

The 600th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, April 21, 2022 – 4:00 p.m.
OVERALL AGENDA

1. Call to Order and Introductions
 - a. Introductions Information Item
 - b. Approve Order and Contents of the Overall Agenda Action Item
 - c. Approve Minutes of the March 17, 2022 Board Meeting Action Item
 - d. Approve April 2022 Bills Action Item
2. Consent Agenda Action Item
 - a. March End of Month Report
 - b. Q1 Report
3. Regular Agenda
 - a. Public Comment Opportunity Public Input
 - b. 2022-2025 TIP Amendment #3 Action Item
 1. Open Public Hearing
 2. Close Public Hearing
 - c. Housing Study Consultant Selection Action Item
 - d. TMA Transition: Projects and Funding Action Item
 - e. Long- and Short-Term Disability Insurance Action Item
 - f. 2021 Traffic Count Maps Information Item
 - g. Future Planning Study Project List Discussion Item
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, May 19, 2022 at 4:00 p.m.

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

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_9VzfU8kR6S-vc-M-9Owzw

Red Action Items require roll call votes.

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

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.

**599th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, March 17, 2022 – 4:00 pm
Zoom Web Conference**

Members Present:

Amanda	George	West Fargo City Commission
Matthew	Gilbertson	Moorhead City Council
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Jenna	Kahly	Clay County Commission (alternate for Mongeau)
Steve	Lindaas	Moorhead City Council
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Mary	Scherling	Cass County Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission
Jeff	Trudeau	Horace City Council
Bob	Walton	NDDOT – Fargo District (Ex-Officio Member)

Members Absent:

Tony	Gehrig	Fargo City Commission
Jenny	Mongeau	Clay County Commission (alternate present)
Maranda	Tasa	Fargo Planning Commission

Others Present:

Adam	Altenburg	Metro COG
Jaron	Capps	Metro COG
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ

1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened

The meeting was called to order at 4:00 pm, on March 17, 2022 by Chair Piepkorn, noting a quorum was present. Introductions were made.

1b. Approve Order and Contents of Overall Agenda, approved

Chair Piepkorn asked for approval for the overall agenda.

MOTION: Approve the contents of the Overall Agenda of the March 17, 2022 Policy Board Meeting.

Mr. Olson moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Piepkorn asked for approval of the Minutes of the February 17, 2022 Meeting.

**MOTION: Approve the February 17, 2022 Policy Board Meeting Minutes.
Mr. Strand moved, seconded by Mr. Gunkelman
MOTION, passed
Motion carried unanimously.**

1d. Monthly Bills, approved

Chair Piepkorn asked for approval of the March 2022 Bills as listed on Attachment 1d.

**MOTION: Approve the March 2022 Bills List.
Ms. Preston moved, seconded by Mr. Olson
MOTION, passed
Motion carried unanimously.**

2. CONSENT AGENDA

Chair Piepkorn asked for approval of Items a-d on the Consent Agenda.

a. February Month End Report

**MOTION: Approve Item a on the Consent Agenda.
Ms. Nash moved, seconded by Mr. Olson
MOTION, passed
Motion carried unanimously.**

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2022-2025 Transportation Improvement Program Amendment #2

Mr. Maddox presented amendment #2 to the 2022-2025 Transportation Improvement Program (TIP). The proposed amendment to the 2022-2025 TIP is as follows:

Addition of Project 3222001: City of West Fargo rehabilitation project on 9th St E from 13th Ave E to Main Ave (2022). The total project cost is \$584,000 of which \$386,710 (66%) is Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and \$197,290 (34%) is local funds.

Addition of Project 9222002: NDDOT Transportation Management Center (TMC) and Smart Corridor (ITS) planning project on I-29 from the SD Border to the Canadian Border (2022). The total project cost is \$1,100,000 of which \$550,000 (50%) is Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds and \$550,000 (50%) is state funds.

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, March 2, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, March 17, 2022.

Mr. Olson asked about the addition of the 9th Street project to the TIP, because he is aware that there is a 9th Street project programmed for a future year. Ms. Gray stated this is a different portion of 9th Street and instead of using STBG funds, this project is using CRRSAA funds for maintenance, whereas the other project north of Main Avenue is more costly, and is more of a reconstruction.

Mr. Lindaas moved to open the Public Hearing, seconded by Ms. Kahly. Motion, passed.
Motion carried unanimously.

The public hearing was opened. No comments were received. The public hearing was closed.

Mr. Olson moved to close the Public Hearing, seconded by Mr. Olson. Motion, passed.
Motion carried unanimously.

MOTION: Approve amendment #2 to the Metro COG 2022-2025 Transportation Improvement Program.

Ms. George moved, seconded by Mr. Lindaas.

MOTION, passed

Motion carried unanimously.

3c. Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment

Mr. Farnsworth introduced Mr. Middaugh from KLJ as the project manager for the study. Mr. Middaugh presented the finalized amendment to the Veterans Boulevard Corridor Extension Study. An amendment to the project was added in August of 2021 to analyze implementation of a Veterans Boulevard extension as well as analysis and phasing other corridor improvements in the vicinity of Veterans Boulevard. The amendment final report studied a corridor vision, suggested improvements to the existing corridor, extension alignment and corridor alternatives, connection to Deer Creek, integration of active transportation, as well as public input and key stakeholder engagement.

The Fargo City Commission, Horace City Council, and Cass County Commission all approved the study at their respective meetings.

Mr. Lindaas asked if there were any underlying bicycle/pedestrian connections for the proposed pedestrian grade separations. Mr. Farnsworth said that with the

Bicycle and Pedestrian Plan update currently underway, there are facilities being planned for the future to connect to these areas.

Ms. Preston noted concerns about the pedestrian-bicycle friendliness of roundabouts, and is worried about those connections for bicycle/pedestrian facilities.

MOTION: Approve the Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment.

Mr. Olson moved, seconded by Mr. Hendrickson.

MOTION, passed

Motion carried unanimously.

3d. Bicycle and Pedestrian Count Report

Mr. Farnsworth presented the 2022 Bicycle and Pedestrian Count Report.

4. Additional Business

Ms. Gray said that the discussion on future project needs was pushed back, as it was found that more discussion with local jurisdictions was needed after the TTC meeting. Ms. Gray said that meetings with the individual jurisdictions are scheduled.

5. Adjourn

The 599th Meeting of the FM Metro COG Policy Board held Thursday, March 17, 2022 was adjourned at 4:55 p.m.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD April 21, 2022, 4:00 P.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Policy Board
From: Luke Champa, Associate Transportation Planner
Date: 04/15/2022
Re: **2022-2025 Transportation Improvement Program (TIP) Amendment #3**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, April 21, 2022 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2022-2025 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2022-2025 TIP reflects new and updated federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, April 6, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, April 21, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

- 1. Addition of Project 4220027:** Fargo Transit capital project for upgrades to the Metro Transit Garage (2022). 'Illustrative' designation was dropped. The total project cost is \$100,000 of which Federal (FTA) Section 5339 funds are \$80,000 (80%), and local funds are \$20,000 (20%). *This is a shared project with Moorhead Transit project #5220030, costs reflect Fargo's share which is 2/3 of the total project cost.
- 2. Addition of Project 4220029:** Fargo Transit capital project for shop truck replacement (2022). 'Illustrative' designation was dropped. The total project cost is \$66,667 of which Federal (FTA) Section 5339 funds are \$53,333 (80%), and local funds are \$13,334 (20%). *This is a shared project with Moorhead Transit project #5220001, costs reflect Fargo's share which is 2/3 of the total project cost.
- 3. Addition of Project 4223001:** Fargo Transit capital project for replacement of bus shelters (2022). The total project cost is \$50,000 of which Federal (FTA) Section 5339 funds are \$40,000 (80%), and local funds are \$10,000 (20%).
- 4. Modification of Project 4190003:** Fargo reconstruction project on 32nd Ave S from 32nd St to 25th St (2022). The total project cost increased 54% from \$10,400,000 to \$16,000,000 of which the Federal Surface Transportation Block Grant Program-Urban (STBGP-U) funds increased 52% from \$4,700,000 to \$7,130,000, Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) remained \$808,620, and local funds increased 65% from \$4,891,380 to \$8,061,380.

5. **Modification of Project 9220034:** NDDOT rehabilitation project on I-94 from Near W Fargo E (RP 342.414) to Horace Rd (RP 345.607) (2022). The total project cost increased 69% from \$681,000 to \$1,152,000 of which the Federal Interstate Maintenance (IM) funds increased 69% from \$612,900 to \$1,036,800 and state funds increased 69% from \$68,100 to \$115,200.
6. **Modification of Project 9190028:** NDDOT structure rehabilitation project on I-29 3 miles south of Harwood, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.
7. **Modification of Project 9190029:** NDDOT structure rehabilitation project on I-29 7 miles north of US 10 near Argusville City Limits, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.
8. **Modification of Project 9190030:** NDDOT structure rehabilitation project on I-29 2 miles north of Harwood interchange, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.

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

At their meeting of April 14, the TTC recommended approval of Amendment #3 to the Metro COG 2022-2025 TIP.

Requested Action: Approve Amendment #3 of the Metro COG 2022-2025 Transportation Improvement Program (TIP).

Agenda Item 3b, Attachment 01

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
AMENDMENT 3 - 2022-2025 METRO COG TIP												
Moorhead Transit												
Fargo Transit												
Fargo Transit	4220027	2022	Transit				Miscellaneous Support Equipment (Upgrades to the Metro Transit Garage) (Project Shared with Moorhead, Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo) ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 100,000	FTA 5339 (FTA 5339) Illustrative	Local	\$ 80,000 \$ 20,000
Fargo Transit	4220029	2022	Transit				Shop Truck Replacement (Project Shared with Moorhead) (Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo) ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 66,667	FTA 5339 (FTA 5339) Illustrative	Local	\$ 53,333 \$ 13,334
Fargo Transit	4223001	2022	Transit				Miscellaneous Equipment: Replacement of Bus Shelters	Transit Capital	\$ 50,000	FTA 5339	Local	\$ 40,000 \$ 10,000
City of Fargo												
City of Fargo	4190003 22826 8011	2022	32nd Ave S		32nd St	25th St	Reconstruction of 32nd Ave S	Reconstruction	\$ 16,000,000 \$ 10,400,000	STBGP-U CRRSAA	Local	\$ 7,130,000 \$ 4,700,000 \$ 808,620 \$ 8,061,380 \$ 4,891,380
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
NDDOT	9220034 23320	2022	I-94	3.2	Near W Fargo E RP 342.414	Horace Rd RP 345.607	Median Cross-Overs, Ramp Connection	Rehabilitation	\$ 1,152,000 \$ 681,000	IM	State	\$ 1,036,800 \$ 612,900 \$ 115,200 \$ 68,100
NDDOT	9190028 22643 8116	2022 2023	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9190029 22643 8117	2022 2023	I-29N		7.0 N of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9190030 22643 8118	2022 2023	I-29N		2.0 N of Harwood Interchange		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: April 15, 2022
Re: **Consultant Selection for the Metropolitan Area Housing Needs Analysis**

Metro COG and planning staff from all local jurisdictions in the metro area participated in the process of consultant selection for the Metropolitan Area Housing Needs Analysis. Seven proposals were received from the following consultants:

- Baker Tilly
- Bowen National
- HR&A
- Root Policy Research
- Stantec
- Thomas P Miller and Associates
- Urban Partners

After reviewing the proposals, the selection committee chose to move forward with informal conversations with HR&A, Root Policy Research, Stantec and Urban Partners. From these initial conversations, we chose to hold formal interviews with HR&A and Root Policy Research. The firm recommended by the selection committee is HR&A.

The interview presentation materials provided by HR&A are attached for your review and information (**Attachment 1**).

Requested Action: Approve the selection of HR&A as the consultant for the Metropolitan Area Housing Needs Analysis and authorize the Executive Director to work with local partners in negotiating a final scope of work and entering into contract with HR&A.



Housing Needs and Market Analysis for the Cass County, ND and Clay County, MN MSA

Interview

April 13, 2022

HR&A
Analyze. Advise. Act.

SRF

We have assembled a team with diverse experience to develop the Housing Needs and Market Analysis for the region.



PHILLIP KASH
Partner-In-Charge



ERIN LONOFF
Principal



CHRISTIANA WHITCOMB
Director



ANNA GALLICCHIO
Research Analyst



SCOTT HARMSTEAD
Project Director

HR&A is a real estate and public policy firm that works at the intersection of the public and private sectors in the Midwest and across the country.



