

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

1. Call to Order and Introductions
 - a. Introductions & Roll Call
 - b. Approve Order and Contents of the Overall Agenda **Action Item**
 - c. Approve Minutes January 16, 2025 Board Meeting) **Action Item**
 - d. Approve February 2025 Bills **Action Item**
2. Consent Agenda **Action Item**
 - a. January 2025 End of Month Report
 - b. Metro COG 2024 3-C Agreement
 - c. Dilworth Comp Plan Contract
3. Regular Agenda
 - a. Public Comment Opportunity **Public Input**
 - b. TIP Solicitation
 - i. North Dakota Carbon Reduction Program (ND CRP) **Action Item**
 - ii. North Dakota Transportation Alternatives (ND TA) **Action Item**
 - iii. North Dakota Surface Transportation Block Grant (ND STBG) **Action Item**
 - iv. Minnesota Carbon Reduction Program (Mn CRP) **Action Item**
 - v. Minnesota Transportation Alternatives (Mn TA) **Action Item**
 - vi. Minnesota Surface Transportation Block Grant (Mn STBG) **Action Item**
 - c. 2025-2028 TIP Amendment 4 **Action Item**
 - d. Performance Measures (PM)
 - i. PM 1 – Highway Safety **Action Item**
 - ii. PM 2 – Bridge and Pavement **Action Item**
 - iii. PM 3 – System Performance & Freight Movement **Action Item**
 - e. TTC Bylaw Amendment **Action Item**
 - f. 8th Avenue Extension Study **Action Item**
 - g. 15th Avenue Corridor Study **Action Item**
4. Additional Business **Information Item**
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held **Thursday, March 20, 2025 at 4:00 PM.**

Bolded 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 Angela Brumbaugh 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.

Metro COG is encouraging citizens to provide their comments on agenda items via email to Angela Brumbaugh at brumbaugh@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 AM 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 email address and contact information to the above email at least one business day before the meeting.

Please use the following link to join this meeting online:

<https://us02web.zoom.us/j/82080139233?pwd=eCoKKRjtNKJvz7tT9qcwh7XTwPsCEb.1>

638th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, January 16, 2025 – 4:00 PM

Members Present:

Chuck	Hendrickson	Moorhead City Council
Rory	Jorgensen	West Fargo City Commission
Denise	Kolpack	Fargo City Commission
Stephanie	Landstrom	Horace City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council (Alt. for Dave Steichen)
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
John	Strand	Fargo City Commission
Michelle	Turnberg	Fargo City Commission
Joel	Vettel	Cass County Commission

Members Absent:

Nicole	Mattson	Moorhead City Council
Mike	Reitz	MATBUS Representative
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Dave	Steichen	Dilworth City Council (Alternate present)
Maranda	Tasa	Fargo Planning Commission

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Paul	Bervik	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Kristen	Sperry	FHWA-ND

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

The meeting was called to order at 4:00 PM, on January 16, 2025 by Chair Mongeau, noting a quorum was present. Introductions were made.

1b. Election of Metro COG Chair and Vice Chair.

Based on the rotation, Ms. Mongeau with Clay County would be the Chair and Mr. Olson with the City of West Fargo would be the Vice Chair.

MOTION: Nominate and elect Clay County Commissioner Jenny Mongeau as Policy Board Chair and West Fargo City Commissioner Brad Olson as Vice Chair for 2025, based on the rotation schedule in the Policy Board Bylaws.

Ms. Nash moved, seconded by Mr. Peipkorn.

MOTION, passed

Motion carried unanimously.

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

Chair Mongeau asked for approval for the overall agenda, as amended. 1b. was changed to an action item and 2b. had annual report added.

MOTION: Approve the contents of the Overall Amended Agenda of the January 16, 2025 Policy Board Meeting.

Ms. Nash moved, seconded by Mr. Olson.

MOTION, passed

Motion carried unanimously.

1d. Past Meeting Minutes, approved

Chair Mongeau asked for approval of the Minutes of the December 19, 2024 Meeting.

MOTION: Approve the December 19, 2024 Policy Board Meeting Minutes.

Mr. Olson moved, seconded by Ms. Nash.

MOTION, passed

Motion carried unanimously.

1e. Monthly Bills, approved

Chair Mongeau asked for approval of the January 16, 2025 bills as listed on Attachment 1d.

MOTION: Approve the January 2025 Bills List.

Ms. Kolpack moved, seconded by Ms. Nash.

MOTION, passed

Motion carried unanimously.

2. CONSENT AGENDA

Chair Mongeau asked for approval of Items a-b on the Consent Agenda.

a. December 2024 Month End Report

b. Metro COG Q4 Report/Annual Report

MOTION: Approve Items a-b on the Consent Agenda.

Mr. Olson moved, seconded by Mr. Peipkorn.

MOTION, passed

Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were provided or received.

3b. 2025-2028 TIP Amendment 3

Mr. Bervik presented Amendment 3 regarding the 2025-2028 Transportation Improvement Program (TIP). A public notice was published on Wednesday, December 25, 2024, and comments accepted until 12:00 noon on Thursday, January 9, 2025. No written comments were received.

The proposed amendment to the 2025-2028 TIP is as follows:

1. **Modification of Project 4220019:** Fargo rehabilitation of bridge on 36th Street South at Rose Coulee (2025). Updated project cost.
2. **Modification of Project 9240029:** NDDOT deck overlay and approach slabs of I-29 North bound at Rose Coulee (2025). Updated project cost. And moving project year from 2027 to 2025.
3. **Modification of Project 9240030:** NDDOT deck overlay and approach slabs of I-29 South bound at Rose Coulee (2025). Updated project cost. And moving project year from 2027 to 2025.
4. **Modification of Project 9240051:** NDDOT safety improvements at I-29 and ND 46 (2025). Updated project cost and breakdown.
5. **New Project 3253045:** West Fargo Railroad overpass for 9th Street NE (2025).
6. **New Project 4253046:** Fargo removing negative left turn offsets at the intersection of 19th Avenue North and University Drive (2025).
7. **New Project 9253047:** NDDOT installation of cameras, Dynamic Message Signs, and other Intelligent Transportation Systems (2026).

MOTION: Approve Amendment 3 to the Metro COG 2025-2028 Transportation Improvement Program (TIP)

Mr. Olson moved, seconded by Mr. Strand.

MOTION, passed

Motion carried unanimously.

3c. Moorhead Safe Routes to School Plan

Mr. Farnsworth presented information on the completed Moorhead Safe Routes to School. The study was conducted with cooperation from Moorhead School District, City of Moorhead, and PartnerSHIP 4 Health. Parents, students, and public involvement helped to inform and guide the study.

The study identifies challenges, safety concerns, policies, and recommended improvements to improve walking and biking to and from Moorhead's public schools.

**MOTION: Approve the Moorhead Safe Routes to School Plan
Ms. Nash moved, seconded by Mr. Hendrickson
MOTION, passed
Motion carried unanimously.**

4. Additional Business

Executive Director Ben Griffith provided the following updates:

- Metro COG staff is working on closing out the 2024 UPWP Budget, hopefully in February since they were still waiting on end-of-year invoices.
- Provided a brief technology update regarding server replacement, laptop and computer replacements, upsizing of the smaller monitors in the conference room, and plotter replacement.
- Informed the Policy Board of a FHWA finding regarding adoption of the 2050 MTP and that Metro COG is taking corrective action, planning for adoption at the March 20 Policy Board meeting.
- Reported that annual dues and local match invoices would be sent out in the coming days.
- Reminded the Policy Board of the 2025 meeting schedule and invites sent out for their calendars.

5. Adjourn

Chairperson Mongeau adjourned the meeting

The 638th Meeting of the FM Metro COG Policy Board held Thursday, January 16, 2025 was adjourned at 4:41 PM.

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

Respectfully Submitted,

Angela Brumbaugh
Office Manager

To: Policy Board members
From: Ben Griffith, AICP, Executive Director
Date: February 12, 2025
Re: **2024 Metro COG 3-C Agreement**

The attached 3-C (**C**ontinuing, **C**omprehensive & **C**ooperative) Agreement identifies the responsibilities of the respective parties relative to Metro COG's role as an MPO (and now, as a Transportation Management Area) and a recipient of federal funds from FHWA and FTA in the form of Consolidated Planning Grant (CPG) funds.

The agreement documents the work Metro COG does and formalizes the requirements of the MPO and TMA (Transportation Management Area), as well as the obligations of NDDOT, MnDOT and MATBUS. The driving need for this updated agreement is twofold: Metro COG's transitioning to a TMA and MATBUS' consolidation and restructuring as a large metropolitan transit agency in a TMA. The last 3-C Agreement was executed in March 2021.

The 3-C Agreement is technically a Memorandum of Agreement (MOA) and is generally required to be updated whenever Congress enacts a new Transportation Bill, which could be any time now since the current Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, which was signed into law in 2021 and is due to expire in 2027. With all the changes in DC right now, it could be sooner. The attached 3-C Agreement is referred to as "2024" because the agreement was originally intended to be executed last year, but I thought it best to keep it 2024, just in case we have a new 3-C agreement in 2025.

Requested Action: Approval of the 2024 Metro COG 3-C Agreement and authorize the Policy Board Chair and Executive Director to execute said agreement.

Memorandum of Agreement Covering Metropolitan Planning within the Fargo-Moorhead Metropolitan Area

This Memorandum of Agreement (MOA) is between the State of North Dakota, acting by and through its Director of Transportation, hereinafter NDDOT, the State of Minnesota, acting by and through its Commissioner of Transportation, hereinafter MnDOT, and Fargo-Moorhead Metropolitan Council of Governments, hereinafter MPO, and the City of Fargo as the Public Transportation Operator.

WHEREAS, joint responsibilities for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process is defined and required by the United States Department of Transportation (USDOT) in regulations at *23 CFR 450 Subpart A – Transportation Planning and Programming Definitions; 23 CFR 450 Subpart C – Metropolitan Transportation Planning and Programming*, 23 U.S.C. 134; and 49 U.S.C. 5303; and

WHEREAS, the regulations at *23 CFR 450.314 – Metropolitan Planning Agreements* and *49 CFR 613 – Metropolitan Transportation Planning and Programming* direct that the Metropolitan Planning Organization (MPO), States, and Public Transportation Operator shall cooperatively determine their mutual responsibilities for carrying out the 3-C process and clearly identify them in a written agreement; and

WHEREAS, the Public Transportation Operator is the public entity which participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303, and is the designated recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation; and

WHEREAS, NDDOT and MnDOT have signed a separate Memorandum of Agreement designating NDDOT as the Lead Agency in the administration of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds and the overall management of the planning programs of the MPO; and

WHEREAS, nothing in this MOA shall be construed to limit or affect the legal authorities of the parties or require the parties to perform beyond their respective authority,

NOW, THEREFORE, the NDDOT, MnDOT, MPO, and Public Transportation Operator agree to cooperatively undertake a continuing and comprehensive transportation planning and programming process for the defined metropolitan planning area. The process will be completed in accordance with state and local goals for urban planning, the provisions of 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, as amended, and the provisions of this Memorandum of Agreement, in which it is mutually agreed that each agency has the following responsibilities:

I. Statewide Transportation Plan and Modal Plans

A. NDDOT and MnDOT

- Solicit input from the MPO and Public Transportation Operator early in the development of the Statewide Transportation and Modal Plans.

- Provide an opportunity for the MPO and Public Transportation Operator to review and comment on the draft and final Statewide Transportation and Modal Plans.
- Periodically update the Statewide Transportation and Modal Plans after soliciting input from the MPO and Public Transportation Operator and providing an opportunity for the MPO and Public Transportation Operator to review and comment on such updates.
- Conduct periodic regional meetings on the Statewide Transportation and Modal Plans seeking assistance from the MPO and Public Transportation Operator in accordance with NDDOT and MnDOT Public Participation Procedures.
- Coordinate all public meetings with NDDOT and MnDOT Public Participation Procedures and the MPO Public Participation Plan.
- Coordinate the Statewide Transportation and Modal Plans with the MPO's Metropolitan Transportation Plan (MTP).

B. Metropolitan Planning Organization and Public Transportation Operators

- Provide input into the development of the Statewide Transportation and Modal Plans and any subsequent updates.
- Review and comment on the draft Statewide Transportation and Modal Plans and subsequent updates.
- Assist and participate in periodic regional meetings.
- Coordinate with NDDOT and MnDOT in all public meetings in accordance with NDDOT and MnDOT Public Participation Procedures and the MPO's Public Participation Plan.
- Review coordination of the Statewide Transportation and Modal Plans with the MTP.

II. MnDOT District-Level Transportation Plan

A. MnDOT

- Coordinate with the MPO and Public Transportation Operator in the cooperative development of the district-level transportation plans that impact the metropolitan planning area.
- Provide an opportunity for the MPO and Public Transportation Operator to review and comment on the district-level transportation plans that impact the metropolitan planning area.
- Periodically update the district-level transportation plans that impact the metropolitan planning area, in cooperation with the MPO and Public Transportation Operator and provide an opportunity for the MPO and Public Transportation Operator to review and comment on such updates.
- Coordinate all public meetings with MnDOT's Public Participation Procedures and the MPO's Public Participation Plan.

- Coordinate the district-level transportation plans that impact the metropolitan planning area with the MPO's MTP.

B. Metropolitan Planning Organization and Public Transportation Operator

- Provide input into the development of the district-level transportation plans that impact the metropolitan planning area and any subsequent updates to those plans.
- Review and comment on the draft and final district-level transportation plans that impact the metropolitan planning area and any subsequent updates to those plans.
- Assist and participate in all public meetings regarding the district-level transportation plans that impact the metropolitan planning area.
- Review coordination of the district-level transportation plans that impact the metropolitan planning area with the MTP.

III. Metropolitan Transportation Plan and Modal Plans

A. NDDOT and MnDOT

- Provide input into the development of MPO's MTP and Modal Plans.
- Cooperatively develop estimates of reasonable funding for the MTP period.
- Review and comment on MPO's draft MTP and Modal Plans.
- Provide assistance and available necessary data for MPO's surveillance and monitoring report; review findings and provide comment.
- Provide input into the periodic update of the MPO's MTP and Modal Plans.
- Participate in public meetings during the development of the MPO's MTP and Modal Plans.
- Coordinate to provide final acceptance of the MPO's MTP and notify the MPO of their next update deadline.

B. Metropolitan Planning Organization

- Develop and adopt an MTP in accordance with federal and state regulations in cooperation with the NDDOT, MnDOT and the Public Transportation Operator.
- Develop and adopt Modal Plans to support and further define the MTP.
- Provide NDDOT, MnDOT and the Public Transportation Operator the opportunity to review and comment on the draft, any revisions or amendments of the MTP and Modal Plans.
- Annually survey and monitor transportation system trends; prepare report of significant findings.

- Provide opportunity for NDDOT, MnDOT and the Public Transportation Operator to review the findings report.
- Update the MTP at least every five years in cooperation with NDDOT, MnDOT and the Public Transportation Operator.
- Provide an opportunity for NDDOT, MnDOT and the Public Transportation Operator to review and comment on the updated MTP.
- Solicit, in coordination with NDDOT, MnDOT and the Public Transportation Operator, public input in accordance with the MPO's Public Participation Plan.

C. Public Transportation Operator

- Provide input into the development of the MPO's MTP and Modal Plans.
- Review and comment on the MPO's draft MTP.
- Cooperatively develop estimates of reasonable funding for the MTP planning period.
- Provide assistance and data for the MPO's surveillance and monitoring report; review findings and provide comment.
- Assist and participate in obtaining public input in the development of the MPO's MTP in accordance with the MPO's Public Participation Plan.

IV. Congestion Management Process (CMP)

A CMP is required for TMAs to be developed and implemented as an integrated part of the MTP process. Although required, the federal regulations do not dictate the methods and approaches used to implement the CMP. The CMP results in multimodal system performance measures and strategies that can be reflected in the MTP and TIP. There is not a formal acceptance of the CMP, but it is a living document and will be reviewed as part of the MTP and FHWA TMA Review.

V. Unified Planning Work Program (UPWP)

A. NDDOT and MnDOT

- Provide input into the MPO's UPWP.
- Cooperatively develop estimates of reasonable funding for the UPWP.
- Review and comment on the MPO's draft UPWP.
- Review MPO quarterly or semi-annual progress reports.

B. NDDOT

- Approve the MPO's final UPWP and interim amendments.
- Submit to FHWA and FTA requesting approval of the UPWP.

- Prepare and execute agreement with MPO for distribution of FHWA and FTA planning funds.

C. MnDOT

- Provide concurrence in the MPO's final UPWP and interim amendments.

D. Metropolitan Planning Organization

- Prepare a UPWP after soliciting input from NDDOT, MnDOT and the Public Transportation Operator.
- Provide an opportunity to NDDOT, MnDOT and Public Transportation Operator for review and comment on the draft UPWP.
- Submit final UPWP to NDDOT and MnDOT for approval.
- Review and sign agreement with NDDOT for distribution of FHWA and FTA planning funds.
- Prepare quarterly or semi-annual progress reports and submit to FHWA, FTA, NDDOT, MnDOT and the Public Transportation Operator.

E. Public Transportation Operator

- Provide input and review/comment on the MPO quarterly or semi-annual progress reports.
- Provide input on the UPWP
- Prepare and submit Urbanized Area Formula Program and/or any other direct allocation programs to FTA for approval; notify NDDOT, MnDOT and MPO when grant has been approved.

VI. Technical Studies

This section applies to all technical activities, such as corridor studies and sub-area planning studies.

A. NDDOT and MnDOT

- Provide prepared scope of work for review and comment by MPO and Public Transportation Operator, if requested, for DOT initiated studies.
- Review, comment, and approve the scope of work prepared by MPO and Public Transportation Operator.
- Review and comment on draft study reports prepared by MPO and Public Transportation Operator.

B. Metropolitan Planning Organization

- Provide prepared scope of work for review and comment by NDDOT, MnDOT and Public Transportation Operator for MPO initiated studies.
- Review and comment on scope of work prepared by NDDOT, MnDOT and Public Transportation Operator.
- Review and comment on draft study reports prepared by NDDOT, MnDOT and Public Transportation Operator.

C. Public Transportation Operator

- Provide prepared scope of work for review and comment by NDDOT, MnDOT and MPO, if requested, for Public Transportation Operator initiated studies.
- Review and comment on scope of work prepared by NDDOT, MnDOT and MPO.
- Review and comment on draft study reports prepared by NDDOT, MnDOT and MPO.

VII. Transportation Improvement Programs (TIP)

A. NDDOT and MnDOT

- Provide an opportunity for the MPO and Public Transportation Operator to review and comment on the draft Statewide Transportation Improvement Program (STIP).
- Obtain early public participation on the STIP development with the assistance of the MPO and the Public Transportation Operator.
- Cooperatively develop annual estimates of available funding for each TIP/STIP cycle.
- Cooperate and participate in the annual solicitation of projects conducted by the MPO.
- Submit to MPO a DOT generated list of cooperatively developed federally funded projects which are consistent with the MPO's MTP for development of the draft TIP.
- Review and comment on MPO list of prioritized projects.
- Review and comment on draft MPO TIP.
- Approve final TIP; incorporate MPO TIP into STIP and submit to FHWA and FTA.

B. Metropolitan Planning Organization

- Solicit projects from all implementing agencies which are consistent with the MPO's MTP.
- Review and comment on the draft STIP.
- Develop TIP utilizing input from NDDOT, MnDOT and the Public Transportation Operator.
- Submit to DOT an MPO generated list of cooperatively developed federally funded projects which are consistent with the MPO's MTP for development of the draft STIP.

- Participate in the MnDOT District 4 Area Transportation Partnership (ATP)
- Obtain public input on the TIP in accordance with the MPO's Public Participation Plan.
- Submit TIP to NDDOT and MnDOT for approval.

C. Public Transportation Operator

- Submit to MPO candidate projects which are consistent with the MPO's MTP.
- Review and comment on MPO list of prioritized projects.
- Participate in the early public participation process.
- Review and comment on the draft STIP.
- Utilize the MPO Public Participation Plan's public notification procedures in the development of the annual Program of Projects.
- Review and comment on draft and final MPO TIP.

VIII. Committees

A. NDDOT and MnDOT

- Attend and participate in MPO Technical Advisory Committee meetings as a voting member.
- Serve as ex-officio member of the MPO Policy Board, as requested.
- Establish study committees / sub-committees as needed and include MPO and Public Transportation Operator representatives as appropriate.
- Participate in MPO and Public Transportation Operator study committees and sub-committees as appropriate.

B. Metropolitan Planning Organization

- Establish a Technical Advisory Committee which includes NDDOT, MnDOT and Public Transportation Operator as voting members.
- Establish study committees / sub-committees as needed and include NDDOT, MnDOT and Public Transportation Operator as appropriate.
- Participate in NDDOT, MnDOT and Public Transportation Operator study committees / sub-committees as appropriate.
- Participate in the MnDOT District 4ATP.

C. Public Transportation Operators

- Attend and participate in all MPO Technical Advisory Committee meetings as a voting member.

- Establish study committees / sub-committees as needed and include MPO, NDDOT and MnDOT representatives as appropriate.
- Participate in MPO, NDDOT and MnDOT study committees and sub-committees as appropriate.

IX. MPO Certification

A. NDDOT and MnDOT

- Monitor federal and state legislation and inform the MPO and Public Transportation Operators of new or changed requirements.
- Conduct mid-year program review with MPO, Public Transportation Operators, FHWA, and FTA.
- Review and accept MPO's self-certification documentation and submit to FHWA and FTA as part of the TIP submittal.
- Participate in FHWA TMA Certification, which will be conducted at least every four years.

B. Metropolitan Planning Organization

- Prepare and include in annual TIP an adopted self-certification statement.
- Every three (3) years develop a more detailed self-certification report.
- Participate in mid-year program review with NDDOT, MnDOT and Public Transportation Operator.
- Participate in FHWA TMA Certification, which will be conducted at least every four years.
- **Public Transportation Operators**
 - Review MPO's self-certification documentation.
 - Participate in mid-year program review with NDDOT, MnDOT and MPO.
 - Participate in FHWA TMA Certification, which will be conducted at least every four years.

X. Performance Based Planning

The parties to this agreement will work cooperatively to develop, identify and implement a performance based planning approach to address federal performance measures. This coordination effort is outlined in a separate agreement between the parties.

XI. Period of Agreement

- This Memorandum of Agreement shall be effective once all signatures have been obtained and may be terminated by any one of the parties by giving 90 days written notice to each of the other parties. This Memorandum of Agreement will remain in effect until terminated as provided in this clause, or until replaced by a new Memorandum of Agreement.
- Any amendments to this Memorandum of Agreement must be mutually agreed to in writing.
- It is mutually agreed that this Memorandum of Agreement will be reviewed (and amended as determined necessary) following the reauthorization of the current surface transportation authorization act.

XII. Authorized Representatives

The NDDOT authorized representative is Will Hutchings, MPO Coordinator, 608 E Boulevard Ave, Bismarck, ND 58505, 701-328-6428, hutchingswill@nd.gov, or his successor.

The MnDOT authorized representative is Bryan McCoy, Metropolitan Planning Program Coordinator, 395 John Ireland Blvd MS 440, St. Paul, MN 55155, 651-296-3000, bryan.mccoy@state.mn.us, or his successor.

The Fargo-Moorhead Metropolitan Council of Governments authorized representative is Ben Griffith, Executive Director, One 2nd Street North, Suite 232, Fargo, ND 58102, 701-532-5103, griffith@fmmetrocog.org, or his successor.

The City of Fargo, authorized representative is Julie Bommelman, Fargo Transit Director, 650 23rd St N, Fargo, ND 58102, 701-476-6737, jbommelman@FargoND.gov, or her successor.

IT IS FURTHER UNDERSTOOD, that this MOA will be effective once all signatures are obtained and remain in effect until such time as any party gives to the affected parties a 90-day written notice of its intent to withdraw from the MOA.

IT IS FURTHER UNDERSTOOD, that this MOA replaces the existing Memorandum of Understanding signed March 30, 2021.

IT IS FURTHER UNDERSTOOD, that this MOA is not a legally binding agreement and creates no legally binding obligations for any party. Because of a mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to find mutually beneficial solutions when problems arise.

The parties hereto execute this Memorandum of Agreement through their authorized representatives:

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

Name (Type or Print)

Signature

Title

Date

PUBLIC TRANSPORTATION OPERATOR: City of Fargo, ND

ATTEST by:

Name (Type or Print)

Name (Type or Print)

Signature

Signature

Title

Title

Date

Date

MINNESOTA DEPARTMENT OF TRANSPORTATION

Name (Type or Print)

Signature

Title

Date

MnDOT Contract Management (as to form):

Signature

Date

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

APPROVED as to substance by:

Local Government Engineer (Type or Print)

Signature

Date

Deputy Director of Planning (Type or Print)

Signature

Date

To: Policy Board members
From: Ben Griffith, AICP, Executive Director
Date: February 12, 2025
Re: **Dilworth Comprehensive & Transportation Plan Contract**

The City of Dilworth approached Metro COG staff last year, asking if we could prepare an update to their current Comprehensive & Transportation Plan, completed by Metro COG in 2018.

The plan would take into account a general comprehensive plan update, as well as an in-depth look at transportation needs in the City. Special emphasis will be placed on seven (7) major focus areas: project development, public involvement, community profile, land use plan, transportation plan, goals and objectives, and an implementation strategy and schedule, to achieve community goals and initiatives. The contract includes a detailed scope of work beginning on page 5.

The total cost to Metro COG for the performance of work pursuant to this contract shall not exceed a total of \$33,600.00. This amount shall include all project costs including labor, general and administrative overhead, travel, fixed fees, materials, supplies, and other miscellaneous costs. Metro COG would be responsible for \$20,776.79, or 80% of eligible project costs with Consolidated Planning Grant (CPG) funds. The City of Dilworth would be responsible for the additional \$12,778.25, or 20% of the eligible project costs plus 100% of all non-eligible costs. All work shall be completed by December 31, 2025, and has been accounted for in Metro COG's adopted 2025-2026 Unified Planning Work Program (UPWP).

Requested Action: Approval of the Dilworth Comprehensive & Transportation Plan Contract and authorize the Policy Board Chair and Executive Director to execute said contract.

**CITY OF DILWORTH, MINNESOTA
and the
FARGO-MOORHEAD METROPOLITAN
COUNCIL OF GOVERNMENTS (METRO COG)
DILWORTH COMPREHENSIVE & TRANSPORTATION PLAN
(2025#1002)**

THIS AGREEMENT is made and entered into this ____ day of _____, 2025, by and between the Fargo-Moorhead Metropolitan Council of Governments, hereinafter referred to as METRO COG; and the City of Dilworth, Minnesota, hereinafter referred to as the CITY OF DILWORTH. This agreement shall cover services related to the Dilworth Comprehensive & Transportation Plan.

RECITALS

WHEREAS, the CITY OF DILWORTH desires to contract for services in the development and completion of updates to the 2018 Dilworth Comprehensive & Transportation Plan, and

WHEREAS, the CITY OF DILWORTH desires to retain the services of METRO COG in the development and completion of the Dilworth Comprehensive & Transportation Plan, and the services as more fully described in Exhibit A, attached to and made part of this agreement.

NOW, THEREFORE, IT IS AGREED by and between the parties hereto as follows:

AGREEMENT

- 1. SCOPE OF SERVICES.** METRO COG shall perform those tasks and activities identified in Exhibit A. Any work requested by the CITY OF DILWORTH beyond that identified in Exhibit A will require an amendment to this agreement.
- 2. TERM.** This agreement shall extend from the date of its full execution to December 31, 2025, unless terminated pursuant to the termination or suspension of agreed services or the completion of services.
- 3. SCHEDULE OF PERFORMANCE.** METRO COG shall complete the services within the term of this agreement and in accordance with the project schedule set forth in Exhibit C. Any services for which times for performance are not specified in this agreement shall be commenced and completed by METRO COG in a prompt and timely manner based upon the circumstances and direction communicated to METRO COG. The agreement to extend the term or the schedule of performance shall not preclude recovery of damages for delay if the extension is required due to the fault of METRO COG.
- 4. NOT TO EXCEED COMPENSATION.** The compensation to be paid to METRO COG for performance of services described in Exhibit A, including payment for professional services and reimbursable expenses, shall not exceed thirty-three thousand six hundred dollars (\$33,600). The CITY OF DILWORTH reserves

the option to amend this agreement if additional information not currently contained in Exhibit A is requested and agreed to by METRO COG.

