7:00 am to 5:00 pm. The City of Moorhead implemented paratransit on Sundays effective July 2017. Fares on fixed route are \$1.50 for adults, \$.75 for seniors, people with disabilities, and youth; fares on paratransit are \$3.00. We currently have 29 fixed route vehicles and 15 paratransit vehicles for services – peak VOMS are 25 on fixed route and 14 on paratransit; the spare ratio is tight. We serve Cass County and, through our agreement with the City of Moorhead to provide paratransit, we also serve Clay County. With the growth of the Cities, the demand for transit has grown – the current Transit Development Plan identified a need for increased service hours, Sunday fixed route service, realignment of existing routes, and service to various expansion areas. The plan to increase ridership is a multi-faceted marketing approach to include social media, print, radio and community outreach and events, and implementing a downtown employer sponsored bus pass program. Several of these initiatives were implemented in 2017 and have carried forward to 2018.

2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service to. Explain where in your current 3-5 year plan this project(s) is specifically stated (list section and page number(s)).

These requests are vital to our agency. Updating the GTC will greatly enhance the presentability of the facility to passengers and offer an updated, user friendly experience. One of the goals of the renovation is to open up the facility to feel less closed off and bring more light and vibrancy in; we also want to update the seating, bathrooms, and several areas of the exterior. In addition, we plan to update the mechanical systems, roof, canopy, relocate dispatch and reconfigure the manner in which busses pull in and exit the GTC to improve safety and visibility.

There are approximately 3700 households that do not have access to an automobile, there are on-going efforts to reduce congestion in the metro area (transit is a logical alternative when 1 bus can take up to 50 cars off the roads), and the college population in the area grows to approximately 20,000 additional people in the metro area during the academic year, placing increased demands on roads/services. Transit contributes by providing public transportation for access to employment, medical, educational and other services for transit dependent and choice transit riders. As you are aware, the industry trend for the younger generations is focused more on quality of life and many members of that generation do not want to own a personal car and prefer transit.

The City of Fargo sincerely appreciates the opportunity to gain access to these capital funds for renovations at the GTC and the other miscellaneous support equipment. Existing FTA funds are currently being fully expended for operations and preventative maintenance, state aid is used for operations as well.

VEHICLE PROJECT REQUESTS

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat System.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

5. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle (s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

RFP/IFB Issue Date:

Contract Award Date:

Initial Vehicle Delivery Date:

Final Vehicle Deliver Date:

Contract Completion:

Final Payment Submitted to DOT:

9. Estimate the total cost of vehicle.

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options prices will vary accordingly.

ADA Low Floor Mini Van
NDDOT Term Contract No. 382

Base price - \$37,995

14 Passenger or 12 + 2 Passenger Cutaway/Bus
NDDOT Term Contract No. 384

Base price - \$58,759 - \$59,100

15 Passenger (including driver) Cutaway/Bus NDDOT Term Contract No. 300	Base price - \$69,995 - \$74,184
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$43,834 – 57,956
FTA Useful Life Standards	
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy Duty Bus – 35-40+ passenger	12 years or 500,000 miles

FACILITY PROJECT

NOTE: This request MUST first be created as a project in the Black Cat System.

FACILITY REHABILITATION/RENOVATION PROJECT

10. Do you currently have a transit facility? If no, skip to the Construction Project section below.

☒ Yes ☐ No

11. If yes, briefly describe the facility, including the year it was constructed, and the need for rehabilitation, improvements or remodeling. Include information on the current building, year constructed, the number of vehicles your facility holds and any changes in your program that justify the request.

The facility requiring rehab is the Ground Transportation Center (GTC) which was constructed in 1984 and had one rehab in 2004 (bus deck overlays are done every 5-6 years). The GTC is the main transfer facility for the fixed route system and sales of fare media.

12. Give a detailed description of the proposed project. Include necessary repair work, cost estimates, temporary or permanent repair, and other details that you deem relevant to assist NDDOT in making a project determination.