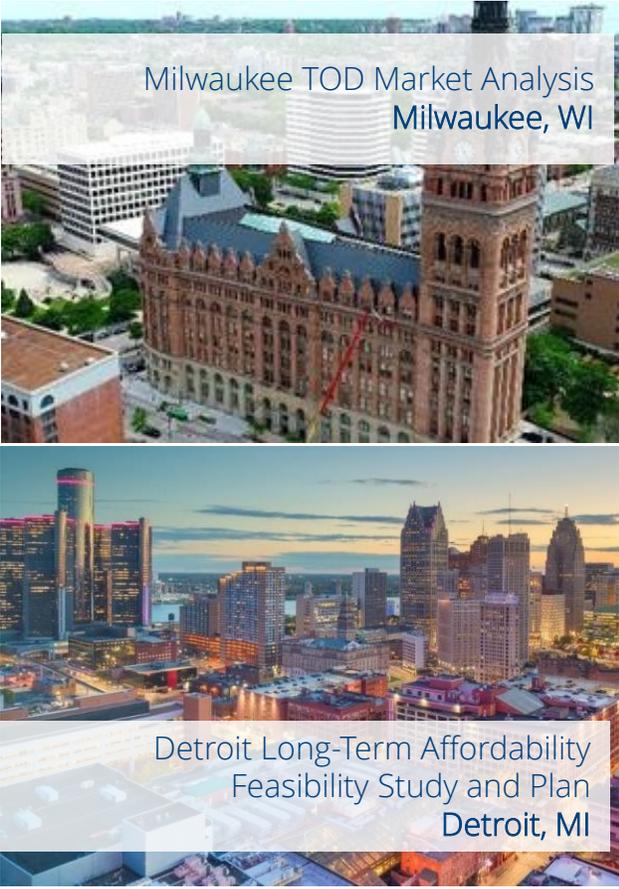
Fargo Red River Diversion Recreation Plan
Fargo, ND



Indiana State Housing Study
Indiana



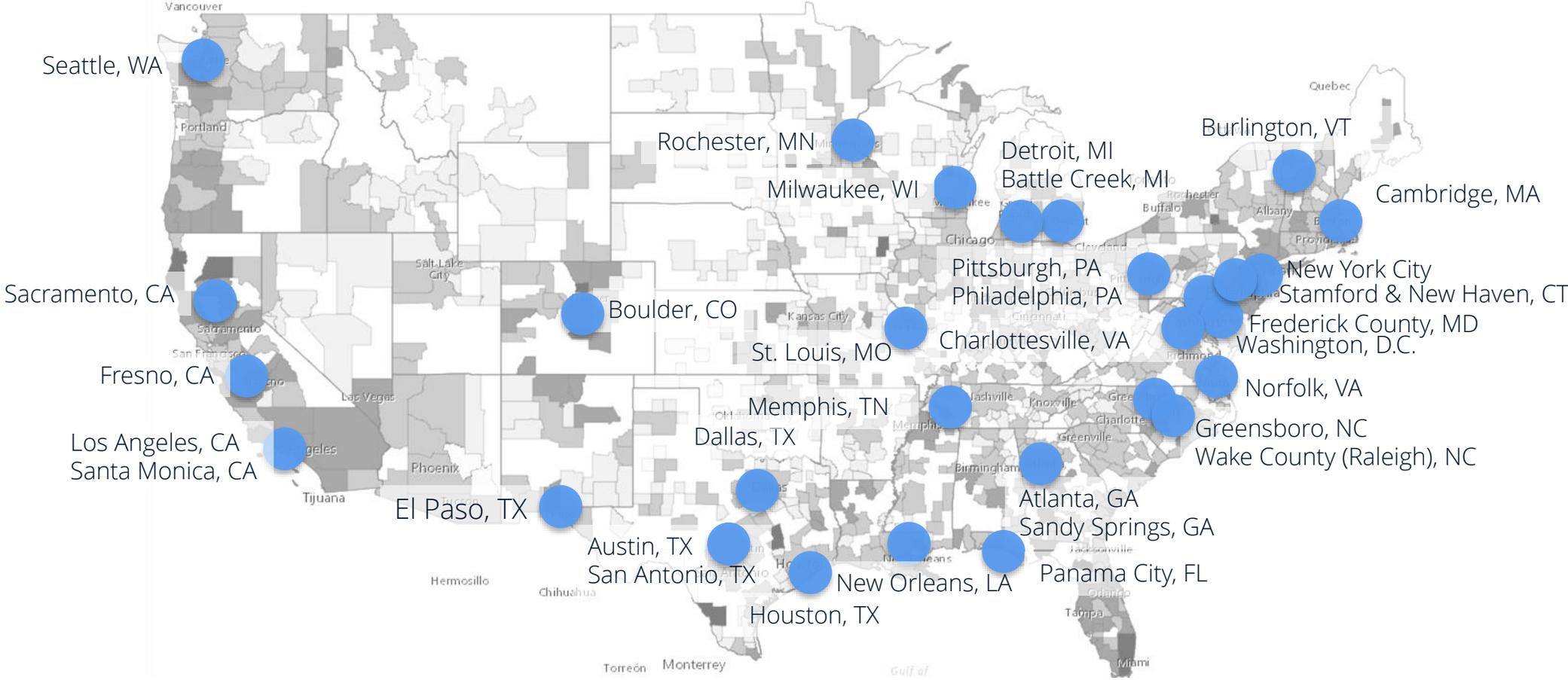
El Paso Regional Housing Plan
El Paso, TX



Milwaukee TOD Market Analysis
Milwaukee, WI

Detroit Long-Term Affordability
Feasibility Study and Plan
Detroit, MI

We bring national leadership in housing affordability.



We uniquely approach housing affordability issues at three comprehensive, mutually reinforcing levels.

HOUSING PLANS

Creating strategies and plans based on local needs and priorities



El Paso Regional Housing Plan

Detroit Long Term Affordability Study

HOUSING POLICIES & PROGRAMMING

Designing policies that align community goals with market conditions



Seattle Housing Policy and Affordability Calculator

New Orleans Incentives Strategy

HOUSING TRANSACTIONS

Advising on the development and preservation of housing



New York Housing Authority RFP Response

District of Columbia Housing Authority Greenleaf Redevelopment

An aerial photograph of a city street, likely in a dense urban area. The street runs diagonally from the bottom right towards the top center. On the left side of the street, there are several large, multi-story residential buildings with gabled roofs and brick facades. On the right side, there are more modern, multi-story apartment buildings with balconies and large windows. In the background, a tall, slender skyscraper stands out against a hazy sky. The entire image is overlaid with a semi-transparent blue filter. The text "II. PROJECT UNDERSTANDING" is centered horizontally across the middle of the image in a bold, white, sans-serif font.

II. PROJECT UNDERSTANDING

Economic opportunities in Fargo are driving higher income population growth and adding price pressure across the housing market.

Fargo has had high population growth. The supply of housing has not kept pace.



+21% population growth from 2010-2020

Fargo is attracting new, high paying jobs, increasing incomes across both counties



+35.7% Increase in Median Household Income

Renters are particularly impacted by housing cost burden.



41.5% of renters are paying more than 30% of their income on rent

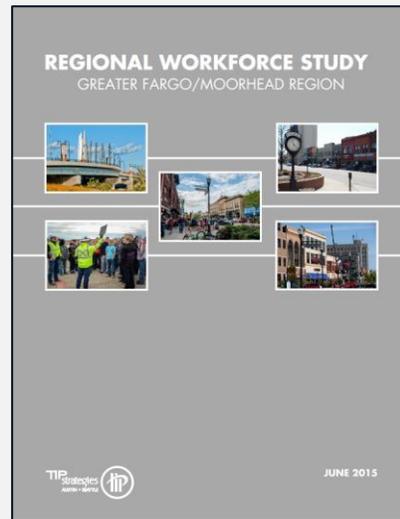
Loss of affordable starter home options, reducing housing opportunities for first-time homebuyers.



-61% decline in home housing stock priced below \$150,000

We will build on recent plans and studies to develop an actionable housing plan that addresses the region's affordability challenges.

ESTABLISHED VISION AND MARKET CONTEXT



OPPORTUNITY FOR FUTURE WORK

We will focus on how Cass County, ND, and Clay County, MN can achieve housing development and increasing housing option by creating **policy recommendations that are aligned with the regional vision and grounded in market reality.**

III. APPROACH

An aerial photograph of a city street, likely in an urban area, showing a mix of residential and commercial buildings. The street is lined with trees, some of which are bare, suggesting a cooler season. A white car is visible on the street. The entire image is overlaid with a semi-transparent blue filter. The text 'III. APPROACH' is prominently displayed in the upper left quadrant.

Our approach has six phases that will be completed over 7 months.

Week No.	1	3	5	7	9	11	13	15	17	19	21	23	25	27	28
Week Beginning	5/2	5/16	5/30	6/6	6/20	7/4	7/18	8/1	8/15	8/29	9/12	9/26	10/10	10/24	11/7
TASK 1: Project Management															
TASK 2: Data Collection															
TASK 3: Public and Stakeholder Input															
TASK 4: Existing Conditions Analysis															
TASK 5: Meeting Short Term Needs															
TASK 6: Beyond the Short Term															
TASK 7: Final Report Development															
TASK 8: Adoption Process															



We will work with Metro COG, Cass and Clay Counties, and the local municipalities to establish project goals from the outset.



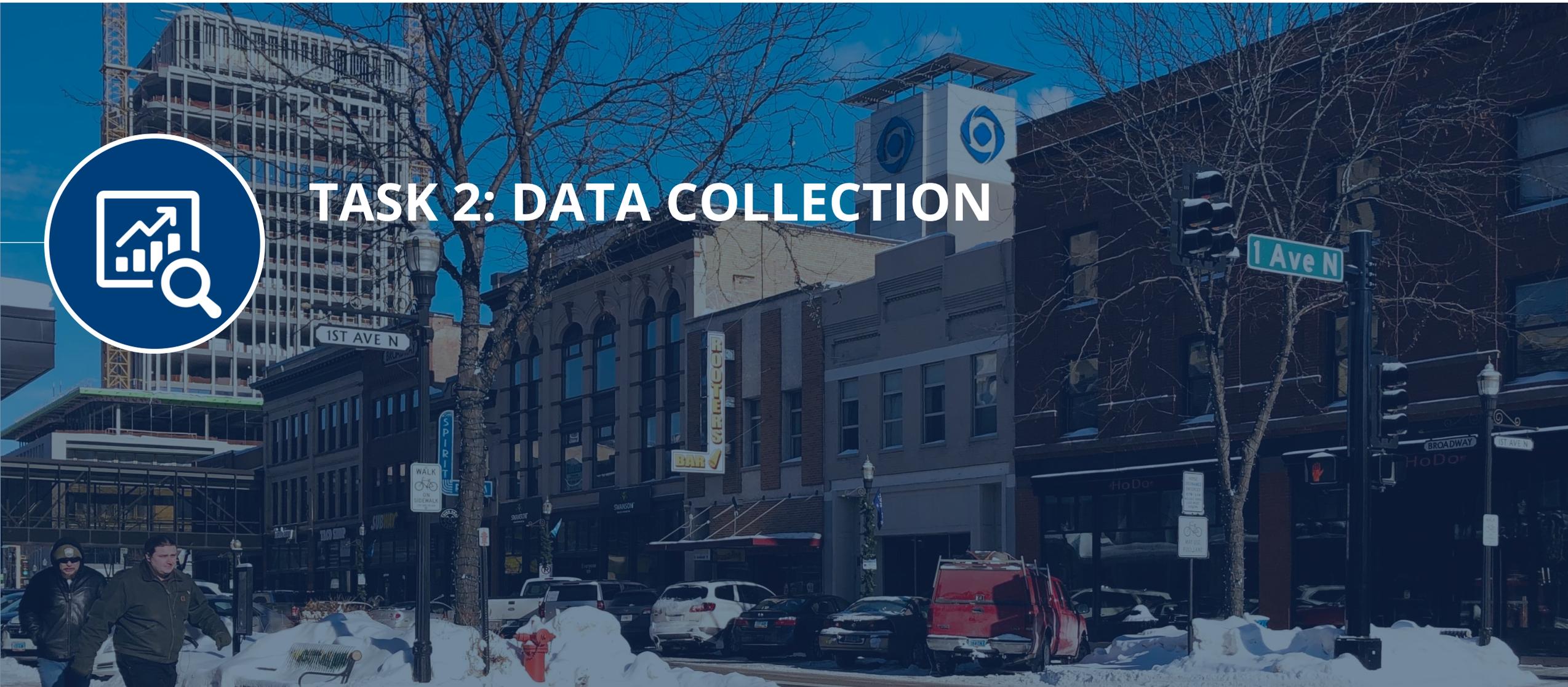
TASK 1: PROJECT KICKOFF

- *Plan Purpose and Goals*
- *Data Request*
- *Timing and Work Plan*
- *Stakeholder Advisory Approach*

Our analysis will rely on multiple data sources and build upon prior studies and analyses.



TASK 2: DATA COLLECTION



Data Collection | HR&A will draw on our experience studying the economic trends and impacts affecting regions to enable local communities and the region best prepare for future economic challenges and opportunities.

