

500th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, September 12, 2019 – 10:00 a.m.
CIVIC CENTER CONFERENCE ROOM
AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the July 11, 2019 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. Consolidated Planning Grant Funding Scenarios Action Item
6. Cass County Road 18 Extension Study Action Item
7. 17th Avenue S Corridor Study Action Item
8. US10/75 Corridor Study Contract Amendment Action Item
9. Horace Comprehensive & Transportation Plan Contract Extension Action Item
10. 2019-2020 UPWP Amendment #4 Action Item
11. 2019-2022 TIP Amendment #4 Action Item
12. 2020-2023 TIP Final Draft Action Item
 - a. Open Public Meeting
 - b. Close Public Meeting
13. ATAC Work Order – Intersection Traffic Data Collection Action Item
14. ATAC Work Order – ATSPM Setup Fargo Action Item
15. All-Aboard Minnesota Informational Item
16. Agency Updates Discussion Item
 - c. City of Fargo
 - d. City of Moorhead
 - e. City of West Fargo
 - f. City of Dilworth
 - g. City of Horace
 - h. Cass County
 - i. Clay County
 - j. Other Member Jurisdictions
2. Additional Business Information Item
3. Adjourn

REMINDER: The next TTC meeting is scheduled for Thursday, October 10, 2019 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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Metro COG Executive Assistant, at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

499th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, July 11, 2019 – 10:00 a.m.
Metro COG Conference Room

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Michael	Johnson	NDDOT – Local Government Division
Kim	Lipetsky	Fargo Cass Public Health
Jaclynn	Maahs	Concordia College
Aaron	Nelson	Fargo City Planning
Russ	Sahr	City of Horace Planning
Jordan	Smith	MATBUS/City of Moorhead (alternate for Lori Van Beek)
Tim	Solberg	City of West Fargo Planning
Justin	Sorum	Clay County Engineering (alternate for David Overbo)
Tom	Soucy	Cass County Highway (alternate for Jason Benson)
Stan	Thurlow	City of Dilworth Planning
Mark	Wolter	Freight Representative, Midnite Express

Members Absent:

Jason	Benson	Cass County Highway Engineering
Mary	Safgren	MnDOT – District 4
Dustin	Scott	City of West Fargo Engineering
Brit	Stevens	NDSU – Transportation Manager
David	Overbo	Clay County Engineering
Lori	Van Beek	City of Moorhead, MATBUS
Barrett	Voigt	Cass County Planning

Others Present:

Adam	Altenburg	Metro COG
Luke	Champa	Metro COG
Brenda	Derrig	City of Fargo
James	Dahlman	City of Horace/Interstate Engineering
Dan	Farnsworth	Metro COG
Ryan	Frolek	Moore Engineering
Joni	Giese	SRF
Peggy	Harter	Stantec
Philip	Humann	Moorhead Citizen
Brian	King	HDR
Ryan	Kota	Great Rides Fargo
Jeff	Lansink	Houston Engineering
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Joel	Paulsen	Stantec
Anna	Pierce	Metro COG
Bob	Walton	NDDOT

1. CALL TO ORDER AND INTRODUCTIONS
The meeting was called to order at 10:00 a.m., on July 11, 2019 by Chair Gray. A quorum was present.

2. Approve the 499th TTC Meeting Agenda
Chair Gray asked if there were any questions or changes to the 499th TTC Meeting Agenda.

Motion: Approve the 499th TTC Meeting Agenda.
Mr. Sahr moved, seconded by Ms. Bommelman
MOTION, PASSED. 15-0
Motion carried unanimously.

3. APPROVE June 13, 2019 TTC MEETING MINUTES
Chair Gray asked if there were any questions or changes to the June 13, 2019 TTC Meeting Minutes.

Motion: Approve the June 13, 2019 TTC Minutes.
Mr. Atkins moved, seconded by Mr. Wolter.
MOTION, PASSED. 15-0
Motion carried unanimously.

4. Public Comment Opportunity
No public comments were made or received.

No MOTION

******Mr. Solberg joined the meeting at 10:19 a.m.

5. Draft 2020-2023 TIP
Mr. Champa presented the Draft 2020-2023 Metro COG Transportation Improvement Program (TIP), highlighting the changes and updates from the previous (2019-2022) TIPs. The final TIP document will be released with the passing of the NDDOT TIP and MnDOT STIP.

Mr. Johnson asked if a larger map including projects outside of the UZA will be provided with the final document. Mr. Champa affirmed that the map will be provided.

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

Motion: Favorable recommendation to the Policy Board for approval of the Draft Metro COG 2020-2023 Transportation Improvement Program (TIP).
Mr. Gorden moved, seconded by Mr. Soucy
MOTION, PASSED. 16-0
Motion carried unanimously.

6. 76th Avenue Mid-Project Update
Mr. Maddox stated that the 76th Avenue Project is at approximately 50% completion. Ms. Harter provided a presentation on the project and public input findings to date.

No Motion

******Mr. Thurlow left the meeting at 11:09 a.m.

7. 76th Avenue Scope of Work Amendment
Mr. Maddox presented Amendment #1 to the 76th Avenue South Corridor Study. Amendment #1 to the study is a revision to the scope of work originally contracted. The revised scope of work would include the preparation of traffic forecasts for 76th Avenue S with the addition of a full interchange at 64th Avenue S, based on a recent decision by the City of Fargo to a) ensure that construction of an I-29 overpass at 64th Avenue S does not preclude conversion of the overpass to an interchange, and b) include the interchange in the project list of the 2045 Metropolitan Transportation Plan. The scope of work revision would include analysis of future traffic volume changes to 76th Avenue S brought about by this change in the regional network, in the event that it were to become reality. The regional travel demand model will be used for the analysis. Scenarios will include an I-29 overpass at 64th Avenue S, a full interchange of 64th Avenue S at I-29 with a collector distributor system along I-29, and a third scenario, which remains to be determined after the results of the first two scenarios are completed. Funding for this amendment comes from unused CPG and local funds from the 52nd Avenue South Corridor Study (2017), which was approved by both the TTC and Policy Board during discussions on 2019-2020 UPWP Amendment #3 and the 2020 budget.

Motion: Favorable recommendation to the Policy Board for approval of Amendment #1 to the 76th Avenue South Corridor Study contract.
Mr. Gorden moved, seconded by Mr. Sahr
MOTION, PASSED. 15-0
Motion carried unanimously.

8. FM Diversion Rec Plan – Project Introduction and Kick-off
Mr. Altenburg and Ms. Giese introduced the FM Diversion Recreation Plan and kick-off for the project, including the scope of work, goals, and timeline.

**Mr. Atkins left the meeting at 11:43 a.m.

9. Agency Updates
No updates.
10. Additional Business
No additional business.
11. Adjourn

Motion: Adjourn the 499th Transportation Technical Committee Meeting.
Mr. Gorden moved, seconded by Ms. Huston.
MOTION, PASSED. 14-0
Motion carried unanimously.

