

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

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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

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

\_\_\_\_\_  
Cindy Gray, Executive Director

\_\_\_\_\_  
Date

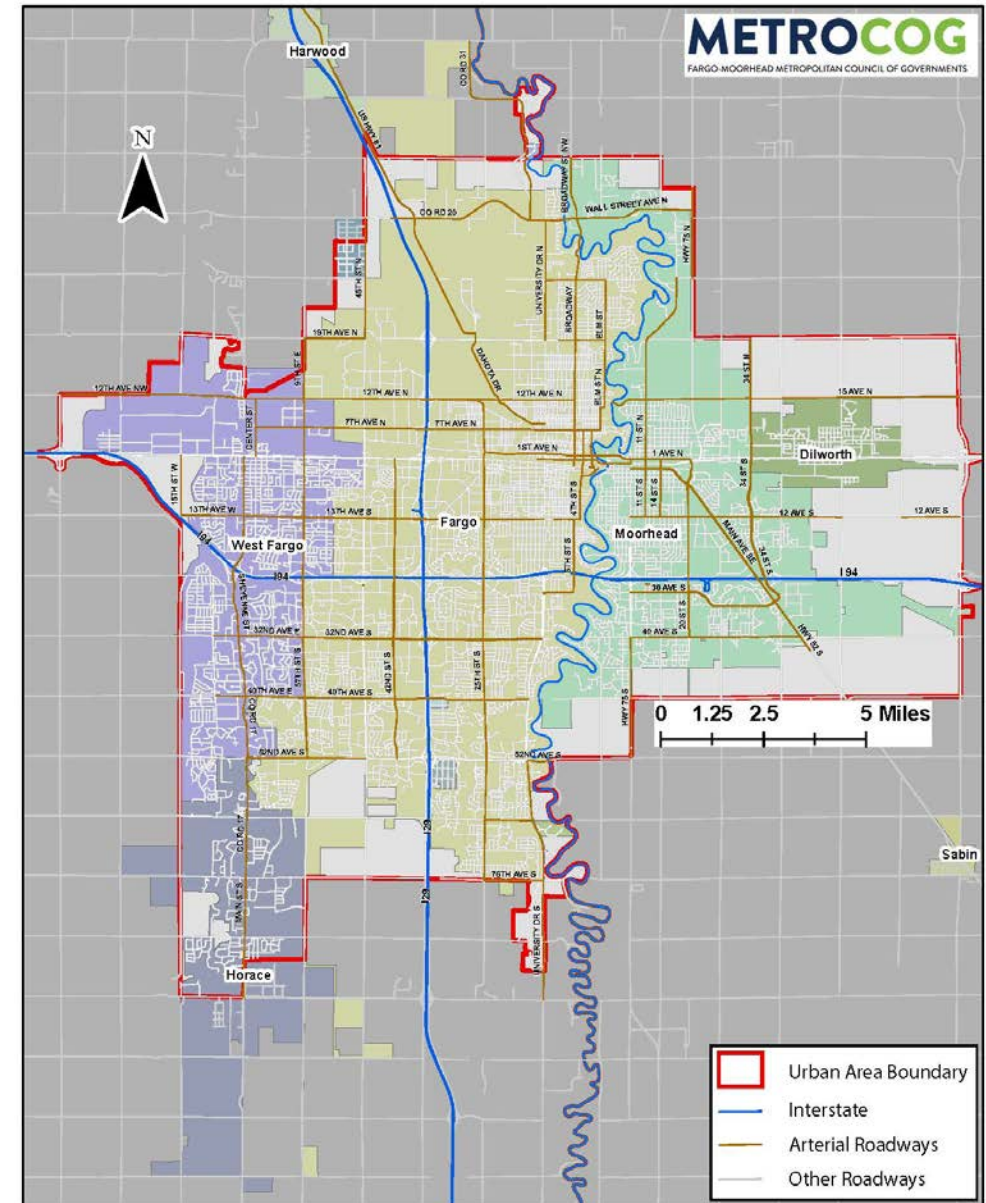
# FEDERAL TRANSPORTATION FUNDING AS A TRANSPORTATION MANAGEMENT AREA

May 2, 2022

# Metro Area Population Exceeded 200,000 in 2020 Census

- ▶ The 200,000 population threshold changes our urban area's designation from simply a Metropolitan Planning Organization to a **Transportation Management Area (TMA)**

Urbanized Area Boundary



# What changes as a TMA?

- ▶ Urbanized area receives direct sub-allocation of funds:
  - Surface Transportation Block Grant (STBG) funds
  - Transportation Alternative Program (TAP) funds
  - Carbon Reduction Program funds
- ▶ Local leaders – Metro COG’s Policy Board – is given the responsibility of prioritizing and selecting which projects get funded.