**Southeast Minnesota
Regional Economic Study**

8

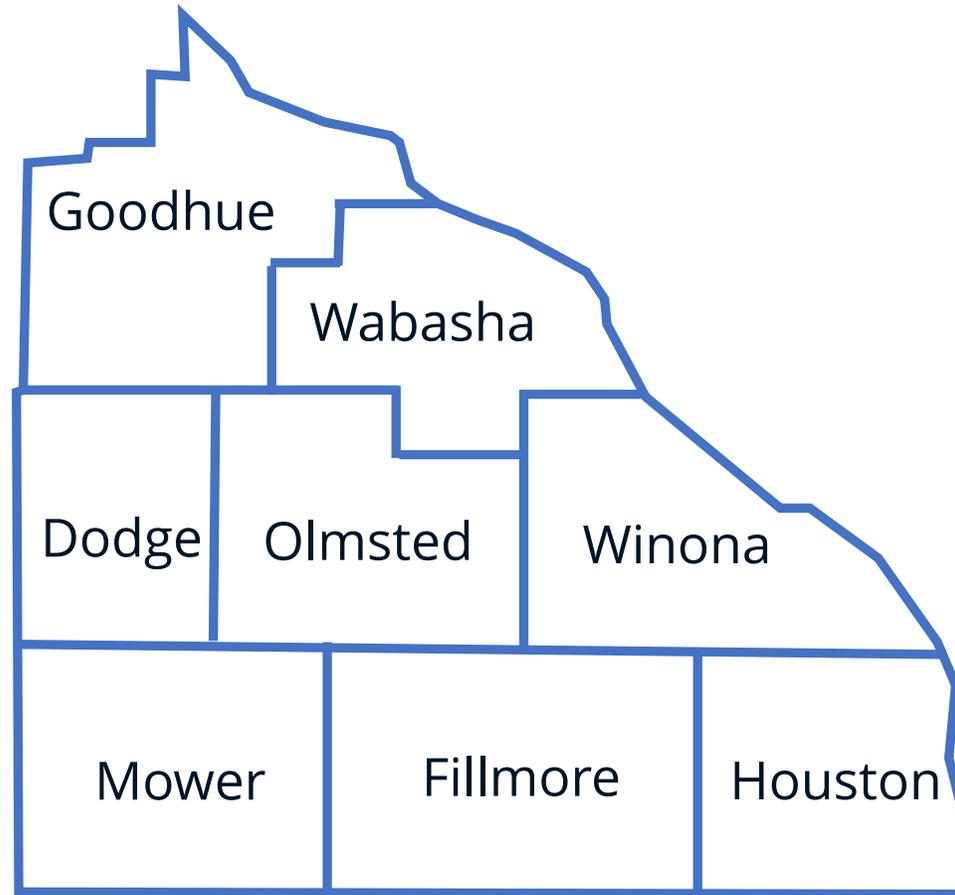
COUNTIES

368k

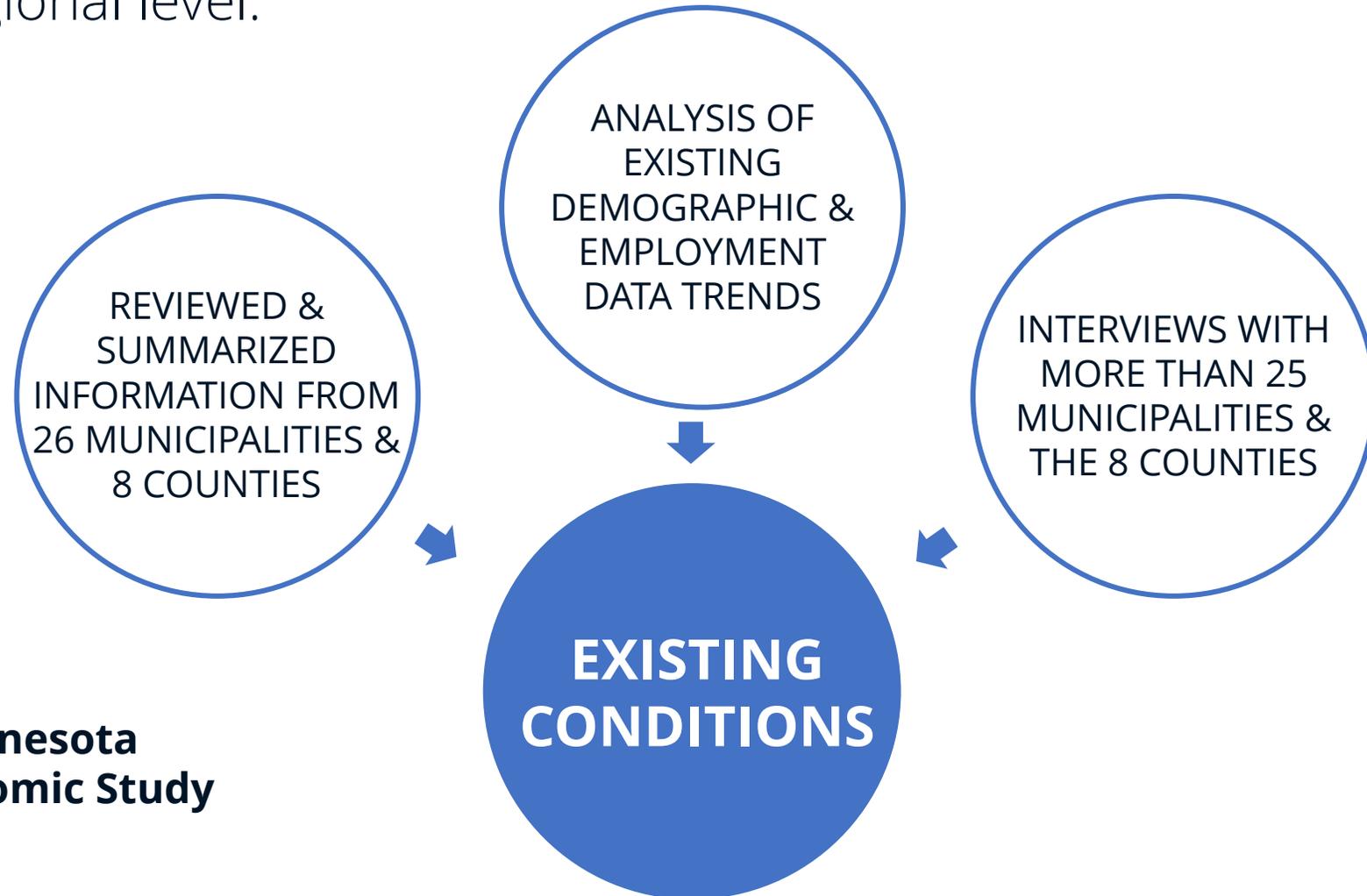
REGIONAL
POPULATION

78

MUNICIPALITIES, 65 OF WHICH
ARE SEMLM MEMBERS



Data Collection | We analyze large amounts of data and information from a variety of sources to identify current trends, challenges, and opportunities at the local and regional level.



**Southeast Minnesota
Regional Economic Study**

Stakeholders from diverse backgrounds can help to paint a full picture of housing conditions and priorities and help to build consensus around potential solutions.



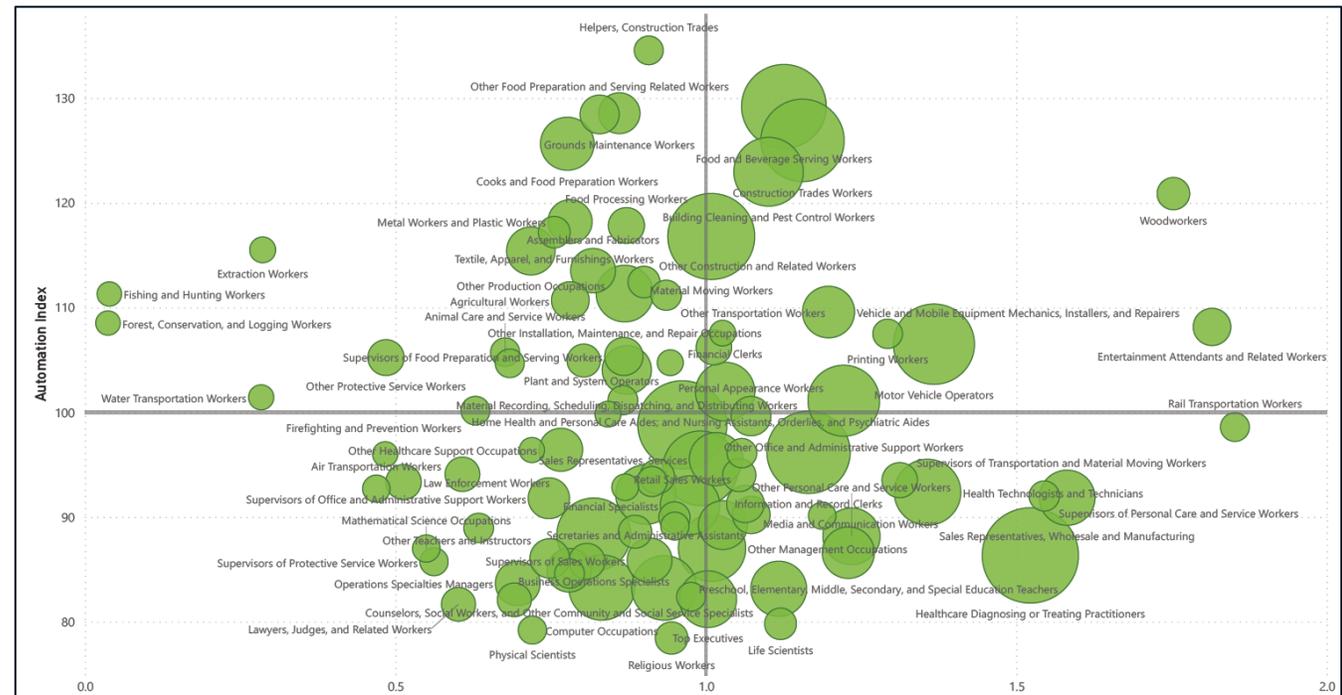
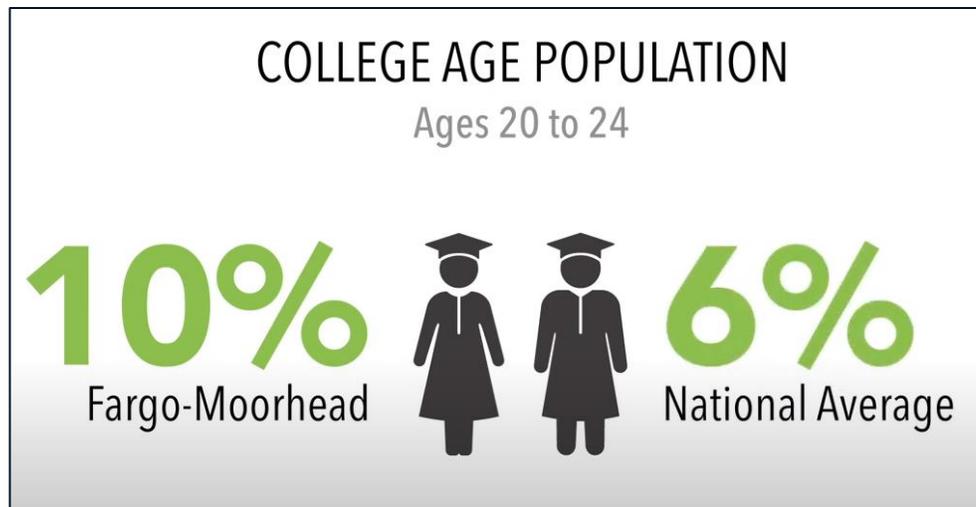
TASK 3: PUBLIC AND STAKEHOLDER INPUT

- Study Review Committee (SRC)
- Focus Groups
- Community Engagement



SRF's Planning Practice

- HR&A & SRF: Partners since 2013
- Extensive regional experience
- Established local presence



SRF's Approach to Stakeholder Engagement

Focus groups:

- Housing assistance organizations
- Housing finance organizations
- Major project development group
- Housing developers

Online survey:

Keys to Success:

- Survey design
- Promotion
- Leverage SRC/project partners & focus groups
- Social media
- Email blasts
- Mailers
- Flyers

Our housing needs analysis will assess current and future housing needs and analyze these needs by specific geographies to guide recommendations.



TASK 4: METRO-WIDE ANALYSIS OF EXISTING CONDITIONS

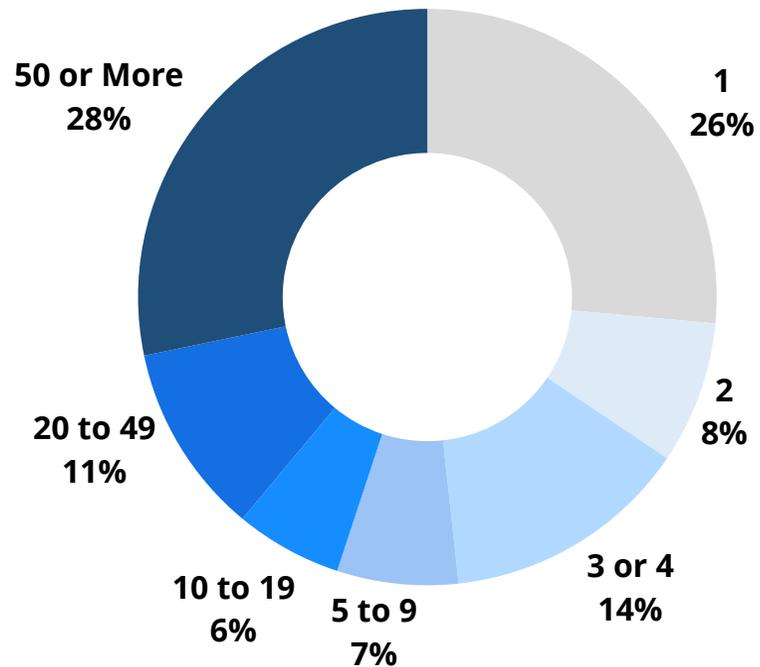
- *What are the characteristics of households moving to the region?*
- *What is being built? Who does that serve?*
- *What is the supply of naturally occurring affordable housing? Is that inventory at risk?*
- *What is the demand for different housing types? At what price points?*

Housing Supply:

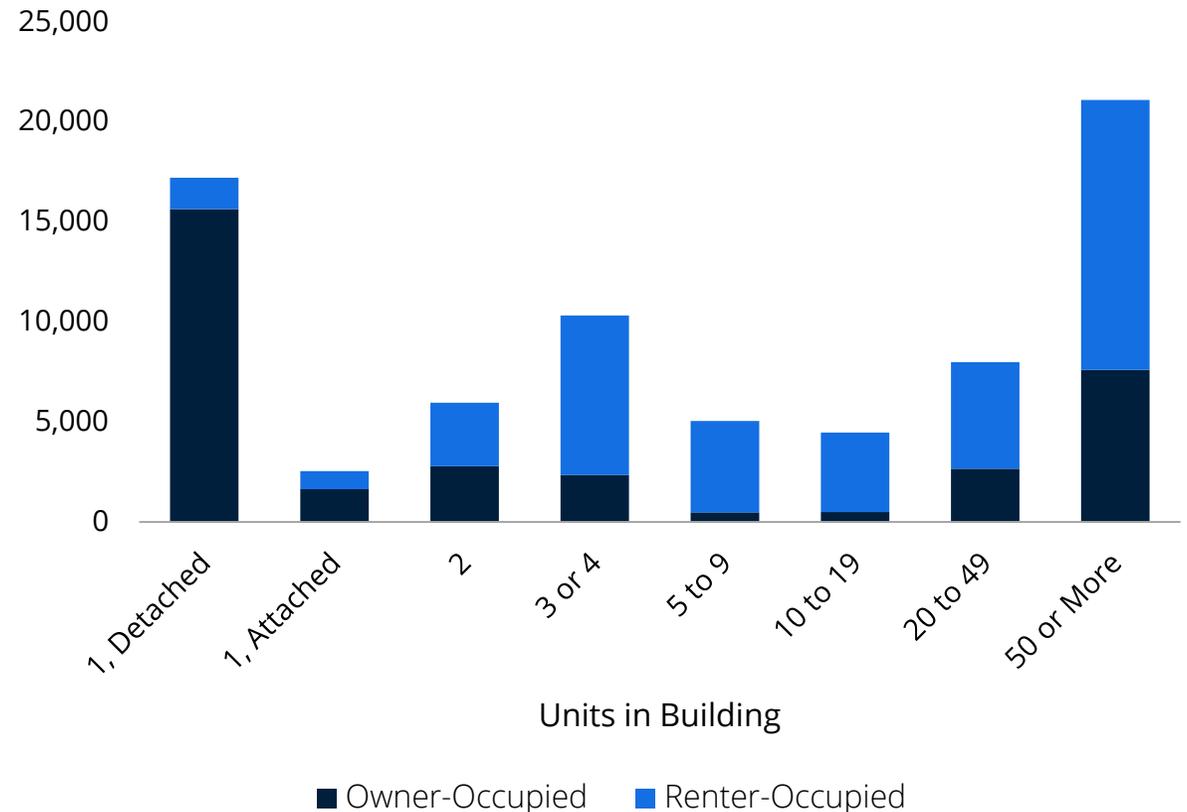
We will analyze Census microdata, tax assessments and related data sources to develop a complete picture of the existing housing stock.

Memphis, TN Housing Types:

Number of Housing Units in Structure (2019)



Tenure by Building Size (2019)

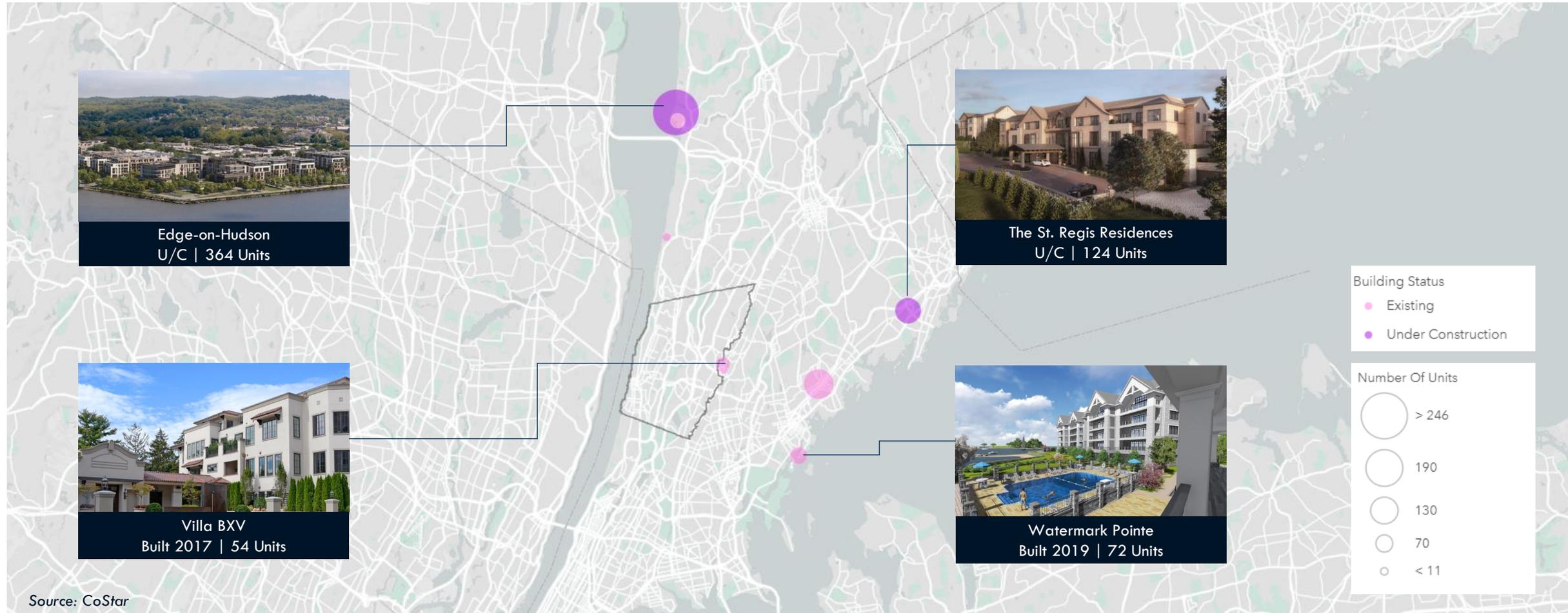


Source: ACS 2019, 1-Year Estimates. Note: Excludes mobile homes and boat, van, RV, etc.

Housing Supply:

We use multiple real estate data sources to measure the development pipeline and sales and rental trends.

Example Recent For-Sale Development in Westchester County

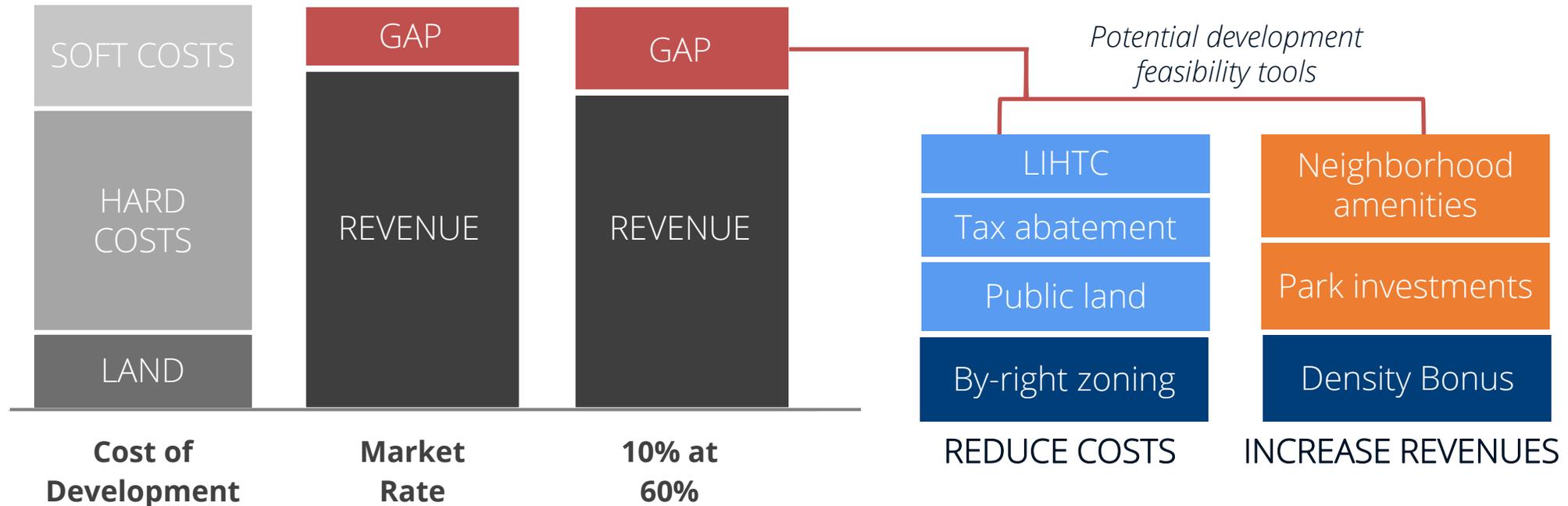


Source: CoStar

Housing Supply: We understand development economics and why different typologies are and are not being delivered in the market.

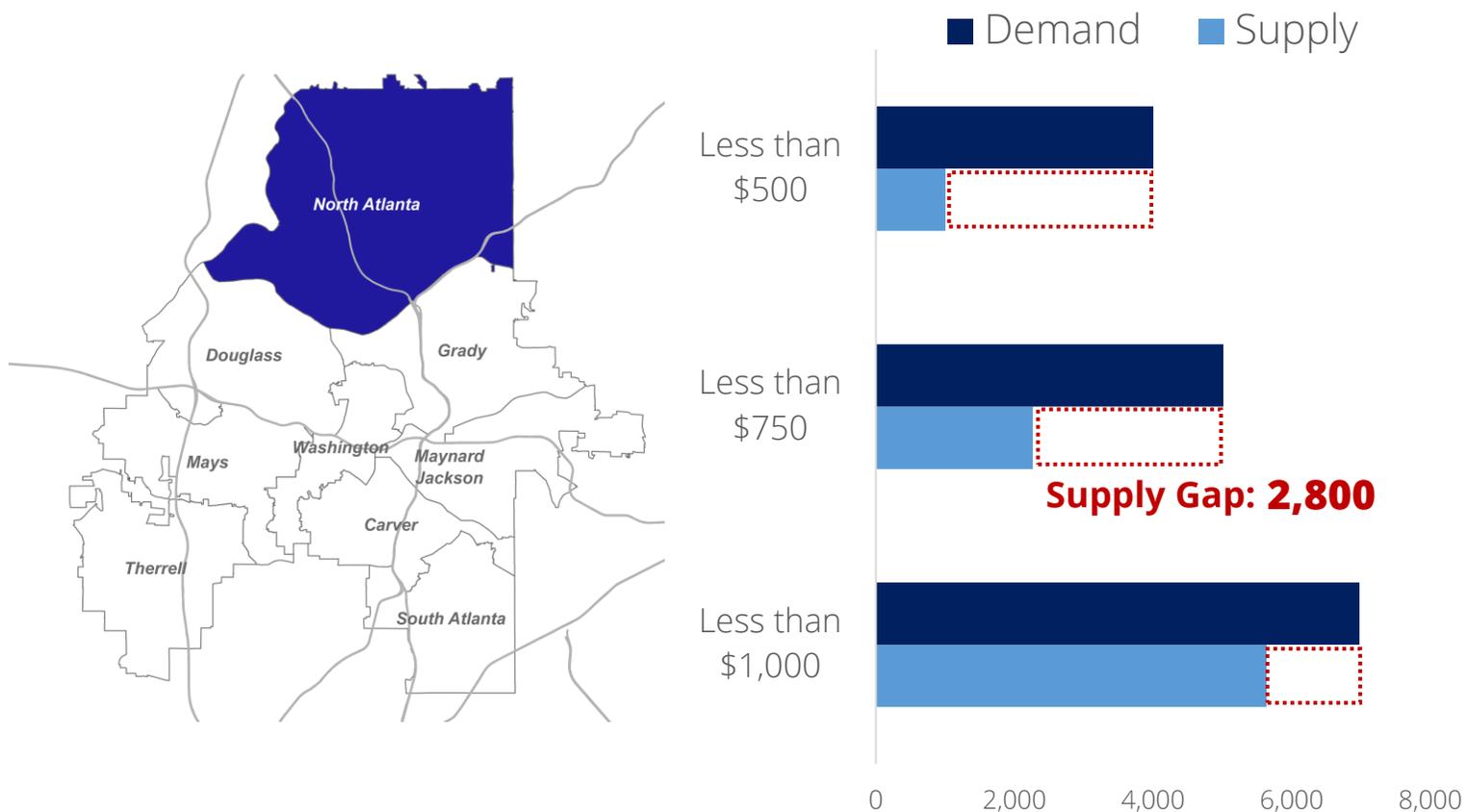
STRONG SUBMARKET DEVELOPMENT FEASIBILITY GAP/SURPLUS – RENTAL

Mid-rise New Construction (65 Units)



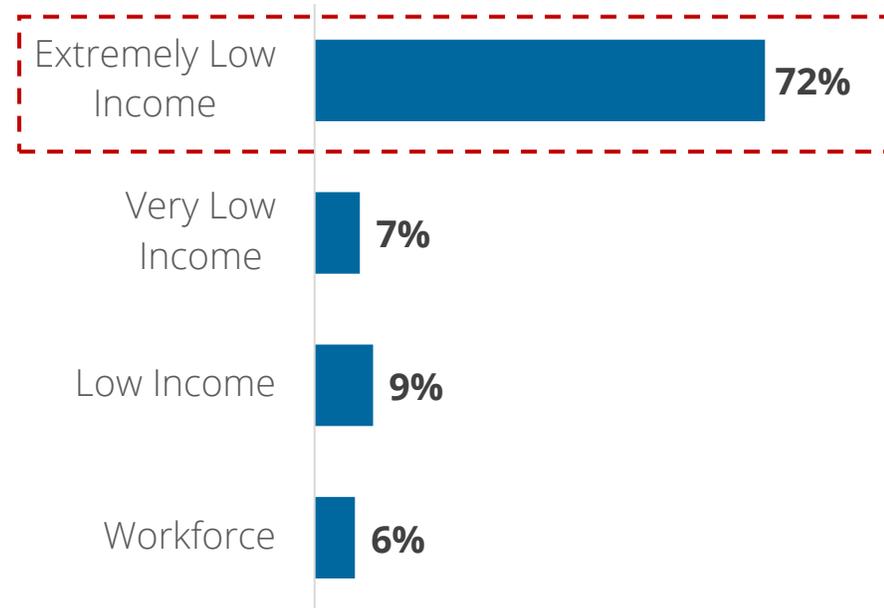
Housing Demand: We will analyze household characteristics and trends to understand who is and is not being served by the housing market.