The 499th Regular Meeting of the TTC was adjourned on July 11, 2019 at 11:54 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD August 8, 2019, 10:00 a.m. AT THE RIVER ROOM, FARGO CIVIC CENTER OFFICES (207 4TH STREET NORTH).

Respectfully Submitted,

Savanna Leach
Executive Secretary



To: TTC Members
From: Cindy Gray, Executive Director
Date: September 5, 2019
Re: Consolidated Planning Grant Funding Scenarios

The MPO directors from FM Metro COG, Bismarck/Mandan and Grand Forks/East Grand Forks were recently asked, by NDDOT, to meet to discuss the funding formula which determines the distribution of Consolidated Planning Grant (CPG) funds between the three ND MPOs. As most of you know, the CPG funds are made up of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds allocated to both ND and MN. Metro COG's oversight agency is NDDOT. NDDOT works with three MPOs to track CPG fund usage, ensure that the use of funds is eligible for CPG funding, and monitor annual grant balances.

For a few years now, the Federal funds have been distributed as follows:

MPO	Base Distribution	% Based on 2010 Population*
Fargo-Moorhead	\$120,000	49.86*
Bismarck-Mandan	\$120,000	30.46
Grand Forks/EGF	\$120,000	19.68

*2018 ACS estimates place the FM area's population at over 51 percent of the total of the three MPOs.

The philosophy behind setting a base distribution, rather than strictly distributing funds based on percentage of population, was based on the thinking that any agency, no matter how small, will incur a certain base level of operational and overhead expenses.

For a variety of reasons, NDDOT and the Grand Forks/East Grand Forks MPO has asked that this formula be revisited with the desired outcome being an increased amount of CPG funds for the Grand Forks/East Grand Forks MPO receiving additional funding, resulting in less funding for Metro COG and BisMan.

Attachment 1 lays out scenarios for modifying the base amounts per MPO, using 2017 ND planning funds as an example. The current scenario is the first one shown. In particular, I would draw your attention to Scenarios A or D, which result in the lowest reductions in funds for Metro COG. In contrast, please see Scenario E, which results in an increase in funds of approximately \$59,600 if the funds were simply split up by population.

It is my understanding that this discussion originally arose when Metro COG and BisMan MPOs were not spending their Federal CPG funds in a timely manner. Both agencies have corrected the situation, and have been carefully planning and executing budgets and UPWPS that simultaneously a) spend the funds in a timely manner, while b) stretching funds to ensure we can cover our expenses within the appropriate budget

year. My preference and recommendation is that we retain the current formula, or go back to simply using population percentage as the means of calculating the distribution of funds. We know, based on our list of future project needs, that our MPA will need these funds to study important transportation and transit issues of this fast-growing metropolitan area. That said, if NDDOT sees fit to revisit this matter, it could arrive at a solution that is less advantageous for our MPO, in which case, we would benefit from making a recommendation that has the least impact, such as Scenario A or D.

The BisMan TAC meets the same week as the Metro COG TTC. At that time, I should be able to report the recommendation of the BisMan TAC to its Policy Board.

Requested Action: Recommend no change in the funding formula to the Policy Board.

Using FY 2017 FHWA PL Funds as Example (ND Only)

Available 2017 FHWA Funds (ND Only)

Scenario	Total	Base Amount	Remaining
Current	\$ 1,525,391.10	\$ 360,000.00	\$ 1,165,391.10
A	\$ 1,525,391.10	\$ 480,000.00	\$ 1,045,391.10
B	\$ 1,525,391.10	\$ 600,000.00	\$ 925,391.10
C	\$ 1,525,391.10	\$ 440,000.00	\$ 1,085,391.10
D	\$ 1,525,391.10	\$ 570,000.00	\$ 955,391.10
E	\$ 1,525,391.10	\$ -	\$ 1,525,391.10

Current Scenario - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 354,978.13	\$ 120,000.00	\$ 474,978.13	\$ 474,978.13	\$ -
FM Metro COG	49.86%	\$ 581,064.00	\$ 120,000.00	\$ 701,064.00	\$ 701,064.00	\$ -
GF-EGF MPO	19.68%	\$ 229,348.97	\$ 120,000.00	\$ 349,348.97	\$ 349,348.97	\$ -
				\$ 1,525,391.10		

Scenario A - Increase Base Amount to \$160,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 318,426.13	\$ 160,000.00	\$ 478,426.13	\$ 474,978.13	\$ 3,448.00
FM Metro COG	49.86%	\$ 521,232.00	\$ 160,000.00	\$ 681,232.00	\$ 701,064.00	\$ (19,832.00)
GF-EGF MPO	19.68%	\$ 205,732.97	\$ 160,000.00	\$ 365,732.97	\$ 349,348.97	\$ 16,384.00
				\$ 1,525,391.10		

Scenario B - Increase Base Amount to \$200,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 281,874.13	\$ 200,000.00	\$ 481,874.13	\$ 474,978.13	\$ 6,896.00
FM Metro COG	49.86%	\$ 461,400.00	\$ 200,000.00	\$ 661,400.00	\$ 701,064.00	\$ (39,664.00)
GF-EGF MPO	19.68%	\$ 182,116.97	\$ 200,000.00	\$ 382,116.97	\$ 349,348.97	\$ 32,768.00
				\$ 1,525,391.10		

Scenario C - Increase Base Amount to \$200,000 for GF/EGF only, leaving FM and BM at \$120,000

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 330,610.13	\$ 120,000.00	\$ 450,610.13	\$ 474,978.13	\$ (24,368.00)
FM Metro COG	49.86%	\$ 541,176.00	\$ 120,000.00	\$ 661,176.00	\$ 701,064.00	\$ (39,888.00)
GF-EGF MPO	19.68%	\$ 213,604.97	\$ 200,000.00	\$ 413,604.97	\$ 349,348.97	\$ 64,256.00
				\$ 1,525,391.10		

Scenario D - Increase Base Amount to \$190,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 291,012.13	\$ 190,000.00	\$ 481,012.13	\$ 474,978.13	\$ 6,034.00
FM Metro COG	49.86%	\$ 476,358.00	\$ 190,000.00	\$ 666,358.00	\$ 701,064.00	\$ (34,706.00)
GF-EGF MPO	19.68%	\$ 188,020.97	\$ 190,000.00	\$ 378,020.97	\$ 349,348.97	\$ 28,672.00
				\$ 1,525,391.10		

Scenario E - Eliminate Base Amount per MPO and Use Population Percentage Only

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 464,634.13	\$ -	\$ 464,634.13	\$ 474,978.13	\$ (10,344.00)
FM Metro COG	49.86%	\$ 760,560.00	\$ -	\$ 760,560.00	\$ 701,064.00	\$ 59,496.00
GF-EGF MPO	19.68%	\$ 300,196.97	\$ -	\$ 300,196.97	\$ 349,348.97	\$ (49,152.00)
				\$ 1,525,391.10		

To: TTC Members
From: Dan Farnsworth, Transportation Planner
Date: September 6, 2019
Re: **Cass County Road 18 Extension Study**

In May of 2018, Metro COG in cooperation with Cass County kicked-off the Cass County Road 18 Extension Study. Metro COG contracted with Houston Engineering to perform study services.