5. INVOICES. METRO COG shall invoice the CITY OF DILWORTH once upon project initiation for reimbursement of its share of project costs.

6. STANDARD OF CARE. Services shall be performed by METRO COG or under METRO COG's supervision. METRO COG shall not assign nor transfer METRO COG's interest in this agreement without the express written consent of the CITY OF DILWORTH. Any work requested by the CITY OF DILWORTH outside of that identified in Exhibit A shall require an amendment to this agreement.

7. AMENDMENTS. The terms of this agreement shall not be waived, altered, modified, supplemented, or amended, in any manner whatsoever, except by written instruction signed by both parties.

8. APPLICABLE LAW. This agreement is financed in part with funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All services performed under this agreement shall comply with all applicable federal, state, and local laws, regulations, and procedures.

9. INDEMNITY. The CITY OF DILWORTH shall save and hold harmless METRO COG, its officers, agents, employees, and members, and the State of North Dakota and North Dakota Department of Transportation (NDDOT), its officers, agents, employees, and members from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of the CITY OF DILWORTH, or its subcontractors, agents, or employees under this agreement. However, this paragraph will not apply to suits against METRO COG, the State of North Dakota, or NDDOT arising out of its negligence or intentional acts, or those of its employees, agents, or designees. Further, the indemnification set forth in this paragraph is limited to the specific dollar amounts set forth in N.D.C.C. § 32-12.1-03, as amended from time to time.

10. OWNERSHIP OF MATERIALS. All work products of METRO COG which result from this agreement are the property of METRO COG, its federal/state grantor agencies, and the CITY OF DILWORTH.

11. RECORDS. METRO COG shall maintain accounting and project records as per adopted procedure. Such records shall be made available to the CITY OF DILWORTH and the state/federal government for inspection and audit during the agreement term and for three (3) years after the expiration date of this agreement, unless any litigation, claim or audit is started before the expiration of the three (3) years, then the records shall be retained until such action is satisfied.

12. NOTICES. All notices, certificates, or other communications shall be sufficiently given when delivered or mailed, postage prepaid, to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

Adam Altenburg
Metro COG
1 2nd Street N, Suite 232
Fargo, ND 58102

Peyton Mastera
City of Dilworth
2 1st Avenue SE
Dilworth, MN 56529

13. CONFLICT OF INTEREST. No official or employee of METRO COG, a state, or any other governmental instrumentality who is authorized in his or her official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector, or other person performing services for METRO COG, a state, or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his or her employment or retention by METRO COG, a state, or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by METRO COG, a state, or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of METRO COG, or such other governmental instrumentality, and such officer, employee, or person has not participated in such acquisition for and in behalf of the state.

14. SUSPENSION OF SERVICES OR TERMINATION OF AGREEMENT. The right is reserved by CITY OF DILWORTH to suspend the performance of services in whole or in part, or to terminate the agreement with or without cause at any time upon ten (10) days prior written notice. The right is reserved by METRO COG to suspend the performance of services in whole or in part, or to terminate this agreement with or without cause at any time upon thirty (30) day written notice. Upon suspension or termination by either party, METRO COG shall immediately deliver to the CITY OF DILWORTH any and all copies of studies, computations, and other data prepared by METRO COG or its contractors, whether completed or not. Such materials shall become the property of the CITY OF DILWORTH. METRO COG shall be paid for services rendered or materials delivered to the CITY OF DILWORTH in accordance with the scope of work on or before the effective date of suspension or termination.

15. NON APPROPRIATIONS. This agreement is subject to the fiscal provisions of the CITY OF DILWORTH and METRO COG's annual budget, and the availability of federal transportation funds, as appropriate.

16. MERGER. This agreement constitutes the entire agreement between the parties. No waiver consent, modification, or change of terms of this agreement shall bind any party unless in writing and signed by all parties. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this agreement. The CITY OF DILWORTH by the signature below of its authorized representative, hereby acknowledges that the CITY OF DILWORTH has read this agreement, understands it, and agrees to be bound by its terms and conditions.

IN WITNESS WHEREOF, this agreement has been executed this ____ day of _____, 2025.

CITY OF DILWORTH

WITNESS

Mayor, City of Dilworth

City Administrator

FM METROPOLITAN COUNCIL
OF GOVERNMENTS

WITNESS

Chair, Policy Board

Executive Director

DRAFT

Exhibit A

City of Dilworth, Minnesota and the Fargo-Moorhead Metropolitan Council of Governments Dilworth Comprehensive & Transportation Plan (2025#1002)

Overview. Consistent with contract 2025#1002, Metro COG shall review future land use and transportation needs as part of a dual update of the 2018 Dilworth Comprehensive & Transportation Plan. The scope of work and general project approach for the preparation of the Dilworth Comprehensive & Transportation Plan is set forth below.

Scope of Work. Metro COG has prepared the following scope of work for the Dilworth Comprehensive & Transportation Plan. Metro COG envisions a joint update of the 2018 Dilworth Comprehensive & Transportation Plan to include emphasis on seven (7) major focus areas. This project would be initiated in February 2025, and would be completed on or before December 31, 2025. Project completion would constitute the adoption of the final Dilworth Comprehensive & Transportation Plan by the Dilworth City Council. Below is a description of each focus area:

1. **Project Development.** Metro COG shall work closely with City of Dilworth staff in reviewing and developing the Comprehensive & Transportation Plan. Metro COG and the City of Dilworth shall schedule regular progress meetings throughout the duration of the project.
2. **Public Involvement.** Public involvement for the Dilworth Comprehensive & Transportation Plan shall include a study review committee (SRC) and two public involvement meetings as established in the project timeline. An online public input survey, as well as additional hard copy surveys, shall also be developed in cooperation with the City of Dilworth following project initiation.

The Dilworth Planning Commission shall serve as the SRC and be the primary oversight committee for the project. It is proposed that up to four (4) meetings be dedicated to discussing project deliverables and progress with the SRC during the timeline of the project. Metro COG may provide regular updates to the Planning Commission between scheduled SRC meetings.

Metro COG shall conduct two public involvement opportunities during the planning process: (1) an early input and issues identification opportunity meeting; and (2) a public hearing to review the draft plan. Metro COG shall be responsible for advertising and notifying residents of these meetings with assistance from the City of Dilworth as needed. Metro COG shall be responsible for all the materials needed to conduct the public meetings and shall be the primary facilitators of the meetings.

In addition, Metro COG shall make final presentations to the Dilworth Planning Commission and Dilworth City Council to gain approval of the plan.

Provided below is a brief summary of each anticipated SRC meeting with an outline including: purpose, discussion items and deliverables (meeting timeframe is an estimate based on proposed project schedule):

- a. **SRC Meeting No. 1** – The initial SRC meeting and public input meeting (proposed for the first week of March 2025 in conjunction with the regularly scheduled Planning Commission meeting) shall be used to discuss the project background and comprehensive planning process, review issues, and solicit additional comments, concerns, and viewpoints from the community at large. Metro COG will also review the existing 2018 comprehensive and transportation plan and provide a summary of previous short-term and long-term issues identified by the community.
 - b. **SRC Meeting No. 2** – Metro COG shall utilize the second SRC meeting (proposed for the first week of May 2025 in conjunction with the regularly scheduled Planning Commission meeting) to review contextual information relative to the development of the plan. Deliverables shall include, at minimum: demographic projection scenarios and updated trends, existing land use map and existing zoning map to be verified for accuracy, summary of identified opportunities, issues, and views, growth scenarios for discussion purposes, traffic model projections, and future roadway/multi-modal needs.
 - c. **SRC Meeting No. 3** – The third SRC meeting (proposed for the first week of September 2025 in conjunction with the regularly scheduled Planning Commission meeting) shall focus on the presentation of the draft plan; specifically, key principles and discussions that have been incorporated into the document, such as: demographics, growth projections, growth scenarios, land use, transportation, project prioritization, and the implementation strategy. The meeting will also be used to discuss recommended goals, objectives, and associated policies respective to land use, transportation, and other planning/community issues. Metro COG intends to have the draft plan available in its entirety at this time; however, additional discussion may need to occur on certain sections before completion.
 - d. **SRC Meeting No. 4** – Metro COG shall utilize this fourth SRC meeting (proposed for the first week of November 2025 in conjunction with the regularly scheduled Planning Commission meeting), if necessary, to address any outstanding comments or concerns.
3. **Community Profile.** Metro COG shall review existing census and demographic data and prepare a comprehensive community profile for the City of Dilworth with the intent of demonstrating the social and physical nature of Dilworth and connections to the Fargo-Moorhead metropolitan area.

Items in the community profile including economic development, utilities, and public facilities will be funded 100 percent by the City of Dilworth. Metro COG shall allocate forty (40) hours to the development of these items.

4. **Land Use Plan.** Metro COG shall update the existing land use map and prepare a future land use plan for the City of Dilworth. The future land use plan shall identify the distribution of residential, non-residential, and civic/public land. Further, the future land use plan shall define an agreed upon growth strategy (through the SRC and public involvement opportunities) to

accommodate future housing, commercial, and industrial development within the community. The future land use plan shall be drafted and quantified to address transportation and mobility, open space, infrastructure, and other complexities that directly affect land use planning strategies.

This task shall also entail an understanding of extraterritorial (ET) planning issues and considerations for the City of Dilworth, including coordination with the City of Moorhead, adjacent townships, and Clay County as necessary.

5. **Transportation Plan.** Metro COG shall establish a multi-modal transportation plan to focus on transportation and related infrastructure needs, as well as facilitate existing and projected growth patterns within the City of Dilworth. Close attention shall be paid to the major corridors such as TH 10, TH 336, CSAH 11, along with any and all associated plans for roadways in and adjacent to the City of Dilworth. Corridor preservation, right-of-way standards, and transportation barriers shall be reviewed to ensure integrity of current and future roadways and Level of Service (LOS) needs. Special consideration shall also be given to bicycle and pedestrian facilities, including the proposed Heartland Trail, rail/freight issues, and transit services in the City of Dilworth.

6. **Goals & Objectives.** Metro COG shall update and validate the current goals of the 2018 Transportation Plan. The update of the goals, objectives, and associated policies shall be informed through the public involvement process, working with City of Dilworth staff, and the SRC.

Goals and objectives relating to economic development, utilities, and public facilities shall be funded 100 percent by the City of Dilworth. Metro COG shall allocate twenty (20) hours to the development of these items.

7. **Implementation Strategy & Schedule.** Metro COG shall develop an implementation strategy and schedule to describe how the goals and objectives should be carried out. This strategy shall be informed through the public involvement process, working with City of Dilworth staff, and the SRC.

Items included in the implementation related to housing, economic development, utilities, and public facilities shall be funded 100 percent by the City of Dilworth. Metro COG shall allocate twenty (20) hours to the development these items.

Fees for Service. The total cost to Metro COG for the performance of work pursuant to this agreement shall not exceed a total of \$33,600. This amount shall include all project costs including labor, general and administrative overhead, travel, fixed fees, materials, supplies, and miscellaneous as detailed in Exhibit B. Metro COG shall be responsible for \$20,776.79, or 80 percent of eligible project costs, to be covered with Consolidated Planning Grant (CPG) funds. The City of Dilworth shall be responsible for \$12,778.25, or 20 percent of eligible project costs plus 100 percent of non-eligible project costs.

1. **Direct Costs.** Direct costs under this agreement shall be total direct labor hours (350 hours) multiplied by staff hourly rates for a total of \$16,877.30.

2. **Indirect Costs.** Indirect costs are recouped via the Indirect Allocation Rate (IAR) and are calculated by multiplying the IAR and total direct costs. Indirect costs under this agreement shall be the IAR (98.8176 percent) multiplied by the total direct costs (\$16,877.30) for a total of \$16,677.74.
3. **Eligible Project Costs.** Eligible project costs include those with a direct relation to transportation. Metro COG has estimated that 270 of the 350 hours allocated to the Dilworth Comprehensive & Transportation Plan are eligible for CPG funding.
4. **Ineligible Project Costs.** Ineligible costs include tasks which do not have strong transportation-related focus or component. Metro COG has estimated that 80 of the 350 hours allocated to the Dilworth Comprehensive & Transportation Plan are ineligible for CPG funding. These hours shall be 100 percent locally funded by the City of Dilworth.
5. **Invoices.** Metro COG shall invoice the City of Dilworth once upon project initiation for reimbursement of its share of project costs.

Timeline. To aid in the completion of the Dilworth Comprehensive & Transportation Plan, Metro COG has developed a project timeline which specifies task activities and completion dates. The timeline for this project is detailed in Exhibit C.

Final Deliverables. Upon project completion, all electronic files of the Dilworth Comprehensive & Transportation Plan (Microsoft Word, Adobe InDesign, Adobe PDF, and ArcGIS ArcMap) shall be handed over to the City of Dilworth on a USB flash drive. Metro COG shall provide bound hardcopies of the final plan to the City of Dilworth, if desired.

Exhibit B

Fee Schedule

Staff	Roles/Responsibility	Hours	Billable Rate	Cost
Community & Transportation Analyst	Plan Development & Coordination	160	55.53	\$8,884.80
<i>Locally Funded</i>		40		\$2,221.20
Assistant Planner I	Plan Development	50	38.77	\$1,938.50
<i>Locally Funded</i>		40		\$1,550.80
Assistant Planner II	Graphics/GIS	40	47.36	\$1,894.40
<i>Locally Funded</i>		0		\$0.00
Planning Assistant	Trans. Assistance/Graphics/GIS	20	19.38	\$387.60
<i>Locally Funded</i>		0		\$0.00
	Total Hours	350		
Direct Costs (Labor)				\$16,877.30
Indirect Costs (Overhead)				\$16,677.74
Total Budget - Direct/Indirect Costs				\$33,555.04
Metro COG TOTAL				\$20,776.79
<i>Federal Consolidated Planning Grant Funded (270 hrs)</i>				
City of Dilworth TOTAL				\$12,778.25
<i>Local Match + Locally Funded (80 hrs)</i>				

Exhibit C

Project Schedule

Dilworth Comprehensive & Transportation Plan Schedule												
Task	2025											
	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	
Mobilization												
1.1 - Project Initiation	■											
1.2 - Background Data/Existing Conditions	■	■										
Public Involvement												
2.1 - Planning Commission Meetings		■		■				■			■	
2.2 - Public Input Meetings			■						■			
Deliverables												
3.1 - Community Profile	■		■									
3.2 - Issues Identification	■	■		■								
3.3 - Issues Analysis		■	■		■							
3.4 - Land Use Plan				■	■	■	■					
3.5 - Transportation Plan				■	■	■	■					
3.6 - Goals & Objectives						■	■	■				
3.7 - Implementation Strategy & Schedule						■	■	■				
Document												
4.1 - Draft Plan						■	■	■				
4.2 - Final Draft									■			
4.3 - Adoption										■	■	■

■ = Task Completion

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of North Dakota Carbon Reduction Program (ND CRP) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for North Dakota Carbon Reduction Program (ND CRP), December 20, 2024. The applications were due Friday, January 24, 2025. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all ND CRP applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online ranking tool and at two in-person options during that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by

Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery.

Through this assessment, the Prioritization Committee ultimately provided a recommendation for the TTC and Policy Board for consideration. The list of projects below is the unanimous recommendation of the Prioritization Committee.

North Dakota CRP Funding Year 2025

- Remove 2024 and 2025 CRP West Fargo Electric Vehicle purchases due to the uncertainty of recent Executive Order 14154 "Unleashing American Energy"
 - 3240004 – Remove 2024 funding Purchasing Electric Vehicles (\$140,000)
 - 3240009 – Remove 2025 funding Purchasing Electric Vehicles (\$53,665)
 - Reprogram full funding (\$193,665) to Reconstruction of the Shared Use Path along 8th Street from 5th Avenue W to 12½ Avenue W in West Fargo
- Reconstruction of the Shared Use Path along 8th Street from 5th Avenue W to 12½ Avenue W in West Fargo
 - Funds Requested: \$220,711

Funding Priorities Listed in Order

1. Reconstruction of the Shared Use Path along the Red River from Main Avenue to NP Avenue Fargo, ND
 - Funds Requested: \$1,100,000
2. Beaton Drive Shared Use Path and River Crossing West Fargo, ND
 - Funds Requested: \$1,220,000
3. Drain 27 Shared Use Path from 64th Avenue S to 76th Avenue S Horace, ND
 - Funds Requested: \$1,057,232
4. Pedestrian Improvements at the University Drive and 25th Avenue S Intersection Fargo, ND
 - Funds Requested: \$994,515

Metro COG staff presented all projects received during the solicitation to the TTC as well as staff's evaluation of each project. The TTC accepted the results from the Prioritization Committee's analysis and project prioritization. The TTC unanimously voted to forward the prioritized list of projects shown above to the Policy Board for funding designation.

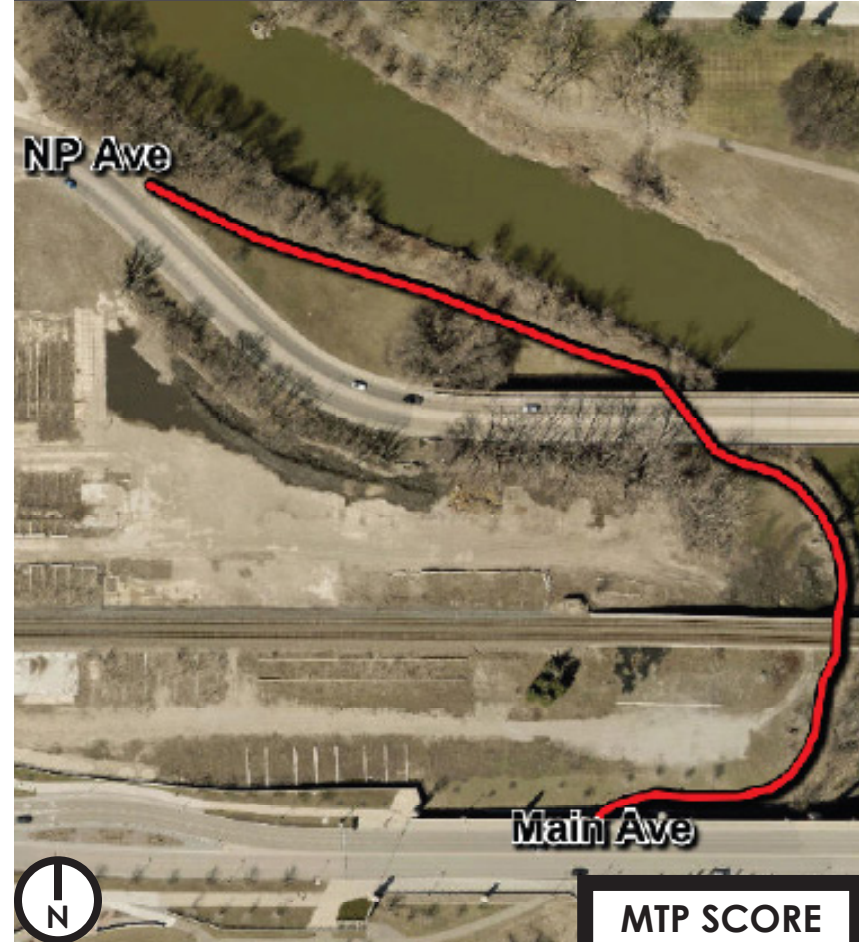
Attachment 1 – ND CRP One-Page Summary of Projects
Attachment 2 – Combined Received ND CRP Applications

Requested Action: Approval of projects to be funded by North Dakota Carbon Reduction Program (ND CRP) program funding in FY 2025, FY2028, and FY 2029.

Reconstruction of Shared Use Path along Red River

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** NP Ave to Main Ave
- **SCOPE:** Construct a new concrete shared use path on a different alignment than what exists today. Existing path is in disrepair and is too close to river.
- **TIMELINESS:** The need for the project is that the current path is in disrepair and needs to be reconstructed. It's an asphalt path that has a very poor surface for pedestrians and bicyclists alike.
- **SYSTEM BENEFIT:** The new project will greatly benefit the transportation system as it will provide a new smooth concrete surface and will be built to today's ADA standards. The current cross slope is not ADA compliant for a section of the path.
- **POTENTIAL CHALLENGES:** Easements and agreements will need to be secured to relocate path under existing BNSF bridge as well as on BNSF property. NEPA document will address floodway, floodplain, threatened and endangered species, tree impacts, etc.

Funding Year	2028
Requested Funding	\$1,100,000



MTP SCORE
3.9

SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
1/0/HIN	4.5	1

S	TE	WB	T	M	IR	TD	ET	CP	F
4.6	4.2	5.0	5.0	0.5	4.0	3.0	5.0	5.0	0.3

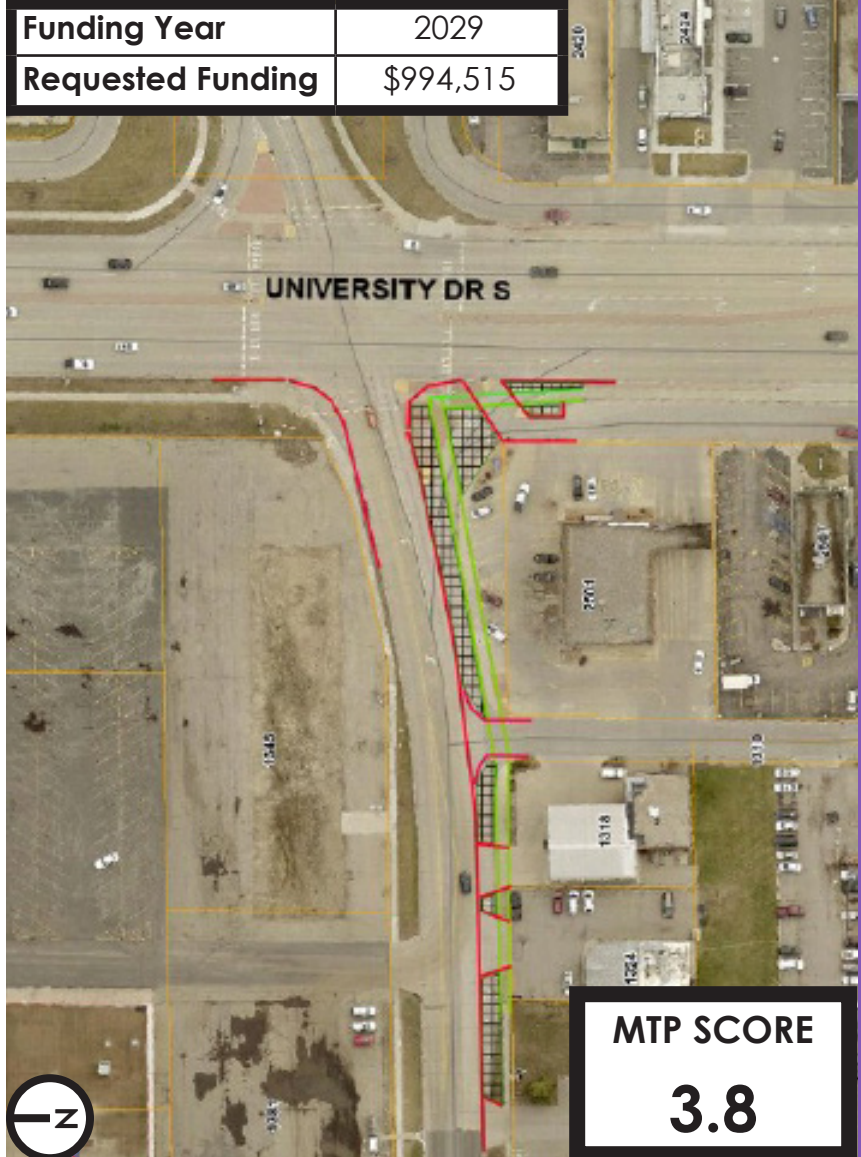
Prioritization Committees Recommendations
Df]c f]m, %



Pedestrian Improvements at 25th Avenue South

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** University Dr to 25th Ave S
- **SCOPE:** The proposed project would reconfigure the connection of 24th Ave S with University Drive. The main component would be removing the eastbound right turn lane to give the designer some space to improve the sidewalk situation on University Drive. Access to the frontage road would come off of University Drive instead of the exclusive right turn lane.
- **TIMELINESS:** The sidewalk on the west side of University Drive is not ADA compliant near the intersection of 25th Ave S. As the sidewalk nears 25th Ave from the south, it crosses the frontage road and is disconnected from the sidewalk coming from the north. The city would like to remove the eastbound right turn lane and add a grass boulevard and make a 10' path in this section of 24th Ave S. This would be part of the City of Fargo tying the Milwaukee Trail shared use path system to the river system, by way of 25th/24th Ave S.
- **SYSTEM BENEFIT:** The new project will benefit the transportation system as it will provide a user friendly design for both University Drive and 25th Avenue S.
- **POTENTIAL CHALLENGES:**

Prioritization Committees Recommendations Priority #(

Funding Year	2029	
Requested Funding	\$994,515	

MTP SCORE
3.8



SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
7/0	8.4	2

S	TE	WB	T	M	IR	TD	ET	CP	F
4.4	4.0	5.0	5.0	0.5	4.0	3.0	5.0	5.0	0.3

Drain 27 Shared Use Path

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** 64th Ave S to 76th Ave S
- **SCOPE:** Construct a shared use pathway network along Drain 27. Appropriate ADA facilities will be installed as part of this project for any crossings.
- **TIMELINESS:** With the development of Cub Creek 2nd Addition, a large off street pathway network was installed in the vicinity of Drain 27. This proposed pathway section would provide a key connection to the north that has the potential to connect the City of Horace and City of Fargo via an off street pathway network.
- **SYSTEM BENEFIT:** The project has the potential to connection several miles of off-street shared use pathway together, and add to an existing system of shared use pathways throughout the City of Horace. With the boom in development, the pedestrian infrastructure is severally lacking throughout the community, and this project presents an additional opportunity to provide safe and reliable pedestrian connections to new residential, schools and commercial.
- **POTENTIAL CHALLENGES:** Additional Right-of-way or easements will need to be acquired through the Visto Subdivision just south of 64th Avenue. Additionally, further discussion will be required from the City of Fargo to determine timing of final connection between 64th Ave S and their proposed pathway project that will terminus into the Deer Creek Subdivision.

Prioritization Committees Recommendations Priority #'

Funding Year	2028
Requested Funding	\$1,057,232



MTP SCORE 3.2

SERIOUS/FATAL INJURIES	PUBLIC RANKING
0/0	9

S	TE	WB	T	M	IR	TD	ET	CP	F
2.4	4.0	5.0	1.3	0.5	3.6	5.0	5.0	4.6	0.3



Beaton Drive Shared Use Path and River Crossing

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to Bobcat Building
- **SCOPE:** This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. This project would also install a box culvert extension at the Sheyenne River and pedestrian pushbutton at a roadway crossing.
- **TIMELINESS:** There is currently no dedicated pedestrian and bicycle area within the streetscape, there have been recent inquiries and requests from the public to provide a pedestrian facility in the project area. The project is listed at Project #66 on the 2016 FM Metropolitan Bicycle and Pedestrian Plan,
- **SYSTEM BENEFIT:** The project would provide a separate location off the roadway for pedestrians and bicyclists, and would connect existing pedestrian and bicycle facilities at Sheyenne Street and east of the Sheyenne River, and would provide a pedestrian and bicycle route to Cheney Middle School from the south.
- **POTENTIAL CHALLENGES:** The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Funding Year	CRP 2028	TA 2028	TA 2029
Requested Funding	\$1,200,000	870,000	880,000



CRP
TA

TA SCORE
25
MTP SCORE
2.9

SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
0/0	6.5	7

Prioritization Committees Recommendations
 Df]c f]m, &

S	TE	WB	T	M	IR	TD	ET	CP	F
3.2	3	5	1.75	0.5	3.2	3	1	3.2	1

Reconstruction of Shared Use Path along 8th St W

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** 12 1/2 St W to 5th Ave W
- **SCOPE:** This project will reconstruct an existing asphalt multi-use path in the western Core Area of West Fargo. The existing multi-use path is 8' wide asphalt, and this project will upgrade it to the City of West Fargo's current standard of 10' wide concrete.
- **TIMELINESS:** The City of West Fargo is prioritizing infrastructure improvements in the Core Area and safety around schools, and this project would serve both of those purposes. Also, the existing asphalt multi-use path is at the end of its useful service life.
- **SYSTEM BENEFIT:** A portion of the multi-use path is directly adjacent to Westside Elementary School and connects pedestrians and bicyclists to the school from neighborhoods to the north, east, and south. The multi-use path also provides a link between North Elmwood Park to the southeast, Erbstoesser Park to the northeast, and the Scheels Soccer Complex to the southwest.
- **POTENTIAL CHALLENGES:** The project will require thorough temporary traffic control measures for both pedestrian and vehicular traffic, and an emphasis on communication with the community regarding project status and updates.