North Atlanta School District | Future Housing Supply Gap



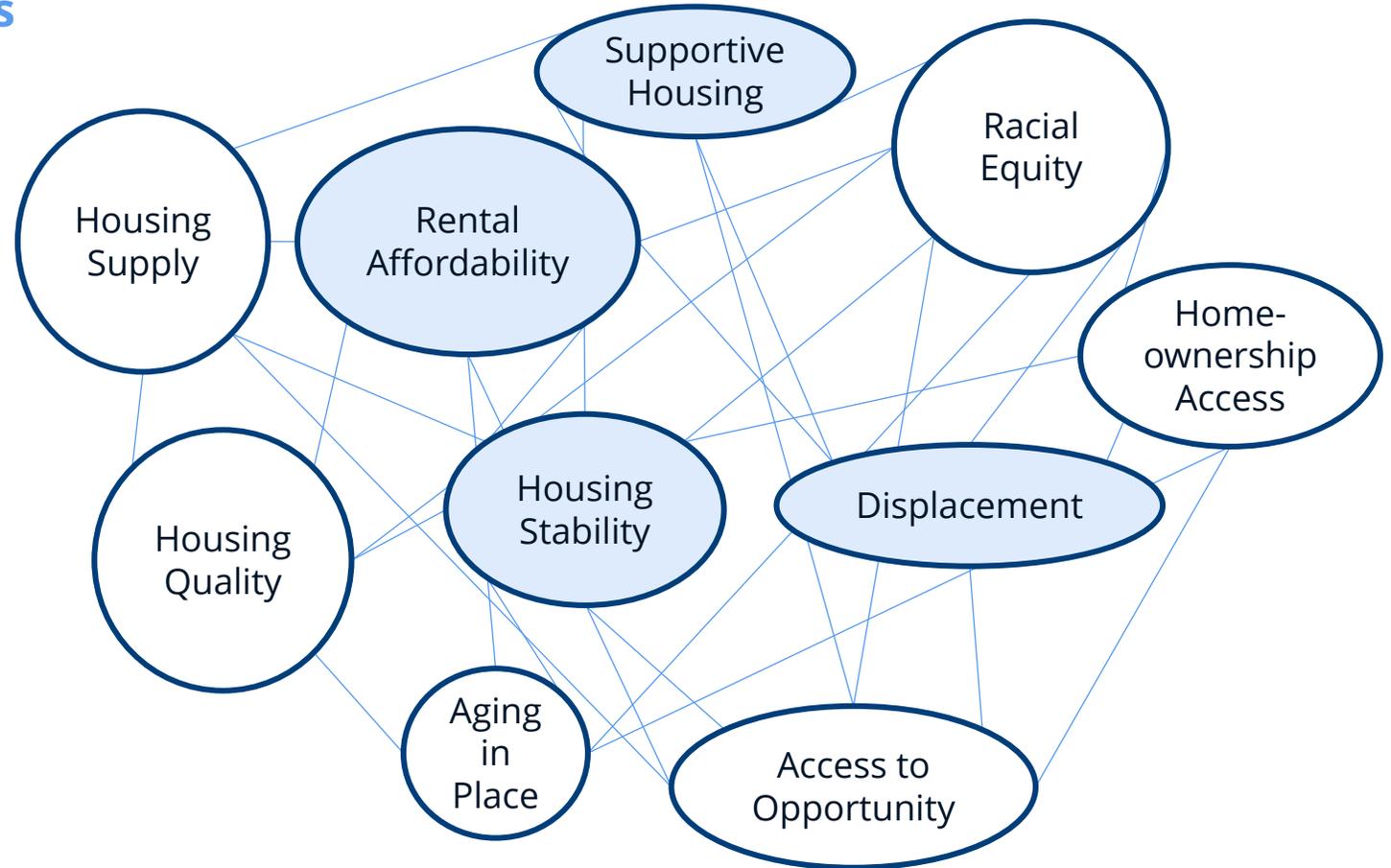
El Paso | Demand Disaggregation

Senior Renter Households (65+) Income Distribution (2016)



Housing Need: This analysis will help characterize different housing needs and how they differ across the MSA.

“Housing affordability” incorporates many distinct but related issues:



We will evaluate existing program performance to identify gaps that can be prioritized in the short-term and will evaluate long-term strategies to meet population growth.



TASK 5 & 6: STRATEGY FOR MEETING SHORT-TERM AND LONG-TERM NEEDS

- *Inventory and assessment of existing programs*
- *Identify policies and strategies*
- *Develop metrics and milestones to guide implementation*

We will consider an array of housing tools based on both regional and national experience.

LAND USE AND REGULATION



- Inclusive Zoning
- ADUs
- By-Right Development
- Building Code Reform
- Subdivision Regulations
- Other Incentives and Regulations for Cities and Neighborhoods

FINANCING MECHANISMS



- Housing Trust Funds
- Multifamily Gap Financing
- Preservation Fund
- Public Land Disposition
- Tax Abatement

TENANTS' RIGHTS



- Eviction Counseling
- Eviction Requirements
- First Right of Refusal
- Fair Housing

INFRASTRUCTURE INVESTMENTS



- Existing Housing Stock
- Schools
- Transit Funding
- Parks & Neighborhood Amenities

Evaluating each potential housing tool will require an iterative process of decision-making that is responsive to different local contexts in the MSA.

Each potential tool should be evaluated using the following criteria and guiding questions:



We will assess both short-term needs and strategies, as well as the long-term future housing need.

Southeast Minnesota Regional Economic Study

EXISTING CONDITIONS

- **13.7k new residents** between 2009 and 2016, and **only 3.6k new housing units** in the same period, creating large unmet demand.
- A **lack of diverse housing options**, especially for seniors and young professionals, exacerbates the already restricted housing market.

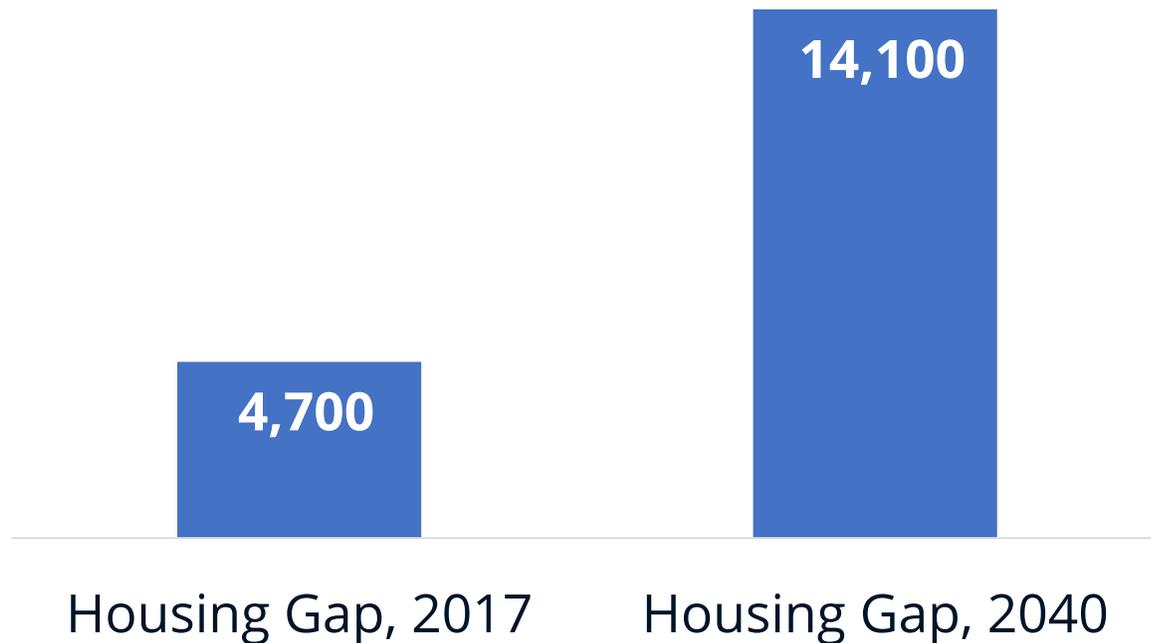
FUTURE GROWTH

- With the implementation of the DMC, anticipated to create between 37k and 47k direct and indirect jobs in the region, the **current pace of housing supply will need to increase 2X** to meet the growing workforce's housing needs.
- Without greater diversification of housing options, **housing costs will rise and the labor pool may become restricted**, as employees are unable to find affordable housing proximate to workplaces.

We will begin by articulating and quantifying the housing need to demonstrate the importance of housing strategies...

Southeast Minnesota Regional Economic Study

Housing Gap, 2017-2040



TOTAL IMPACTS BY 2040, WITHOUT REQUIRED HOUSING PRODUCTION:

(25,200)

Residents

(\$4.14B)

Economic Output

(\$1.14B)

Earnings

...and provide case studies of potential strategies that can help to alleviate the housing gap.

BUILDING INVENTORY



- A downtown development program in Mount Morris, NY gave private developers an **inventory of all buildings downtown** with detailed **property information** that helped catalyze private investment.

ACCESSORY DWELLING UNITS (ADUS)



- Seattle, WA, Portland, OR, and Santa Cruz, CA have had ADU policies in place for a number of years.
- The share of ADUs on all single-family lots among the selected national precedents ranges from **0.8% to 1.9%**.

URBAN GROWTH STRATEGIES



- Toronto, ON's Greenbelt preserves agricultural land adjacent to the urban core while creating new tourism opportunities, including more than 300 miles of cycling trails and numerous food and wine tours.

HIGH QUALITY AFFORDABLE RENTAL HOUSING



- Identify areas for targeted density based on projected growth, transit access, and demand for diverse housing types.

Drafting the final report will be an iterative process with stakeholder feedback.



TASKS 7 & 8: DEVELOPMENT OF FINAL REPORT AND ADOPTION PROCESS

- *Identify policies and strategies*
- *Develop metrics and milestones to guide implementation*

- 
- An aerial photograph of a city, likely Seattle, with a blue overlay. The image shows a dense urban area with various buildings, streets, and green spaces. The text is overlaid on the left side of the image.
- ✓ **NATIONAL AFFORDABLE HOUSING EXPERTISE**
 - ✓ **UNIQUE APPROACH COMBINING MARKET & POLICY**
 - ✓ **CONSENSUS BUILDING TO SUPPORT IMPLEMENTATION**
 - ✓ **LOCAL KNOWLEDGE**
 - ✓ **COMMITMENT TO AFFORDABILITY**



Housing Needs and Market Analysis for the Cass County, ND and Clay County, MN MSA

Interview

April 13, 2022

HR&A
Analyze. Advise. Act.

SRF



To: Policy Board
From: Cindy Gray, Executive Director
Date: April 15, 2022
Re: **Transportation Management Area (TMA) Transition: Projects and Funding**

Background

Metro COG is expected to transition into a TMA form of Metropolitan Planning Organization (MPO) at the beginning of Federal Fiscal Year 2023, which is October 1, 2022. Several milestones involving 2020 US Census designations are expected to occur between now and then, including the identification of updated urbanized areas. Metro COG has been working with NDDOT and FHWA on this transition, and what it means for our agency in terms of responsibilities and funding availability.

On March 25th, 2022, I received correspondence from NDDOT (**Attachment 1**) outlining anticipated sub-allocation amounts for the North Dakota side of the urbanized area (UZA). The sub-allocations will consist of:

- Surface Transportation Block Grant – Urban (STBG-U) funds,
- Transportation Alternative funds, and
- Carbon Reduction funds.

Over the past few months, Metro COG has asked how the TMA designation would affect NDDOT's use of NHPP funds on the NHS in our urbanized area, and although the response did not seem like a final answer, we were told that NDDOT may choose not to use NHPP funds on our non-interstate NHS roadways. This left some ambiguity as far as how reconstruction and rehabilitation of those roadways would be paid for, due to the limitations of the STBG-U sub-allocation. As a result, NDDOT has proposed an approach where approximately 1% of the State's NHPP funding would be designated to the UZA and allowed to be used as if it were STBG-U funds, providing greater flexibility. The 1% is stated to be based on the percentage of the NHS in the UZA.

2026 Project Solicitation

NDDOT selected projects for funding in 2023-2025 based on applications from local jurisdictions, prioritized through review by the TTC and Policy Board. We were required to go through the solicitation process in the fall/winter of 2021, but NDDOT has now asked if Metro COG and the local jurisdictions wish to carry out our own project selection. This seems to make the most sense, and Metro COG has informed NDDOT that we do wish to make our own 2026 project selections. This needs to be done prior to the completion of the draft TIP. We anticipate carrying this out at the May or June TTC and Policy Board meetings.

In the meantime, it is necessary to revisit the 2023-2025 projects in light of anticipated funding amounts and funding limitations.

Relationship Between 2023-2025 TIP Projects and Anticipated Funding

The anticipated funding amounts, based on the March 25th communication from NDDOT are shown below in Table 1.

Table 1

North Dakota STBG Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Surface Transportation Block Grant (STBG)	\$8,716,724	\$8,891,058	\$9,068,879	\$9,250,257
National Highway Preservation Program (NHPP) - share proportional at % of National Highway System (NHS)*	\$1,857,890	\$1,895,047	\$1,932,948	\$1,971,607
Yearly Estimated Total	\$10,574,614	\$10,786,105	\$11,001,827	\$11,221,864

*NDDOT has indicated NHPP funds can be used as STBG.