The purpose of the study was to evaluate the feasibility of transferring the existing roadway (52nd St SE) from a township to a county roadway, evaluate the necessary changes and associated costs, facilitate stakeholder and public feedback, and provide a framework for a jurisdictional transfer and future improvements.

The final draft report of the study was completed in May of 2019 and was presented to the Cass County Roadway Advisory Committee in July.

Attached you will find both a one-page summary of the study along with the full report.

Requested Action: Recommend Policy Board approval of the Cass County Road 18 Extension Study Report.

** The full report can be viewed at
fmmetrocog.org/projects-rfps/cass-county-road-18-extension-study

Cass County Roadway 18 Extension Study

From Cass County Rd 17 to Cass County Rd 15



Project Background

The Cass County Roadway 18 Extension Study was developed by Metro COG, Cass County, and Houston Engineering in cooperation with a Study Review Committee consisting of representatives from Normanna Township, Pleasant Township, and other local and governmental stakeholders.

The purpose of the study is to evaluate the feasibility of transferring the roadway from a township to a county roadway, evaluate the necessary changes and associated costs, facilitate stakeholder and public feedback, and provide a framework for a jurisdictional transfer and future improvements.

Public Involvement

A public input meeting was held on December 4th, 2018 at the Kindred High School from 6:00 pm – 8:00 pm. An estimated 20 attendees were present at the meeting.

Study Outcomes

- Proposed roadway alternatives included: no-build alternative, existing alignment with County typical section alternative, relocation of church alternative
- Sheyenne River crossing alternatives: three alignment alternatives (A, B, C)
- An implementation plan is provided in the report which consists of near-term, mid-term, and long-term solutions for working with the townships and implementing roadway improvements

Final Study

The final study report can be found on Metro COG's website at <http://www.fmmetrocog.org/projects-rfps/cass-county-road-18-extension-study>

To: TTC Members
From: Dan Farnsworth, Transportation Planner
Date: September 6, 2019
Re: **17th Avenue S Corridor Study**

In June of 2017, Metro COG in cooperation with the City of Fargo kicked-off the 17th Avenue S Corridor Study. Metro COG contracted with KLJ to perform study services.

The limits of the study extended the entire length of the City of Fargo from 5th St to just west of 51st St. The purpose of the study was to analyze and provide solutions for traffic congestion as well as address bicycle and pedestrian needs along the corridor. 17th Ave S was identified in the 2016 Bicycle & Pedestrian Plan as a missing bikeway gap that would provide a needed east-west metro-wide connection, with the nearby bicycle/pedestrian bridge in Lindenwood/Gooseberry Parks serving as the connection into Moorhead.

A final report was completed in October 2018 and was presented to the Fargo Planning Commission on November 6th, 2018 and Fargo PWPEC on November 13th, 2018. However in January 2019, property owners along the corridor expressed concerns to the City of Fargo about the proposed alternatives. Consequently, the City of Fargo hosted an additional public outreach meeting and on-line survey to ensure public understanding of the alternatives and gather additional public comments and gauge the level of support for the recommended alternative. The additional public meeting was held on March 19th, 2019 and online public engagement also took place during that timeframe. The results of the public meeting and online engagement were incorporated in the plan and a revised report was completed. On August 12th the Study was presented to the Fargo City Commission in a Commission Brown Bag session.

Attached you will find both a two-page summary of the study along with the full report.

Requested Action: Recommend Policy Board approval of the 17th Avenue S Corridor Study.

**** The full report can be viewed at fmmetrocog.org/projects-rfps/17th-Ave-Study ****

17TH AVENUE CORRIDOR STUDY

VISIT WWW.COMMUTE17.COM
FOR MORE INFORMATION

BACKGROUND

Fargo's 17th Avenue is a heavily used corridor that stretches the entire length of the city and into West Fargo. While it is primarily residential, the corridor supports some of the most intense retail and commercial development in the metro, including West Acres. It serves many major bicycle and pedestrian generators including schools and parks in West Fargo, Fargo, and Moorhead. This corridor is an important roadway for all modes of transportation.

The purpose of this study is to understand the current and long-term vision of 17th Avenue to identify and analyze the impacts of potential improvements which will address declining operations and the identified need for a cross-town bicycle route.

APPROACH AND PUBLIC ENGAGEMENT

The approach to the 17th Avenue Corridor Study included three phases. The first phase evaluated the existing issues and opportunities along the corridor, the second identified and analyzed possible solutions, and the third developed an implementation plan for the prioritized alternatives. The process incorporated significant public engagement through each phase including:

- » 5 Study Review Committee meetings
- » 3 Public Input Meetings, including a community bike audit and three public open houses

Additional public engagement tools included two surveys, with more than 750 responses and a project website, with more than 5,000 unique visitors over the course of the study.

Throughout the study process, study review committee and public input was used to inform and prioritize the solutions, beginning with the value profiles for each segment of the corridor. These value profile weights identified the priorities for each segment of the corridor: vehicular efficiency and safety, pedestrian and bicycle mobility and safety, and cost and impacts. Vehicular efficiency and safety was a much higher concern west of I-29, while bicycle and pedestrian mobility and safety was a much higher concern east of I-29. These profiles helped the study calibrate needs and expectations of the corridor during the alternative's development and assessment.

The community and study review committee were also asked to prioritize the alternatives they supported and discard the ones they did not. These support scores were combined with the technical score to create a weighted overall score, which guided the prioritization of the alternatives.

SUMMARY OF IMPLEMENTATION

The projects prioritized in this study would:

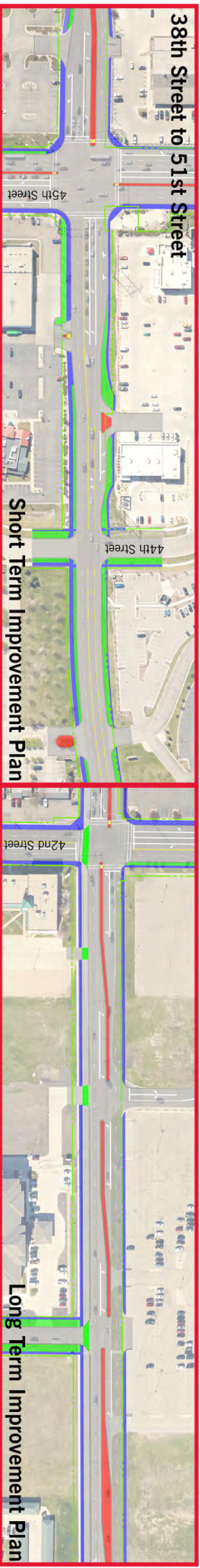
- » Create a bicycle corridor in Fargo that would extend from the eastern border and the Red River Trail across the city into West Fargo. Protected bicycle facilities reduce crashes up to 40 percent and increase ridership up to 171 percent compared to no bicycle facilities.