The GTC is badly in need of many repairs and replacements such as portions of the HVAC system, bathrooms, flooring, exterior canopy, exterior pedestrian walkways, lighting, seating, and several other areas. In addition, the A facility study is substantially complete and identifies the areas of concern at the GTC. The study, performed by Kardamas, Lee & Jackson (KLJ) has more in-depth details and prioritizations. Upon final completion and adoption, a copy of the report will be furnished; for now, the draft information is current as of October 1, 2018 and outlines the status/conditions/recommendations (attached).

13. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. See sample timeline below, add or remove lines as needed.

RFP/IFB Issue Date: anticipate February 2019 depending upon funding

Contract Award Date: contract award would be approximately 45 days after the RFP/IFB is issued

Project State Date: approximately 30 days after award

Construction Completion Date: September/October 2019

Contract Completion: October/November 2019
Final Payment Submitted to DOT: December 2019
14. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project?
<input checked="" type="checkbox"/> Yes (Applicant must complete and attach the worksheet) <input type="checkbox"/> No (Applicant must provide an explanation)
15. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No this project is to renovate an existing facility and the system operates under 50 buses at peak
16. Your agency will be required to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Have you incorporated these costs into your request?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
17. Have you completed an Independent Cost Estimate to show that the price is fair and reasonable? Provide this documentation.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project can be considered in this valuation.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Appraised Value <input type="checkbox"/> Estimate Value
19. Does the appraised value or estimate cover your entire match? If not, identify other sources of match for this project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No local match will be provided by the City of Fargo from the general fund, fares, and advertising revenue
20. Has your agency held public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Public meetings are to be held late this year
21. Does your agency have a written Facility Maintenance Plan? Explain the procedures to ensure facility & equipment is inspected and maintained per manufacturer's warranty instructions on a regular scheduled basis as described in your Facility Maintenance and TAM Plans.
Yes, there is a current written Facility Maintenance Plan. The Fleet and Facilities Manager will oversee the facility in accordance with the outlined procedures identified within the plan, including all manufacturer specified maintenance. The Buildings & Grounds Department will assist the Fleet and Facilities Manager with oversight of the facility.
22. Are your facility and any maintenance records recorded in your TAM maintenance program as required by FTA and NDDOT? If No, please explain.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
23. What is the condition (1(Poor) – 5 (Excellent) rating scale assessment) rating of your facility?
The current condition of the GTC is Poor.

24. Estimate total project cost?

\$2,000,000

PURCHASING A FACILITY

Complete this portion if you propose to purchase an existing facility.

25. If purchasing a facility, what is the asking price?

26. Have you completed an Independent Cost Estimate to show that the price is fair and reasonable? Provide this documentation.

☐ Yes ☐ No

27. Justify why it is more cost effective to purchase this facility versus building a new one.

28. Describe the facility you are considering for purchase in detail. Provide specifications, environmental assessments, drawings/plans, etc.

29. Are there any known environmental issues with the facility you are proposing to purchase? (e.g. underground fuel storage) If yes, please describe.

☐ Yes ☐ No

30. Will this facility require any renovation for use in your transit program? If yes, please describe these renovations in detail and specify whether or not these costs are figured into the above asking price.

☐ Yes ☐ No

31. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

☐ Yes ☐ No

32. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. NOTE: If renovations are needed you will need to add that to the timeline. **See sample timeline below, add or remove lines as needed.**

RFP/IFB Documents Date:

Purchase Date:

Project State Date:

Construction Completion Date:

Contract Completion:

Final Payment Submitted to DOT:

33. Estimate project cost including purchase and renovations.

BUILDING A FACILITY

Complete this portion if you propose to build a new facility.