North Dakota TA Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Transportation Alternatives (TA)	\$725,159	\$742,285	\$759,753	\$777,571

North Dakota Carbon Reduction Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Carbon Reduction	\$1,023,139	\$1,043,602	\$1,064,474	\$1,085,763

STBG Projects

Projects programmed in the TIP from 2022-2025 are shown in Table 2 (**Attachment 2**). Prioritized projects submitted to NDDOT for consideration in 2026 are also shown in Table 2. NDDOT has requested that Metro COG verify that the identified 2022-2025 projects are still the priority of the MPO. The answer to this question involves reviewing the project costs and comparing them to the dollars available, and determining:

- a) the anticipated ability to complete project development and bidding in time to meet the year designated in the TIP, and
- b) the availability of local funding for costs not covered by federal or other funding sources.

Furthermore, it is possible that the authorization amount is somewhat higher or lower than the estimate using 90 percent authorization. It is important that we are able to absorb whatever variation results from somewhat different authorization levels.

Please note that any project added to the TIP to receive Federal funding must go through project development in a manner that makes it eligible for federal funding, and must be selected through a competitive process administered by Metro COG.

2022 – Not a TMA; no changes

2023 – It appears, based on estimates, that a funding surplus of approximately \$980,000 will be available. Based on input from the TTC, it is expected that the cost of the Main Avenue project will be higher than currently estimated and will absorb this amount and then some. Furthermore, Metro COG has the following questions:

- Is it NDDOT's intent to use the \$8.3M in NHS-U funding currently in the TIP on the Main Avenue project?
- Is it NDDOT's intent to use the \$1.2M in State funding currently in the TIP on the Main Avenue project?

2024 – Based on project estimates, the amount of funding anticipated would not be sufficient to cover project cost estimates. Higher project costs than estimated could result in one of these projects needing to slide, potentially leaving an opening for a different project. When reviewing this information, the following questions arise:

- Is the cost estimate of the Main Avenue Slide Repair a reliable estimate? If not, would the State's participation increase to cover the anticipated cost of the Main Avenue Slide Repair near the Sheyenne River? Would West Fargo's anticipated local share need to increase? Is it NDDOT's intent to use the \$4M of NHS-U funds currently programmed in the TIP for this project?
- Is the cost estimate of the 32nd Avenue S project a reliable estimate? Would Fargo's local share need to increase for the 32nd Avenue project?

2025 – It appears, based on current estimates, that a funding surplus of \$2.6 million could occur, potentially opening up an opportunity for funds to be used on a different project. This could open up opportunities for a 2024 project to use advanced construction if costs are higher than expected.

2026 – Metro COG will need to initiate a competitive selection process for 2026. We have already prioritized projects for which applications were received, based on a combination of technical review and a comparison of project groupings with the anticipated amount of Federal funding. However, since we are now taking on the selection of projects, we believe we need to revisit this. Furthermore, it appears we need to include programming for another \$3.3M.

Question: The Transportation Technical Committee was asked if they wish to move forward with the projects already identified for 2023-2025, or are changes desired? Based on input from the Committee, they wish to proceed with projects identified, but expressed the need to have questions regarding State funding and NHS-U funding answered, as described above.

Transportation Alternatives

The Bicycle and Pedestrian Committee has already discussed the 2023-2024 projects in the TIP as compared to the TMA funding estimates. A competitive selection process for 2025 and 2026 needs to be carried out before the draft TIP is completed to identify additional projects, since our anticipated funding exceeds the anticipated use of Federal funds for TA projects selected through the NDDOT solicitation process. Attachment 3 is the memo that was presented to the Bicycle and Pedestrian Committee.

Carbon Reduction Program

This is a new program created as part of the Infrastructure Investment and Jobs Act (IIJA). Both FHWA and NDDOT state that they are still learning more about eligible uses for the funds. The anticipated approximate amount of Carbon Reduction funding expected for the ND portion of our metro area is as follows:

North Dakota Carbon Reduction Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Carbon Reduction	\$1,023,139	\$1,043,602	\$1,064,474	\$1,085,763

An abbreviated and incomplete list of eligible projects from the IIJA legislation is as follows, to provide some idea of how these funds can be used:

- Establishing or operating a **traffic monitoring, management and control facility** or program, including advanced truck stop electrification systems,
- Construction, planning and design of **on-road and off-road trail facilities** for pedestrians, bicyclists and other non-motorized forms of transportation,
- A **public transportation** project that is eligible for assistance under 23 CFR, Section 142 (transit, HOV lanes, park and ride facilities, electric vehicle charging stations, access between intercity and rural bus service, bus lanes or bus rapid transit corridors, traffic signal prioritization systems, on-street stations, fare collection systems, information and wayfinding systems, depots, etc.),
- Advanced transportation and congestion management technologies,
- ITS (vehicle to infrastructure communication systems and cellular vehicle-to-everything technology),
- Replacement of street lights and traffic control devices with energy-efficient alternatives,
- Development of a carbon reduction strategy
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including travel demand strategies and programs and electronic toll collection,
- Efforts to reduce the environmental and community impacts of freight movement,
- Supporting deployment of alternative fuel vehicles (electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure, purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction or leasing of required supporting facilities)

In our metro area, there are many potentially eligible uses of carbon reduction funds, but in the short term, the most likely uses include transit-related projects and bicycle and pedestrian facilities. For example:

- In 2023, the funds could be used toward:
 - the purchase of an electric or hybrid bus, freeing up \$1M in STBG funds for the Main Avenue project, or

- an Electric Vehicle Readiness Study, freeing up CPG funding for another study, or
- pedestrian improvements on the Main Avenue project, combined with installation of efficient street lighting, or
- an additional bicycle and pedestrian project.

Proposals for how to use these funds need to be determined in the near future for 2023-2026 and will be solicited for review and selection by the TTC and Policy Board in May, 2022.

At their meeting on April 14, 2022, the TTC recommended that the Policy Board authorize the Executive Director to affirm the projects in the TIP are the priority of the local jurisdictions, but emphasized that they still have significant questions regarding the input from NDDOT regarding the use of NHPP funds on the National Highway System roadways in our urbanized area. Questions regarding state funding and NHS-U funding currently in the TIP need to be answered.

Requested Actions:

- 1. Authorize the Executive Director to affirm to NDDOT that the projects identified in the TIP for 2023, 2024, and 2025 will continue to be the priorities of the Cities of Fargo, Horace and West Fargo, but acknowledge that questions remain regarding NHPP and State funding on projects currently in the TIP, as well as on-going application of NHPP funding within the UZA in the future.**
- 2. Authorize Metro COG to carry out competitive solicitations for additional projects to be implemented using anticipated funding:**
 - a) 2026 urban roads projects,**
 - b) unprogrammed TA funds for 2023-2025, and**
 - c) unprogrammed Carbon Reduction funds for 2023-2026.**

NORTH
Dakota | Transportation
 Be Legendary.™

March 25, 2022

Ms. Cindy Gray
 Executive Director
 Fargo-Moorhead Metro COG
 Case Plaza Suite 232
 One 2nd Street North
 Fargo, ND 58102

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS (FMCOG)
 TMA PROJECT PROGRAMMING PRIORITIES 2023-2025

The North Dakota Department of Transportation (NDDOT) and FMCOG have been working together to identify upcoming process changes as FMCOG transitions to TMA status in fiscal year 2023. As a TMA, FMCOG will have responsibilities for selecting projects and programming funds. NDDOT, with assistance from FHWA-ND, prepared an estimate of funds for suballocation to the TMA. This estimate, shown below, is provided for planning purposes and is subject to change as final information is made available at the federal level.

Apportionment/OA ratio at 90%				
	2023	2024	2025	2026
STBG	\$8,716,724	\$8,891,058	\$9,068,879	\$9,250,257
TA	\$725,159	\$742,285	\$759,753	\$777,571
Carbon Reduction	\$1,023,139	\$1,043,602	\$1,064,474	\$1,085,763
NHPP (share proportional at % of NHS System)	\$1,857,890	\$1,895,047	\$1,932,948	\$1,971,607

To date, FMCOG and NDDOT have worked together to identify Urban and TA project priorities for the TIP/STIP for the fiscal years 2023-2025. Below is a list of the programmed projects and the recently submitted TA applications for 2025:

- Urban Roads/Regional Programmed Projects
- 2022P Fargo 52nd Ave S (63rd St to Sheyenne)
- 2022P Fargo Transit Capital Bus Purchase
- 2023 Fargo 42nd St/I-94 Separation Structure Rehabilitation
- 2023P Fargo Main Ave (University to 25th St)
- 2023P Fargo Transit Capital Bus Purchase



2024 West Fargo Main Ave near Sheyenne River Slide Repair
2024P Fargo 32nd Ave S (25th St to University)
2025 West Fargo 9th St E (Main Ave to 12th Ave N)
2025P Fargo 12th Ave N & BNRR Bridge – Structure Items, Structural Steel Zone Painting
2025P Fargo 36th St S at Rose Coulee – Deck overlay, rail retrofit, reset approach guardrail

TA Programmed Projects

2023 Fargo Bison Village/10th St N
2023 Horace County Rd 17 Shared Use Path
2023 Horace Center Ave Improvements
2024 West Fargo Eaglewood – The Lights Bike Path

TA Applications Received

2025 Fargo Milwaukee Trail to Drain 53 Shared Use Path
2025 West Fargo Soccer Complex – Elmwood Park Bike Path
2025 Horace County Road 17 Shared Use Path Phase 4

As you know, the project development process takes time, and as such, it is crucial to ensure that all jurisdictions are working on projects intended to be funded through the TMA. FMCOG should review the estimate of funds and the list of projects to determine adjustments that may be needed, such as adding projects or adjusting funding years. It is through this letter that NDDOT is asking FMCOG to confirm that the projects listed above continue to be the urban and TA programming priorities for the TMA. Please sign and return this letter to confirm the priorities. If you have any questions regarding this request, please contact me at 328-2217 or Stacey Hanson at 328-4469.



PAUL M. BENNING, P.E., LOCAL GOVERNMENT ENGINEER

38/smh

I confirm that the listed projects continue to be the Urban and TA programming priorities.

Cindy Gray, Executive Director

Date

Table 2: ND Portion of UZA Programmed STBG-U Projects, 2022-2025

2022 - PRE-TMA	Total	STBG-U	CRRSAA	State	Local
Fargo					
32nd Ave S (32nd St to 25th St)	\$16,000,000	\$7,130,000	\$808,620	\$0	\$8,061,380
52nd Ave S (63rd St to Sheyenne) - Pending	\$7,000,000	\$5,000,000	\$0	\$0	\$2,000,000
Transit Capital Bus Purchase - Pending	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
West Fargo					
9th St E (13th Ave E to Main Ave)	\$584,000	\$0	\$386,710	\$0	\$197,290
Total of Federally Funded STBG-U Projects	\$24,834,000	\$13,130,000	\$1,195,330	\$0	\$10,508,670

2023 - TMA	Total	STBG-U	NHS-U	State	Local
Fargo					
42nd St/I-94 Separation Structure Rehab	\$275,680	\$223,108	\$0	\$0	\$52,572
Transit Capital Bus Purchase - Pending	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
NDDOT					
Main Ave (Univ. to 25th St) - Pending	\$15,412,522	\$0	\$8,369,948	\$1,226,416	\$5,816,158
Total of Federally Funded STBG-U & NHS-U Projects	\$16,938,202	\$1,223,108	\$8,369,948	\$1,226,416	\$6,118,730
Total of STBG-U + NHS-U		\$9,593,056		\$1,226,416	\$6,118,730
Estimated STBG Apportionment		\$10,574,614			
Surplus or shortfall of funding info provided:		\$981,558			

2024 - TMA	Total	STBG-U	NHS-U	State	Local
Fargo					
32nd Ave S (25th St to Univ) - Pending	\$11,080,000	\$7,680,000	\$0	\$0	\$3,400,000
NDDOT					
Main Ave Slide Repair (US 10 at Sheyenne River)	\$5,001,000	\$0	\$4,047,000	\$454,000	\$500,000
Total of Federally Funded STBG-U & NHS-U Projects	\$16,081,000	\$7,680,000	\$4,047,000	\$454,000	\$3,900,000
Total of STBG-U + NHS-U		\$11,727,000			
Estimated STBG Apportionment		\$10,786,105			
Surplus or shortfall of funding info provided:		-\$940,895			

2025 - TMA	Total	STBG-U	NHS-U	State	Local
Fargo					
36th St S at Rose Coulee - Pending	\$380,000	\$307,534	\$0	\$0	\$72,466
West Fargo					
9th St E (Main Ave to 12th Ave N) - Pending	\$9,400,000	\$7,520,000	\$0	\$0	\$1,880,000
NDDOT					
12th Ave N at BNRR Bridge - Pending	\$644,606	\$521,680	\$0	\$58,465	\$64,461
Total of Federally Funded STBG-U Projects	\$10,424,606	\$8,349,214	\$0	\$58,465	\$2,016,927
Estimated STBG Apportionment		\$11,001,827			
Surplus or shortfall of funding info provided:		\$2,652,613			

2026 - TMA - Projects to be Selected Locally, as previously prioritized	Total	STBG-U	Other (Clay Co, Moorhead)	State	Local
Fargo					
1. Broadway Bridge Reconstruction	\$7,500,000	\$4,200,000	\$2,250,000	\$0	\$1,050,000
2. 40th Ave S Bike Ped Bridge at Bluestem	\$4,000,000	\$1,760,000	\$1,800,000	\$0	\$440,000
3. Drain 27 and River Dr S Shared Use Paths	\$2,400,000	\$1,920,000	\$0	\$0	\$480,000
Total of Prioritized Projects	\$13,900,000	\$7,880,000	\$4,050,000	\$0	\$1,970,000
Estimated STBG Apportionment		\$11,221,864			
Surplus or shortfall of funding info provided		\$3,341,864			

Additional Project Submittals for 2026	Total	STBG-U	Other	State	Local
Fargo					
4. Transit Capital Bus Purchase	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
West Fargo					
5. Sheyenne St Reconstruction (40th to 52nd Ave E)	\$18,000,000	\$14,400,000	\$0	\$0	\$3,600,000
Fargo					
6. 45th Street Rehab (16th Ave N to I-94 Ramp)	\$10,800,000	\$8,640,000	\$0	\$0	\$2,160,000
NDDOT Bridge Projects					
No Submittals Thus Far	\$0	\$0	\$0	\$0	\$0
Total of Additional Project Submittals	\$30,050,000	\$24,040,000	\$0	\$0	\$6,010,000

Agenda Item 6

Attachment 3

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 25, 2022
Subject: **New Transportation Alternatives funding amounts**

With the Fargo-Moorhead area's urbanized population over 200,000 per the 2020 census, Metro COG's status is in the process of transitioning to a Transportation Management Area (TMA). As a TMA, Federal funding is allocated differently than before. This includes funding for the Transportation Alternatives (TA) grant program. This agenda item will only focus on funding for the North Dakota side of our planning area since details, albeit tentative, have been provided by NDDOT. Meanwhile funding amounts have not yet been provided by MnDOT.