- ◇ Study Review Committee Meeting
- Public Input Meeting

- » Mitigate congestion at five of the major intersections across the corridor. Reconfiguring lanes at 45th Street and 42nd Street will reduce queues and rear end crash potential. Roundabouts at 38th Street, 34th Street, and 32nd Street will improve operations at these locations and calm traffic speeds through that segment of the corridor. 45th Street was improved summer of 2019.
- » Short-term improvements between 42nd Street and 45th Street would improve safety by reducing rear-end crash potential with a two-way center left-turn lane. This requires restriping to include 2 eastbound lanes, 1 two-way center left-turn lane, and 1 westbound lane. This was completed summer of 2019.
- » Long-term improvements for 17th Avenue west of 38th Street were identified in the event development and redevelopment warranted additional capacity and to achieve the access management goal to support improved safety. These improvements included a median divided five-lane section from 38th Street to 47th Street and a buffered two-way cycle track to complete the high quality bicycle facility across the City of Fargo.
- » Improve pedestrian crossing safety at four key crossing locations (Essentia Health, South High School, West Gateway Circle intersection, and 43rd Street intersection).
- » Identify 15 locations for designated transit stops along the corridor.

Summary of Highest Ranked Alternatives



5th Street to University Drive	University Drive to 25th Street	25th Street to 38th Street	38th Street to 51st Street
<ul style="list-style-type: none"> » Remove on-street parking » Stripe two-way cycle track on south side » Raised crosswalk with overhead flashing beacon at Essentia Health crosswalk 	<ul style="list-style-type: none"> » Remove on-street parking » Stripe buffered and protected two-way cycle track on south side » Install rectangular rapid flashing beacon at Fargo South High School crosswalk 	<ul style="list-style-type: none"> » Roundabouts at 38th Street, 34th Street, and 32nd Street intersection » Stripe buffered and protected two-way cycle track on south side 	<ul style="list-style-type: none"> » Intersection improvements at 45th Street » Short term improvements to restripe 2 + 1 + 1 between 42nd Street and 45th Street » Long term improvements to include median divided 5-lane section and cycle track



Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | One 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.232.3242 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

To: TTC Committee
From: Michael Maddox, AICP
Date: September 5, 2019
Re: US 10/75 Corridor Study – Contract Amendment #1

Metro COG is currently working with SRF Consulting Group to complete the US 10/75 Corridor Study. Due to unexpected delay in the project because of staff turnover, stakeholder engagement, and extreme weather last winter which resulted in multiple meeting and public engagement delays, SRF and Metro COG have agreed to extend the project schedule until the end of 2019 (December 31st). This is the only modification to the original contract.

Requested Action: Recommend Policy Board approval of Amendment #1 to the US 10/75 Corridor Study contract.

Amendment to US 10/75 Corridor Study Agreement

Amendment No. 1

Background

The US 10/75 Corridor Study was approved by the Policy Board at the August 2018 meeting. Subsequently, the project began in September 2018. The project had a timeline of eight-months according to the original contract; however, staff turnover, additional stakeholder involvement, and weather in the winter of 2018 delayed the project significantly. Therefore, SRF Consulting Group (Consultant) and Metro COG (Client) have agreed to extend the project.

Description of Modifications

The Client and the Consultant both agree to extend the US 10/75 Corridor Study schedule until December 31, 2019. This agreement shall have the following stipulations:

- The Consultant will deliver a draft of the study report for review before November 28, 2019.
- The Consultant will submit all deliverables before December 31, 2019.
- The Consultant shall remit a final invoice in January 2020.
- No work after December 31, 2019 will be reimbursed by the Client.

This amendment to the US 10/75 Corridor Study is solely to extend the project schedule. The project fee is to remain the same and no additional funds will be made available in the future unless authorized by an additional contract amendment.

Agreement

The Consultant and the Client hereby agree to modify the above-referenced Modifications as set forth in this Amendment. All provisions of the original contract not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

CONSULTANT: SRF Consulting Group

Client: Fargo Moorhead Metro COG

Leif Garnass (Project Manager)

Jenny Mongeau (Policy Board Chair)

Todd Polum (Vice President)

Cynthia R. Gray (Executive Director)

Dated this ____ day of ____, 20__

Dated this ____ day of ____, 20__



To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: September 5, 2019
Re: Horace Comprehensive & Transportation Plan Contract Extension

In December 2018, Metro COG contracted with Stantec for the completion of the Horace Comprehensive & Transportation Plan. The initial schedule indicated substantial project completion of the project by November 2019. However, several deliverables were delayed early on in the plan which has impacted final delivery of the plan.

Stantec has proposed extending the Horace Comprehensive & Transportation Plan to March 2020. Their revised schedule calls for draft document completion in October of 2019, with adoption in January of 2020. Extending the contract into the first quarter of 2020 allows for final billing and document delivery after adoption. Metro COG is asking that the contract with Stantec be amended to include the new extended project delivery schedule.

Requested Action: Recommend Policy Board approval of the updated schedule and amend the contract to reflect new timetable for completion of the Horace Comprehensive & Transportation Plan.



Stantec Consulting Services Inc.
2632 47th Street South, Suite 103
Fargo, ND 58104-8571

September 5, 2019
File: 193804411

Attention: Adam Altenburg
Metro COG
One 2nd Street North, Suite 232
Fargo, ND 58102

Dear Adam,

Reference: Addendum No. 1 for the Horace Comprehensive and Transportation Plan

Purpose of Addendum

The purpose of this amendment is to extend the project schedule for the Horace Comprehensive and Transportation Plan. While we originally anticipated a project completion date of November 2019, considerable time was spent on additional community meetings, the adoption of the Future Land Use Plan and the collection of existing utility infrastructure. These unexpected scheduling delays have impacted the final delivery date of the project, and we now anticipate final invoicing and completion to occur no later than March 31, 2020. Work that is currently scoped for the Horace Comprehensive and Transportation Plan will not incur any additional fees for this delay.

This addendum will provide adequate time for final adoption hearings and formal approval of the comprehensive and transportation master plan by the City's Planning and Zoning Commission as well as the Horace City Council.

Scope of Services

No changes to existing scope of services are proposed, at this time.

Project Schedule

The original contract completion date to complete the Study is November 30, 2019. The additional time to complete the study will extend the project contract completion date to March 31, 2020. As part of this schedule extension, we anticipate the following project milestones:

- Draft Comprehensive and Transportation Plan: October 10, 2019
- SRC Meeting #2 to review Draft Plan Document: Late October 2019
- SRC Meeting #3 to review Implementation Strategies: November 2019
- Community Presentation #4: Early December 2019

Reference: Addendum No. 1 for the Horace Comprehensive and Transportation Plan

- Presentation to Horace Planning and Zoning Commission: December 2019
- Presentation to Horace City Council: January 2020

Regards,

Stantec Consulting Services Inc.