Funding Year	2025
Requested Funding	132,970



CRP

TA

TA SCORE
50
MTP SCORE
3.1

SERIOUS/FATAL INJURIES	PUBLIC RANKING
0/0	8

Prioritization Committees Recommendations
Fund in 2025

S	TE	WB	T	M	IR	TD	ET	CP	F
3.2	2.2	4.7	4.5	0.5	4	5	1	3.2	1

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Red River Shared Use Path				
Lead Jurisdiction: City of Fargo				
Project Contact: Jeremy Gorden			Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov				
Project Limits:	From: Main Avenue		To: NP Avenue	
Project Length: 1200'	Construction Year:		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:			\$ 1,100,000.00	
Local Matching			\$ 209,770.00	
Local Non-Matching				
Sub Total	\$ 0.00	\$ 0.00	\$ 1,309,770.00	\$ 0.00
Total	\$ 1,309,770.00			
Proposed Bid Letting Date: February 2028				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The proposed project would be a new concrete shared use path on a different alignment than what exists today. Existing path is in disrepair and is too close to river. Easements and agreements will need to be secured to relocate path under existing BNSF bridge as well as on BNSF property. It should be noted that the estimated project cost was carried from the 2050 LRTP to this application. All questions on cost should be directed to 2050 LRTP Project Manager.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

The need for the project is that the current path is in disrepair and really needs to be reconstructed. It's an asphalt path that has a very poor surface for pedestrians and bicyclists alike. Fargo Park District maintenance staff addresses issues as they appear, but they are numerous in this stretch.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The new project will greatly benefit the transportation system as it will provide a new smooth concrete surface and will be built to today's ADA standards.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

There is no shortage of challenges, but they can be overcome. BNSF owns most of the land where path is going to be located, and we will also need an agreement to pass under existing active rail line. NEPA document will address floodway, floodplain, threatened and endangered species, tree impacts, etc.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Project will be built to today's ADA standards.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	A new concrete surface with appropriate horizontal and vertical alignment will benefit all users.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	Existing path is past it's useful life. This path will allow the Red River path system to flourish upon it's completion.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 304
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

The project will allow non-motorized commuters the ability to access to and from downtown Fargo/Moorhead on a path system that will not require any carbon emissions to use.

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

1-24-25

(Mayor / Board Chair / Commission Chair)

Date

(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs

1-24-25

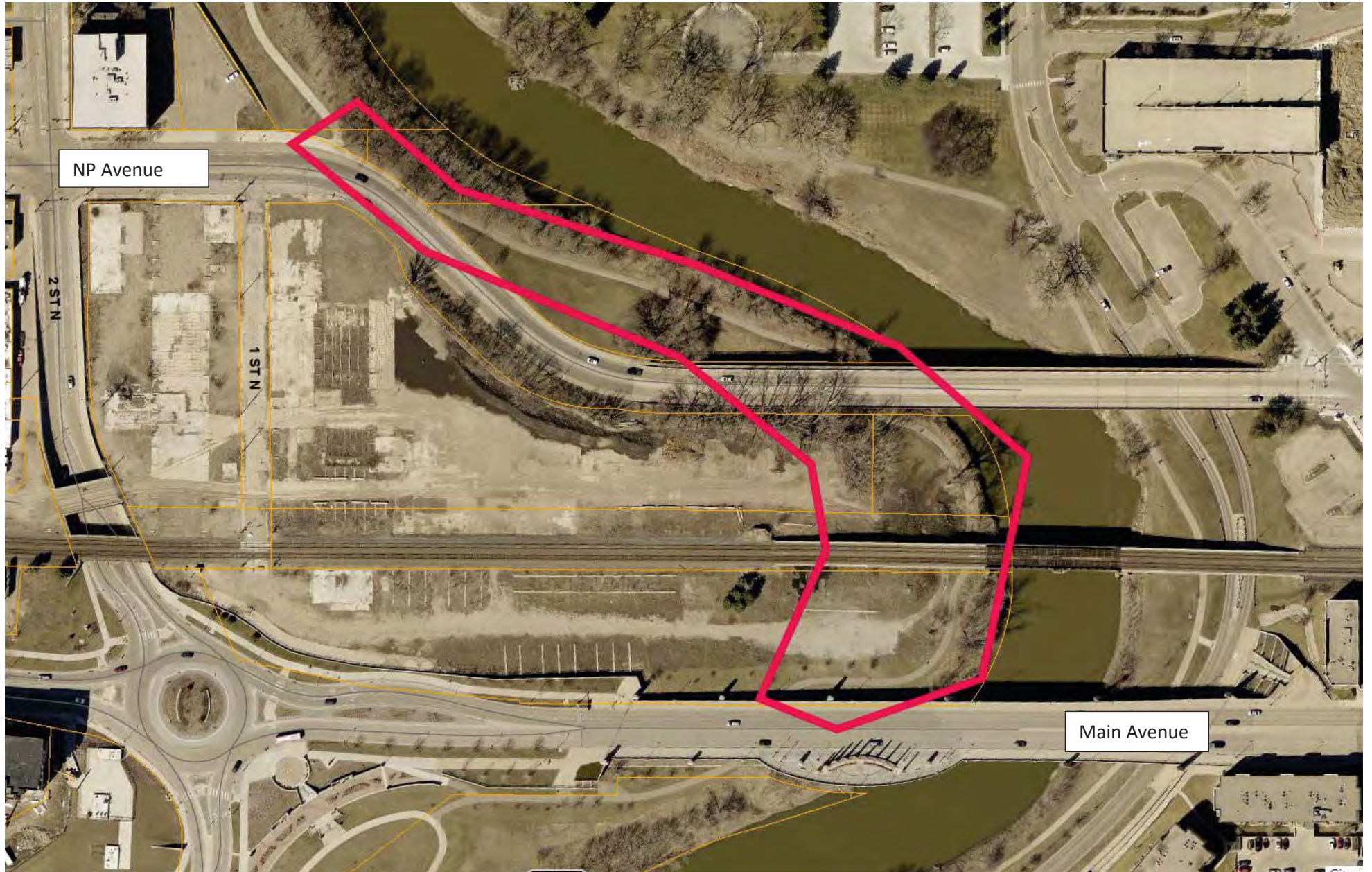
(City / County / District Engineer)

Date

(Signature of City / County / District Engineer)

Project Location Map

Red River Shared Use Path – Main Avenue to NP Avenue



Short-Term (2028-2030) Constrained Project List

Metro COG MPA

Metro COG UZA

Project Type

Bike & Ped

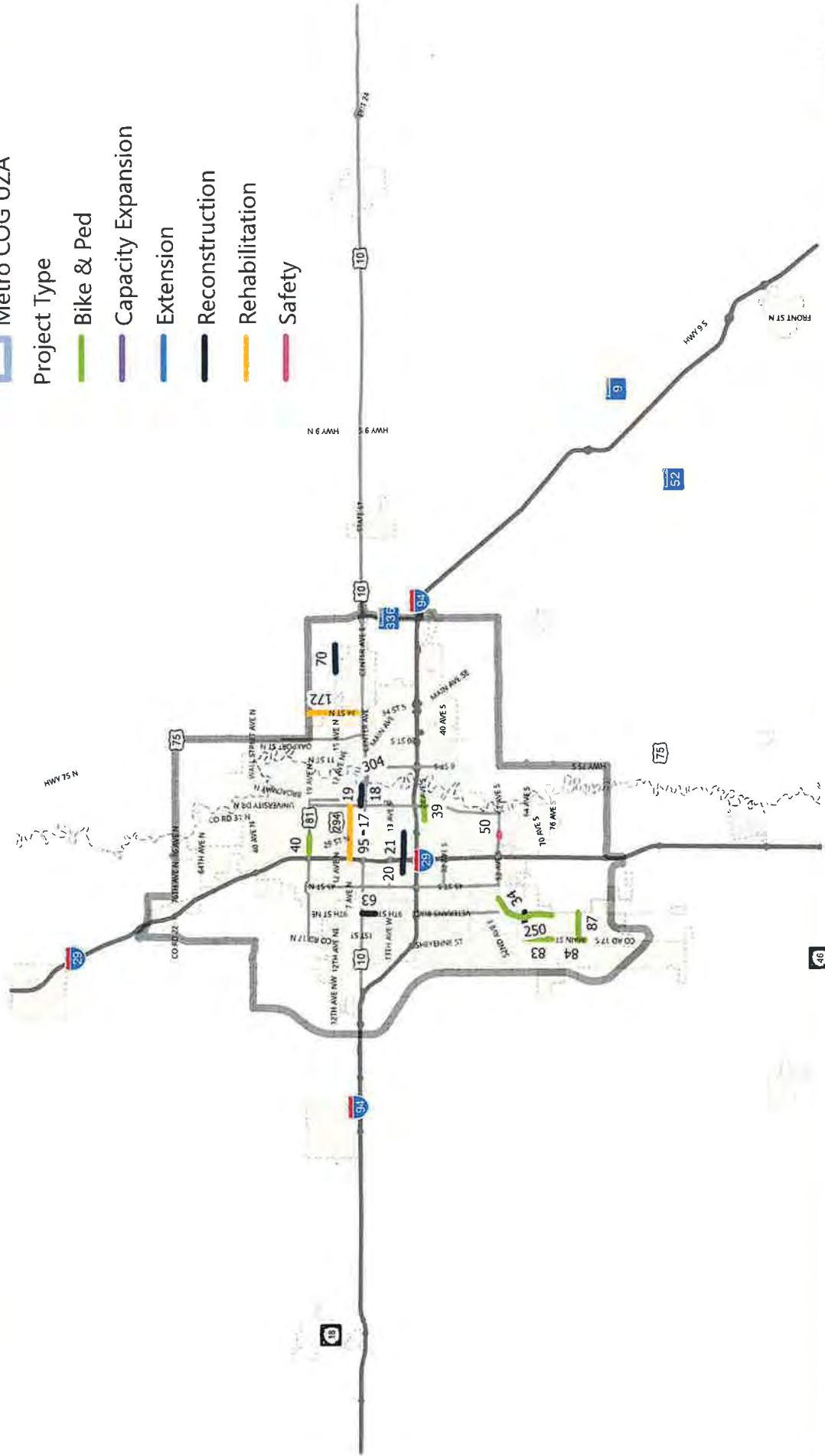
Capacity Expansion

Extension

Reconstruction

Rehabilitation

Safety



METRO 2050

TRANSPORTATION • MOVING • AHEAD



Table 13. Short-Term (2028-2030) Transportation Projects by Funding Source

Funding Source	Project ID	Corridor	From	To	Project Type	Project Jurisdiction	Construction Cost Estimate (2024)	Short Term (2029) Costs	Federal Funds (2029)	Weighted Score
Minnesota Projects										
CRP/TA	303	CSAH 9	4th Ave NW	3rd Ave NW	Bike & Ped	Dilworth/Clay County	\$790,524	\$961,793	\$769,434	3.1
STBG	172*	34th St	28th Ave N	3rd Ave N	Rehabilitation	Moorhead/Dilworth	\$7,098,412	\$1,835,701	\$1,093,040	3.2
	70	15th Ave N	7th St NE	60th St N	Reconstruction	Dilworth/Clay County	\$4,333,750	\$2,572,669	\$2,058,135	2.3
North Dakota Projects										
CRP	39	25th Ave S	University Dr S	University Dr S	Bike & Ped	Fargo	\$422,879	\$514,497	\$411,597	3.5
	40	19th Ave N	I-29	Dakota Dr	Bike & Ped	Fargo	\$1,132,771	\$1,813,603	\$484,957	3.1
	250	Drain 27	Deer Creek Connection	76th Ave S	Bike & Ped	Horace	\$1,108,751	\$1,348,965	\$1,079,172	2.9
	304	Red River	Main Ave	NP Avenue	Bike & Ped	Fargo	\$1,790,268	\$1,790,268	\$1,432,214	2.9
	34	Drain 27 Wall	52nd Ave S	59th Ave S	Bike & Ped	Fargo	\$792,366	\$964,035	\$771,228	3.0
	87	Ave/88th Ave S	CR 17	57th St	Bike & Ped	Horace	\$821,398	\$999,357	\$799,485	3.0
TA	83	CR 17	64th Ave S	76th Ave S	Bike & Ped	Horace	\$821,997	\$1,000,085	\$800,068	2.9
	84	Main St/CR 17	Wall Ave/88th Ave S	Park Dr	Bike & Ped	Horace	\$210,032	\$255,536	\$204,429	2.8

Downtown Fargo River Corridor Improvement Opportunities






May 2024

Developed by:

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Trail & Trail Corridor

Issue	Remedy
<p data-bbox="215 380 719 407">Deteriorating trail pavement condition.</p> 	<p data-bbox="836 552 1386 705">Replace trail with new trail, preferably a concrete-surface trail. Installing a new trail at a higher elevation could keep trail drier and away from damaging saturation conditions.</p>
<p data-bbox="215 926 743 1016">ADA compliance. Cross slope was measured at 7%. Vertical slope may also exceed ADA standards.</p> 	<p data-bbox="836 1087 1273 1146">Replace with trail that meets ADA standards.</p>
<p data-bbox="215 1352 483 1379">Sharp curves on trail.</p> 	<p data-bbox="836 1503 1403 1562">Reroute the trail under the NP Ave bridge so that trail curves are gradual.</p>

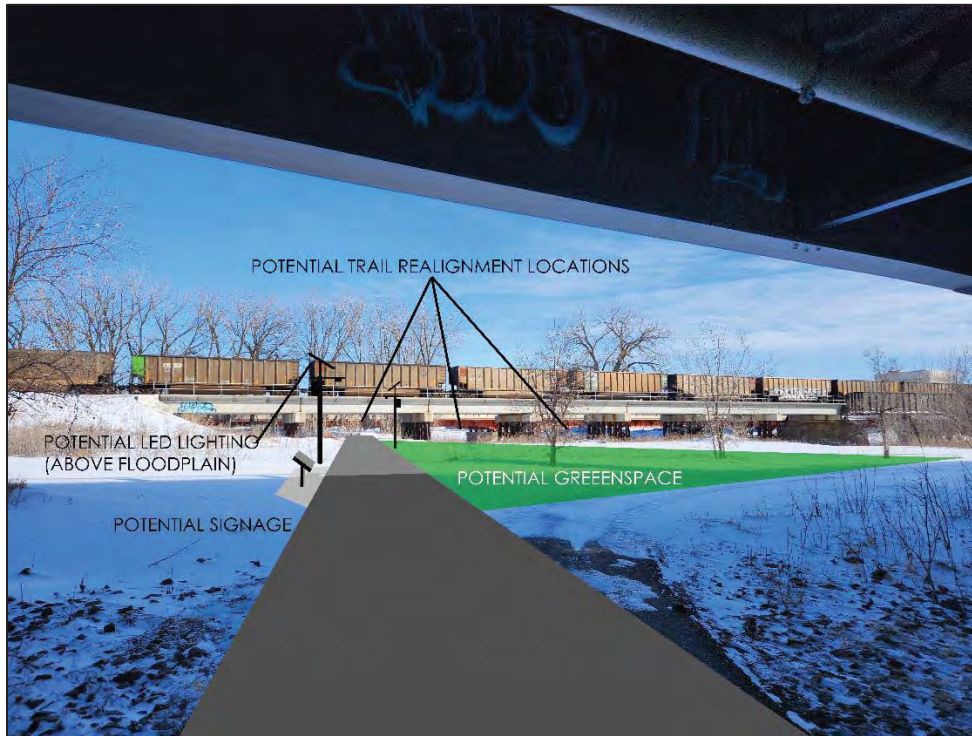


Issue (continued)	Remedy (continued)
<p>Overgrown brush along trail corridor makes for unsightly trail corridor and an uncomfortable experience for users.</p> 	<p>Clear overgrown brush and damaged trees along trail corridor and under bridges.</p>
<p>Distance of trail from built environment & areas of activity can make users feel unsafe.</p>	<p>Reroute the trail so that trail doesn't wind as far east. Trail could follow the path shown in Figure 1. This proposed route is similar to the trail rendered in the 2002 Fargo Riverfront Development Master Plan.</p>

Figure 1 – Potential Trail Realignment



Figure 2 – Potential Trail Realignment (looking north under Main Ave bridge)



Recommendation	Agency
<p>Redesign and reconstruct the trail from the north side of NP Ave to the Main Ave bridge. Trail should be constructed further to west in order to bring the trail closer to the built environment and keep trail drier. It is encouraged that Fargo Parks contribute to these efforts since this is their trail.</p>	<p>Fargo Engineering (Lead), Fargo Parks (Partner)</p>
<p>Clear overgrown brush & damaged trees along trail corridor and under bridges.</p>	<p>Fargo Engineering, Fargo Public Works, Fargo Parks</p>

Lighting

In the evening of April 8th, 2024 Metro COG staff conducted a lighting audit to observe and document the lighting conditions along the downtown Fargo river corridor. Metro COG staff found that lighting was very poor along the trail corridor with the only corridor-specific lighting located under the Main Ave bridge. While lights were noted under other bridges, none of those lights were operational.

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Beaton Drive			
Lead Jurisdiction: City of West Fargo			
Project Contact: Kyle McCamy, PE		Contact Phone: 701-515-5105	
Contact Email Address: kyle.mccamy@westfargond.gov			
Project Limits:	From: Sheyenne Street	To: Bobcat Facility	
Project Length: 2,650	Construction Year: 2028	AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028 <input type="checkbox"/> FY2029
Funding Requested:		\$ 1,200,000.00	
Local Matching		\$ 240,000.00	
Local Non-Matching		\$ 140,158.00	
Sub Total	\$ 0.00	\$ 0.00	\$ 1,580,158.00 \$ 0.00
Total	\$ 1,580,158.00		
Proposed Bid Letting Date: Fall 2027			

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. The section includes 5" of reinforced concrete over a 2" aggregate base course. Other work includes a box culvert extension and associated storm sewer at the Sheyenne River, pedestrian railing along the Sheyenne River, and pedestrian pushbutton signage at a roadway crossing.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

The project is listed at Project #66 on the 2016 FM Metropolitan Bicycle and Pedestrian Plan, there is currently no dedicated pedestrian and bicycle area within the streetscape, there have been recent inquiries and requests from the public to provide a pedestrian facility in the project area, and this project could trigger the development of a vacant lot in the western extents of the project area.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The project would provide a separate location off the roadway for pedestrians and bicyclists, would connect existing pedestrian and bicycle facilities at Sheyenne Street and east of the Sheyenne River, and would provide a pedestrian and bicycle route to Cheney Middle School from the south.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Provides pedestrian and bicycle area within the streetscape that is separate from the roadway.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Provides a facility for walkers, bikers, and rollers.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	Provides pedestrian and bicycle connection between 2 major arterial corridors.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature


To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 21 of January (month), 2025 (year).

In Witness Thereof:


Bernie Dardis

(Mayor / Board Chair / Commission Chair) Date



(Signature of Mayor / Board Chair / Commission Chair)

Dan Hanson, PE

 1/20/25

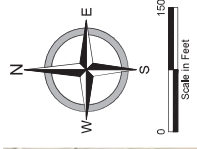
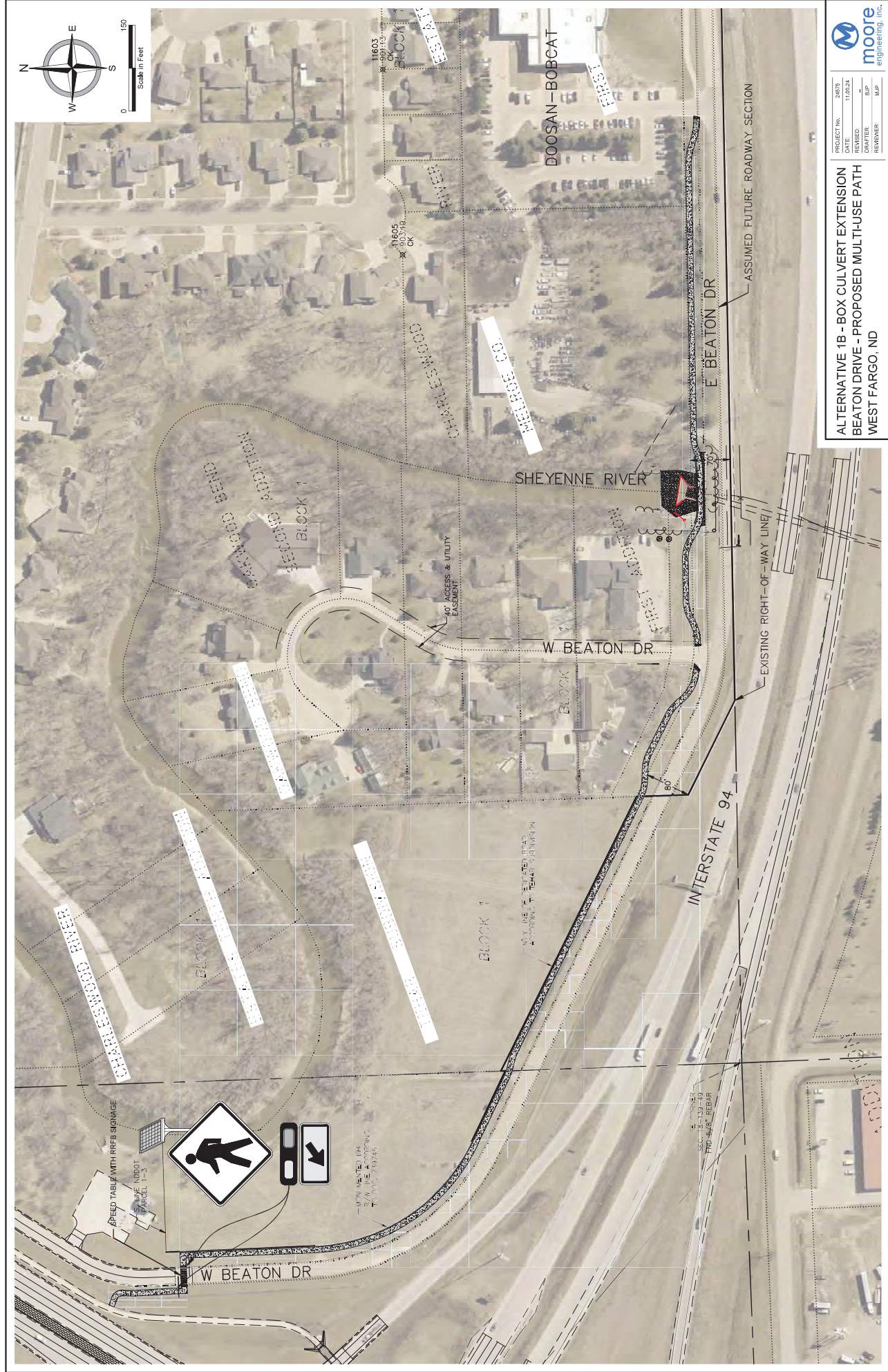
(City / County / District Engineer) Date

(Signature of City / County / District Engineer)

**Beaton Dr Multi-Use Path Improvements
West Fargo ND
Project No. 9056
Engineer's Opinion of Probable Cost
Date: 11/06/2024**

BID ITEM NO. & DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID UNIT PRICE	BID PRICE
<u>Base Bid</u>				
<u>Roadway Items</u>				
1. Common Excavation	CY	5,000	\$5.00	\$25,000.00
2. Borrow Excavation - Import	CY	10,000	\$15.00	\$150,000.00
3. Asphalt Pavement - Remove	SY	250	\$30.00	\$7,500.00
4. Curb & Gutter - Remove	LF	40	\$15.00	\$600.00
5. Concrete Pavement - Remove	SY	350	\$30.00	\$10,500.00
6. Concrete Pavement - 8" Reinforced	SY	150	\$120.00	\$18,000.00
7. Detectable Warning Panel - Cast Iron	SF	120	\$60.00	\$7,200.00
8. Pedestrian Pushbutton & Sign	EA	2	\$8,500.00	\$17,000.00
9. Signing And Striping	LSUM	1	\$2,000.00	\$2,000.00
<u>General Items</u>				
1. Topsoil	CY	2,000	\$5.00	\$10,000.00
2. Turf Establishment	ACRE	1.5	\$4,250.00	\$6,375.00
3. Stabilized Construction Access	EA	1	\$2,500.00	\$2,500.00
4. Traffic Control	LSUM	1	\$2,500.00	\$2,500.00
5. Cleaning	LSUM	1	\$1,000.00	\$1,000.00
6. Storm Water Management	LSUM	1	\$25,000.00	\$25,000.00
7. Clearing and Grubbing	LSUM	1	\$50,000.00	\$50,000.00
8. Remove & Reset Existing Fence	LF	100	\$100.00	\$10,000.00
<u>Alternative 1A</u>				
1. Guardrail	LF	140	\$150.00	\$21,000.00
2. Sidewalk - 5"	SY	2,950	\$80.00	\$236,000.00
3. Retaining Wall	LF	125	\$90.00	\$11,250.00
4. Decorative Colored Concrete	SY	45	\$150.00	\$6,750.00
<u>Alternative 1B</u>				
1. Storm Sewer Box Culvert Wing Wall - Remove	LSUM	1	\$5,000.00	\$5,000.00
2. Storm Sewer - 24" RCP	LF	20	\$200.00	\$4,000.00
3. Storm Sewer - 8'x10' RCB (2)	LF	32	\$4,500.00	\$144,000.00
4. Manhole 60In	EA	1	\$10,000.00	\$10,000.00
5. End Section - 24" RCP Flared	EA	1	\$5,000.00	\$5,000.00
6. Storm Sewer Box Culvert - Wing Wall End Section	LSUM	1	\$50,000.00	\$50,000.00
7. Pedestrian Rail	LF	120	\$500.00	\$60,000.00
8. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
9. Decorative Colored Concrete	SY	40	\$200.00	\$8,000.00
10. Borrow Excavation - Import	CY	5,000	\$15.00	\$75,000.00
11. Riprap & Fabric - 18" Class III	CY	225	\$150.00	\$33,750.00
<u>Alternative 2</u>				
1. Pre-fabricated Steel Pedestrian Bridge	LSUM	1	\$400,000.00	\$400,000.00
2. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
Construction Subtotal (Base Bid)				\$345,175.00
Construction Subtotal (Alternative 1A)				\$620,175.00
Contingencies (~40%)				\$249,825.00
Total Construction (Base+Alternate 1A)				\$870,000.00
Construction Subtotal (Alternative 1B)				\$973,925.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 1B)				\$1,365,000.00
Construction Subtotal (Alternative 2)				\$979,175.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 2)				\$1,365,000.00