Averaging the past five years, Metro COG's urbanized jurisdictions (Fargo, Horace, and West Fargo) have been awarded \$272,500 in TA funds per year. Tentative numbers provided by NDDOT indicate that Metro COG's urbanized area will receive the following TA amounts per year:

- 2023 - \$725,159
- 2024 - \$742,285
- 2025 - \$759,753
- 2026 - \$777,571

It is Metro COG's understanding that these amounts will be for projects located within Metro COG's urbanized area. As for projects located outside of Metro COG's urbanized area (Mapleton, Casselton, etc.), it's our understanding that the same process will apply as before – applicants will apply through Metro COG with project selection occurring by a NDDOT committee. These applications would fall under NDDOT's *Rural* category and would be awarded a maximum of \$200,000 per project as before.

In the future a new process for urban applicants will be set up and the selection of projects will be done by Metro COG rather than NDDOT. This Committee will likely play a key role in the selection of awarded projects.

With sizeable funding amounts quickly approaching for project construction in 2023 and 2024, it is important to discuss and ensure that projects are shovel-ready so that no funding is gone unused. That will be the key discussion of this agenda item. We will also discuss which additional projects should receive 2023 and 2024 funding based on recent TA application submittals.

2023 TMA Transportation Alternatives Allocation - ND side

2023 Metro COG TA sub-allocation (ND side): **\$ 725,159**

Allocated Projects								
2020 Rank	2021 Rank	Jurisdiction	Project	Total project cost	Current Allocation			
					Local match		Federal TA	
1 (tie)		Fargo	Bison Village	\$350,000	\$70,000	20%	\$280,000	80%
5 (tie)		Horace/Cass Co	CR 17 Shared Use Path Phase 3	\$302,000	\$57,591	19%	\$244,409	81%
5 (tie)		Horace/Cass Co	Center Ave Multi-Modal Improvements	\$166,000	\$31,656	19%	\$134,344	81%

\$66,406 TA funds remaining

Unallocated Projects						
2020 Rank	2021 Rank	Jurisdiction	Project	Total project cost	Potential Allocation (20/80 split)	
					Local match (20%)	Federal TA (80%)
3	1	West Fargo	Soccer Complex / Elmwood Park Path	\$441,029	\$88,206	\$352,823
-	2	Fargo	Milwaukee Trail to Drain 53 Path	\$478,531	\$95,706	\$382,825
-	3	Horace/Cass Co	CR 17 Shared Use Path Phase 4	\$440,115	\$88,023	\$352,092
4	-	Fargo	River Drive Shared Use Path	\$410,000	\$82,000	\$328,000
5	-	Fargo	Deer Creek/Drain 27 Shared Use Path	\$540,000	\$108,000	\$432,000
8	-	Fargo	Drain 53 Shared Use Path	\$310,000	\$62,000	\$248,000
-	-	Fargo	*2nd Street Pedestrian Bridge	\$3,400,000		

*Awarded as alternate project by NDDOT in 2018

Potential Allocation (Other split)			
Local match		Federal TA	
\$154,360	35%	\$286,669	65%
\$167,486	35%	\$311,045	65%
\$264,069	60%	\$176,046	40%
\$135,300	33%	\$274,700	67%
\$178,200	33%	\$361,800	67%
\$102,300	33%	\$207,700	67%
\$1,122,000	33%	\$2,278,000	67%

Blues cells autopopulate

Represents updated cost estimates (updated Spring of 2022)

Represents original cost estimates

2024 TMA Transportation Alternatives Allocation - ND side

2024 Metro COG TA sub-allocation (ND side): **\$ 742,285**

Allocated Projects								
2020 Rank	2021 Rank	Jurisdiction	Project	Total project cost	Current Allocation			
					Local match	Federal TA		
1 (tie)		West Fargo	Eaglewood - The Lights Bike Path	\$374,135	\$74,827	20%	\$299,308	80%

\$ 442,977 TA funding remaining

Unallocated Projects						
2020 Rank	2021 Rank	Jurisdiction	Project	Total project cost	Potential Allocation (20/80 split)	
					Local match (20%)	Federal TA (80%)
3	1	West Fargo	Soccer Complex / Elmwood Park Path	\$441,029	\$88,206	\$352,823
-	2	Fargo	Milwaukee Trail to Drain 53 Path	\$478,531	\$95,706	\$382,825
-	3	Horace/Cass Co	CR 17 Shared Use Path Phase 4	\$440,115	\$88,023	\$352,092
4	-	Fargo	River Drive Shared Use Path	\$410,000	\$82,000	\$328,000
5	-	Fargo	Deer Creek/Drain 27 Shared Use Path	\$540,000	\$108,000	\$432,000
8	-	Fargo	Drain 53 Shared Use Path	\$310,000	\$62,000	\$248,000
-	-	Fargo	*2nd Street Pedestrian Bridge	\$3,400,000		

*Awarded as alternate project by NDDOT in 2018

Potential Allocation (Other split)			
Local match		Federal TA	
\$213,899	49%	\$227,130	52%
\$263,192	55%	\$215,339	45%
\$264,069	60%	\$176,046	40%
\$135,300	33%	\$274,700	67%
\$178,200	33%	\$361,800	67%
\$102,300	33%	\$207,700	67%
\$1,122,000	33%	\$2,278,000	67%

Blues cells autopopulate

Represents updated cost estimates (updated Spring of 2022)

Represents original cost estimates



To: Policy Board
From: Cindy Gray, Executive Director
Date: April 15, 2022
Re: **Short- and Long-Term Disability Benefit**

When Metro COG renewed our health insurance with Blue Cross Blue Shield of ND in the fall of 2021, I asked our BCBS ND representative, Ruth Strahm, to provide us with information about short and long term disability insurance because this is a benefit that I believe is very important for the financial protection of our staff. Most have not had an opportunity to build up large amounts of sick leave, either due to family obligations or short employment duration. Metro COG employees currently do not receive this benefit, and while we made a provision for the staff to donate vacation or sick leave to their coworkers in 2020, the small number of employees in the agency makes it impossible to cover extended leave times through donations of time.

Based on policy information provided by our insurance representative, Metro COG can switch from our current provider of Life and AD&D Insurance, for a significantly lower monthly premium. The savings from making this switch will more than cover the premiums for Mutual of Omaha Long Term Disability.

The following table shows the proposal from Mutual of Omaha based on Metro COG's employment. This scenario shows the premium for an employer paid plan for long-term disability insurance under our current make-up of employees and their salaries:

MOO \$50,000 Life AD&D	MOO Long Term Disability Option 1	MOO Long Term Disability Option 2
Employee Assistance Program (EAP) and Travel Assistance are included	90-day elimination period This is designed to pick up when 13-week short term disability ends	180-day elimination period This is designed to pick up when the 26-week short term disability ends
	Pays 60% of salary to maximum of \$6000* a month	Pays 60% of salary to maximum of \$6000* a month
	RBD to SSNRA	RBD to SSNRA
2-year rate guarantee	2-year rate guarantee	2-year rate guarantee
\$108.00 per month for all 8 employees. Monthly rate is .25 per \$1000 for the life and .02 per \$1000 for the AD&D-with AD&D benefit amount doubles in the event of an accident.	\$128.24 per month for all 8 employees. Monthly rate is .23 per \$100 of monthly covered payroll.	\$89.21 per month for all 8 employees. Monthly rate is .16 per \$100 of monthly covered payroll.

The combination of Life, AD&D and Option 1 totals \$236.24 per month or \$2,834.88 per year, which is \$646.92 less than we currently pay per year for just life and AD&D insurance. This LTD policy is required to be an employer-paid policy.

Long Term Disability as a Non-Taxable Benefit

In order to receive long term disability (LTD) benefit as non-taxable, the premium must come out of the employee's paycheck after tax. Many employers provide LTD as a benefit by including the premium as income to the employee in their paycheck, followed by having the premium taken out of the employee's paycheck after tax.

Lower Monthly Premium for Life Insurance and AD&D Insurance

The lower monthly premium for life Insurance and AD&D Insurance is still available even if Metro COG chooses not to purchase LTD insurance.

Option for Short-Term Disability (STD)

STD is far more commonly needed by employees than LTD. Since the options above are only for LTD, which would be go into effect either 13 or 26 weeks after the initiation of a disability, two options were provided for STD. They include:

- A 13-week plan
- A 26-week plan

The 13-week plan is more affordable than the 26-week plan. At least two employees would be required to participate in order for the company to provide the insurance. I went over the rates and information with our staff, and we met with a colleague of our insurance representative whose expertise is in STD and LTD insurance. We believe we have at least four staff who are interested in purchasing STD. Examples of monthly STD insurance rates have been developed and shown to the staff.

Local Jurisdictions

Local jurisdictions have a variety of approaches to short- and long-term disability. The North Dakota cities of West Fargo, Fargo and Horace provide long term disability as a benefit and make it an option for employees to purchase short-term disability. Clay County provides a cafeteria plan which allows employees to purchase the insurance with their allocated benefit amount. Cass County has a leave-time donation program, which works well due to the large number of employees and the large number of sick leave hours that employees are allowed to accumulate. Moorhead and Dilworth allow employees to purchase disability insurance as an option paid for by the employees.

The Executive Committee reviewed this at their April meeting, after having several questions at two prior meetings. They recommended approval of moving forward with the switch to Mutual of Omaha and provision of LTD under the Option 1 plan.

Recommended Action: Approve switching from Unum to Mutual of Omaha for Life and Accidental Death & Dismemberment insurance and adding long-term disability (Option 1) as a Metro COG staff benefit, and initiating short-term disability as an optional benefit for which the premium would be paid by staff who choose to participate.

To: Metro COG Policy Board
From: Dan Farnsworth
Date: April 15, 2022
Re: **2021 Traffic Count Maps**

In 2021 Metro COG retained consulting firm GHA to conduct traffic counts at 465 locations within Metro COG's planning area. The counts were conducted from April through October of 2021. Counts also included vehicle classification (truck) counts at 108 of the locations.

Metro COG conducts metro area-wide traffic counts every five years for use in Metro COG's Travel Demand Model. The counts are also useful to the public, elected officials, developers, technical staff, studies and more. Prior to these counts, the most recent Metro COG area-wide counts were conducted in 2015.

In addition NDDOT conducted 2021 traffic counts at over 700 locations within our planning area. Vehicle classification (truck) counts were also conducted at many of these locations. Likewise, MnDOT did 2021 traffic counts within our planning area, however MnDOT's counts are not anticipated to be available until this summer.

Upon completion of Metro COG's and NDDOT counts, Metro COG has developed a series of maps to display the 2021 traffic counts. Due to the size of the maps, they are not attached. Rather they can be found at www.fmmetrocog.org > Resources > Traffic Counts. The maps include the following:

- Urban Area AADT Counts – [direct link](#)
- Rural Area AADT Counts – [direct link](#)
- Urban Area Truck Counts – [direct link](#)
- Rural Area Truck Counts – [direct link](#)

Once MnDOT's counts become available, Metro COG will revise the maps to include the additional counts and will update the maps on the website.

To request the raw count data or GIS shapefiles, feel free to reach out to Dan Farnsworth at farnsworth@fmmetrocog.org or 701-532-5106.

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: April 15, 2022
Re: **Future Planning Study Project List and Priorities**

Metro COG has been coordinating with local jurisdictions to determine their top planning project needs in upcoming years. We compile this information to help us prepare our budget and Unified Planning Work Program (UPWP). The attached table shows projects by year or years. Some projects have specifically been identified as priorities in a certain year, while others have been identified as more flexible, or even premature.

Metro COG will use this list to craft the 2023 and 2024 preliminary budgets which will then be used to prepare the 2023-2024 UPWP.

The TTC reviewed the list at their April 14th meeting, and made a few minor changes which are reflected in the attached table.

Requested Action: None – discussion item only.