Wendy Van Duyne PLA, ASLA, LEED AP
Associate
Phone: 701 333 8924
Wendy.vanduyne@stantec.com

Attachment: Addendum No. 1 Cost Proposal Form for project extension

c. Project File

hp v:\1938\active\193804378\management\scopeschedulefee\contract addendum #1\20190710_76thavescorridorstudy_addendumno.1.v2.docx



PROFESSIONAL SERVICES AGREEMENT CHANGE ORDER

Change Order # 1 Date 5 September 2019
"Stantec" Stantec Consulting Services Inc.
Stantec Project # 193804411
2632 47th Street South, Suite 103, Fargo, ND 58104
Ph: (701) 566-6020
email: wendy.vanduyne@stantec.com
Client Fargo Moorhead Metropolitan Council of Governments
Client Project # 2018-010
One North 2nd Street, Suite 232, Fargo, ND 58102
Ph: (701) 232-3242
email: altenburg@fmmetrocog.org

Project Name and Location: Horace Comprehensive and Transportation Plan

In accordance with the original Professional Services Agreement dated 12 December 2018 and Change Orders thereto, the Agreement changes as detailed below are hereby authorized.

See attached letter for change order #1 details, referenced as Addendum No. 1 for the Horace Comprehensive and Transportation Plan.

Total fees this Change Order	\$ -
Original agreement amount	\$ 159,974.04
Change Order Number	\$ -
Change Order Number	\$ -
Change Order Number	\$ -
Change Order Number	\$ -
Total Agreement	\$ 159,974.04

Effect on Schedule: This change order moves out the project completion date to March 31, 2020.

Payments shall be made in accordance with the original agreement terms. All other items and conditions of the original Agreement shall remain in full force and effect.

Stantec Consulting Services Inc.

Fargo Moorhead Metropolitan Council of Governments

Peggy Harter, Senior Associate

Print Name and Title

Signature

Date Signed:

9/05/2019

Print Name and Title

Signature

Date Signed:



To: TTC Members
From: Cindy Gray, Executive Director
Date: September 5, 2019
Re: 2019-2020 UPWP Amendment #4
Remodeling Funds – Movement of 2020 Funds into 2019 Budget to complete
Conference Room Audio/Visual System

I recently had the opportunity to meet with the Executive Committee to consider options for purchase and installation of Conference Room IT/AV equipment in the remodeled space in Case Plaza. A portion of the 2020 funds budgeted for the remodeling project is needed to complete this work, which is estimated at approximately \$9,000 to \$10,000. The Executive Committee felt strongly that Metro COG should complete this set-up as soon as possible to avoid dragging out the construction project. The intent would be to complete the installation prior to the October TTC and Policy Board meetings.

In addition, the cost of phone and internet set-up in both the temporary and permanent space has been higher than anticipated. We also expect some change order costs due to the addition of electrical and data outlets.

To ensure we can cover these costs, Metro COG is requesting a UPWP Amendment to transfer \$20,000 in 2020 funds already designated for the remodeling project into 2019 (\$16,000 Federal, \$4,000 local). To provide the local match, our intent is to use local funds from our money market account rather than invoice local jurisdictions for unanticipated local matches at this late stage of the year.

The table on the following page outlines known and estimated project costs. Some costs shown in the table have been incurred because we are waiting for furniture installation in mid-September. These costs include an additional month of rent in the temporary space and storage space through September.

Approval of this action will leave \$5,000 in the remodeling budget to address any further needs in 2020.

Requested Action: Recommend approval of the proposed UPWP Amendment to transfer \$20,000 of the 2020 remodeling budget to 2019 to the Policy Board.

Summary of Costs – Actual and Estimated Metro COG Remodeling Project		
Item	Costs	Budget Remaining
Starting 2019 Budget *		\$320,000.00
Construction Costs	240,000.00	80,000.00
Change Order #1	5010.00	74,990.00
Office Furnishings	65,376.40	9,613.60
Break Room Tables/Chairs	848.00	8,765.60
Apartment Movers (move #1)	3,266.00	5,499.60
Apartment Movers (storage for 4 months)	665.00	4,834.60
True IT Temp. Office Setup	1,350.00	3,484.60
Network Center Temp. Office Setup	915.35	2,569.25
Apartment Movers (move #2) - estimated	2,500.00	69.25
Copier - Move & Set-Up x 2 - estimated	500.00	-430.75
Network Center Case Plaza Setup - estimated	900.00	-1,330.75
TrueIT - Case Plaza Set-Up - estimated	1,500.00	-2,830.75
Possible electrical change order - estimated	1,000.00	-3,830.75
Deduct for acoustical ceiling changes - balances with change-order for PLAM shelving in work room - estimated	0.00	-3,830.75
Conference Room AV and IT Equipment and Set-Up		
Conference Room IT, Audio and Camera Setup	6,133.00	-9,963.75
Flat screens (1 large and 2 small for large conf room, and one for small conf room), full motion wall brackets, and installation	3,000.00	-12,963.75
Additional items due to delayed move-in		
September Rent in Civic Center (due to not having furniture) - in add'n to Case Plaza rent	2,870.00	-15,833.75
Apartment Movers - Storage - one month	160.00	-15,993.75
2020 Budget**	25,000.00	9,006.25

* Does not include \$25,000 budgeted for 2020.

** Amount budgeted and programmed for 2020.



To: Transportation Technical Committee
From: Luke Champa, Assistant Planner
Date: September 5, 2019
Re: 2019-2022 Transportation Improvement Program (TIP) Amendment #4

In July, Metro COG was asked by NDDOT to process an amendment to the 2019-2022 TIP to add a project regarding an important emergency project regarding I-29 structures at the Wild Rice River, about 6 miles south of Fargo. The project is near the southern edge of our metropolitan planning area (MPA).

Due to the urgency of the situation, Metro COG provided project information to TTC and Policy Board members and asked them to vote via Doodle Poll. The Doodle Poll was initiated on August 1, 2019. TTC and Policy Board members were provided with a concise project description and asked to vote **yes or no**. The TTC had 11 "yes" votes, with eight needed to establish a quorum, and the Policy Board had 10 "yes" votes, with nine needed to establish a quorum.

A public notice was published on August 19, 2019 in The Forum to open a public comment period and direct all comments to the NDDOT. To date, no comments have been received from the public regarding the TIP amendment.

The proposed amendment to the 2019-2022 TIP is as follows:

Addition of Project 9194001: NDDOT median crossovers and instrumentation at the Wild Rice River bridges (Northbound & Southbound) on I-29. The total project cost is \$514,000 of which \$462,600 is funded by Federal Interstate Maintenance (IM) funds, and \$51,400 through State funds.

Requested Action: Recommend Policy Board approval of the proposed Amendment #4 to the 2019-2022 TIP.