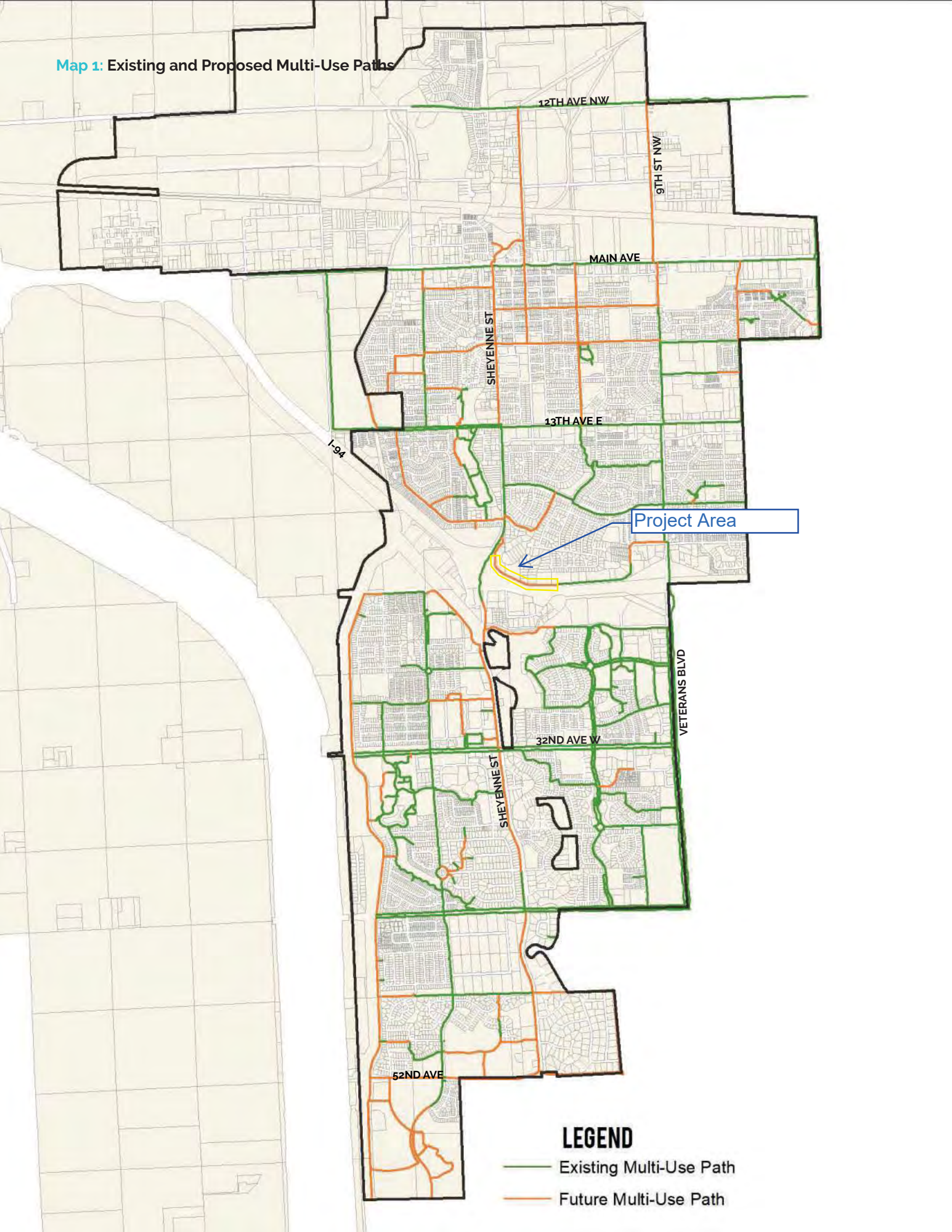
2025: \$1,365,000
2028: \$1,580,158



moore engineering, inc.	
PROJECT No.	24679
DATE	11/25/24
DRAWN BY	MLP
CHECKED BY	MLP
REVISIONS	

**ALTERNATIVE 1B - BOX CULVERT EXTENSION
BEATON DRIVE - PROPOSED MULTI-USE PATH
WEST FARGO, ND**

Map 1: Existing and Proposed Multi-Use Paths



LEGEND

- Existing Multi-Use Path
- Future Multi-Use Path

6.3 Priority 3 - Bicycle and Pedestrian Network Improvements

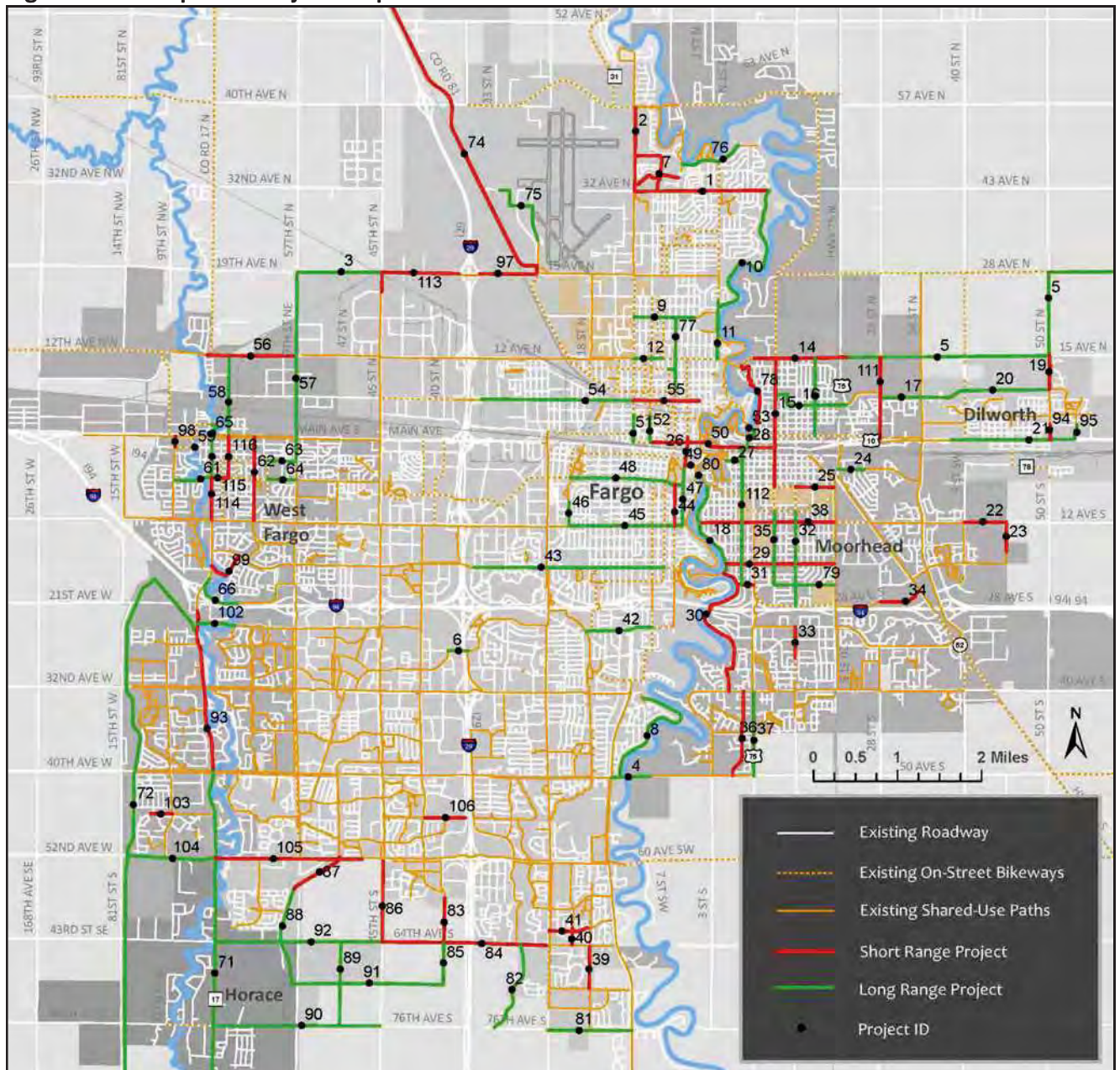
The need for various improvements to the bicycle and pedestrian network were identified in many aspects as part of the public involvement process. These improvements ranged from better connectivity to more river trails, to more bike lanes.

Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any lesser importance than any other project. It is also important to note that these projects are not fiscally-constrained.

Table 6.1 – Proposed Projects – West Fargo

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
56	West Fargo	12th Ave NE - CR 17 to 9th St	Short Range	0	Construct shared use path
62	West Fargo	Path over Drain 45 - Main Ave to 13th Ave	Short Range	0	Construct shared use path
93	West Fargo	Sheyenne St - Christianson Dr to 52nd Ave	Short Range	N/A	Construct shared use path (per Sheyenne St Corridor Study)
98	West Fargo	8th St W - 2nd Ave W to Main Ave	Short Range	N/A	Construct shared use path
99	West Fargo	17th Ave E to Sheyenne St (Charleswood Area)	Short Range	N/A	Construct shared use path & river bridge
103	West Fargo	9th St W to 11th St W (Wilds Area)	Short Range	N/A	Construct shared use path & river bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
114	West Fargo	Sheyenne St – 13 th Ave to 7 th Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 th Ave E – Sheyenne St to 1 st St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 th Ave to Main Ave	Short Range	N/A	Install bike lane (7 th Ave to 6 th Ave) Install sharrows (6 th Ave to 1 st Ave) Construct shared use path (1 st Ave to Main Ave) (per Sheyenne St Corridor Study)
61	West Fargo	7th Ave - 8th St W to Sukuts St	Long Range	2	Shared use path, bike lanes, sharrows or signed roadway
66	West Fargo	Beaton Dr - Sheyenne St to 0.6 mi East	Long Range	2	Construct shared use path
57	West Fargo/Fargo	9th St NE - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
58	West Fargo	Center St - 12th Ave NE to Main Ave	Long Range	0	Construct shared use path
63	West Fargo	4th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
64	West Fargo	7th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
59	West Fargo	2nd Ave W at Sheyenne River	Long Range	N/A	Construct bridge over Sheyenne River
65	West Fargo	Sheyenne St to Armour Park	Long Range	N/A	Construct bridge over Sheyenne River
71	West Fargo/Horace/Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path

Figure 6.1 – Proposed Project Map – Urban



2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Drain 27 (64th Ave S to 76th Ave S)				
Lead Jurisdiction: City of Horace				
Project Contact: Jace Hellman			Contact Phone: 701.492.2972	
Contact Email Address: jhellman@CityofHorace.com				
Project Limits:	From: 64th Ave S		To: 76th Ave S	
Project Length: 5420 f	Construction Year: 2028		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:			\$ 1,057,232.00	
Local Matching			\$ 264,400.00	
Local Non-Matching			\$ 145,000.00	
Sub Total	\$ 0.00	\$ 0.00	\$ 1,466,632.00	\$ 0.00
Total	\$ 1,466,632.00			
Proposed Bid Letting Date: April 2028				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The City of Horace is requesting \$1057232.00 in Carbon Reduction Program funds to construct the next addition to our shared use pathway network along Drain 27. The proposed typical section for the the shared use path, consists of 6 inches of reinforced concrete, 4 inches of aggregate base and 6" of sub grade prep. Appropriate ADA facilities will be installed as part of this project for any crossings.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

With the development of Cub Creek 2nd Addition, a large off street pathway network was installed in the vicinity of Drain 27. This proposed pathway section would provide a key connection to the north that has the potential to connect the City of Horace and City of Fargo via an off street pathway network.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The project has the potential to connection several miles of off-street shared use pathway together, and add to an existing system of shared use pathways throughout the City of Horace. With the boom in development, the pedestrian infrastructure is severally lacking throughout the community, and this project presents an additional opportunity to provide safe and reliable pedestrian connections to new residential, schools and commercial.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Additional Right-of-way or easements will need to be acquired through the Visto Subdivision just south of 64th Avenue. Additionally, further discussion will be required from the City of Fargo to determine timing of final connection between 64th Ave S and their proposed pathway project that will terminus into the Deer Creek Subdivision.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	The pathway section will provided a new off-street pedestrian network that ultimately will provide residents connection to local neighborhoods, commercial and education institutions, but will provide a regional connection to the City of Fargo as well.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	The City of Fargo is has been and continues to propose a connection along drain 27. The City of Horace is in a position now with development activity to begin implementing that proposed network through Horace City Limits.
 Connecting People and Places	Provides a connection to new residential neighborhoods, commercial, education opportunities as well new park systems within the City of Horace. regionally, this pathway will provide a connection to the City of Fargo.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 250
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 68.708

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

This project ultimately will provide connection to bike and ped facilities in the City of Fargo. Having a large regional network provides an alternative mode of transportation whether that be biking or walking. While this the first phase of the pathway, the pathway will tie into the larger shared use pathway network in Horace around the school and will provide an off-street pedestrian network for kids to walk and bike to school.

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24th of January (month), 2025 (year).

In Witness Thereof:

JEFF TRUDEAU JAN 24 2025
(Mayor / Board Chair / Commission Chair) Date


(Signature of Mayor / Board Chair / Commission Chair)

JAMES A. DAHLMAN 1/24/2025
(City / County / District Engineer) Date

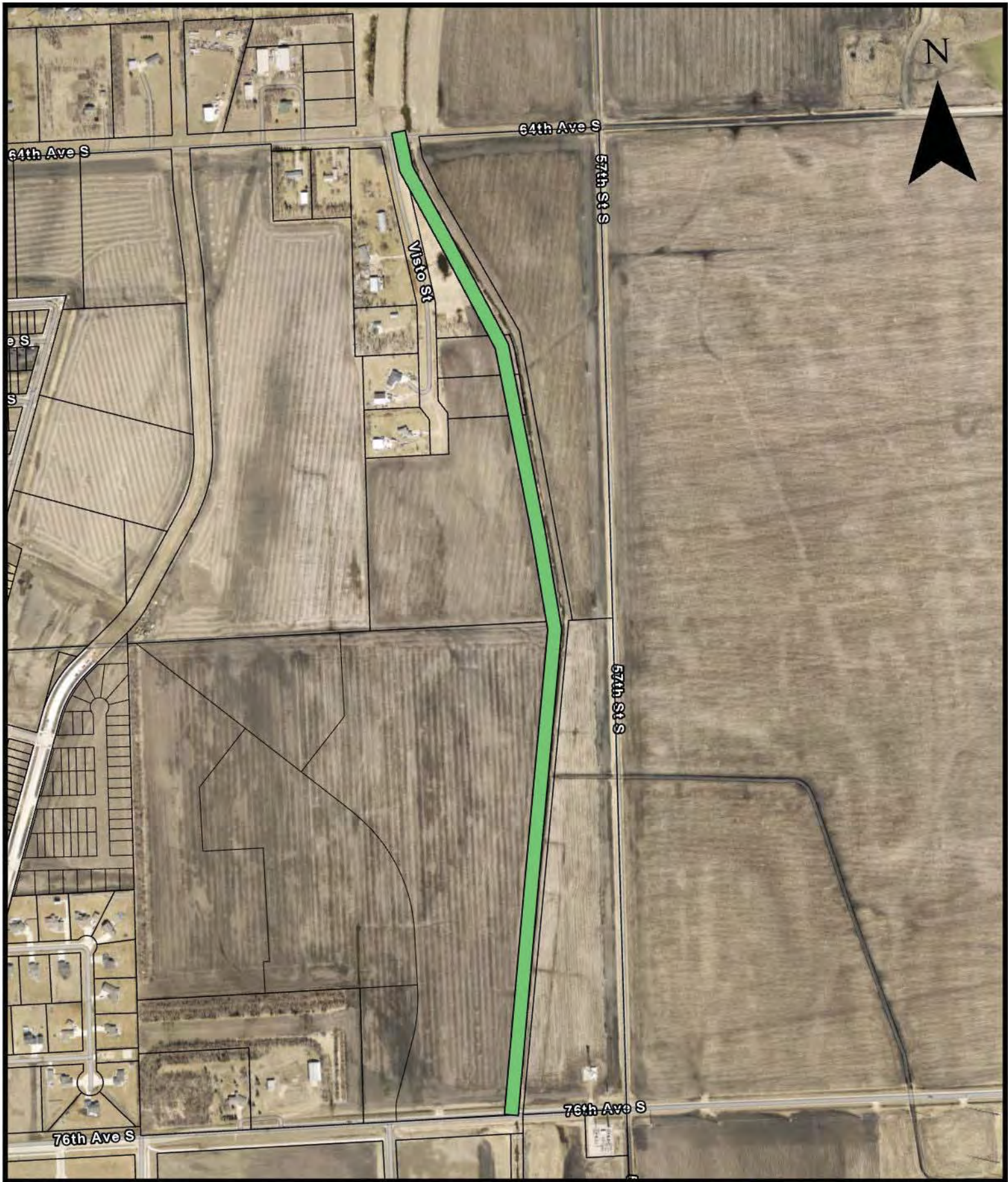
James A. Dahlman
(Signature of City / County / District Engineer)

PRELIMINARY ESTIMATE
DRAIN 27 (SHARED USE PATH)
64TH/ DEER CREEK AREA TO 76TH AVE
PROJECT No.
HORACE, NORTH DAKOTA
Bid Opening Date: NOVEMBER 14, 2025
PROJECT LENGTH 5,420 FT

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID PRICE PER UNIT	TOTAL COST
1	103	0100	CONTRACT BOND	L SUM	1	\$ 20,000.00	\$ 20,000.00
2	201	0330	CLEARING & GRUBBING	L SUM	1	\$ 5,000.00	\$ 5,000.00
3	202	0021	REMOVE AGGREGATE BASE & SURFACING	TON	4	\$ 55.00	\$ 220.00
4	203	0103	COMMON EXCAVATION-TYPE C	CY	500	\$ 30.00	\$ 15,000.00
5	203	0126	REMOVE & SALVAGE TOPSOIL	SY	18063	\$ 15.00	\$ 270,945.00
6	203	0140	BORROW-EXCAVATION	CY	800	\$ 30.00	\$ 24,000.00
7	230	0300	SUBGRADE PREPARATION-TYPE A	STA	54.2	\$ 800.00	\$ 43,360.00
8	251	0300	SEEDING CLASS III	ACRE	2.50	\$ 2,500.00	\$ 6,250.00
9	253	0201	HYDRAULIC MULCH	ACRE	2.50	\$ 2,500.00	\$ 6,250.00
10	256	0100	RIPRAP GRADE I	CY	36	\$ 200.00	\$ 7,200.00
11	260	0100	SILT FENCE UNSUPPORTED	LF	100	\$ 5.00	\$ 500.00
12	260	0101	REMOVE SILT FENCE UNSUPPORTED	LF	100	\$ 1.00	\$ 100.00
13	261	0112	FIBER ROLLS 12IN	LF	4000	\$ 5.00	\$ 20,000.00
14	261	0113	REMOVE FIBER ROLLS 12IN	LF	4000	\$ 1.00	\$ 4,000.00
15	302	0121	AGGREGATE BASE COURSE CL 5	CY	1010	\$ 75.00	\$ 75,750.00
16	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	2	\$ 600.00	\$ 1,200.00
17	702	0100	MOBILIZATION	L SUM	1	\$ 30,000.00	\$ 30,000.00
18	704	0100	FLAGGING	MHR	40	\$ 75.00	\$ 3,000.00
19	704	1000	TRAFFIC CONTROL SIGNS	UNIT	1110	\$ 5.00	\$ 5,550.00
20	704	1052	TYPE III BARRICADE	EA	2	\$ 150.00	\$ 300.00
21	704	1054	SIDEWALK BARRICADE	EA	1	\$ 100.00	\$ 100.00
22	704	1060	DELINEATOR DRUMS	EA	20	\$ 30.00	\$ 600.00
23	704	1067	TUBULAR MARKERS	EA	40	\$ 10.00	\$ 400.00
24	714	5035	Pipe Corr Steel 0.064IN 24IN	LF	90	\$ 350.00	\$ 31,500.00
25	714	3020	END SECT-CONC REINF 24IN	EA	6	\$ 800.00	\$ 4,800.00
26	714	5015	PIPE CORR STEEL .064IN 18IN	LF	90	\$ 250.00	\$ 22,500.00
27	714	5810	END SECT CORR STEEL .064IN 18IN	EA	6	\$ 750.00	\$ 4,500.00
28	750	0140	SIDEWALK CONCRETE 6IN	SY	6020	\$ 90.00	\$ 541,800.00
29	750	2115	DETECTABLE WARNING PANELS	SF	40	\$ 75.00	\$ 3,000.00
30	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	12	\$ 35.00	\$ 420.00
31	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	40	\$ 25.00	\$ 1,000.00

Opinion of Probable Bid Cost \$ 1,149,245.00
 Construction Engineering \$ 172,387.00
Total = \$ 1,321,632.00

Local	
20% Cost Share	\$ 264,400.00
Design Engineering	\$ 145,000.00
	\$ 409,400.00
Federal	
80% Cost Share	\$ 1,057,232.00



**CRP Project
Shared Use Pathway
Drain 27 (64th Ave S to 76th Ave S)**



ALL AGES AND ABILITIES BICYCLE FACILITIES

FARGO-MOORHEAD METROPOLITAN BICYCLE AND PEDESTRIAN PLAN

RECOMMENDATIONS AND EXISTING FACILITIES

- Existing Facilities**
 - Physically Separated Facilities
 - Visually Separated Facilities
 - Shared Facilities
- Recommendations**
 - Bike Facility Recommendations (New/Upgraded Facilities)
- Context Features**
 - Fargo-Moorhead COG Boundaries
 - FM Flood Diversion Area
 - Schools
 - Park

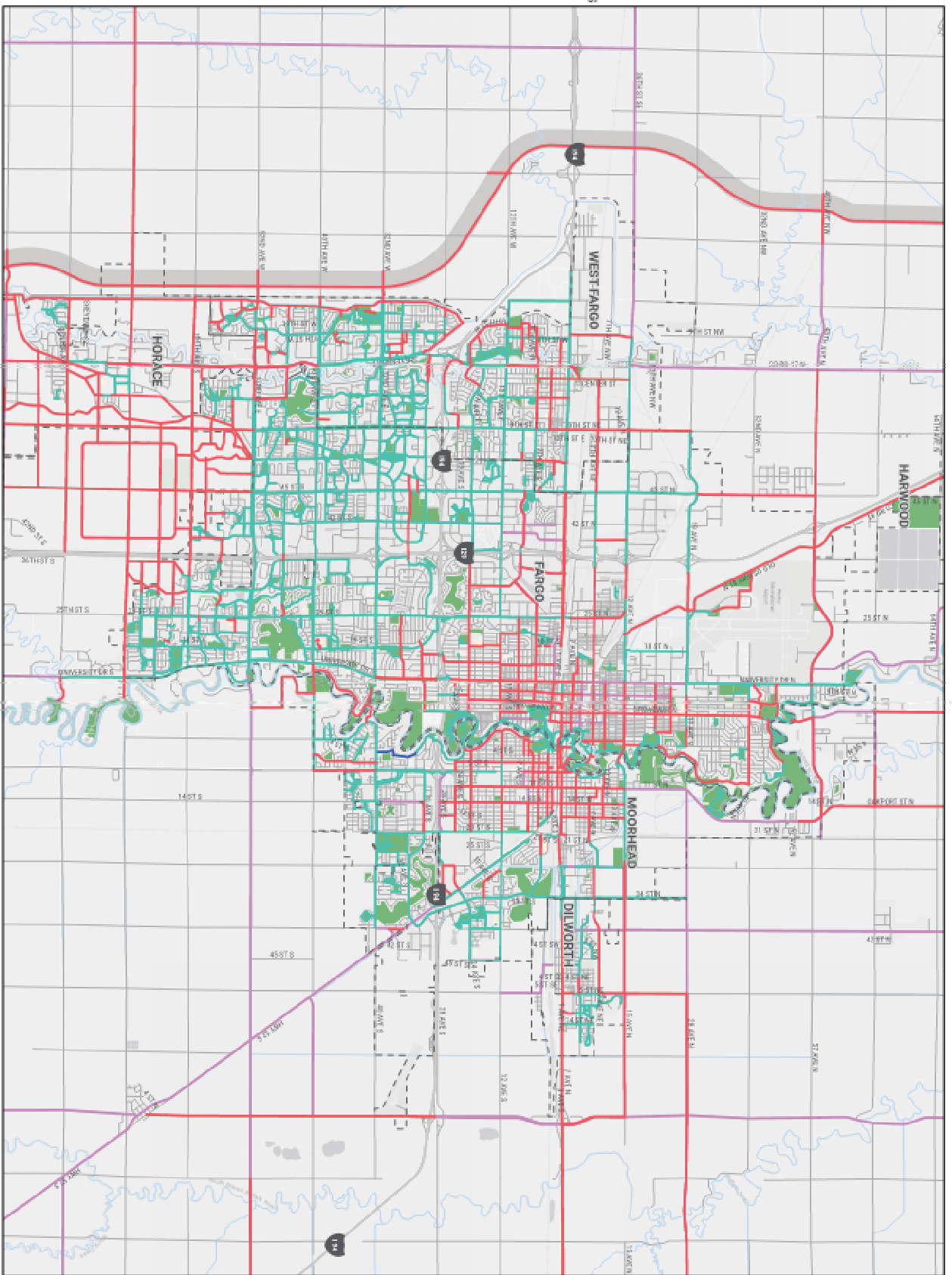
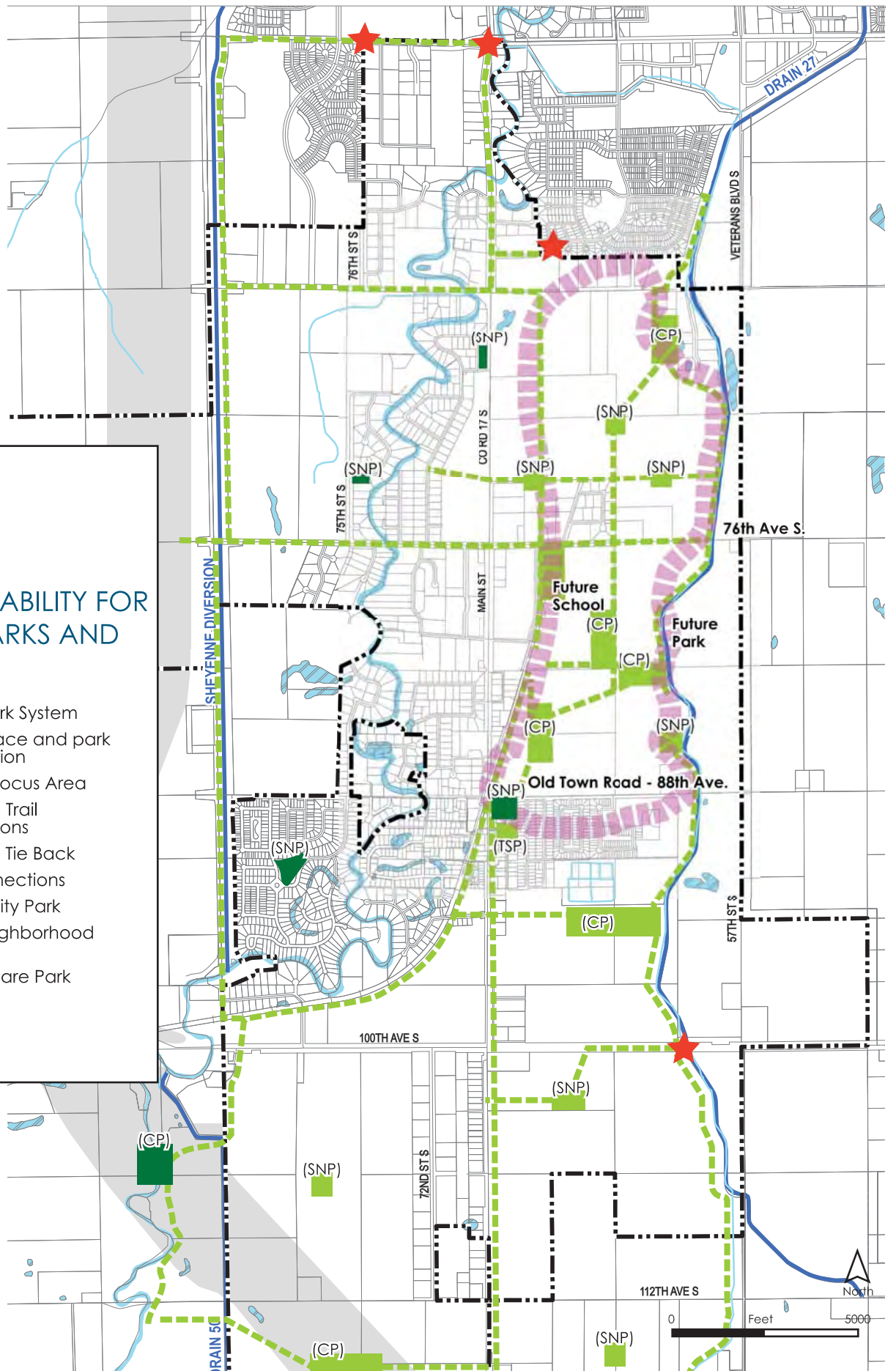


Figure 12-3

LAND SUITABILITY FOR FUTURE PARKS AND TRAILS

-  Future Park System
-  Greenspace and park preservation
-  Phase 1 Focus Area
-  FM-Metro Trail Connections
-  Diversion, Tie Back
-  Trail Connections
- (CP) Community Park
- (SNP) Small Neighborhood Park
- (TSP) Town Square Park



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

[Bicycle and Pedestrian Improvements](#)

[Shared Micromobility Projects](#)