2022 Solicitation for Future Transportation Planning Project Needs in the Fargo-Moorhead Metropolitan Planning Area



Suggested Year	Project Name	Location	Description	Juris-dictions	Probable Cost Range	Relevant IJJA 2021 Planning Emphasis Areas	Metro COG Plan or Policy Support from:	Suggested By:
Not Programmed								
2023-2024	Metropolitan Transportation Plan - 2050	Metro Area	The 2050 update of the Metropolitan Transportation Plan	All	\$350,000	All	Federally Required	Metro COG
2023-24	Electric Vehicle Readiness Study	Metro Area	Outline steps the region can take to support and encourage electric vehicle adoption, including electrification of the transit fleet, to better position our metro area to apply for and receive funds for charging stations or other related infrastructure. This would involve participation from Xcel, Cass County Electric, MPS and other applicable electricity providers. Review of zoning ordinances and subdivision regulations would be needed to identify local requirements, if any, for electric vehicle charging stations. Coordination with HBA would also be needed to identify needs within homes and electrical service within neighborhoods to meet the demands of charge vehicles.	Metro COG	\$100,000	Tackling the Climate Crisis - transition to a clean energy, resilient future	MTP Goals re. Emerging Transportation Trends, Environmental Sustainability, and Economic Development & Transportation Decisions	Metro COG
2023-24	20th Street S / I-94 Interchange (Moorhead #1 priority)	Interchange and surrounding area	Drawing from the 2008 study and other more recent work, this project would study the potential for updated interchange alternatives that would allow for interstate access to/from the east and study impact of that on adjacent interchanges in Moorhead. Scope would be similar to that of the downtown railroad underpass - to do as much analysis of environmental issues associated with alternatives as possible. Modeling, layouts, impacts. Level of work needed to secure funding.	Moorhead	\$150,000 - \$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal re. travel efficiency & reliability; also supported by the 2008 corridor study, which identified alternatives	Moorhead
2023 (or sooner)	CSAH 52 - bike/ped path over I-94	I-94	Study feasibility of new concept for side path. Refine what was in the Metro-Wide Bicycle Gap Study to provide more information for Moorhead to use in a funding application. The concept is similar to what was done along 8th St with the underpasses under the ramps.	Moorhead	Could be done internally at Metro COG	Complete Streets, Equity and Justice ⁴⁰ in Transportation Planning	MTP Goal re. walking and biking; this study would pursue an idea that has arisen since the Metro Bike Gap Study was completed.	Moorhead
2023-2024	Clay County Heartland Trail Alignment Analysis	Moorhead to Hawley	The Clay Co Heartland Trail Task for has been working on planning of the Heartland Trail since 2014. With a planned trail alignment already proposed, the next step is to conduct in-depth analysis of the planned alignment in order to (a) determine any obstacles associated with the alignment, (b) determine efforts to overcome the obstacles, and (c) determine easements needed to construct the trail. This study would analyze the trail between Moorhead/Dilworth and Hawley.	Clay County	\$100,000 to \$200,000, depending upon extent of study	Complete Streets, Tackling the Climate Crisis	Bike and Ped Plan and Years-Long Coordination with the Heartland Trail Committee. Also Clay County Comp Plan and GO2030	Metro COG
2023	Traffic Calming Toolkit and Applicability	Metro Area	Internal project in which Metro COG modifies the study done for West Fargo to include examples and toolkit material applicable to all jurisdictions	Metro Area	Could be done internally at Metro COG	Complete Streets	MTP goal re. safety and balancing livability with mobility	Fargo
2023-24	15th Avenue N Corridor Study	Dilworth	Study the evolving future needs and characteristics of the 15th Avenue N Corridor between 34th Street and Highway 336.	Dilworth, Clay County	\$125,000 to \$150,000	Complete Streets, Tackling the Climate Crisis, Equity and Justice ⁴⁰ in Transportation Planning	MTP Goad - travel efficiency & reliability; balancing livability with mobility, walking & biking	Dilworth

2023-24	Update of the Dilworth Comprehensive Plan	Dilworth	Update the Comprehensive Plan completed by Metro COG in 2017-2018	Dilworth	Internal project	Complete Streets, Tackling the Climate Crisis, Equity and Justice40 in Transportation Planning	Land use/Transportation relationship, balancing livability with mobility	Dilworth
2024	Vehicular Bridge Crossing Feasibility Study	Metro Area	Building on work completed over 20 years ago, conduct a feasibility study of additional vehicular bridge crossings between 100th Ave S (Fargo) to 76th Ave N/Cass Co 22 to determine regional priorities, impacts, current opportunities and constraints, and planning level cost estimates associated with various crossing alignments in developed and currently undeveloped areas. A study of this nature should also look at regional connectivity to existing or planned corridors.	Fargo, Cass and Clay Counties	Cost range needed.	Complete Streets, Tackling the Climate Crisis	MTP Goal - travel efficiency & reliability; also supported by 76th Ave. Corridor Study and other past corridor and sub-area studies	Metro COG
2024	Microsimulation or sub-area model	Downtown Fargo and Moorhead	Improve the core city's capability of modeling impacts of development and/or roadway modifications to the downtown network over and above what's currently available in the regional model.	Fargo and Moorhead	Depends on whether done by ATAC or a consultant	Complete Streets, Tackling the Climate Crisis	MTP Goal - economic development, walking & biking, travel efficiency & reliability	Fargo, Moorhead, Metro COG
2024 or 2025	Sunday transit service feasibility and implementation study	Metro Area	In-depth review of the operational changes that would be needed to initiate Sunday transit service and identification of the specifics of that service.	Metro COG	Cost range needed.	Equity and Justice40 in Transportation Planning	MTP Goal - transit access; also supported by recently completed TDP	Metro COG
2024 or 2025	15th Street / I-94 / Sheyenne Diversion Overpass Study	West Fargo / Cass County	The purpose of this study would be to study the costs, benefits, impacts, implementation, and other attributes associated with an overpass that would span I-94 and the Sheyenne Diversion just west of West Fargo. Per the 13th Avenue Corridor Study, this overpass would be located in the vicinity of 13th Ave W and CR 28 (15th St NW). This study could also look at roadway connectivity and a future roadway network on the southwest side of I-94/Sheyenne Diversion.	West Fargo, Cass County, NDDOT	\$150,000 - \$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal - travel efficiency & reliability, economic development, system safety	West Fargo
2025-26	One-Way Pair Alternatives Study (Moorhead #2 priority)	Moorhead - 4th Street and 5th Street one-way pair and the 11th Street and 14th Street one-way pair	The purpose of this study would be to review traffic calming alternatives along two one-way pairs in Moorhead - 4th Street S and 5th Street S in Moorhead, and possibly 11th Street and 14th Street. The roadways currently have a varied cross section width, which encourages faster vehicular speeds on the northerly blocks just south of Main Avenue. Alternatives would look at pedestrian mobility, safety, reducing the need for enforcement, safety improvements, two-way traffic flow, bicycle accommodations, and potential for transit improvements. Citizens met a few years ago during a meeting organized by walkability advocates to discuss these roadways and potential future configurations. May be beneficial to wait and study after completion of 11th Street RR grade separation.	Moorhead 2nd priority	\$200,000 - \$300,000	Complete Streets, Equity and Justice40 in Transportation Planning	Policy from MTP - Balance Mobility with Livability; Safety goals could be relevant	Metro COG and Moorhead
2025-26	East Dilworth / Moorhead N/S Arterial Corridor	I-94 to Clay Co Rd. 83	Planning Study to review alignment for north/south corridor between Highway 336 and 14th Street. Includes need and feasibility of RR grade separation and I-94 connection. Study alternatives, feasibility, cost, and other traffic and land use related implications of having a railroad grade separation on 14th Street at the BNSF railroad lines south of US Highway 10. This may include the closure of the at-grade crossing at Main Street in Dilworth.	Dilworth, Moorhead, Clay Co, MNDOT	\$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal - travel efficiency & reliability, economic development, system safety	Metro COG
2025	TDM Review Study	Metro Area	If needed, consider a peer review of the TDM by a consultant. At this time, HDR is working with ATAC to refine the model for the Interstate Operations Analysis. With the new SE data that Metro COG is going to develop, and some of the External to External and External to Internal trip adjustments being made through the availability of StreetLight data, it is Metro COG's opinion that the need for this can be reexamined in 2025.	Metro COG	Cost range needed.	Data in Transportation Planning	MTP Goal - emerging transportation trends, travel efficiency & reliability	Metro COG

2025-26	Moorhead 1st Ave N Corridor Study (Moorhead #3 priority)	Red River to US Highway 10	Study the 1st Avenue N corridor in preparation for a future project, considering the 11th Street railroad grade separation, redevelopment, and other changing conditions.	Moorhead	\$150,000 - \$175,000	Complete Streets, Equity and Justice40 in Transportation Planning	MTP Goal - maintain transportation infrastructure, economic development	Moorhead
Placeholder for future reference	Regional Pavement Management Study	Interested jurisdictions (if any)	Can we go as in-depth as we would need to in order to get a valuable product? Consider what Bismarck-Mandan did (sent to engineers). Moorhead is already doing this. They don't have a desire to change the way they're currently doing this.	Could be any or all cities	varies, depending upon area studied		MTP Goal - maintain transportation infrastructure	Metro COG
Placeholder for future reference	Access to Downtown from Interstate Highways	From I-94 and I-29	Planning study to examine alternatives for improved way-finding from Interstate Highway system to downtown(s). Emphasis on way-finding rather than access. <i>Could Metro COG do this internally to avoid a QBS process for what is anticipated to be a low cost study?</i>	Fargo, Moorhead, West Fargo, NDDOT	Estimate this to be low cost. Difficult for a QBS process.		MTP Goal - economic development	Metro COG
Could include multiple years. Placeholder for future reference	Expanded Study of Diversion Recreation Plan Features	Along Red River Diversion	More expanded study of various components of the Diversion Recreation Plan in an effort to include elements of the plan into the project, either while the channel is being constructed, or immediately following channel construction.	Diversion Authority, local entities	Variable	Tackling the Climate Crisis - transition to a clean energy, resilient future	MTP Goal - economic development, walking & biking	Diversion Authority

Recently Programmed or Under Contract

2020-21	Veterans Blvd Corridor Study Programmed for 2020. In 2021, project scope expanded to study at Sheyenne Street and 64th Ave S.	Veterans Blvd south of 40th Avenue S. Sheyenne Street south of 40th Avenue S. and 64th Avenue S from Sheyenne Street to 45th Street S	The purpose of this study would be to take a more detailed look at the transportation needs along the Veterans Blvd section line as it extends south of 52nd Avenue S and into Fargo's future growth area. Some of the unique challenges along this corridor include a drain crossing, future regional stormwater pond, and potential joint jurisdiction with Horace south of 64th Avenue S. We anticipate development pressures in this area in the not too distant future, and this may be an area that warrants some additional attention at some point.	City of Fargo, City of Horace, Cass County, West Fargo	\$150,000 - \$200,000 \$60,000	A, D, E, G		Fargo Planning Department
2021-2022	Red River Greenway Study - scoped for 2021-2022	Fargo	Drawing upon the results of the Bike Gap Study, and based on significant ped/bike input as part of the MTP, study and plan wayfinding, public improvements along the river including extensions of the existing trail, improved connectivity both within the greenway and to nearby neighborhoods and attractions, access to open space, and connectedness to nature and potential sites for human restoration and recreation.	Fargo	\$155,000 + \$15,000 from Fargo Park District	A, E, F, J		Metro COG (based on Fargo's request in 2018)
2021	TH 10 - Scheduled for 2022	34th St through Dilworth	Planning Study in preparation for reconstruct in 2027.	Dilworth, MNDOT	\$160,000	A, D, E, G		MNDOT
2021-22-23	Metro Bike and Ped Plan Update - Under contract for 2021	Metro Wide	The metropolitan area bike and ped plan was last completed inhouse in 2016 and will be due for an update in 2021. We could consider hiring a consultant for all or portions of the update.	All	\$175,000	A, B, D, E, F, H, J		Metro COG

2021	Interstate Operations Study (Update to 2011)	I-94 and I-29 throughout Metro Area	Study and provide detailed recommendations for short-term and long-term improvement needs (capacity, system management, etc.) on the Interstate system. Potentially could include some TSMO strategies. MNDOT has expressed concern for I-94 lane configuration through Moorhead. 2028-2029 Reconstruction in Minnesota. Include study of ring route (reliever route) around outside of FM Diversion in Cass County.	NDDOT, MndOT, Fargo, Moorhead, West Fargo	\$400,000	A, B, C, D, E, F, G, H, I		NDDOT, MndOT, HDR (MTP Consultant)
2021-22	Fargo Transportation Plan - under contract for 2021	Within City and ETA	Deep dive into future transportation network, focusing on policy and planning for an efficient, connected and continuous network of transportation facilities for all modes of transportation. This could be done as part of an overall comp plan update for the City of Fargo.	City of Fargo	\$200,000	A, D, E, F, I, J		Fargo Engineering
2022-23	US-81 Corridor Study (University Drive & 10th Street)	Fargo	Study and provide detailed recommendations for short-, mid-, and long-term improvement needs (capacity, system management, etc.) primarily on the one-way pair system. Could include feasible network design alternatives.	Fargo	\$275,000	A, B, C, D, E, F, G, [(?)]		Metro COG
2024	25th Street S Corridor Study	32nd Ave S to 58th Ave S	25th St S from 32nd Ave S to 58th Ave S - The health of the asphalt section will need major work in the near future and peak hour capacity issues are occurring.	City of Fargo	\$150,000 - 200,000	A, B, D, E, G		Fargo Engineering

IJA Planning Emphasis Areas

- Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

FAST Act Planning Factors

- A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B. increase the safety of the transportation system for motorized and nonmotorized users;
- C. increase the security of the transportation system for motorized and nonmotorized users;
- D. increase the accessibility and mobility of people and for freight;
- E. 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
- F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. promote efficient system management and operation;
- H. emphasize the preservation of the existing transportation system;
- I. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- J. enhance travel and tourism.