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue	Other Revenue	Revenue
Amendment #4											
NDDOT	9194001	2019	I-29	Wild Rice River Bridge Near Mile Point 54		Median Crossovers and Instrumentation at the Wild Rice River Bridges NB and SB	Rehabilitation	\$ 514,000	IM	State	\$ 462,600 \$ 51,400

To: Transportation Technical Committee
From: Luke Champa, Assistant Planner
Date: September 4, 2019
Re: Final Draft Metro COG 2020-2023 Transportation Improvement Program (TIP)

Metro COG staff have developed a draft 2020-2023 TIP that lists federally funded transportation projects for the named four-year period. Metro COG posted a legal notice in the July 1, 2019 edition of The Forum to begin the official TIP comment period. This comment period began on July 11, 2019 in correspondence with Metro COG's Transportation Technical Committee meeting.

A second legal notice was published in The Forum on August 19, 2019 advertising a public open house to provide opportunity to review and comment on the Final Draft Metro COG 2020-2023 TIP. The open house was held on August 26, 2019 from 4:00 – 6:00 p.m. at the Fargo Downtown Library in the Community Room. As of the writing of this staff report, no formal comments from the public have been submitted in regards to the 2020-2023 TIP.

The Final Draft 2020-2023 TIP is comprised of projects listed in the NDDOT and MnDOT Draft State Transportation Improvement Programs (STIPs). With the development of this year's TIP, Metro COG updated the document layout and color scheme, updated the performance measurement section, and added a new section regarding locally funded projects including the listing and mapping of locally funded projects.

Requested Action: Recommend Policy Board approval of the Final Draft Metro COG 2020-2023 Transportation Improvement Program (TIP).

The 2020-2023 TIP Final Draft can be viewed at
<http://fmmetrocog.org/resources/transportation-improvement-program>



To: TTC Members
From: Cindy Gray, Executive Director
Date: September 6, 2019
Re: ATAC Work Order – Intersection Traffic Data Collection

The 2019/2020 UPWP was amended recently to spread out the time frame of the intersection data collection project over the course of 2019 and 2020. This project was carried over from the previous UPWP. Attachment 1 is Addendum #2 to Metro COG's master agreement with ATAC.

As noted in the Scope of Work (Attachment 2), each local agency included in the project scope has signalized intersections that have the capability to collect continuous traffic data. The scope of work provides a description of the work to be completed and the deliverables.

The intended outcome is to initiate this data collection system within Fargo, Moorhead and West Fargo, with the intent that the cities could expand the system if desired. Certain NDDOT and MnDOT signalized intersections are also included in this project.

The project is intended to begin in 2019 and extend through 2020.

Requested Action: Recommend approval to the Policy Board of the proposed Scope of Work and Addendum #2 to the Master Agreement between Metro COG and ATAC.

North Dakota MPO Planning Support Program Master Agreement

Fargo Moorhead Metro COG Addendum #2 to the Master Agreement

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

1. *Project Title:* **Intersection Traffic Data Collection and Reporting**
2. *Effective Dates:* **August 1, 2019 through December 31, 2020**
3. *Statement of Work:* UGPTI will customize their traffic analysis tool to import and process varied formats of traffic volume data received from regional transportation agencies.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
 1. Web based traffic analysis tool
UGPTI will provide the COG and each of the participating agencies with a traffic analysis tool that would accept varied formats of raw data files (specific to individual agency's infrastructure and setup).
 2. Login credentials
UGPTI will provide the COG and each of the participating agencies with secure login credentials to use the traffic analysis tool.
 3. Sample reports
UGPTI will provide the COG and each of the participating agencies with reports and data exports (e.g. 24-hour Volume Profile, Peak-hour Volume and Factors etc.) created from the sample data obtained from regional agencies.
6. *Contract Amount:* \$ 64,255

AUTHORIZATION:

Fargo Moorhead Metro COG

Authorized Signature

Name and Title Date

North Dakota State University

Authorized Signature

Name and Title Date

BUDGET:

**Project Title: Intersection Traffic Data
Collection and Reporting**

Cost Item	Amount
Staff Salaries	\$ 17,190
Benefits	\$ 6,532
Grad Student Salaries	\$ 9,756
Undergrad Student Salaries	\$ 10,266
Benefits	\$ 1,001
Operating	\$ 125
Total direct costs	\$ 44,871
NDSU overhead (43.2%)	\$ 19,384
Total project cost	\$ 64,255

To: Cindy Gray, FM Metro COG

From: Bradley Wentz, UGPTI/ATAC

Re: Intersection Traffic Data Collection and Reporting.

Date: June 12, 2019

Background/Purpose

Within the FM Metro COG each agency responsible for signalized intersections has the potential capability to collect continuous traffic data. The agencies are:

- North Dakota Department of Transportation
- Minnesota Department of Transportation
- City of Fargo
- City of Moorhead
- City of West Fargo

Some of these agencies such as the City of Fargo has, in recent past, collected such traffic data using in-pavement detection loops. The collected data has been imported into a SQL database. North Dakota Department of Transportation collects turning movement counts at all of its ramp termini. The data is currently not being imported into a database. Other Agencies such as the City of West Fargo have video based detection such as Autoscope cameras which have the capability to collect traffic volume data but are not currently set up to do so.

The Upper Great Plains Transportation Institute (UGPTI) has built a web-based traffic data analysis tool for the Grand Forks – East Grand Forks Metropolitan Planning Organization. This tool is capable of creating the following reports (.pdf) and exports (.xlsx) from data collected from City of Grand Forks intersections:

1. 24-hr Volume Profile
2. Monthly Seasonal Factors (report only)
3. Day-of-the-week Seasonal Factors (report only)
4. Peak-hour Volume and Factors
5. Average Annual Daily Traffic (AADT)
6. Monthly Average Daily Traffic (MADT)
7. Average Daily Traffic (ADT)

In addition, various options such as time period and day of the week have been built into the tool to enable the users to easily create customized reports and exports. This tool is currently configured to only receive video-camera based traffic data.

The primary purpose of this project is to develop the connections and build a traffic analysis tool-compatible database for the FM Metro COG to collect data from various intersections operated by Fargo, West Fargo, NDDOT, Moorhead, and MnDOT.

In addition to making the database connections to existing data there will need to be some device data collection setup performed such as the Autoscope cameras in West Fargo.

The number of intersections included in this study will be limited as follows:

Fargo – 10
West Fargo – 3
NDDOT – 2
Moorhead – 2
MnDOT - 1

The list of exact intersections will be determined as part of the project and would depend on existing system capabilities. Sample datasets from the selected intersections will be used for the purpose of this project.