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="100"/>	<input type="text" value="0"/>	<input type="text" value="100"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.0129"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.530
Particulate Matter $\leq 2.5 \mu\text{m}$ (PM _{2.5})	0.002
Particulate Matter $\leq 10 \mu\text{m}$ (PM ₁₀)	0.009
Nitrogen Oxides (NOx)	0.020
Volatile Organic Compounds (VOC)	0.018
Carbon Dioxide (CO ₂)	68.383
Carbon Dioxide Equivalent (CO ₂ e)	68.708
Total Energy Consumption (MMBTU/day)	0.924

*Units in kg/day unless otherwise noted

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 25th Avenue S				
Lead Jurisdiction: City of Fargo				
Project Contact: Jeremy Gorden			Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov				
Project Limits:	From: University Drive		To: University Drive	
Project Length: 505'	Construction Year: 2029		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input type="checkbox"/> FY2028	<input checked="" type="checkbox"/> FY2029
Funding Requested:				\$ 994,515.00
Local Matching				\$ 234,343.00
Local Non-Matching				
Sub Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,228,858.00
Total	\$ 1,228,858.00			
Proposed Bid Letting Date: February 2029				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The proposed project would reconfigure the connection of 24th Ave S with University Drive. The main component would be removing the eastbound right turn lane to give the designer some space to improve the sidewalk situation on University Drive. Access to the frontage road would come off of University Drive instead of the exclusive right turn lane. Please refer to the attachment for details.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

The sidewalk on the west side of University Drive is not ADA compliant near the intersection of 25th Ave S. The situation is that once the sidewalk nears 25th Ave from the south, it crosses the frontage road and is disconnected from the sidewalk coming from the north. At the same time, we would like to remove the eastbound right turn lane and add a grass boulevard and make a 10' path in this section of 24th Ave S. This would be part of the City of Fargo tying the Milwaukee Trail shared use path system to the river system, by way of 25th/24th Ave S.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The new project will benefit the transportation system as it will provide a much cleaner and user friendly design for both University Drive and 25th Avenue S.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

None to note.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Project will be built to today's ADA standards.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Sidewalk users on the west side of University will benefit from a continuous sidewalk through the intersection of 25th Avenue.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	This is in an area of town that has been established since the 1960's. This project will improve upon the built environment and improve safety.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 39
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

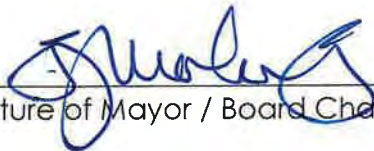
In Witness Thereof:

Dr. Timothy J. Mahoney

1-24-25

(Mayor / Board Chair / Commission Chair)

Date



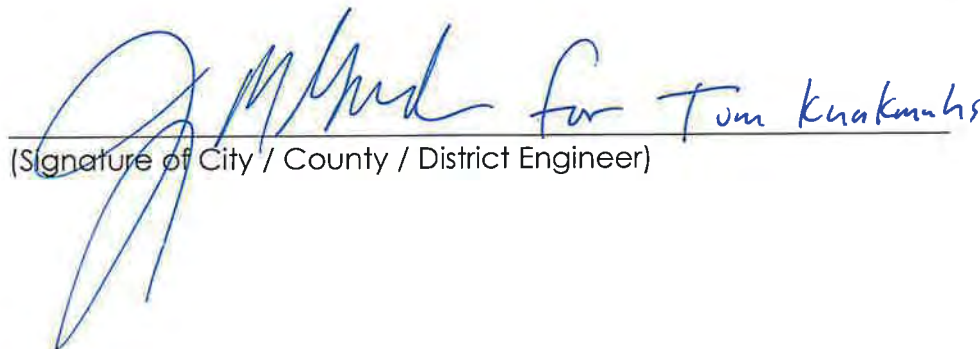
(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs

1-24-25

(City / County / District Engineer)

Date



(Signature of City / County / District Engineer)

Project Location Map

Pedestrian Safety Improvements on 25th Avenue S at University Drive



Engineer's Opinion of Cost
 25th Ave and University Drive South
 1/23/2025

Inflation
 8%

Spec	Code	Description	Unit	2024	2029	Quantity	Total Cost
				Unit	Unit		
				Price	Price		
103	100	CONTRACT BOND	L SUM	\$10,100	\$14,840	\$1	\$14,840
202	130	REMOVAL OF CURB & GUTTER	LF	\$10	\$15	\$1,313	\$19,292
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$30	\$44	\$1,863	\$82,121
203	109	TOPSOIL	CY	\$30	\$44	\$38	\$1,675
203	119	TOPSOIL-IMPORTED	CY	\$35	\$51	\$188	\$9,668
203	140	BORROW-EXCAVATION	CY	\$30	\$44	\$375	\$16,530
251	300	SEEDING CLASS III	ACRE	\$14,000	\$20,571	\$0	\$5,760
253	201	HYDRAULIC MULCH	ACRE	\$3,000	\$4,408	\$0	\$1,234
550	118	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	\$140	\$206	\$522	\$107,378
702	100	MOBILIZATION	L SUM	\$88,000	\$129,301	\$1	\$129,301
704	1100	TRAFFIC CONTROL	L SUM	\$50,000	\$73,466	\$1	\$73,466
714	-	STORM SEWER MODIFICATIONS	L SUM	\$50,000	\$73,466	\$1	\$73,466
722	6140	ADJUST GATE VALVE BOX	EA	\$500	\$735	\$1	\$735
722	6200	ADJUST MANHOLE	EA	\$1,250	\$1,837	\$3	\$5,510
748	140	CURB & GUTTER-TYPE I	LF	\$50	\$73	\$1,126	\$82,723
750	30	PIGMENTED IMPRINTED CONCRETE	SY	\$165	\$242	\$86	\$20,850
750	125	SIDEWALK CONCRETE 5IN	SY	\$75	\$110	\$786	\$86,617
750	140	SIDEWALK CONCRETE 6IN	SY	\$75	\$110	\$254	\$27,991
750	2115	DETECTABLE WARNING PANELS	SF	\$55	\$81	\$96	\$7,758
754	9095	SIGNING	L SUM	\$5,000	\$7,347	\$1	\$7,347
762	-	PAVEMENT MARKINGS	L SUM	\$20,000	\$29,387	\$1	\$29,387
770	-	LIGHTING	L SUM	\$50,000	\$73,466	\$1	\$73,466
772	-	SIGNALS	L SUM	\$100,000	\$146,933	\$1	\$146,933

Total 1,024,048
 Contingency (20%) 204,810
Total Estimated Cost 1,228,858

Federal funds \$ 994,515
Local funds \$ 234,343

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of North Dakota Transportation Alternatives (ND TA) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for North Dakota Transportation Alternatives (ND TA), Friday, October 18, 2024. The applications were due on Friday, November 15, 2024. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all ND TA applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online rank tool and at two in-person options during that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

All ND TA projects received were scored using the Bicycle and Pedestrian Committee's scoring criteria and the results were approved by said committee.

Please see **Attachment 3** for a copy of the completed scoring for ND TA.

North Dakota TA

- **50 points:** West Fargo – Reconstruction of 8th Street W Shared Use Path from 5th Avenue W to 12½ Avenue W
 - Funds Requested: \$132,970(2025) *Prioritization Committee recommended funding with 2025 TA.
- **30 points:** Fargo – Drain 27 Phase 1 Shared Use from 52nd Avenue S to 64th Avenue
 - Funds Requested: \$870,000(2028)
- **30 points:** Fargo – Drain 27 Phase 2 Shared Use from Drain 27 to Deer Creek Elementary School
 - Funds Requested: \$460,828 (2029)
- **25 points:** West Fargo – Beaton Drive Shared Use Path and River Crossing from Sheyenne Street to Bobcat Facility
 - Funds Requested: \$870,000 (2028)
 - Funds Requested: \$880,000 (2029)
- **20 points:** Fargo – Drain 53 Low Water Pedestrian Crossing
 - Funds Requested: \$803,686(2029)
- **20 points:** Fargo – Drain 53 Shared Use Path from 64th Avenue S to 73rd Avenue S
 - Funds Requested: \$664,978 (2029)

Metro COG staff presented the projects received during the current solicitation as well as the analysis listed above to the TTC on Thursday, February 13th. The TTC accepted the results from the Bicycle and Pedestrian Committee Scoring and unanimously voted to forward scores to the Policy Board to assist in determining funding designation for the projects.

Attachment 1 – ND TA One Page Summary of Projects

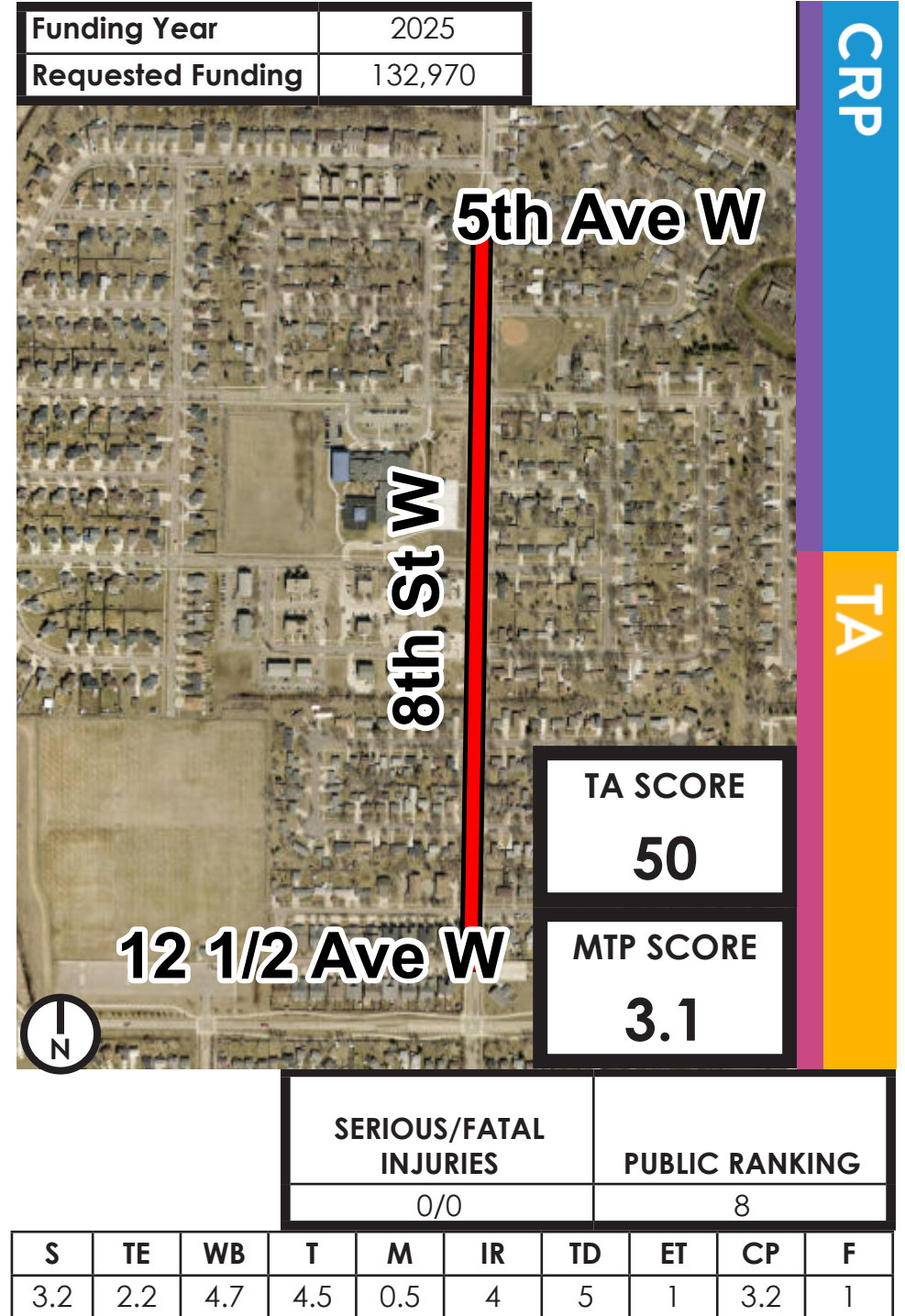
Attachment 2 – Combined Received ND TA Applications

Attachment 3 – Bicycle and Pedestrian Committee Scoring for ND TA projects

Requested Action: Approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) program funding in FY2025, FY 2028, and FY 2029.

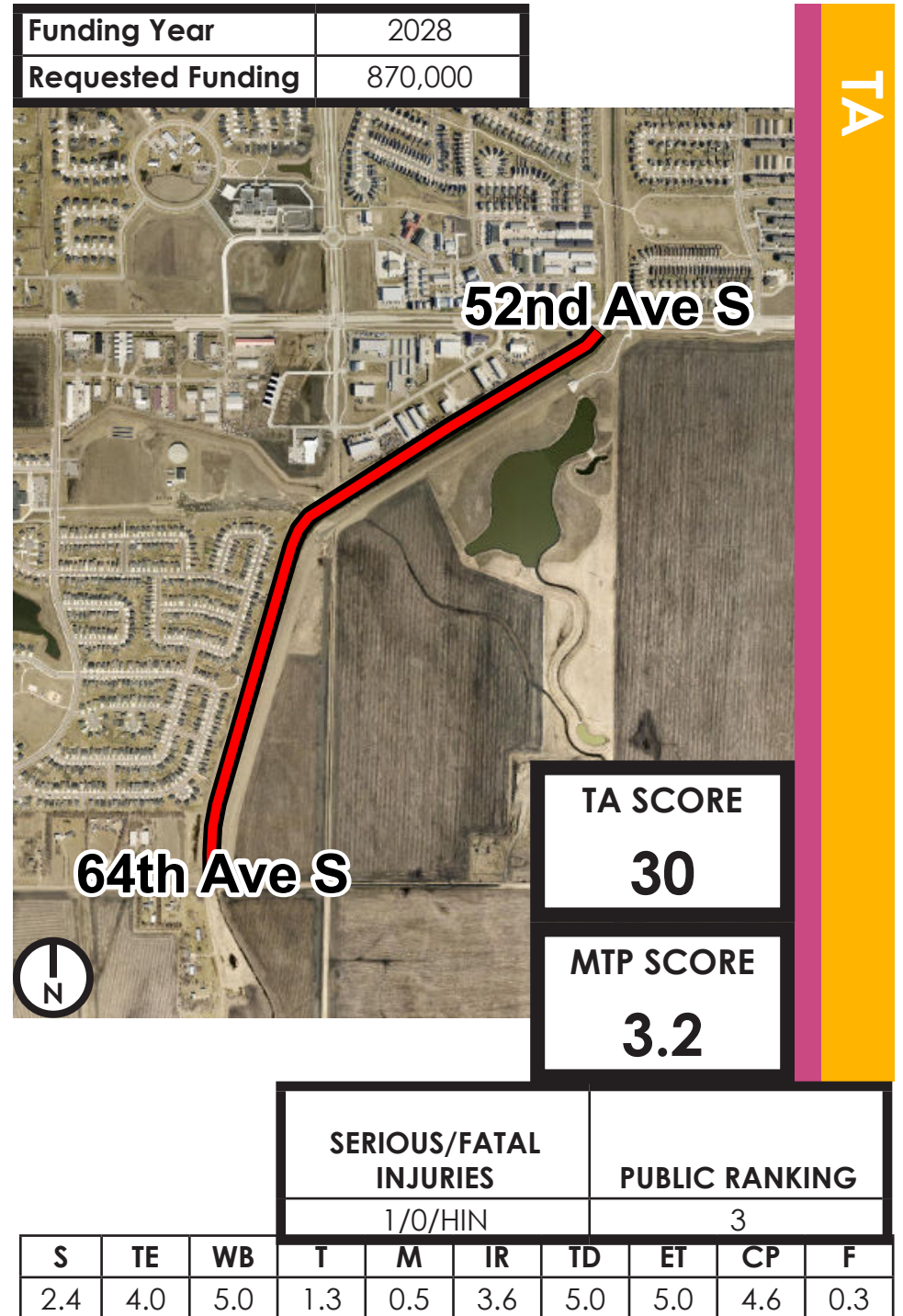
Reconstruction of Shared Use Path along 8th St W

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** 12 1/2 St W to 5th Ave W
- **SCOPE:** This project will reconstruct an existing asphalt multi-use path in the western Core Area of West Fargo. The existing multi-use path is 8' wide asphalt, and this project will upgrade it to the City of West Fargo's current standard of 10' wide concrete.
- **TIMELINESS:** The City of West Fargo is prioritizing infrastructure improvements in the Core Area and safety around schools, and this project would serve both of those purposes. Also, the existing asphalt multi-use path is at the end of its useful service life.
- **SYSTEM BENEFIT:** A portion of the multi-use path is directly adjacent to Westside Elementary School and connects pedestrians and bicyclists to the school from neighborhoods to the north, east, and south. The multi-use path also provides a link between North Elmwood Park to the southeast, Erbstoesser Park to the northeast, and the Scheels Soccer Complex to the southwest.
- **POTENTIAL CHALLENGES:** The project will require thorough temporary traffic control measures for both pedestrian and vehicular traffic, and an emphasis on communication with the community regarding project status and updates.



Shared Use Path Along Drain 27

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 52nd Ave S to 64th Ave S
- **SCOPE:** Construct a new shared use path along Drain 27.
- **TIMELINESS:** Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is built out.
- **SYSTEM BENEFIT:** This project will extend an existing shared use path facility that is currently within Drain 27 that runs from the Red River to 52nd Ave S. This project would connect the Deer Creek neighborhood with the existing path network located along Drain 27.
- **POTENTIAL CHALLENGES:** Consideration will be needed as to how this path will cross Veterans Boulevard in the short term as well as in the long term.



Shared Use Path Connecting to Drain 27

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** Deer Creek Elementary School to Drain 27
- **SCOPE:** Construction of a shared use path connecting Deer Creek Elementary School to the proposed Drain 27 shared use path.
- **TIMELINESS:** Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is fully built out.
- **SYSTEM BENEFIT:** This project will provide residents the opportunity to connect to other neighborhoods as well as the Deer Creek Elementary School.
- **POTENTIAL CHALLENGES:** The alignment of the trail would be entirely on the City owned lot.

Funding Year	2029
Requested Funding	\$460,828



TA

TA SCORE
30
MTP SCORE
3.2

SERIOUS/FATAL INJURIES	PUBLIC RANKING
1/0	4

S	TE	WB	T	M	IR	TD	ET	CP	F
2.4	4.0	5.0	1.3	0.5	3.6	5.0	5.0	4.6	0.3

Beaton Drive Shared Use Path and River Crossing

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to Bobcat Building
- **SCOPE:** This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. This project would also install a box culvert extension at the Sheyenne River and pedestrian pushbutton at a roadway crossing.
- **TIMELINESS:** There is currently no dedicated pedestrian and bicycle area within the streetscape, there have been recent inquiries and requests from the public to provide a pedestrian facility in the project area. The project is listed at Project #66 on the 2016 FM Metropolitan Bicycle and Pedestrian Plan,
- **SYSTEM BENEFIT:** The project would provide a separate location off the roadway for pedestrians and bicyclists, and would connect existing pedestrian and bicycle facilities at Sheyenne Street and east of the Sheyenne River, and would provide a pedestrian and bicycle route to Cheney Middle School from the south.
- **POTENTIAL CHALLENGES:** The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Funding Year	CRP 2028	TA 2028	TA 2029
Requested Funding	\$1,200,000	870,000	880,000



CRP

TA

TA SCORE

25

MTP SCORE

2.9

SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
0/0	6.5	7

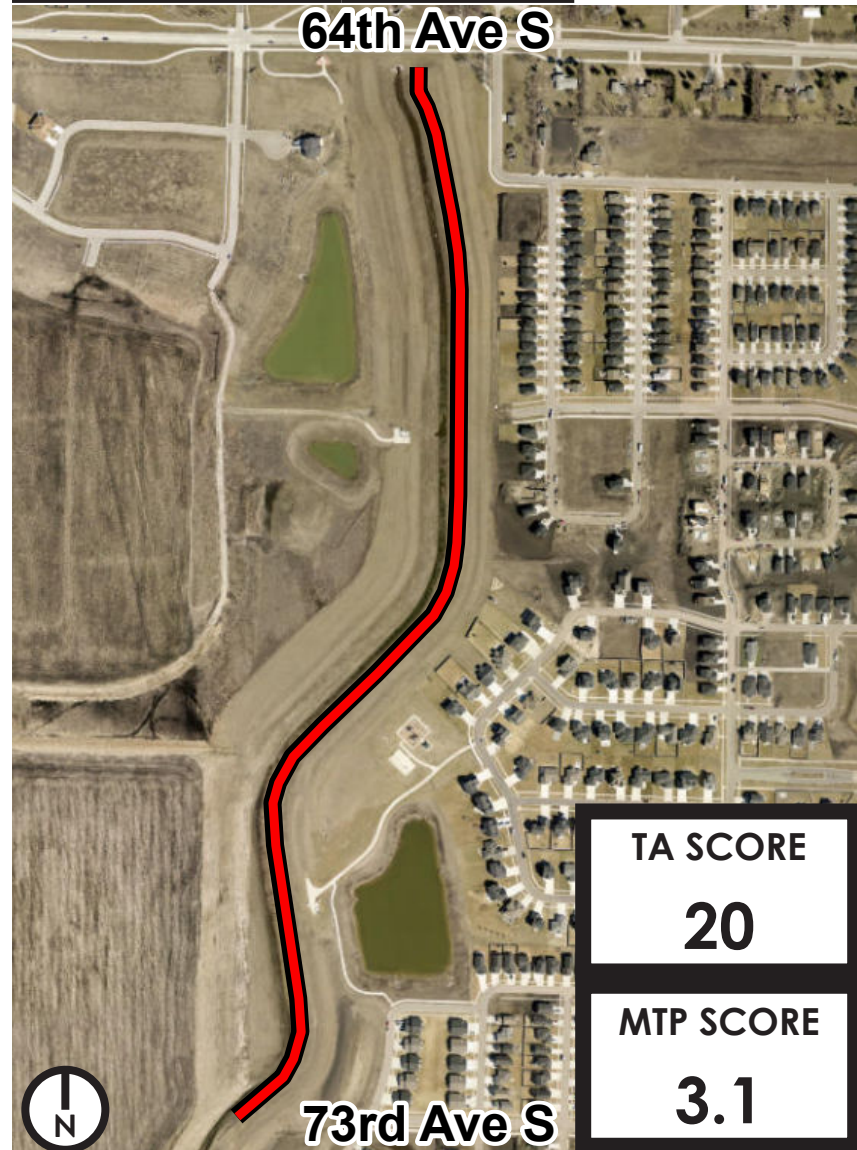
Prioritization Committees Recommendations
Fund with 2029 CRP

S	TE	WB	T	M	IR	TD	ET	CP	F
3.2	3	5	1.75	0.5	3.2	3	1	3.2	1

Shared Use Path Along Drain 53

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 64th Ave S to 73rd Ave S
- **SCOPE:** This project would be located on the east side of Drain 53 from 64th Avenue South to 73rd Avenue South.
- **TIMELINESS:** Funds are being requested now as growth is continuing on the south side of town and the area between Drain 53 and the Red River is reaching full build out.
- **SYSTEM BENEFIT:** This project will extend an existing shared use path facility that is currently within Drain 53 that runs from the Rose Coulee to 64th Ave S. This would provide residents the opportunity to connect to other neighborhoods via this path.
- **POTENTIAL CHALLENGES:** Drain 53 was improved in 2011 between 52nd Avenue South and 64th Avenue South and with that drain improvement, the County added a slope stability bench that is 25' wide and located on the inside of the drain, roughly 10' from the top. The proposed 10' wide shared use path will be located on this bench.

Funding Year	2029
Requested Funding	\$664,978



TA SCORE
20

MTP SCORE
3.1

SERIOUS/ FATAL INJURIES	PUBLIC RANKING
0/0	6

S	TE	WB	T	M	IR	TD	ET	CP	F
2.4	3.6	5.0	1.3	0.5	4.0	3.0	5.0	4.6	0.3



Pedestrian Crossing of Drain 53

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** Drain 53 to 57th Ave S
- **SCOPE:** Construct a new shared use path as well as a pedestrian drain crossing.
- **TIMELINESS:** This project addresses one of the gaps in the shared use path network.
- **SYSTEM BENEFIT:** This project provides a connection across the drain. The closest drain crossing to this one is roughly 1/2 mile away.
- **POTENTIAL CHALLENGES:** This project would run either on City of Fargo land or SE Cass Water Resource District land.

Funding Year	2029
Requested Funding	803,686



57th Ave S

TA SCORE

20

MTP SCORE

3.2

SERIOUS/FATAL
INJURIES

0/0

PUBLIC RANKING

5

S	TE	WB	T	M	IR	TD	ET	CP	F
2.4	4.0	5.0	1.5	0.5	4.0	3.0	5.0	4.6	0.3

TA

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Red River Shared Use Path				
Lead Jurisdiction: City of Fargo				
Project Contact: Jeremy Gorden			Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov				
Project Limits:	From: Main Avenue		To: NP Avenue	
Project Length: 1200'	Construction Year:		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:			\$ 1,100,000.00	
Local Matching			\$ 209,770.00	
Local Non-Matching				
Sub Total	\$ 0.00	\$ 0.00	\$ 1,309,770.00	\$ 0.00
Total	\$ 1,309,770.00			
Proposed Bid Letting Date: February 2028				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The proposed project would be a new concrete shared use path on a different alignment than what exists today. Existing path is in disrepair and is too close to river. Easements and agreements will need to be secured to relocate path under existing BNSF bridge as well as on BNSF property. It should be noted that the estimated project cost was carried from the 2050 LRTP to this application. All questions on cost should be directed to 2050 LRTP Project Manager.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

The need for the project is that the current path is in disrepair and really needs to be reconstructed. It's an asphalt path that has a very poor surface for pedestrians and bicyclists alike. Fargo Park District maintenance staff addresses issues as they appear, but they are numerous in this stretch.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The new project will greatly benefit the transportation system as it will provide a new smooth concrete surface and will be built to today's ADA standards.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

There is no shortage of challenges, but they can be overcome. BNSF owns most of the land where path is going to be located, and we will also need an agreement to pass under existing active rail line. NEPA document will address floodway, floodplain, threatened and endangered species, tree impacts, etc.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Project will be built to today's ADA standards.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	A new concrete surface with appropriate horizontal and vertical alignment will benefit all users.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	Existing path is past it's useful life. This path will allow the Red River path system to flourish upon it's completion.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 304
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

The project will allow non-motorized commuters the ability to access to and from downtown Fargo/Moorhead on a path system that will not require any carbon emissions to use.

 Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

1-24-25

(Mayor / Board Chair / Commission Chair)

Date

(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs

1-24-25

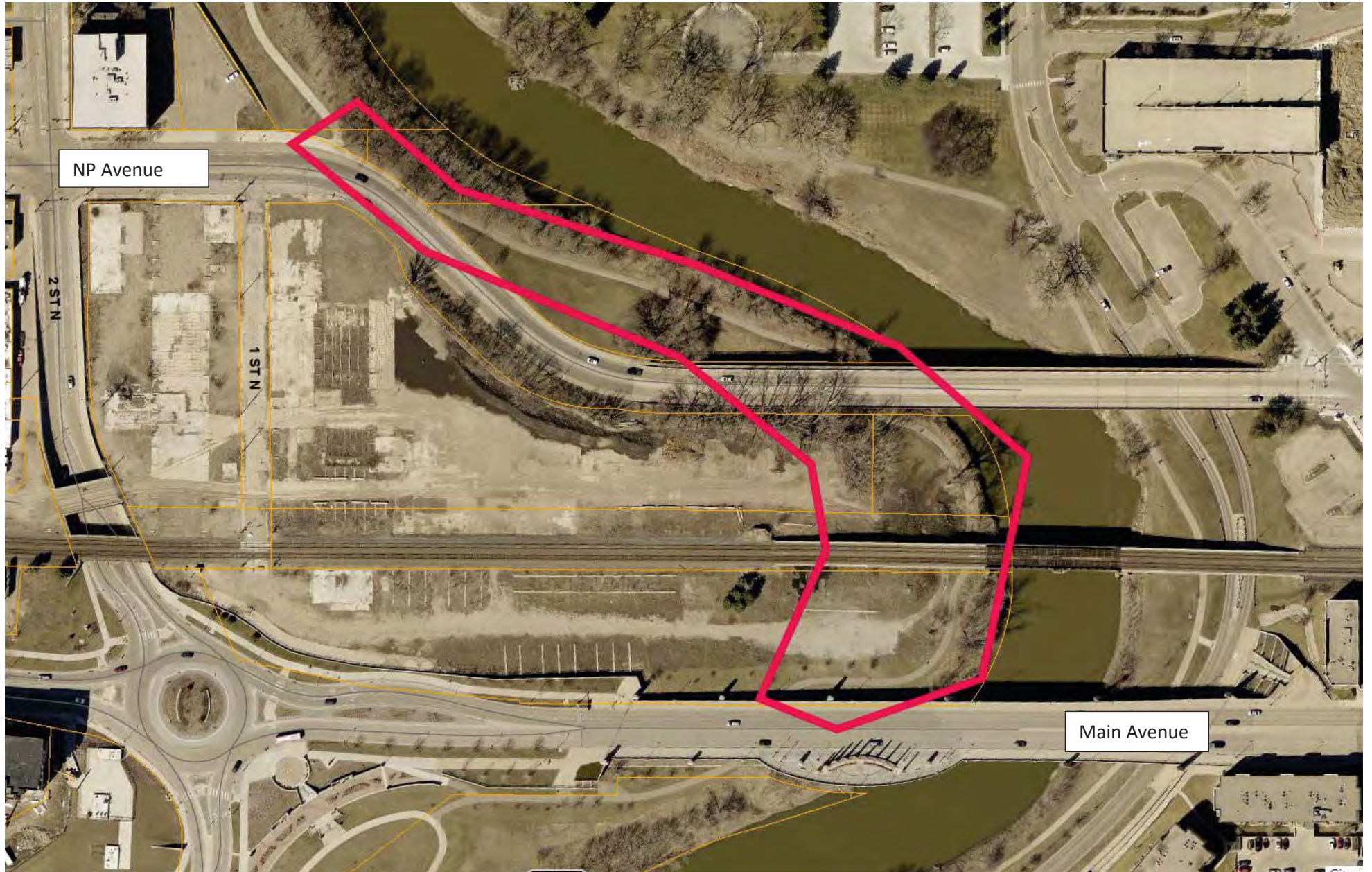
(City / County / District Engineer)

Date

(Signature of City / County / District Engineer)

Project Location Map

Red River Shared Use Path – Main Avenue to NP Avenue



Short-Term (2028-2030) Constrained Project List

Metro COG MPA

Metro COG UZA

Project Type

Bike & Ped

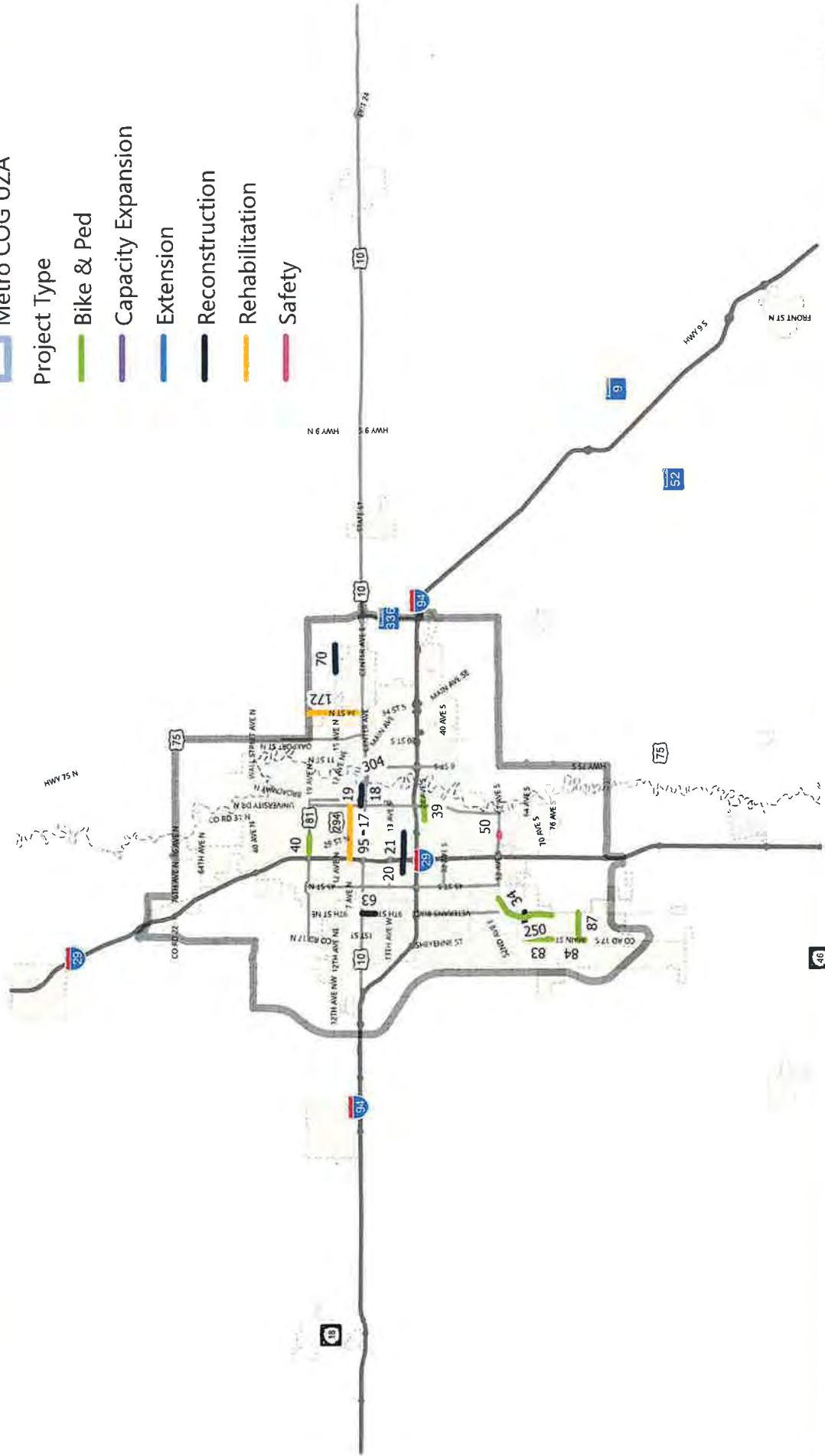
Capacity Expansion

Extension

Reconstruction

Rehabilitation

Safety



METRO 2050

TRANSPORTATION • MOVING • AHEAD



Table 13. Short-Term (2028-2030) Transportation Projects by Funding Source

Funding Source	Project ID	Corridor	From	To	Project Type	Project Jurisdiction	Construction Cost Estimate (2024)	Short Term (2029) Costs	Federal Funds (2029)	Weighted Score
Minnesota Projects										
CRP/TA	303	CSAH 9	4th Ave NW	3rd Ave NW	Bike & Ped	Dilworth/Clay County	\$790,524	\$961,793	\$769,434	3.1
STBG	172*	34th St	28th Ave N	3rd Ave N	Rehabilitation	Moorhead/Dilworth	\$7,098,412	\$1,835,701	\$1,093,040	3.2
	70	15th Ave N	7th St NE	60th St N	Reconstruction	Dilworth/Clay County	\$4,333,750	\$2,572,669	\$2,058,135	2.3
North Dakota Projects										
CRP	39	25th Ave S	University Dr S	University Dr S	Bike & Ped	Fargo	\$422,879	\$514,497	\$411,597	3.5
	40	19th Ave N	I-29	Dakota Dr	Bike & Ped	Fargo	\$1,132,771	\$1,813,603	\$484,957	3.1
	250	Drain 27	Deer Creek Connection	76th Ave S	Bike & Ped	Horace	\$1,108,751	\$1,348,965	\$1,079,172	2.9
	304	Red River	Main Ave	NP Avenue	Bike & Ped	Fargo	\$1,790,268	\$1,790,268	\$1,432,214	2.9
	34	Drain 27 Wall	52nd Ave S	59th Ave S	Bike & Ped	Fargo	\$792,366	\$964,035	\$771,228	3.0
	87	Ave/88th Ave S	CR 17	57th St	Bike & Ped	Horace	\$821,398	\$999,357	\$799,485	3.0
TA	83	CR 17	64th Ave S	76th Ave S	Bike & Ped	Horace	\$821,997	\$1,000,085	\$800,068	2.9
	84	Main St/CR 17	Wall Ave/88th Ave S	Park Dr	Bike & Ped	Horace	\$210,032	\$255,536	\$204,429	2.8

Downtown Fargo River Corridor Improvement Opportunities






May 2024

Developed by:

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Trail & Trail Corridor

Issue	Remedy
<p data-bbox="215 380 719 407">Deteriorating trail pavement condition.</p> 	<p data-bbox="836 552 1386 709">Replace trail with new trail, preferably a concrete-surface trail. Installing a new trail at a higher elevation could keep trail drier and away from damaging saturation conditions.</p>
<p data-bbox="215 926 743 1020">ADA compliance. Cross slope was measured at 7%. Vertical slope may also exceed ADA standards.</p> 	<p data-bbox="836 1087 1273 1146">Replace with trail that meets ADA standards.</p>
<p data-bbox="215 1352 483 1379">Sharp curves on trail.</p> 	<p data-bbox="836 1503 1403 1562">Reroute the trail under the NP Ave bridge so that trail curves are gradual.</p>

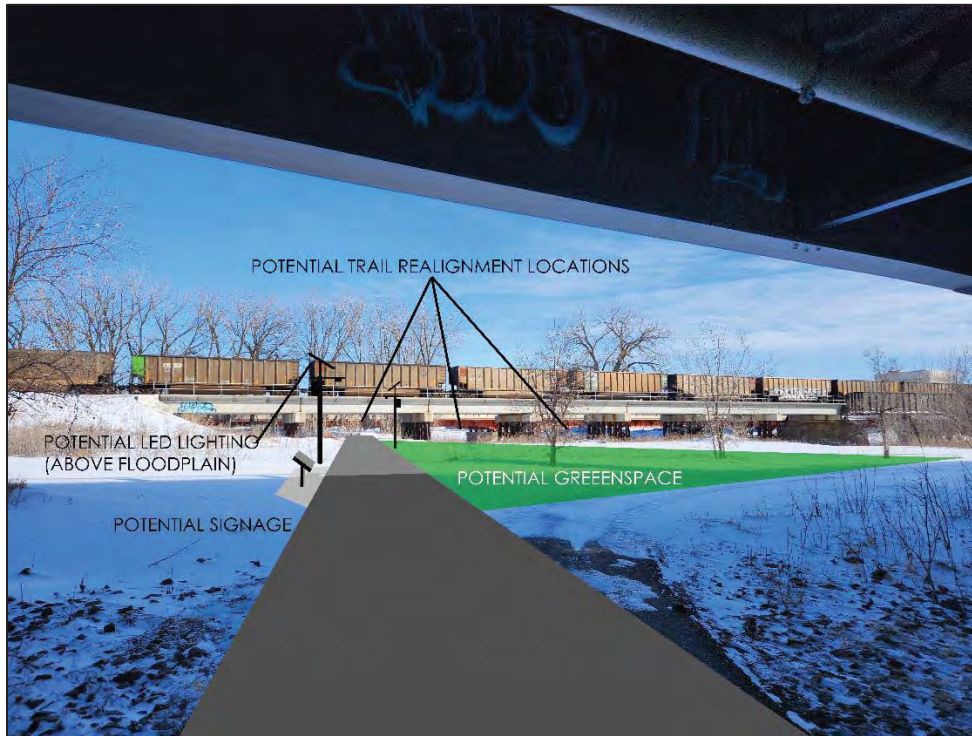


Issue (continued)	Remedy (continued)
<p>Overgrown brush along trail corridor makes for unsightly trail corridor and an uncomfortable experience for users.</p> 	<p>Clear overgrown brush and damaged trees along trail corridor and under bridges.</p>
<p>Distance of trail from built environment & areas of activity can make users feel unsafe.</p>	<p>Reroute the trail so that trail doesn't wind as far east. Trail could follow the path shown in Figure 1. This proposed route is similar to the trail rendered in the 2002 Fargo Riverfront Development Master Plan.</p>

Figure 1 – Potential Trail Realignment



Figure 2 – Potential Trail Realignment (looking north under Main Ave bridge)



Recommendation	Agency
<p>Redesign and reconstruct the trail from the north side of NP Ave to the Main Ave bridge. Trail should be constructed further to west in order to bring the trail closer to the built environment and keep trail drier. It is encouraged that Fargo Parks contribute to these efforts since this is their trail.</p>	<p>Fargo Engineering (Lead), Fargo Parks (Partner)</p>
<p>Clear overgrown brush & damaged trees along trail corridor and under bridges.</p>	<p>Fargo Engineering, Fargo Public Works, Fargo Parks</p>

Lighting

In the evening of April 8th, 2024 Metro COG staff conducted a lighting audit to observe and document the lighting conditions along the downtown Fargo river corridor. Metro COG staff found that lighting was very poor along the trail corridor with the only corridor-specific lighting located under the Main Ave bridge. While lights were noted under other bridges, none of those lights were operational.

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Beaton Drive			
Lead Jurisdiction: City of West Fargo			
Project Contact: Kyle McCamy, PE		Contact Phone: 701-515-5105	
Contact Email Address: kyle.mccamy@westfargond.gov			
Project Limits:	From: Sheyenne Street	To: Bobcat Facility	
Project Length: 2,650	Construction Year: 2028	AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028 <input type="checkbox"/> FY2029
Funding Requested:		\$ 1,200,000.00	
Local Matching		\$ 240,000.00	
Local Non-Matching		\$ 140,158.00	
Sub Total	\$ 0.00	\$ 0.00	\$ 1,580,158.00 \$ 0.00
Total	\$ 1,580,158.00		
Proposed Bid Letting Date: Fall 2027			

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. The section includes 5" of reinforced concrete over a 2" aggregate base course. Other work includes a box culvert extension and associated storm sewer at the Sheyenne River, pedestrian railing along the Sheyenne River, and pedestrian pushbutton signage at a roadway crossing.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

The project is listed at Project #66 on the 2016 FM Metropolitan Bicycle and Pedestrian Plan, there is currently no dedicated pedestrian and bicycle area within the streetscape, there have been recent inquiries and requests from the public to provide a pedestrian facility in the project area, and this project could trigger the development of a vacant lot in the western extents of the project area.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The project would provide a separate location off the roadway for pedestrians and bicyclists, would connect existing pedestrian and bicycle facilities at Sheyenne Street and east of the Sheyenne River, and would provide a pedestrian and bicycle route to Cheney Middle School from the south.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Provides pedestrian and bicycle area within the streetscape that is separate from the roadway.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Provides a facility for walkers, bikers, and rollers.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	Provides pedestrian and bicycle connection between 2 major arterial corridors.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature


To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 21 of January (month), 2025 (year).

In Witness Thereof:


Bernie Dardis

(Mayor / Board Chair / Commission Chair) Date



(Signature of Mayor / Board Chair / Commission Chair)

Dan Hanson, PE

 1/20/25

(City / County / District Engineer) Date

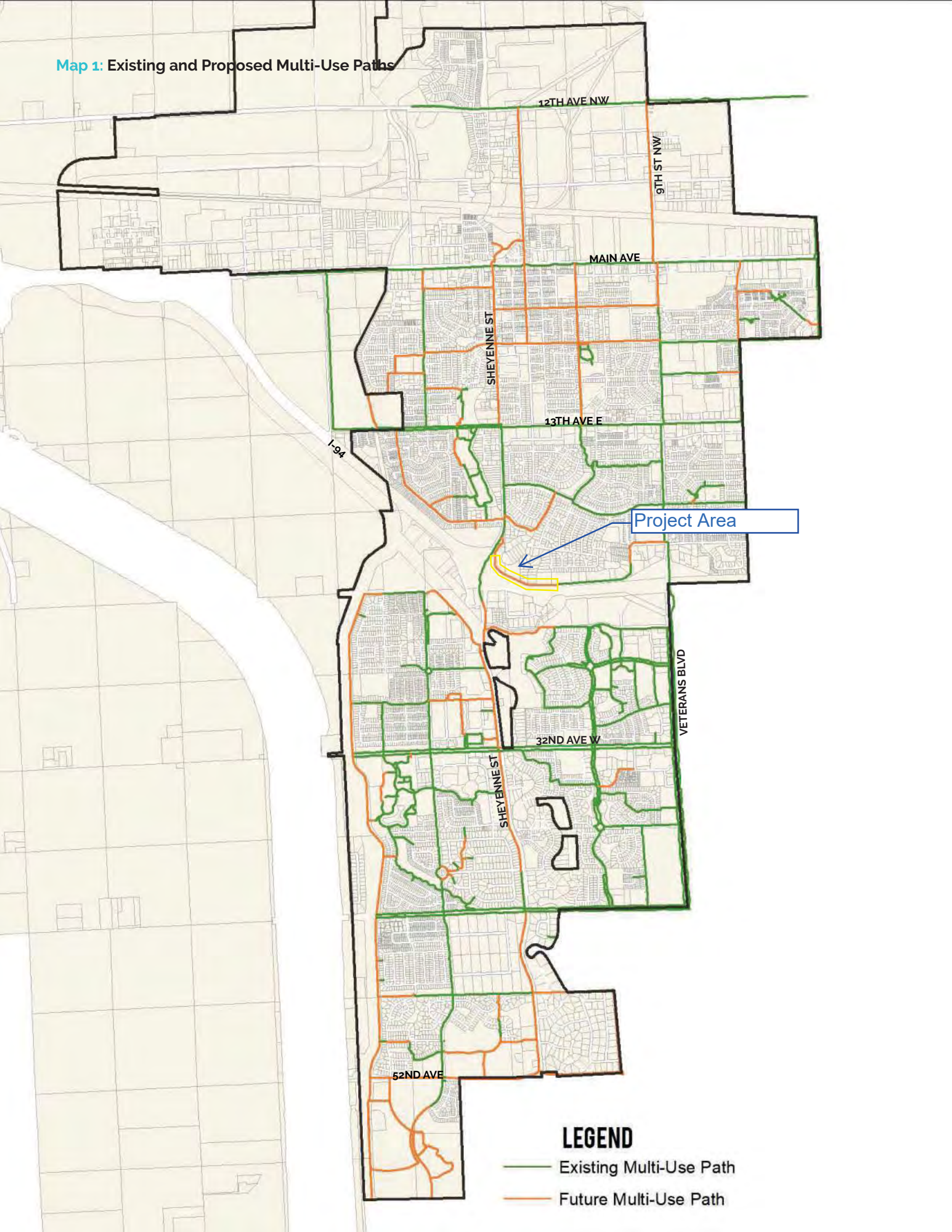
(Signature of City / County / District Engineer)

**Beaton Dr Multi-Use Path Improvements
West Fargo ND
Project No. 9056
Engineer's Opinion of Probable Cost
Date: 11/06/2024**

BID ITEM NO. & DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID UNIT PRICE	BID PRICE
<u>Base Bid</u>				
<u>Roadway Items</u>				
1. Common Excavation	CY	5,000	\$5.00	\$25,000.00
2. Borrow Excavation - Import	CY	10,000	\$15.00	\$150,000.00
3. Asphalt Pavement - Remove	SY	250	\$30.00	\$7,500.00
4. Curb & Gutter - Remove	LF	40	\$15.00	\$600.00
5. Concrete Pavement - Remove	SY	350	\$30.00	\$10,500.00
6. Concrete Pavement - 8" Reinforced	SY	150	\$120.00	\$18,000.00
7. Detectable Warning Panel - Cast Iron	SF	120	\$60.00	\$7,200.00
8. Pedestrian Pushbutton & Sign	EA	2	\$8,500.00	\$17,000.00
9. Signing And Striping	LSUM	1	\$2,000.00	\$2,000.00
<u>General Items</u>				
1. Topsoil	CY	2,000	\$5.00	\$10,000.00
2. Turf Establishment	ACRE	1.5	\$4,250.00	\$6,375.00
3. Stabilized Construction Access	EA	1	\$2,500.00	\$2,500.00
4. Traffic Control	LSUM	1	\$2,500.00	\$2,500.00
5. Cleaning	LSUM	1	\$1,000.00	\$1,000.00
6. Storm Water Management	LSUM	1	\$25,000.00	\$25,000.00
7. Clearing and Grubbing	LSUM	1	\$50,000.00	\$50,000.00
8. Remove & Reset Existing Fence	LF	100	\$100.00	\$10,000.00
<u>Alternative 1A</u>				
1. Guardrail	LF	140	\$150.00	\$21,000.00
2. Sidewalk - 5"	SY	2,950	\$80.00	\$236,000.00
3. Retaining Wall	LF	125	\$90.00	\$11,250.00
4. Decorative Colored Concrete	SY	45	\$150.00	\$6,750.00
<u>Alternative 1B</u>				
1. Storm Sewer Box Culvert Wing Wall - Remove	LSUM	1	\$5,000.00	\$5,000.00
2. Storm Sewer - 24" RCP	LF	20	\$200.00	\$4,000.00
3. Storm Sewer - 8'x10' RCB (2)	LF	32	\$4,500.00	\$144,000.00
4. Manhole 60In	EA	1	\$10,000.00	\$10,000.00
5. End Section - 24" RCP Flared	EA	1	\$5,000.00	\$5,000.00
6. Storm Sewer Box Culvert - Wing Wall End Section	LSUM	1	\$50,000.00	\$50,000.00
7. Pedestrian Rail	LF	120	\$500.00	\$60,000.00
8. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
9. Decorative Colored Concrete	SY	40	\$200.00	\$8,000.00
10. Borrow Excavation - Import	CY	5,000	\$15.00	\$75,000.00
11. Riprap & Fabric - 18" Class III	CY	225	\$150.00	\$33,750.00
<u>Alternative 2</u>				
1. Pre-fabricated Steel Pedestrian Bridge	LSUM	1	\$400,000.00	\$400,000.00
2. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
Construction Subtotal (Base Bid)				\$345,175.00
Construction Subtotal (Alternative 1A)				\$620,175.00
Contingencies (~40%)				\$249,825.00
Total Construction (Base+Alternate 1A)				\$870,000.00
Construction Subtotal (Alternative 1B)				\$973,925.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 1B)				\$1,365,000.00
Construction Subtotal (Alternative 2)				\$979,175.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 2)				\$1,365,000.00

2025: \$1,365,000
2028: \$1,580,158

Map 1: Existing and Proposed Multi-Use Paths



12TH AVE NW

9TH ST NW

MAIN AVE

SHEYENNE ST

13TH AVE E

I-94

Project Area

32ND AVE W

VETERANS BLVD

SHEYENNE ST

52ND AVE

LEGEND

- Existing Multi-Use Path
- Future Multi-Use Path

6.3 Priority 3 - Bicycle and Pedestrian Network Improvements

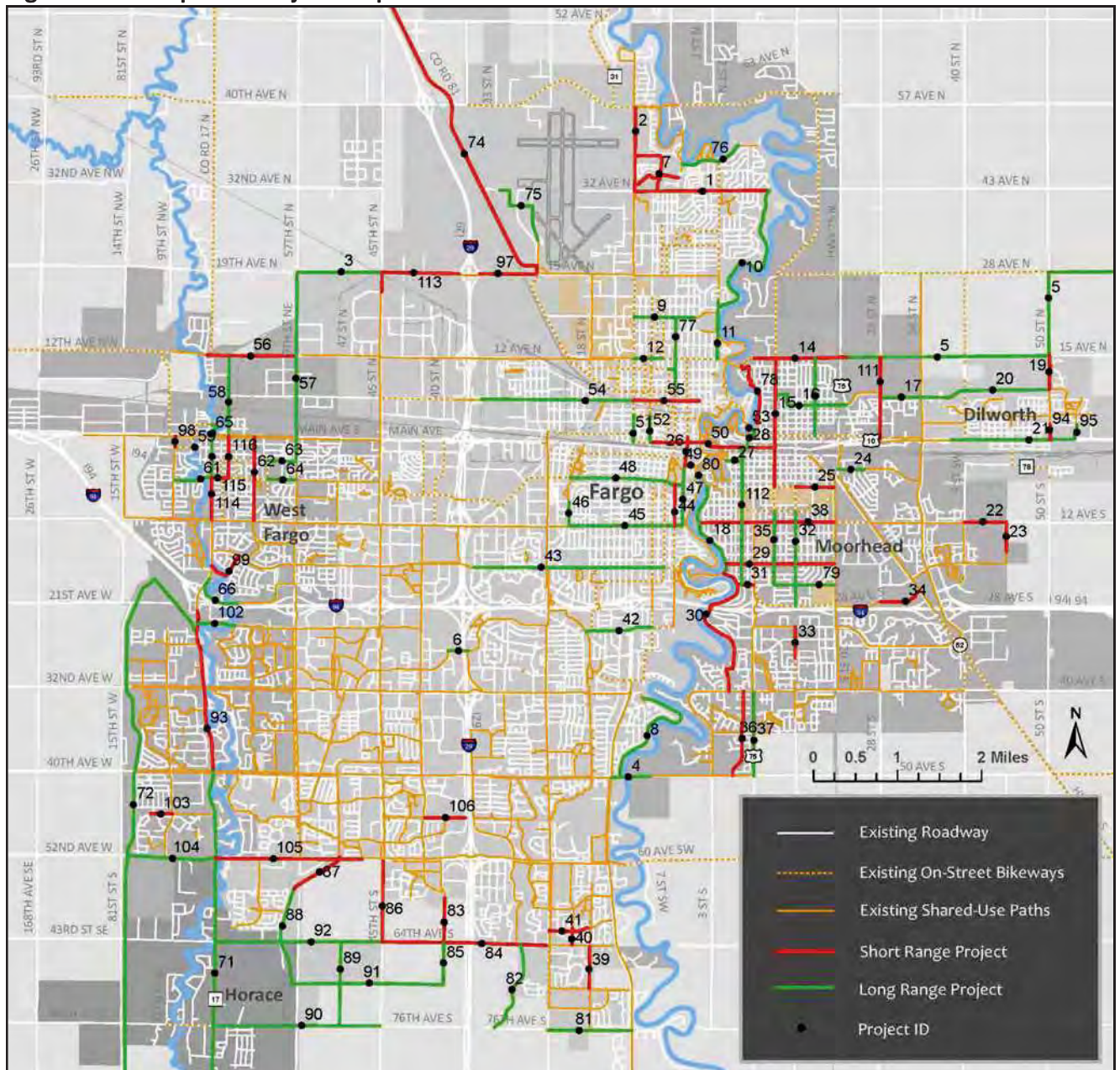
The need for various improvements to the bicycle and pedestrian network were identified in many aspects as part of the public involvement process. These improvements ranged from better connectivity to more river trails, to more bike lanes.

Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any lesser importance than any other project. It is also important to note that these projects are not fiscally-constrained.