# Funding information provided by NDDOT

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
<b>Yearly Estimated Total</b>	<b>\$10,574,614</b>	<b>\$10,786,105</b>	<b>\$11,001,827</b>	<b>\$11,221,864</b>

\*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

# National Highway System

## Interstate Highways

- ▶ I-94
- ▶ I-29

## Other Roadways in State's Jurisdiction

- ▶ Main Avenue (US 10)
- ▶ 12<sup>th</sup> Avenue N (Hwy 294)
- ▶ 19<sup>th</sup> Avenue N (US 81)
- ▶ University and 10<sup>th</sup> St (US 81)

In discussions thus far, NDDOT has indicated they would not spend NHPP funds on these roadways.

\$1.8M to \$2M per year is insufficient to maintain this system.



# TIP Projects Compared to Revenue Amounts - 2022

Table 2: ND Portion of UZA Programmed STBG-U Projects, 2022-2025					
2022 - PRE-TMA	Total	STBG-U	CRRSAA	State	Local
<b>Fargo</b>					
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
<b>West Fargo</b>					
9th St E (13th Ave E to Main Ave)	\$584,000	\$0	\$386,710	\$0	\$197,290
<b>Total of Federally Funded STBG-U Projects</b>	<b>\$24,834,000</b>	<b>\$13,130,000</b>	<b>\$1,195,330</b>	<b>\$0</b>	<b>\$10,508,670</b>



# TIP Projects Compared to Revenue Projections - 2023

2023 - TMA	Total	STBG-U	NHS-U	State	Local
<b>Fargo</b>					
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
<b>NDDOT</b>					
Main Ave (Univ. to 25th St) - Pending	\$15,412,522	\$0	\$8,369,948	\$1,226,416	\$5,816,158
<b>Total of Federally Funded STBG-U &amp; NHS-U Projects</b>	<b>\$16,938,202</b>	<b>\$1,223,108</b>	<b>\$8,369,948</b>	<b>\$1,226,416</b>	<b>\$6,118,730</b>
<b>Total of STBG-U + NHS-U</b>		<b>\$9,593,056</b>		<b>\$1,226,416</b>	<b>\$6,118,730</b>
<b>Estimated STBG Apportionment</b>		<b>\$10,574,614</b>			
<b>Surplus or shortfall of funding info provided:</b>		<b>\$981,558</b>			

If NHPP funds are used for the Main Avenue project, as currently programmed, the metro area would have an additional \$8M to use for needed roadway improvements. Timing is the main issue, since it's already April – 2022.

# TIP Projects Compared to Revenue Projections - 2024

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

If NHPP funds are used for the Main Avenue project, as currently programmed, the metro area would have an additional \$4M to use for needed roadway improvements. Again, timing is the main issue.

# TIP Projects Compared to Revenue Projections - 2025

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

# So what is the issue?

- ▶ Metro COG will be receiving a draft MOU from NDDOT in the near future.
- ▶ We believe that NDDOT should continue programming NHPP funds for NHS funds in the state's jurisdiction, to ensure that the direct suballocation of STBG funds can be used on our local roadway network to the greatest extent possible.
- ▶ Up to this point, we have been told that this will not be the case, and that we will be responsible for the non-interstate roadways on the NHS.

# We are asking for local leadership support in getting the following questions answered:

- ▶ Is it NDDOT’s intent to use NHPP funds for the two state projects on Main Avenue as currently programmed in the TIP and STIP?
- ▶ If it is NDDOT’s intent to use NHPP funds for these two projects, would the proposed sharing of NHPP funds in 2023 and 2024 (\$1,857,890 and \$1,895,047 respectively) be in addition to the NHPP dollars designated for these projects or included in the amounts designated.

<b>North Dakota STBG Apportionment with Obligation Authority Ratio Estimated at 90 Percent</b>				
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
<b>Yearly Estimated Total</b>	<b>\$10,574,614</b>	<b>\$10,786,105</b>	<b>\$11,001,827</b>	<b>\$11,221,864</b>

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

# We are asking for local leadership support in getting the following questions answered:

- ▶ If it is not NDDOT's intent to use NHPP funds on NHS roadways within the urbanized area on a case-by-case basis, would we also be required to fund projects on State jurisdiction roadways with STBG funds in perpetuity without access to additional NHS funding?
- ▶ Has NDDOT considered sharing the Congestion Management Air Quality (CMAQ) funds specifically with the urbanized areas that have the highest levels of traffic congestion and the highest traffic volumes?

# Summary

- ▶ Metro COG is asking for local leadership support in bringing these questions forward to NDDOT.
- ▶ Timeliness is very important in that time is of the essence in getting projects ready to utilize the direct sub-allocation of funds.