Project Tasks

This project requires active participation from the City's Traffic Engineering and Information Services departments. UGPTI has outlined the project tasks as follows:

1. Remote connections/import setup
 - a. *Fargo, West Fargo, and NDDOT:*
UGPTI would work with the respective Information Services departments to setup remote connections and to facilitate import of the traffic data into the existing web-based application.
 - b. *Moorhead and MnDOT:*
UGPTI would work with these agencies to determine capabilities of existing infrastructure.
2. Equivalency table/data collection setup
 - a. *Fargo:*
After successfully establishing remote connections, UGPTI would work with the City's Traffic Engineering department to create an equivalency table. This table would comprise of detector-to-lane relationships on a per intersection basis. Further, these relationships will be narrowed down to individual lane groups per approach, per intersection. Note that these would be either one-to-one (1 lane per lane group e.g. 1 right-turn-lane) or many-to-one (multiple lanes per lane group e.g. 3 thru-lanes). UGPTI would also work to setup intersections to collect traffic data.
 - b. *West Fargo, Moorhead and MnDOT:*
UGPTI would work with these agencies to set their intersections to collect traffic data and to make their data compatible with the Traffic Analysis Tool.
 - c. *NDDOT:*
UGPTI would work with NDDOT to update their data collection parameters to current manufacturer recommendations. UGPTI would also make their data compatible with the Traffic Analysis Tool.
3. Reporting capabilities setup
 - a. All agencies:

UGPTI would create reporting and exporting capabilities for each agency's traffic data using the newly created database.

4. Login credential setup
 - a. All agencies:
UGPTI would create secure login credentials for the web-based traffic analysis tool. In addition to the MPO staff, these credentials will be provided to each of the agencies.
5. Data quality audits
 - a. All agencies:
UGPTI would perform data quality audits on data obtained from each agency prior to creating sample reports and data exports. In case where historical data is available and any changes are made to the data collection process, a before-and-after data quality audit will be performed.

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kick-off	August 1, 2019
Remote connections setup	September 2, 2019
Import setup	September 2, 2019
Equivalency table & data collection setup	October 7, 2019
Regional sample data transfer to UGPTI	October 5, 2020
Reporting capabilities setup	November 2, 2020
Login credential setup	December 1, 2020
Sample report & export creation	December 31, 2020

Resources Required

UGPTI would require the following:

- Assistance from each agency's Information Services department in setting up remote connections/import and in providing access to required hardware/equipment.
- Assistance from each agency's Traffic Engineering department in setting up the equivalency tables and in setting up traffic data collection.
- Assistance from regional agencies in providing sample traffic data and access to their respective Advanced Traffic Management System or Traffic Control Software.

Deliverables

Deliverables in this project will consist of the following:

- Web based traffic analysis tool
UGPTI will provide the COG and each of the participating agencies with a traffic analysis tool that would accept varied formats of raw data files (specific to individual agency's infrastructure and setup).
- Login credentials
UGPTI will provide the COG and each of the participating agencies with secure login credentials to use the traffic analysis tool.

- Sample reports
UGPTI will provide the COG and each of the participating agencies with reports and data exports (e.g. 24-hour Volume Profile, Peak-hour Volume and Factors etc.) created from the sample data obtained from regional agencies.



Fargo-Moorhead Metropolitan
Council of Governments

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

To: TTC Members
From: Cindy Gray, Executive Director
Date: September 6, 2019
Re: ATAC Work Order – ATSPM Setup Fargo

The 2019/2020 UPWP was amended recently to spread out the time frame of the Fargo Automated Traffic Signal Performance Measures (ATSPM) Setup project. This project is being carried out by ATAC and will be Addendum #3 to Metro COG's master agreement with ATAC (see Attachment 1).

ATAC has been working with the City of Fargo Traffic Engineering and Information Services Departments to discuss logistics and ensure feasibility of the project. Those discussions been positive, and both parties are confident that the project can proceed.

The intended outcome of the project is to provide the City of Fargo with data that allows them to be responsive to signal operations in a timelier manner, resulting in more streamlined signal operations, more effective maintenance, and increased safety due to reductions in delay and the number of stops.

The attached Scope of Work (Attachment 2) explains the proposed project, the time frame, and the deliverables. The project is intended to begin in 2019 and extend through 2020.

Requested Action: Recommend approval to the Policy Board of the proposed Scope of Work and Addendum #3 to the Master Agreement between Metro COG and ATAC.

North Dakota MPO Planning Support Program Master Agreement

Fargo Moorhead Metro COG Addendum #3 to the Master Agreement

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

1. *Project Title:* **ATSPM Setup for City of Fargo**
2. *Effective Dates:* **August 1, 2019 through December 31, 2020**
3. *Statement of Work:* UGPTI will setup ATSPMs for the City of Fargo.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
 1. Web based ATSPM
UGPTI will provide the COG and the City of Fargo with a web address that hosts the ATSPM
 2. Sample reports
UGPTI will provide the COG and the City of Fargo with sample reports from the ATSPM website.
 3. Training
UGPTI will provide the COG and the City of Fargo with training on how to use the ATSPM website and the new watchdog capabilities.
6. *Contract Amount:* \$ 28,482

AUTHORIZATION:

Fargo Moorhead Metro COG

Authorized Signature

Name and Title Date

North Dakota State University

Authorized Signature

Name and Title Date

BUDGET:

Project Title: ATSPM Setup for City of Fargo

Cost Item	Amount
Staff Salaries	\$ 6,730
Benefits	\$ 2,557
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ 5,336
Benefits	\$ 267
Operating	\$ 5,000
Total direct costs	\$ 19,890
NDSU overhead (43.2%)	\$ 8,592
Total project cost	\$ 28,482

To: Cindy Gray, FM Metro COG

From: Bradley Wentz, UGPTI/ATAC

Re: FM #3 City of Fargo ATSPM.

Date: September 4, 2019

Background/Purpose

Within the FM Metro COG urbanized area, the City of Fargo is in the process of replacing traffic signal controllers system-wide. This includes setup of a new Advanced Traffic Management System (ATMS) as well. The new controllers are all high-resolution data logging capable. Such capability is a requirement for setting the agency up for Automated Traffic Signal Performance Measures (ATSPMs). The purpose of this project is to setup the City of Fargo for a proactive signal-performance based maintenance and operational policy rather than a reactive time-based (3- or 5-year) or complaint-based policy. The deployment and use of ATSPMs is a proven, cost-effective way to support agency goals and objectives. Some of the benefits include:

- Streamlined operations
 - The network operations improve (e.g. by reduction in number of stops within the network and reduction in delay overall).
- Effective maintenance
 - Agencies are able to provide the road users with state-of-the-practice network with a high quality of service. This results in cost savings not only on the road user side but also on the agency side especially with targeted maintenance information that is made readily available in a timely fashion.
- Increased safety
 - With improved operations and reduced number of stops within the network, incidents like red light running (and potential crashes resulting from such occurrences) are reduced hence improving safety.