Table 6.1 – Proposed Projects – West Fargo

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
56	West Fargo	12th Ave NE - CR 17 to 9th St	Short Range	0	Construct shared use path
62	West Fargo	Path over Drain 45 - Main Ave to 13th Ave	Short Range	0	Construct shared use path
93	West Fargo	Sheyenne St - Christianson Dr to 52nd Ave	Short Range	N/A	Construct shared use path (per Sheyenne St Corridor Study)
98	West Fargo	8th St W - 2nd Ave W to Main Ave	Short Range	N/A	Construct shared use path
99	West Fargo	17th Ave E to Sheyenne St (Charleswood Area)	Short Range	N/A	Construct shared use path & river bridge
103	West Fargo	9th St W to 11th St W (Wilds Area)	Short Range	N/A	Construct shared use path & river bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
114	West Fargo	Sheyenne St – 13 th Ave to 7 th Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 th Ave E – Sheyenne St to 1 st St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 th Ave to Main Ave	Short Range	N/A	Install bike lane (7 th Ave to 6 th Ave) Install sharrows (6 th Ave to 1 st Ave) Construct shared use path (1 st Ave to Main Ave) (per Sheyenne St Corridor Study)
61	West Fargo	7th Ave - 8th St W to Sukuts St	Long Range	2	Shared use path, bike lanes, sharrows or signed roadway
66	West Fargo	Beaton Dr - Sheyenne St to 0.6 mi East	Long Range	2	Construct shared use path
57	West Fargo/Fargo	9th St NE - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
58	West Fargo	Center St - 12th Ave NE to Main Ave	Long Range	0	Construct shared use path
63	West Fargo	4th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
64	West Fargo	7th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
59	West Fargo	2nd Ave W at Sheyenne River	Long Range	N/A	Construct bridge over Sheyenne River
65	West Fargo	Sheyenne St to Armour Park	Long Range	N/A	Construct bridge over Sheyenne River
71	West Fargo/Horace/Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path

Figure 6.1 – Proposed Project Map – Urban



2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Drain 27 (64th Ave S to 76th Ave S)				
Lead Jurisdiction: City of Horace				
Project Contact: Jace Hellman			Contact Phone: 701.492.2972	
Contact Email Address: jhellman@CityofHorace.com				
Project Limits:	From: 64th Ave S		To: 76th Ave S	
Project Length: 5420 ft	Construction Year: 2028		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:			\$ 1,057,232.00	
Local Matching			\$ 264,400.00	
Local Non-Matching			\$ 145,000.00	
Sub Total	\$ 0.00	\$ 0.00	\$ 1,466,632.00	\$ 0.00
Total	\$ 1,466,632.00			
Proposed Bid Letting Date: April 2028				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The City of Horace is requesting \$1057232.00 in Carbon Reduction Program funds to construct the next addition to our shared use pathway network along Drain 27. The proposed typical section for the the shared use path, consists of 6 inches of reinforced concrete, 4 inches of aggregate base and 6" of sub grade prep. Appropriate ADA facilities will be installed as part of this project for any crossings.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

With the development of Cub Creek 2nd Addition, a large off street pathway network was installed in the vicinity of Drain 27. This proposed pathway section would provide a key connection to the north that has the potential to connect the City of Horace and City of Fargo via an off street pathway network.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The project has the potential to connection several miles of off-street shared use pathway together, and add to an existing system of shared use pathways throughout the City of Horace. With the boom in development, the pedestrian infrastructure is severally lacking throughout the community, and this project presents an additional opportunity to provide safe and reliable pedestrian connections to new residential, schools and commercial.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Additional Right-of-way or easements will need to be acquired through the Visto Subdivision just south of 64th Avenue. Additionally, further discussion will be required from the City of Fargo to determine timing of final connection between 64th Ave S and their proposed pathway project that will terminus into the Deer Creek Subdivision.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	The pathway section will provided a new off-street pedestrian network that ultimately will provide residents connection to local neighborhoods, commercial and education institutions, but will provide a regional connection to the City of Fargo as well.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	The City of Fargo is has been and continues to propose a connection along drain 27. The City of Horace is in a position now with development activity to begin implementing that proposed network through Horace City Limits.
 Connecting People and Places	Provides a connection to new residential neighborhoods, commercial, education opportunities as well new park systems within the City of Horace. regionally, this pathway will provide a connection to the City of Fargo.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 250
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

This project ultimately will provide connection to bike and ped facilities in the City of Fargo. Having a large regional network provides an alternative mode of transportation whether that be biking or walking. While this the first phase of the pathway, the pathway will tie into the larger shared use pathway network in Horace around the school and will provide an off-street pedestrian network for kids to walk and bike to school.

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24th of January (month), 2025 (year).

In Witness Thereof:

JEFF TRUDEAU JAN 24 2025
(Mayor / Board Chair / Commission Chair) Date


(Signature of Mayor / Board Chair / Commission Chair)

JAMES A. DAHLMAN 1/24/2025
(City / County / District Engineer) Date

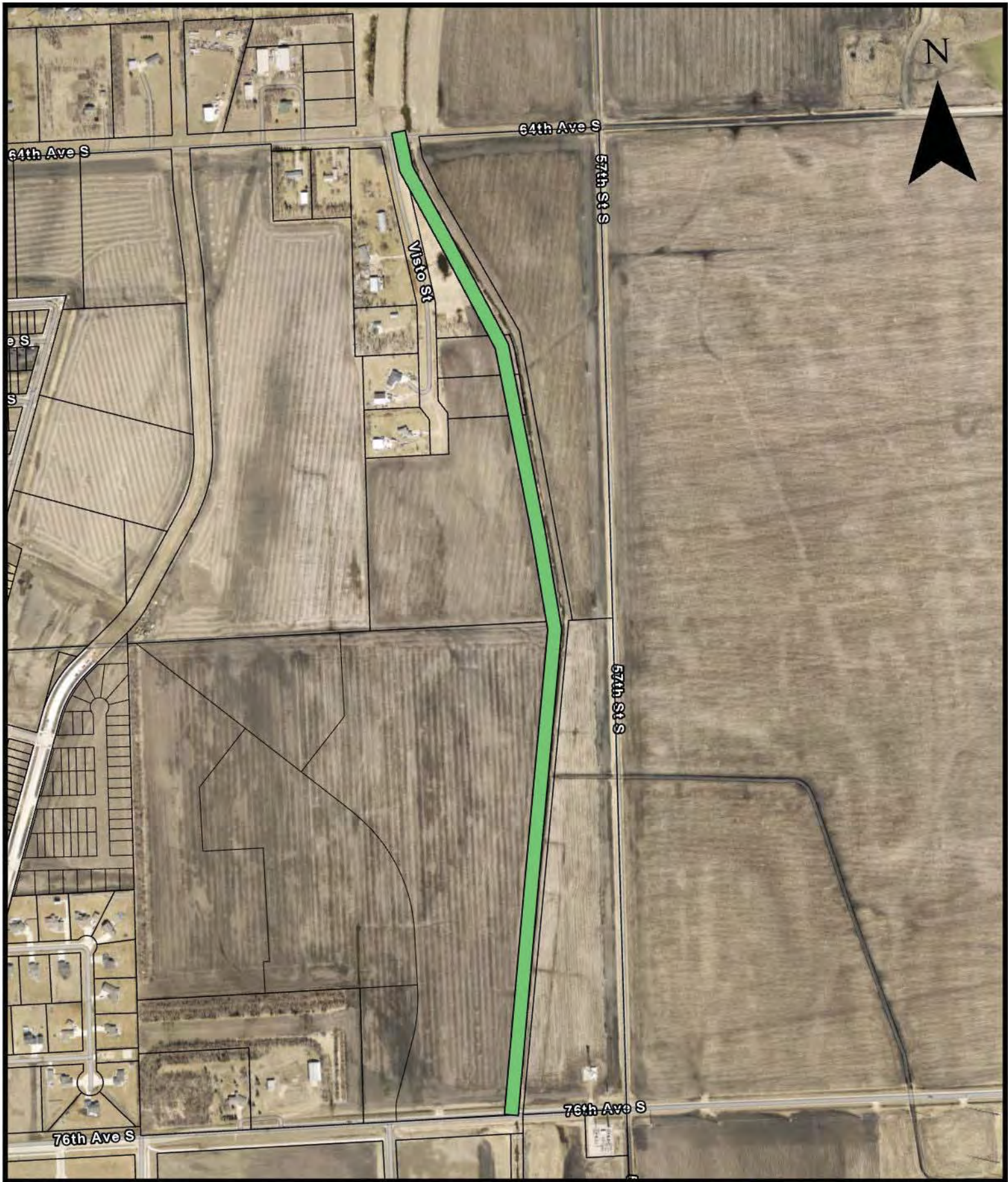
James A. Dahlman
(Signature of City / County / District Engineer)

PRELIMINARY ESTIMATE
DRAIN 27 (SHARED USE PATH)
64TH/ DEER CREEK AREA TO 76TH AVE
PROJECT No.
HORACE, NORTH DAKOTA
Bid Opening Date: NOVEMBER 14, 2025
PROJECT LENGTH 5,420 FT

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID PRICE PER UNIT	TOTAL COST
1	103	0100	CONTRACT BOND	L SUM	1	\$ 20,000.00	\$ 20,000.00
2	201	0330	CLEARING & GRUBBING	L SUM	1	\$ 5,000.00	\$ 5,000.00
3	202	0021	REMOVE AGGREGATE BASE & SURFACING	TON	4	\$ 55.00	\$ 220.00
4	203	0103	COMMON EXCAVATION-TYPE C	CY	500	\$ 30.00	\$ 15,000.00
5	203	0126	REMOVE & SALVAGE TOPSOIL	SY	18063	\$ 15.00	\$ 270,945.00
6	203	0140	BORROW-EXCAVATION	CY	800	\$ 30.00	\$ 24,000.00
7	230	0300	SUBGRADE PREPARATION-TYPE A	STA	54.2	\$ 800.00	\$ 43,360.00
8	251	0300	SEEDING CLASS III	ACRE	2.50	\$ 2,500.00	\$ 6,250.00
9	253	0201	HYDRAULIC MULCH	ACRE	2.50	\$ 2,500.00	\$ 6,250.00
10	256	0100	RIPRAP GRADE I	CY	36	\$ 200.00	\$ 7,200.00
11	260	0100	SILT FENCE UNSUPPORTED	LF	100	\$ 5.00	\$ 500.00
12	260	0101	REMOVE SILT FENCE UNSUPPORTED	LF	100	\$ 1.00	\$ 100.00
13	261	0112	FIBER ROLLS 12IN	LF	4000	\$ 5.00	\$ 20,000.00
14	261	0113	REMOVE FIBER ROLLS 12IN	LF	4000	\$ 1.00	\$ 4,000.00
15	302	0121	AGGREGATE BASE COURSE CL 5	CY	1010	\$ 75.00	\$ 75,750.00
16	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	2	\$ 600.00	\$ 1,200.00
17	702	0100	MOBILIZATION	L SUM	1	\$ 30,000.00	\$ 30,000.00
18	704	0100	FLAGGING	MHR	40	\$ 75.00	\$ 3,000.00
19	704	1000	TRAFFIC CONTROL SIGNS	UNIT	1110	\$ 5.00	\$ 5,550.00
20	704	1052	TYPE III BARRICADE	EA	2	\$ 150.00	\$ 300.00
21	704	1054	SIDEWALK BARRICADE	EA	1	\$ 100.00	\$ 100.00
22	704	1060	DELINEATOR DRUMS	EA	20	\$ 30.00	\$ 600.00
23	704	1067	TUBULAR MARKERS	EA	40	\$ 10.00	\$ 400.00
24	714	5035	Pipe Corr Steel 0.064IN 24IN	LF	90	\$ 350.00	\$ 31,500.00
25	714	3020	END SECT-CONC REINF 24IN	EA	6	\$ 800.00	\$ 4,800.00
26	714	5015	PIPE CORR STEEL .064IN 18IN	LF	90	\$ 250.00	\$ 22,500.00
27	714	5810	END SECT CORR STEEL .064IN 18IN	EA	6	\$ 750.00	\$ 4,500.00
28	750	0140	SIDEWALK CONCRETE 6IN	SY	6020	\$ 90.00	\$ 541,800.00
29	750	2115	DETECTABLE WARNING PANELS	SF	40	\$ 75.00	\$ 3,000.00
30	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	12	\$ 35.00	\$ 420.00
31	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	40	\$ 25.00	\$ 1,000.00

Opinion of Probable Bid Cost \$ 1,149,245.00
 Construction Engineering \$ 172,387.00
Total = \$ 1,321,632.00

Local	
20% Cost Share	\$ 264,400.00
Design Engineering	\$ 145,000.00
	\$ 409,400.00
Federal	
80% Cost Share	\$ 1,057,232.00



**CRP Project
Shared Use Pathway
Drain 27 (64th Ave S to 76th Ave S)**

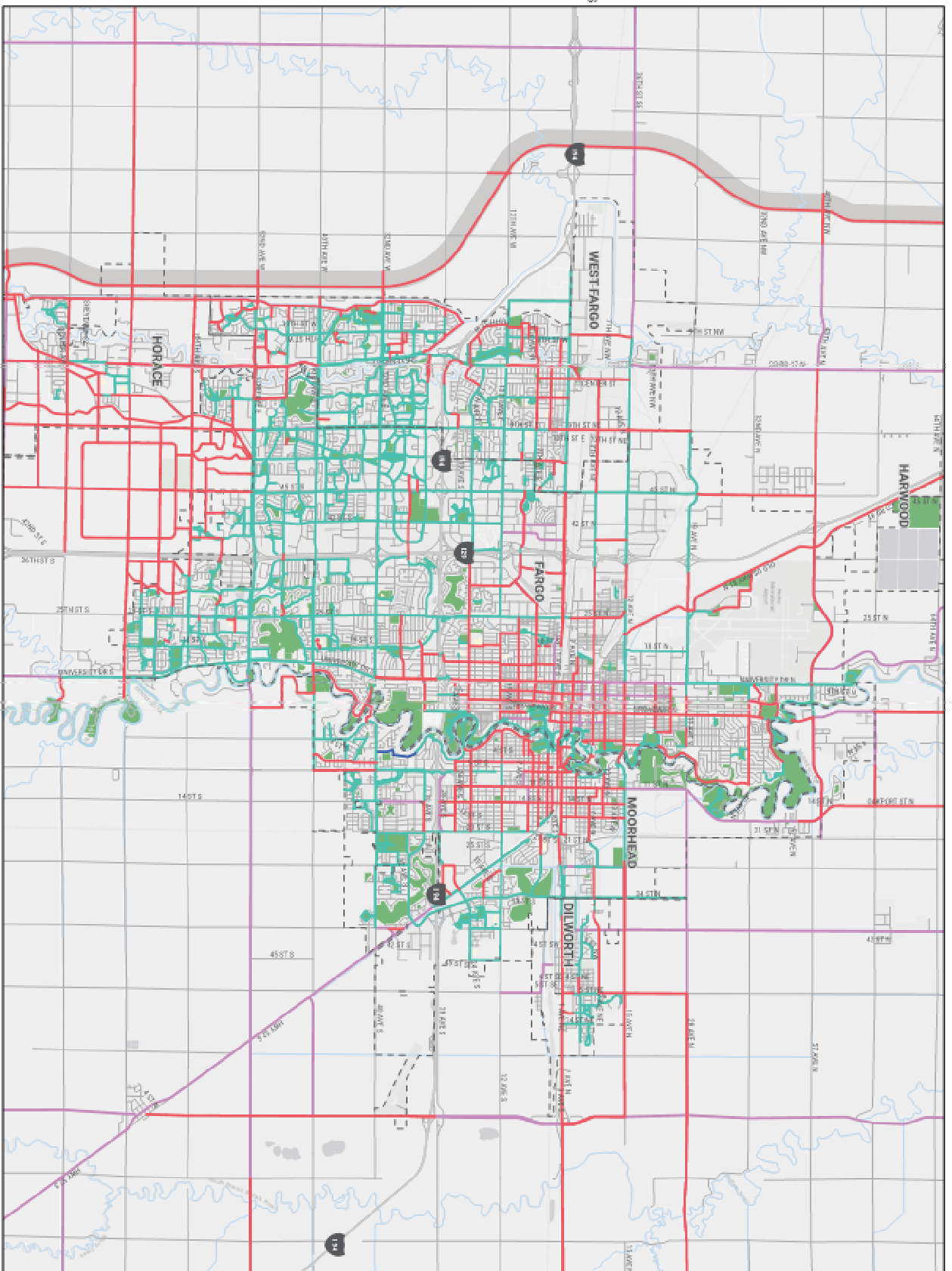


ALL AGES AND ABILITIES BICYCLE FACILITIES

FARGO-MOORHEAD METROPOLITAN BICYCLE AND PEDESTRIAN PLAN

RECOMMENDATIONS AND EXISTING FACILITIES

- Existing Facilities**
 - Physically Separated Facilities
 - Visually Separated Facilities
 - Shared Facilities
- Recommendations**
 - Bike Facility Recommendations (New/Upgraded Facilities)
- Context Features**
 - Fargo-Moorhead COG Boundaries
 - FM Flood Diversion Area
 - Schools
 - Park

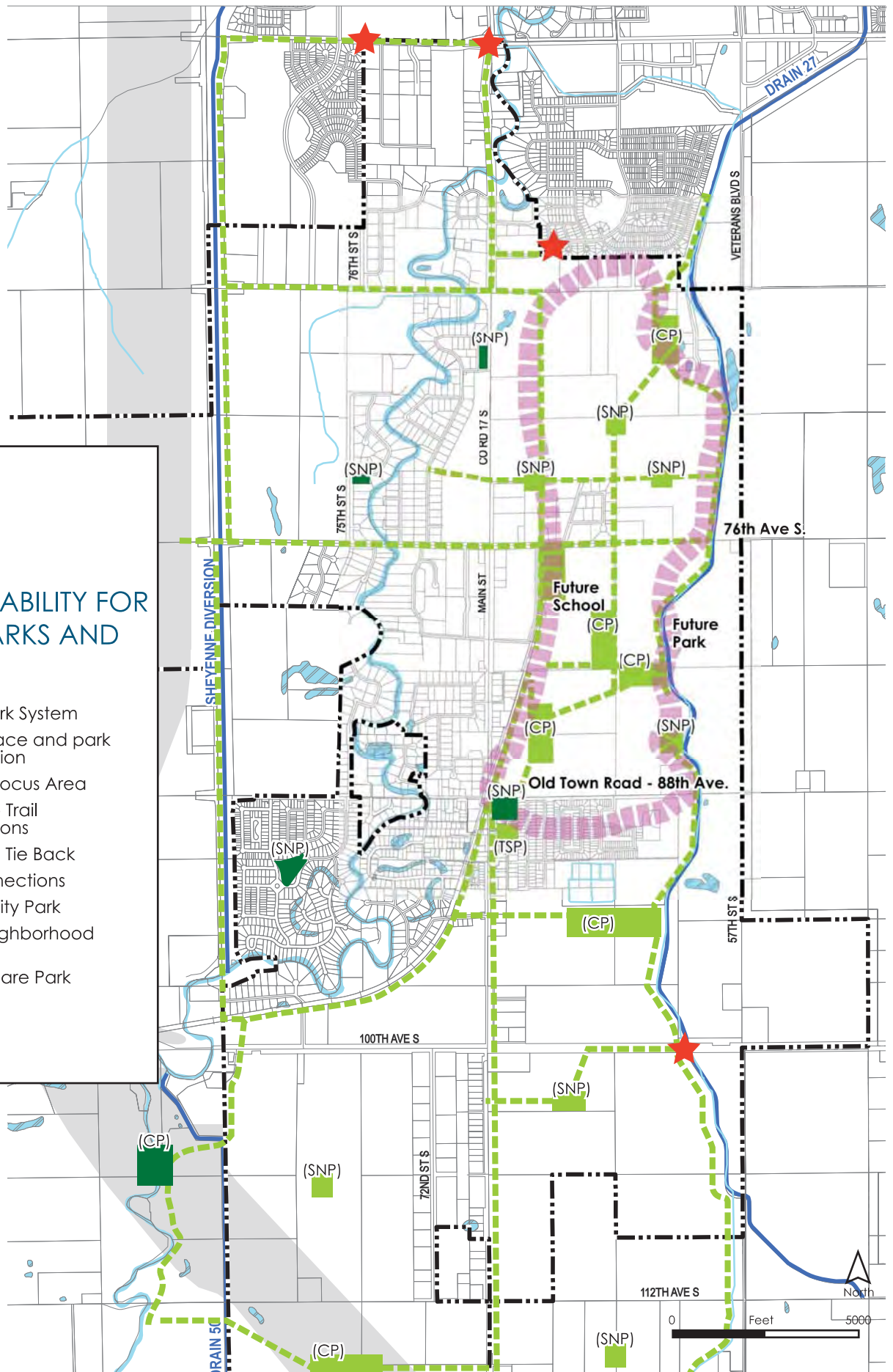


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Figure 12-3

LAND SUITABILITY FOR FUTURE PARKS AND TRAILS

- Future Park System
- Greenspace and park preservation
- Phase 1 Focus Area
- FM-Metro Trail Connections
- Diversion, Tie Back
- Trail Connections
- (CP) Community Park
- (SNP) Small Neighborhood Park
- (TSP) Town Square Park



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

[Bicycle and Pedestrian Improvements](#)

[Shared Micromobility Projects](#)

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="100"/>	<input type="text" value="0"/>	<input type="text" value="100"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.0129"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.530
Particulate Matter $\leq 2.5 \mu\text{m}$ (PM _{2.5})	0.002
Particulate Matter $\leq 10 \mu\text{m}$ (PM ₁₀)	0.009
Nitrogen Oxides (NOx)	0.020
Volatile Organic Compounds (VOC)	0.018
Carbon Dioxide (CO ₂)	68.383
Carbon Dioxide Equivalent (CO ₂ e)	68.708
Total Energy Consumption (MMBTU/day)	0.924

*Units in kg/day unless otherwise noted

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 25th Avenue S				
Lead Jurisdiction: City of Fargo				
Project Contact: Jeremy Gorden			Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov				
Project Limits:	From: University Drive		To: University Drive	
Project Length: 505'	Construction Year: 2029		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input type="checkbox"/> FY2028	<input checked="" type="checkbox"/> FY2029
Funding Requested:				\$ 994,515.00
Local Matching				\$ 234,343.00
Local Non-Matching				
Sub Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,228,858.00
Total	\$ 1,228,858.00			
Proposed Bid Letting Date: February 2029				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The proposed project would reconfigure the connection of 24th Ave S with University Drive. The main component would be removing the eastbound right turn lane to give the designer some space to improve the sidewalk situation on University Drive. Access to the frontage road would come off of University Drive instead of the exclusive right turn lane. Please refer to the attachment for details.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

The sidewalk on the west side of University Drive is not ADA compliant near the intersection of 25th Ave S. The situation is that once the sidewalk nears 25th Ave from the south, it crosses the frontage road and is disconnected from the sidewalk coming from the north. At the same time, we would like to remove the eastbound right turn lane and add a grass boulevard and make a 10' path in this section of 24th Ave S. This would be part of the City of Fargo tying the Milwaukee Trail shared use path system to the river system, by way of 25th/24th Ave S.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The new project will benefit the transportation system as it will provide a much cleaner and user friendly design for both University Drive and 25th Avenue S.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

None to note.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Project will be built to today's ADA standards.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Sidewalk users on the west side of University will benefit from a continuous sidewalk through the intersection of 25th Avenue.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	This is in an area of town that has been established since the 1960's. This project will improve upon the built environment and improve safety.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 39
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

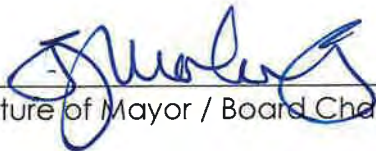
In Witness Thereof:

Dr. Timothy J. Mahoney

1-24-25

(Mayor / Board Chair / Commission Chair)

Date



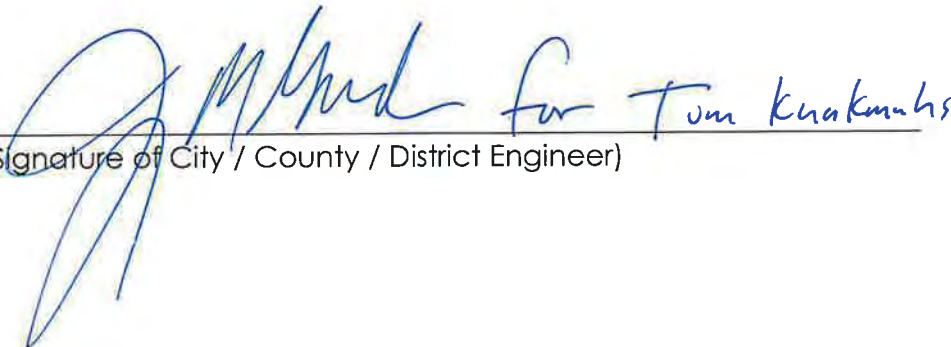
(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs

1-24-25

(City / County / District Engineer)

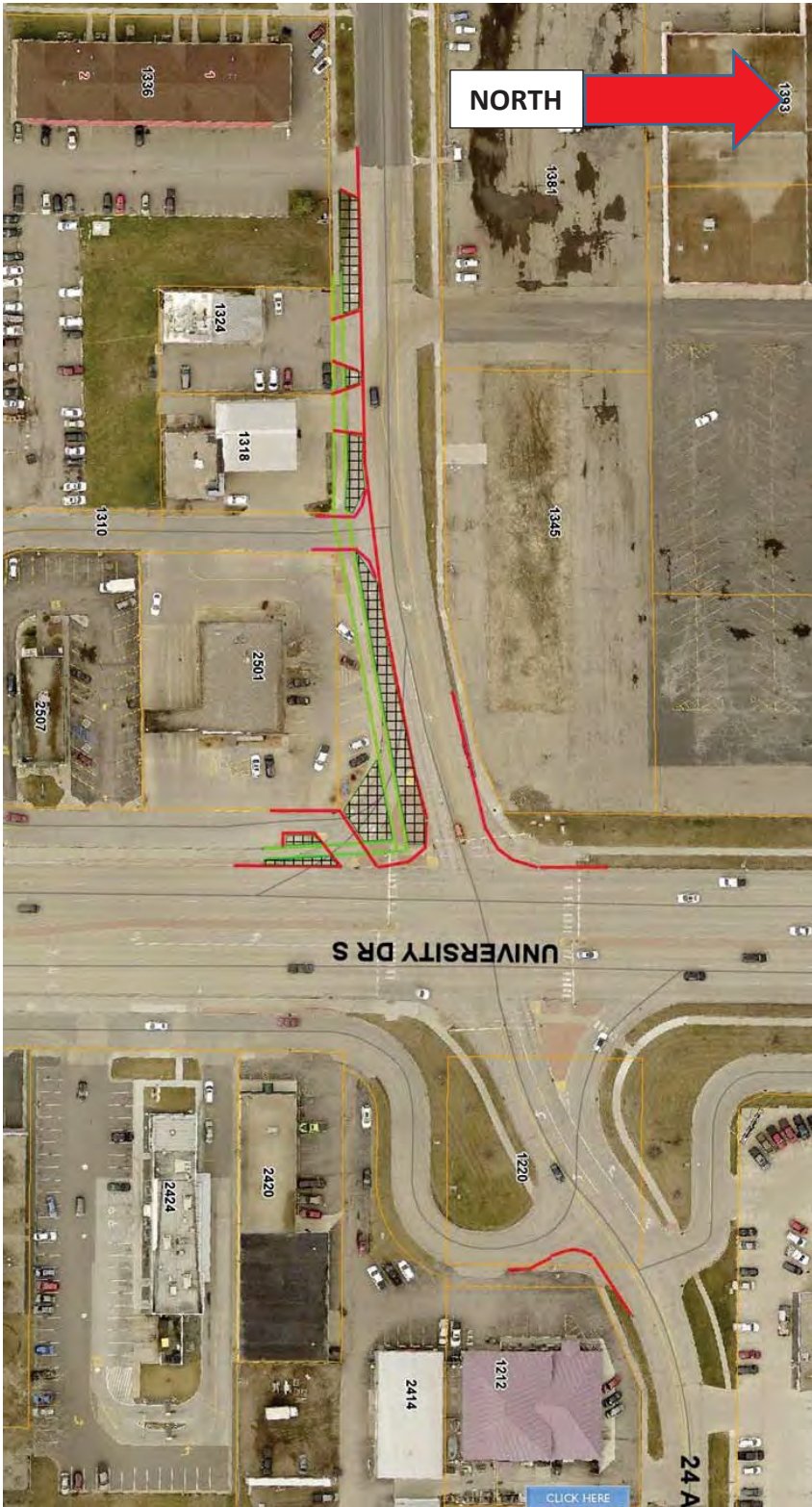
Date



(Signature of City / County / District Engineer)

Project Location Map

Pedestrian Safety Improvements on 25th Avenue S at University Drive



Engineer's Opinion of Cost
 25th Ave and University Drive South
 1/23/2025

Inflation
 8%

Spec	Code	Description	Unit	2024	2029	Quantity	Total Cost
				Unit	Unit		
103	100	CONTRACT BOND	L SUM	\$10,100	\$14,840	\$1	\$14,840
202	130	REMOVAL OF CURB & GUTTER	LF	\$10	\$15	\$1,313	\$19,292
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$30	\$44	\$1,863	\$82,121
203	109	TOPSOIL	CY	\$30	\$44	\$38	\$1,675
203	119	TOPSOIL-IMPORTED	CY	\$35	\$51	\$188	\$9,668
203	140	BORROW-EXCAVATION	CY	\$30	\$44	\$375	\$16,530
251	300	SEEDING CLASS III	ACRE	\$14,000	\$20,571	\$0	\$5,760
253	201	HYDRAULIC MULCH	ACRE	\$3,000	\$4,408	\$0	\$1,234
550	118	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	\$140	\$206	\$522	\$107,378
702	100	MOBILIZATION	L SUM	\$88,000	\$129,301	\$1	\$129,301
704	1100	TRAFFIC CONTROL	L SUM	\$50,000	\$73,466	\$1	\$73,466
714	-	STORM SEWER MODIFICATIONS	L SUM	\$50,000	\$73,466	\$1	\$73,466
722	6140	ADJUST GATE VALVE BOX	EA	\$500	\$735	\$1	\$735
722	6200	ADJUST MANHOLE	EA	\$1,250	\$1,837	\$3	\$5,510
748	140	CURB & GUTTER-TYPE I	LF	\$50	\$73	\$1,126	\$82,723
750	30	PIGMENTED IMPRINTED CONCRETE	SY	\$165	\$242	\$86	\$20,850
750	125	SIDEWALK CONCRETE 5IN	SY	\$75	\$110	\$786	\$86,617
750	140	SIDEWALK CONCRETE 6IN	SY	\$75	\$110	\$254	\$27,991
750	2115	DETECTABLE WARNING PANELS	SF	\$55	\$81	\$96	\$7,758
754	9095	SIGNING	L SUM	\$5,000	\$7,347	\$1	\$7,347
762	-	PAVEMENT MARKINGS	L SUM	\$20,000	\$29,387	\$1	\$29,387
770	-	LIGHTING	L SUM	\$50,000	\$73,466	\$1	\$73,466
772	-	SIGNALS	L SUM	\$100,000	\$146,933	\$1	\$146,933

Total 1,024,048
 Contingency (20%) 204,810
Total Estimated Cost 1,228,858

Federal funds \$ 994,515
Local funds \$ 234,343

2050 MTP Goal		North Dakota																	
		TA Evaluation Criteria				50 West Fargo - 8th Street Shared Use Path		50 West Fargo - Westside Elementary Ramps		30 Fargo - Drain 27 Phase 1		30 Fargo - Drain 27 Phase 2		25 West Fargo - Beaton Drive Shared Use Path		20 Fargo - Drain 53 Low Level Crossing		20 Fargo - Drain 53 Shared Use Path	
		Question	Evaluation instructions	Source of criteria	Points	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	2050 MTP	10	0	1 Block from Crash	0	1 Block from Crash	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2050 MTP	10	10	Adjacent to Westside Elementary	10	Adjacent to Westside Elementary	10	Deer Creek Elementary = 2260 feet	10	Deer Creek Elementary = 100 feet	0	No public school located within 1/2 from project	0	No public school located within 1/2 from project	0	No public school located within 1/2 from project	
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	2050 MTP	10	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	10	Adjacent to multi-dwelling residential. Within 1/4 mile of Commercial Office Park	0	No commercial within 1/4 mile. Multi-dwelling residential within 500 feet.	0	No commercial within 1/4 mile. No multi-dwelling residential within 1/4 mile.	
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park	-	5	0	West Fargo project only	0	West Fargo project only	0	Fargo project only	0	Fargo project only	0	West Fargo project only	0	Fargo project only	0	Fargo project only	
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2050 MTP's walkability index?	Refer to Figure 4.24 in the 2050 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	2050 MTP	10	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	10	Per Figure 4.24 in the 2050 MTP Plan.	
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	2050 MTP			In a Plan: 10 points Maintenance Project NOT in a Plan: 5 points New Project NOT in a Plan: 0 points	5	Maintenanc e Project NOT in a Plan	5	2050 MTP and others	10	2050 MTP and others	5	Maintenance Project NOT in a Plan	10	2050 MTP and others	10	2050 MTP and others	
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	2050 MTP			High trip density: 10 points Med trip density: 5 points	5	Trip density between 25-50 trips/acre	5	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	2050 MTP	3	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	2050 MTP	5	5	Adjacent to MATBUS route	5	Adjacent to MATBUS route	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	2050 MTP	5	5	Within EJ area.	5	Within EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	
Total Points				50		50		30		30		25		20		20			

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of North Dakota Surface Transportation Block Grant (ND STBG) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for North Dakota Surface Transportation Block Grant (ND STBG), December 20, 2024. The applications were due Friday, January 24, 2025. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all ND STBG applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online ranking tool and at two in-person options in that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by

Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery.