34. Describe in detail the need for a facility in your transit program.
35. Describe your proposed project in detail. Include a description of all the amenities you feel the project will need to meet your needs – e.g. number of vehicles it will hold, wash bays, etc. Keep in mind, this facility should be designed to meet your current needs with a reasonable projection of your future needs.
36. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project?
<input type="checkbox"/> Yes (Applicant must complete and attach the worksheet)
<input type="checkbox"/> No (Applicant must provide an explanation)
37. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.
<input type="checkbox"/> Yes <input type="checkbox"/> No
38. Do you have preliminary design plans for this project? If you do, please include a copy with this application.
<input type="checkbox"/> Yes <input type="checkbox"/> No
39. Your agency will be required to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Have you incorporated these costs into your request?
40. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project can be considered in this valuation.
<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Appraised Value <input type="checkbox"/> Estimate Value
41. Does the appraised value or estimate cover your entire match? If not, identify other sources of match for this project.
<input type="checkbox"/> Yes <input type="checkbox"/> No
42. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees).
43. Have you looked at options to scale the building back in case the construction costs come in over budget?
44. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. <u>See sample timeline below, add or remove lines as needed.</u>
RFP/IFB Issue Date:
Contract Award Date:
Project State Date:

Construction Completion Date:
Contract Completion:
Final Payment Submitted to DOT:
45. Estimate total project cost?

EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation. **If applying for more than project, please attach additional sheets and create a separate project for each in the BlackCat System.**

46. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).
47. How does this project enhance your transportation program?
48. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
49. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. <u>See sample timeline below, add or remove lines as needed.</u>
RFP/IFB Issue Date:
Contract Award Date:
Initial Delivery/Installation Date:
Final Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:
50. Estimated cost for the project?

FY 2019 PROJECT FUNDING REQUEST

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (state aid, mill levy, donations, contract income, etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital).

***Documentation of sources of Local Match (including state aid) MUST be attached or it will not be considered.**

Ranking	Project	Estimated Cost of Project	Local Match Needed	Sources of Local Match*
1	Rehab/Renovate GTC	\$2,000,000	\$400,000	General fund, fare revenue, advertising revenue
2				
3				
4				
5				

The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process.

North Dakota Department of Transportation
Local Government Division Transit Section
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Phone: (701) 328-2542, 328-2835, 328-2194, or 328-3720,
E-mail: bhanson@nd.gov, dkarel@nd.gov, jsmall@nd.gov or conelson@nd.gov .

To: Transportation Technical Committee
From: Dan Farnsworth
Date: October 4, 2018
Re: **Transportation Alternatives Grant Opportunity**

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

Grant solicitations have recently been announced for jurisdictions within both MN and ND. These solicitations and associated dates are as follows:

North Dakota

- **September 14, 2018** – Announcement of joint TA and Safe Routes to School solicitation
- **December 4, 2018** – Deadline to submit applications to Metro COG
- **Spring of 2019** – Announcement to applicants

Unlike previous years, the North Dakota solicitation will be awarding project for two years – fiscal years 2020 and 2021.

All applicants located within Metro COG's planning boundary will need to submit applications to Metro COG (Dan Farnsworth). Any applicants located outside of the Metro COG planning boundary will submit applications directly to NDDOT. If unsure whether your jurisdiction is in Metro COG's planning boundary, feel free to contact Dan Farnsworth at the contact information provided below.

Minnesota

- **October 1, 2018** – Announcement of joint TA and Safe Routes to School solicitation
- **October 15, 2018 – 10:00 am** – TA workshop to be held at West Central Initiative office, Fergus Falls. Interested applicants are encouraged to attend.
- **October 31, 2018** - Deadline to submit letters of intent
- **January 4, 2019** - Deadline to submit full applications
- **April 15, 2019** – Announcement to applicants

Interested applicants will need to submit letters of intent by **October 31st, 2018**. These letters will need to be submitted online using the following link: www.mndot.gov/ta. If the project is found to be eligible, applicants will be asked to complete the full application, which will be due to Wayne Hurley (WCI) by **January 4th, 2019**. Please visit www.mndot.gov/ta for more information.

If you have any questions, feel free to contact Dan Farnsworth at 701-532-5106 or farnsworth@fmmetrocog.org.

Requested Action: None