Project Tasks

This project requires active participation from the City of Fargo's Traffic Engineering and Information Services departments. Upper Great Plains Transportation Institute (UGPTI) has outlined the project tasks as follows:

1. ATSPM Computer setup

A computer will be setup on the City of Fargo's network which can then directly communicate with the traffic signal controllers using existing communication channels. This computer and any accompanying supplies are to be paid for by FM Metro COG through this project. The City of Fargo will be responsible for maintenance of the same. Once replaced, the old equipment is to be handed over to UGPTI for proper disposal/surplus by NDSU. This computer is to be exclusively used for ATSPM purposes only.

Note that for optimal efficiency as well as the most economic option, existing SQL and IIS servers housed at Department of Transportation Support Center (DOTSC) will be utilized as part of this project. The computer setup at the City of Fargo would be programmed to download raw data from the traffic signal controllers. The ATSPM computer needs to be able to communicate with and transfer data to the DOTSC servers.

2. Automated Traffic Signal Performance Measures setup
The individual traffic signals at identified intersections along a corridor (see list of potential intersections below) will then be setup to collect and process the high-resolution data logged by the controllers.
3. Reporting/watchdog capabilities setup
The web services will be setup to enable reporting based on the high-resolution data collected from the controllers. Also, built-in watchdog capabilities will be setup to enable proactive network maintenance. This would entail the use of the City of Fargo's existing Simple Mail Transfer Protocol (SMTP).

The ATSPMs will be setup for up to 25 intersections along selected corridor(s). The free, open-source Utah Department of Transportation ATSPM software provided with guidance from FHWA will be used in this project.

The intersections to be potentially included in the project are¹:

1. Main Ave @ 4th St
2. Main Ave @ Broadway
3. Main Ave @ 8th St
4. Main Ave @ University Drive
5. Main Ave @ 18th St S
6. Main Ave @ 25th St
7. Main Ave @ 27th St/28th St
8. Main Ave @ 32nd St
9. Main Ave @ 34th St
10. Main Ave @ 38th St/40th St
11. Main Ave @ 42nd St
12. Main Ave @ 43 ½ St
13. Main Ave @ 45th St
14. 45th St @ 9th Ave S
15. 45th St @ 13th Ave S
16. 45th St @ 15th Ave S
17. 45th St @ 17th Ave S
18. 45th St @ 19th Ave S
19. 45th St @ 23rd Ave S
20. 45th St @ Amber Valley Parkway
21. 45th St @ 30th Ave S/Brandt Drive S
22. 45th St @ 32nd Ave S
23. 45th St @ 40th Ave S

¹ During the project, if deemed necessary, any intersection on this list may be swapped for another, keeping the total number of intersections 25.

- 24. 45th St @ 44th Ave S
- 25. 45th St @ 52nd Ave S

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kick-off	September 23, 2019
Server setup	October 31, 2019
ATSPM setup	October 31, 2020
Reporting/watchdog setup	December 31, 2020

Resources Required

UGPTI would require the following:

- Assistance from the City of Fargo's Information Services department in setting up the ATSPM computer with required connections/permissions. This may require coordination among other Information Services departments such as those of NDSU, NDDOT etc. The department would also be required to provide input in finalizing computer/peripheral specifications. A remote connection to the ATSPM computer is also required.
- Assistance from City of Fargo's Traffic Engineering department in selecting a pilot corridor and setup of ATSPMs for the selected corridor. In addition to the selection of intersections, UGPTI would need detailed signal setup information which may include intersection layout, phase diagrams, field and cabinet wire terminations, detector inputs/outputs etc.

Deliverables

Deliverables in this project will consist of the following:

- Web based ATSPM
UGPTI will provide FM Metro COG and the City of Fargo with a web address that hosts the ATSPM website.
- Sample reports
UGPTI will provide FM Metro COG and the City of Fargo with sample reports from the ATSPM website.
- Training
UGPTI will provide FM Metro COG and the City of Fargo with training on how to use the ATSPM website and the new watchdog capabilities.

ALL ABOARD MINNESOTA



More passenger trains to more cities

Get on board - YOU ARE INVITED!

All Aboard Minnesota, a citizen advocacy group for more passenger trains in Minnesota and beyond, is inviting you to learn about plans for **additional daytime passenger train service to and from Fargo/Moorhead**, connecting to the Twin Cities and Chicago. Imagine a convenient daytime trip to the Twin Cities and beyond without having to drive or fly. We will discuss all the advantages more passenger train service can offer.

Where?

Hjemkomst Community Center
Auditorium
202 1st Ave N Moorhead, MN

Date and Time?

Wednesday, October 30, 2019, 3:00pm – 4:00pm

Overview – Roundtable Forum for Business, Civic, and Community Leaders:

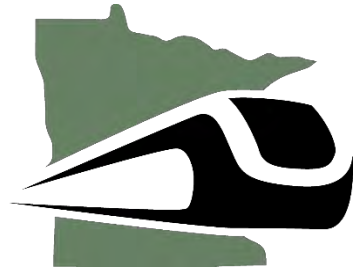
- The proposed plans for **a daytime train frequency** from the Fargo – Moorhead area to the Twin Cities and Chicago
- The overall economic, environmental, and mobility impact for the Fargo/Moorhead community
- How businesses, colleges, and citizens will benefit
- What you can do to make these proposed plans happen
- Ample time for Questions and Answers

For more information, call 612-781-2894, email: allaboardminnesota@gmail.com, or visit our site: allaboardmn.org.

About All Aboard Minnesota.

All Aboard Minnesota is a 501 (c) (3) non-profit advocacy and education all volunteer organization focused on the expansion and development of more long distance rail passenger service as part of a balanced transportation system. We are dedicated to the development of fast, comfortable, frequent intercity passenger train services within and connecting Minnesota to the upper Midwest.

ALL ABOARD MINNESOTA



More passenger trains to more cities

Get on board - YOU ARE INVITED!

All Aboard Minnesota, a citizen advocacy group for more passenger train service, is inviting you to learn about how an **additional daytime passenger train to and from Fargo/Moorhead**, connecting to the Twin Cities and Chicago, will benefit you and the community! Imagine a convenient daytime trip to the Twin Cities and beyond without having to drive or fly. We will discuss all the advantages more passenger train service can offer. Join us!

Where?

Hjemkomst Community Center
Auditorium
202 1st Ave N Moorhead, MN

Date and Time?

Wednesday, October 30, 2019, 6:30pm – 7:30pm

Overview - Learn About:

- The proposed plans for **a daytime train frequency** from the Fargo – Moorhead area to the Twin Cities and Chicago
- The economic and mobility benefits for the Fargo/Moorhead community
- How you and your family can personally benefit
- What you can do to make these proposed plans happen
- Ample time for Questions and Answers

For more information, call 612-781-2894, email: allaboardminnesota@gmail.com, or visit our site: allaboardmn.org.

About All Aboard Minnesota.

All Aboard Minnesota is a 501 (c) (3) non-profit advocacy and educational all volunteer organization focused on the expansion and development of more long distance rail passenger service as part of a balanced transportation system. We are dedicated to the development of fast, comfortable, frequent intercity passenger train services within and connecting Minnesota to the upper Midwest.