Through this assessment, the Prioritization Committee ultimately provided a recommendation for the TTC and Policy Board for consideration. The list of projects below is the unanimous recommendation of the Prioritization Committee.

North Dakota STBG Funding Year 2025

1. Rehabilitation of 36th Street S Bridge at the Rose Coulee Fargo, ND
 - o Additional Funds Requested: \$186,711

North Dakota STBG Funding Year 2027

1. Reconstruction of 13th Avenue from 9th Street E to Sheyenne Street West Fargo, ND
 - o Currently Funded: \$6,324,210
 - o Remove 2027 STBG (\$6,324,210) from this project and award this project the full 2029 STBG
2. Reconstruction of 1st Avenue N from 10th Street to University Drive Fargo, ND
 - o Funds Requested: \$6,324,210
3. Construction of a Pedestrian Bridge in the vicinity of Bluestem Amphitheater Fargo, ND
 - o Currently Funded: \$4,160,000
 - o This project has been seeking Congressionally Directed Funding for multiple years and has been thus far unsuccessful. The Prioritization Committee recommends removing federal funds from this project if the project does not receive Congressionally Directed Funding before June 1, 2025. This will allow the development of an alternative project to use the federal funding already programmed.

North Dakota STBG Funding Year 2027 Alternative Projects – Listed by Priority

1. Urbanization of 64th Avenue from 66th Street S to 57th Street S Horace, ND
 - o Funds Requested: \$1,928,000
2. Installation of a RCUT/J-turn at the intersection of 52nd Avenue S and 27th Street Fargo, ND
 - o Funds Requested: \$1,357,322

North Dakota STBG Funding Year 2029

1. Reconstruction of 13th Avenue from 9th Street E to Sheyenne Street West Fargo, ND
 - o Funds Requested: \$10,907,772

Metro COG staff presented all projects received during the solicitation to the TTC, as well as staff's evaluation of each project, on February 13th. The TTC accepted the results from the Prioritization Committee's analysis and project prioritization. The TTC unanimously voted to forward the prioritized list of projects shown above to the Policy Board for funding designation.

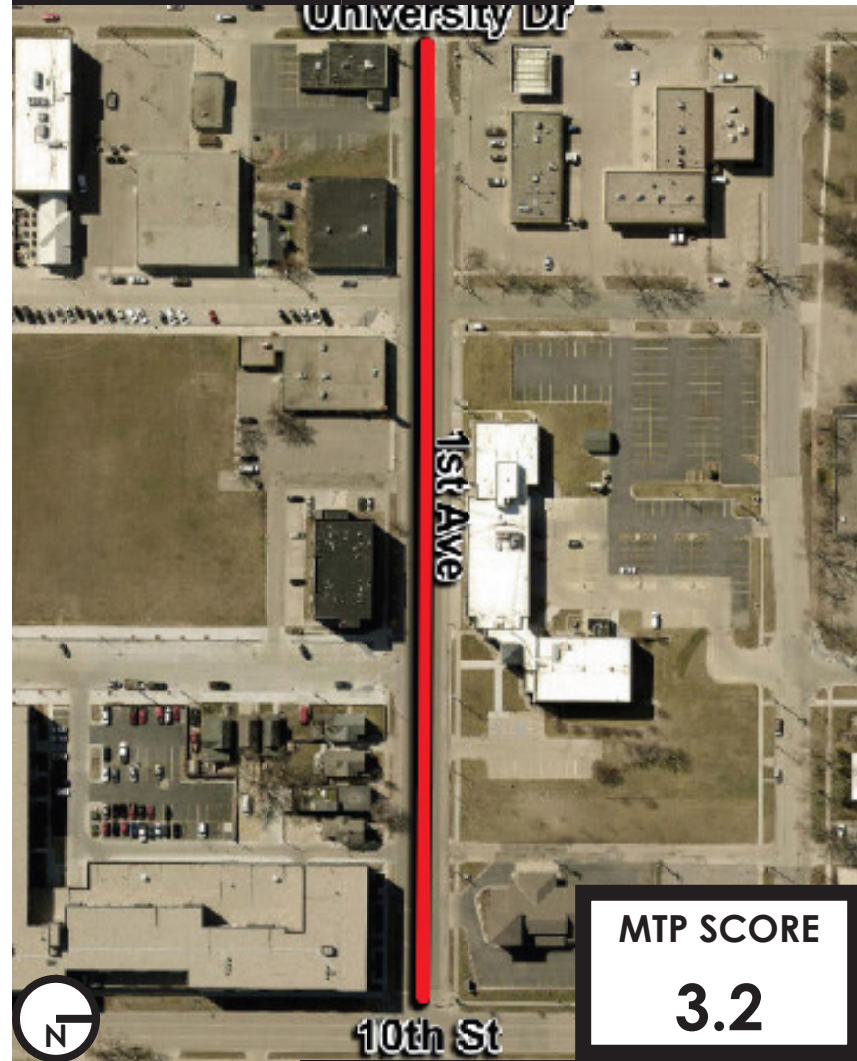
Attachment 1 – ND STBG One Page Summary of Projects
Attachment 2 – Combined Received ND STBG Applications

Requested Action: Approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) program funding in FY2025, FY 2027, and FY 2029.

Reconstruction of 1st Avenue

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** Univieristy Dr to 10th St
- **SCOPE:** 1st Ave N from 10th Street to University Drive was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The current road cross section is three 12' driving lanes, two 8' parking lanes and 4.5' sidewalks. The pavement currently has an asphalt overlay and does have transverse cracking, bituminous patches and some rutting. In addition, the curb and gutters are falling apart. The existing geometry of the roadway is adequate.
- **TIMELINESS:** We are requesting funding now because of old and failing infrastructure, and because it's located downtown. It will be an expensive project to reconstruct.
- **SYSTEM BENEFIT:** This project will benefit the transportation system because with new infrastructure, the system will be reliable for the long term. It will reduce the short term maintenance needed in terms of patching and spraying.
- **POTENTIAL CHALLENGES:** The project is planned to remove and replace the existing paving and underground utilities. The most challenging aspect of the project will be working in a tight, downtown environment with buildings at the end of the ROW, as well as multiple private utilities located along the corridor. Pedestrian access to the local businesses will be a must.

Funding Year	2027
Requested Funding	\$6,477,998



MTP SCORE
3.2

SERIOUS/FATAL INJURIES	PUBLIC RANKING
17/0/HIN	1

S	TE	WB	T	M	IR	TD	ET	CP	F
4	1.8	1.66	2	3.5	2.6	5	1	2.6	5

Prioritization Committees Recommendations
 Fund in 2027

Urbanization of 64th Avenue

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** 66th St to 57th St S
- **SCOPE:** Urbanization of 64th Avenue with streetlights, curb and gutter, storm sewer, and a sidewalk/shared use path.
- **TIMELINESS:** Last year, the City of Horace urbanized 64th Ave S from CR 17 to 66th St S in response to proposed development applications and land sales to development groups. Recently, in conversations with the City of Fargo, their timeline for improving their portion of 64th Avenue has been sped up, which now expedites the timeline in completing the final portion of 64th Avenue within Horace City Limits.
- **SYSTEM BENEFIT:** Provides an east west connection between Horace and Fargo. Additionally, this roadway could provide access to a planned interchange on 64th Ave.
- **POTENTIAL CHALLENGES:** Some additional Right-of-way may need to be acquired on the southside of 64th Ave in order to complete the project.

Funding Year	2027
Requested Funding	\$1,928,000



STBG

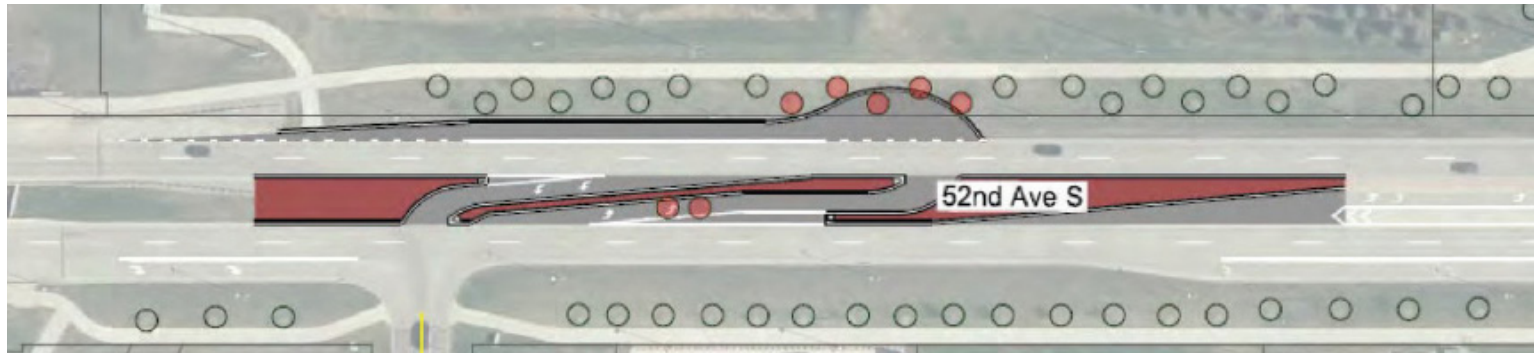
Prioritization Committees Recommendations
2027 Additional Priority #1

MTP SCORE			SERIOUS/FATAL INJURIES				PUBLIC RANKING			
2.2			0/0				4			
S	TE	WB	T	M	IR	TD	ET	CP	F	
1.6	2.6	3.3	1.0	1.0	2.0	3.0	3.0	1.4	1.3	

Installation of a J-Turn/RCUT

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 52nd Ave S to 27th St S
- **SCOPE:** Installation of a 'Reduced Conflict U-Turn' type intersection to remove the left turning movement out from 27th Street.
- **TIMELINESS:** The intersection is a T-intersection located on 52nd Ave S approximately 1 mile to the east of I-29. The intersection is controlled by a side street stop sign. 52nd Ave S is a 4-lane divided principal arterial roadway with turn lanes, with speed limit of 30 mph. The current safety issues are related to vehicular speed, volume, and limited gaps in traffic during peak traffic hours.
- **SYSTEM BENEFIT:** This project will benefit the transportation by making this intersection safer and less prone to the dangerous T-bone crash.

Funding Year	2029
Requested Funding	\$1,357,322



• **POTENTIAL CHALLENGES:**

Prioritization Committees Recommendations
2027 Aditonal Priority #2

MTP SCORE		SERIOUS/FATAL INJURIES					PUBLIC RANKING			
2.8		3/0					3			
S	TE	WB	T	M	IR	TD	ET	CP	F	
3.0	3.2	3.3	1.3	0.5	1.8	3.0	5.0	2.0	3.7	

Reconstruction of 13th Avenue

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to 9th St NE
- **SCOPE:** Project will reconstruct existing asphalt overlaid concrete roadway and replace existing storm sewer system. Additional sanitary sewer work will be completed when roadway is removed to address deficiency in system at this location. Project may add pedestrian crossing connecting two multi-use paths that are discontinuous across the corridor.
- **TIMELINESS:** Roadway asphalt was overlaid in 2023 as a temporary fix. Existing concrete pavement under asphalt is in poor condition and needs replacement. Project will correct storm sewer deficiencies which have accelerated pavement failure.
- **SYSTEM BENEFIT:** Maintains a major commercial corridor through the city. Will improve bike-pedestrian crossing facilities for existing multi-use paths.
- **POTENTIAL CHALLENGES:**

Prioritization Committees Recommendations									
Move 2029									
S	TE	WB	T	M	IR	TD	ET	CP	F
3.6	2.2	3	3.5	3	3.2	5	1	3.2	4

Funding Year	2029
Requested Funding	\$10,907,772

Sheyenne St

13th Ave

9th St NE

MTP SCORE
3.5

SERIOUS/FATAL INJURIES	PUBLIC RANKING
9/0	2

STBG

2027 and 2029 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 13th Avenue West		
Lead Jurisdiction: City of West Fargo		
Project Contact: Kyle McCamy, PE		Contact Phone: 701-515-5105
Contact Email Address: kyle.mccamy@westfargond.gov		
Project Limits:	From: Sheyenne Street	To: 9th Street East
Project Length: 0.85	Construction Year:	AC: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2029
Funding Requested:		\$ 10,907,772.00
Local Matching		\$ 4,211,051.00
Local Non-Matching		\$ 286,650.00
Sub Total	\$ 0.00	\$ 15,405,473.00
Total	\$ 15,405,473.00	
Proposed Bid Letting Date: November 2028		

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Project will reconstruct existing asphalt overlaid concrete roadway and replace existing storm sewer system. Additional sanitary sewer work will be completed when roadway is removed to address deficiency in system at this location. Project may add pedestrian crossing connecting two multi-use paths that are discontinuous across the corridor.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

Roadway asphalt was overlaid in 2023 as a temporary fix. Existing concrete pavement under asphalt is in poor condition and needs replacement. Project will correct storm sewer deficiencies which have accelerated pavement failure.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

Maintains a major commercial corridor through the city. Will improve bike-pedestrian crossing facilities for existing multi-use paths.











Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Will connect two multi-use paths with corridor crossing.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	Maintains existing commercial arterial.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	Existing commercial arterial.
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number: MID 3250013
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: STBG Specific Questions

Work Activities:

Please indicate which project phases will be federally funded (check all that apply).

- Planning
- Right-of-Way Acquisition
- Construction Engineering
- Construction

Project Classification:

Given the project types below, please characterize the extent of the proposed project.

- | | |
|--------------------------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Rehabilitation (mill & overlay, Concrete Crack Repair, etc) | <input checked="" type="checkbox"/> Reconstruction |
| <input type="checkbox"/> Bridge Repair | <input type="checkbox"/> New Roadway |
| <input type="checkbox"/> Roadway Capacity Expansion | <input checked="" type="checkbox"/> Bicycle & Pedestrian |
| <input type="checkbox"/> Transit Capital Purchase | <input type="checkbox"/> Transit Bus Replacement |
| <input type="checkbox"/> Safety Improvement | <input type="checkbox"/> Congestion Management |
| <input checked="" type="checkbox"/> Intelligent Transportation Systems Deployment | <input type="checkbox"/> Other |

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

Will not increase or decrease capacity across the corridor. Will improve existing pavement conditions of commercial arterial, which has a failing subgrade and a recent overlay completed to temporarily improve ride until additional funding is secured.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

Project will add HAWK crossing system across corridor to connect two multi-use paths.

Step 4: Signature


To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 21 of January (month), 2025 (year).

In Witness Thereof:

Bernie Dardis

(Mayor / Board Chair / Commission Chair) Date

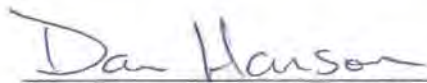


(Signature of Mayor / Board Chair / Commission Chair)

Dan Hanson, PE

(City / County / District Engineer) Date

1/20/25



(Signature of City / County / District Engineer)

IMPROVEMENT PROJECT NO. 2289
13th Ave W - Sheyenne Street to 9th Street East
WEST FARGO ND

Engineer's Opinion of Probable Cost - Updated 1-14-2025

Participating Items

Spec Code	Description	Units	Qty	Cost/Unit	Cost
103	100 CONTRACT BOND	L SUM	1	\$30,000.00	\$30,000.00
202	114 REMOVAL OF PAVEMENT	SY	13689	\$25.00	\$342,225.00
202	129 REMOVAL OF CURB	LF	8800	\$30.00	\$264,000.00
203	138 COMMON EXCAVATION	CY	10430	\$15.00	\$156,450.00
230	300 SUBGRADE PREPARATION	STA	44	\$2,500.00	\$110,000.00
302	321 AGGREGATE SURFACE COURSE CL 5	CY	11081	\$55.00	\$609,455.00
550	118 10IN NON-REINF CONCRETE PAVEMENT CL AE	SY	31289	\$185.00	\$5,788,465.00
702	100 MOBILIZATION	L SUM	1	\$300,000.00	\$300,000.00
704	1000 TRAFFIC CONTROL	UNIT	10000	\$1.50	\$15,000.00
704	1052 TYPE III BARRICADES	EA	50	\$75.00	\$3,750.00
704	1060 DELINEATOR DRUMS	EA	200	\$30.00	\$6,000.00
704	1067 TUBULAR MARKERS	EA	200	\$10.00	\$2,000.00
709	100 GEOSYNTHETIC MATERIAL TYPE G	SY	31289	\$5.00	\$156,445.00
714	315 PIPE CONDUIT - STORM DRAIN	LF	5500	\$200.00	\$1,100,000.00
722	90 CONCRETE MANHOLE	EA	18	\$7,500.00	\$135,000.00
722	3499 INLET	EA	36	\$5,000.00	\$180,000.00
748	100 CURB & GUTTER	LF	8800	\$115.00	\$1,012,000.00
762	1104 PVMT MK PAINTED 4IN LINE	LF	11000	\$5.00	\$55,000.00
772	HAWK SIGNAL	EA	1	\$400,000.00	\$400,000.00
	SUM				\$10,665,790.00
	30% Contingency				\$3,199,800.00
	5% Inflation (2027 to 2028)				\$533,289.50
	5% Inflation (2028 to 2029)				\$719,943.98
	TOTAL				\$15,118,823.48
				FEDERAL SHARE (STBG FUNDS)	\$10,907,772.00
				LOCAL SHARE	\$4,211,051.48

Non-Participating Items

714	4090 PIPE CONDUIT 12IN - SANITARY FORCEMAIN	LF	1000	\$200.00	\$200,000.00
XXX		EA			\$0.00
	SUM				\$200,000.00
	30% Contingency				\$60,000.00
	5% Inflation (2027 to 2028)				\$13,000.00
	5% Inflation (2028 to 2029)				\$13,650.00
	TOTAL				\$286,650.00
				FEDERAL SHARE	\$0.00
				LOCAL SHARE	\$286,650.00
				PROJECT TOTAL	\$15,405,473.48
				LOCAL SHARE	\$4,497,701.48

2027 and 2029 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 1st Avenue N			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov			
Project Limits:	From: 10th Street	To: University Drive	
Project Length: 1050'	Construction Year: 2028	AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input checked="" type="checkbox"/> FY2027	<input type="checkbox"/> FY2029	
Funding Requested:	\$ 6,477,998.00		
Local Matching	\$ 1,526,447.00		
Local Non-Matching	\$ 3,411,443.00		
Sub Total	\$ 11,415,888.00		\$ 0.00
Total	\$ 11,415,888.00		
Proposed Bid Letting Date: November 2027			

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

1st Ave N from 10th Street to University Drive was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The current road cross section is three 12' driving lanes, two 8' parking lanes and 4.5' sidewalks. The pavement currently has an asphalt overlay and does have transverse cracking, bituminous patches and some rutting. In addition, the curb and gutters are falling apart. The existing geometry of the roadway is adequate.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

We are requesting funding now because of old and failing infrastructure, and because it's located downtown. It will be an expensive project to reconstruct.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project will benefit the transportation system because with new infrastructure, the system will be reliable for the long term. It will reduce the short term maintenance needed from the Street Dept in terms of patching and spraying.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The project is planned to remove and replace the existing paving and underground utilities. The most challenging aspect of the project will be working in a tight, downtown environment with buildings at the end of the ROW, as well as multiple private utilities located along the corridor. Pedestrian access to the local businesses will be a must.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	The 10th Street intersection is on the state high crash list. A redesign and reconstruct would aid in reduction of crashes occurring there.
 Travel Efficiency and Reliability	1st Avenue continues to play a key role in facilitating the flow of vehicles into and out of downtown during daily commutes.
 Walking, Biking, and Rolling	The project is part of the downtown core where hundreds of pedestrians use the sidewalks daily.
 Transit Access and Reliability	Multiple transit routes utilize the corridor.
 Maintaining Transportation Infrastructure	This would be replacing infrastructure that has reached the end of its useful life.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	1st Ave N is a classified truck route, which aids in moving freight east-west from MN into ND
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: STBG Specific Questions

Work Activities:

Please indicate which project phases will be federally funded (check all that apply).

- Planning
- Right-of-Way Acquisition
- Construction Engineering
- Construction

Project Classification:

Given the project types below, please characterize the extent of the proposed project.

- | | |
|--------------------------------------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Rehabilitation (mill & overlay, Concrete Crack Repair, etc) | <input checked="" type="checkbox"/> Reconstruction |
| <input type="checkbox"/> Bridge Repair | <input type="checkbox"/> New Roadway |
| <input type="checkbox"/> Roadway Capacity Expansion | <input type="checkbox"/> Bicycle & Pedestrian |
| <input type="checkbox"/> Transit Capital Purchase | <input type="checkbox"/> Transit Bus Replacement |
| <input type="checkbox"/> Safety Improvement | <input type="checkbox"/> Congestion Management |
| <input type="checkbox"/> Intelligent Transportation Systems Deployment | <input type="checkbox"/> Other |

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

Once completed, this project shouldn't adversely impact the congestion experienced on this roadway.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

The corridor runs traffic signal coordination 24/7 now, and we plan to keep running it that way post construction.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney 1-24-25

(Mayor / Board Chair / Commission Chair)

Date

(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs 1-24-25

(City / County / District Engineer)

Date

(Signature of City / County / District Engineer)

2027 and 2029 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 64th Ave S (66th St S to 57th St S (Veterans))			
Lead Jurisdiction: City of Horace			
Project Contact: Jace Hellman		Contact Phone: 701.492.2972	
Contact Email Address: jhellman@cityofhorace.com			
Project Limits:	From: 66th St S to	To: 57th St S (Veterans)	
Project Length: 2250	Construction Year: 2027	AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input checked="" type="checkbox"/> FY2027	<input type="checkbox"/> FY2029	
Funding Requested:	\$ 1,928,000.00		
Local Matching	\$ 482,000.00		
Local Non-Matching	\$ 265,000.00		
Sub Total	\$ 2,675,000.00		\$ 0.00
Total	\$ 2,675,000.00		
Proposed Bid Letting Date: April, 2027			

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Funding for the project will be used to reconstruct a minimum maintenance road into a two lane, urbanized concrete road section with streetlights, curb and gutter, storm sewer, and a sidewalk/shared use path from 66th St to Visto St. From Visto St to 57th St, the City of Horace is proposing to construct a rural cross section to match the cross section being constructed by Fargo.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

Last year, the City of Horace urbanized 64th Ave S from CR 17 to 66th St S in response to proposed development applications and land sales to development groups. Recently, in conversations with the City of Fargo, their timeline for improving their portion of 64th Avenue has been sped up, which now expedites our timeline in completing the final portion of 64th Avenue within Horace City Limits. This section of roadway will complete an east/west connection between the City of Horace and the City of Fargo, as well as provide a necessary access to a (Potential) future 1-29 interchange on 64th Ave.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

Provides an east west connection between Horace and Fargo. Additionally, this roadway could provide access to a future interchange on 64th Ave.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Some additional Right-of-way may need to be acquired on the southside of 64th Ave in order to complete the project.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	Provide alternative east west options for residents of Horace potentially reducing travel times, and reducing traffic from other east west roadways. Additionally, this removes a section of minimum maintenance road way which allows for seasonal reliability for the section line road.
 Walking, Biking, and Rolling	A shared use pathway would be provided along 64th Avenue that ultimately would connect to a future pathway system along Drain 27, which will serve as an off street bike/ped connection between Fargo and Horace.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	With 64th Ave S appearing to rise in priority for the City of Fargo, this keep section of Roadway in Horace will complete the section line road creating an east west connection between Horace and Fargo.
 Connecting People and Places	64th Ave will serve as a regional connection for the City of Horace. This will provide an additional direct east/west connection to the City of Fargo, and possibly an interchange on I-29 in the future.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number: 79
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: STBG Specific Questions

Work Activities:

Please indicate which project phases will be federally funded (check all that apply).

- Planning
- Right-of-Way Acquisition
- Construction Engineering
- Construction

Project Classification:

Given the project types below, please characterize the extent of the proposed project.

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| <input type="checkbox"/> Bridge Repair | <input type="checkbox"/> New Roadway |
| <input type="checkbox"/> Roadway Capacity Expansion | <input type="checkbox"/> Bicycle & Pedestrian |
| <input type="checkbox"/> Transit Capital Purchase | <input type="checkbox"/> Transit Bus Replacement |
| <input type="checkbox"/> Safety Improvement | <input type="checkbox"/> Congestion Management |
| <input type="checkbox"/> Intelligent Transportation Systems Deployment | <input type="checkbox"/> Other |

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

An alternative east west route out of Horace will alleviate traffic on 76th and 100th Ave. In the event that the interchange locates at 64th Ave, there is the potential to reduce interstate bound traffic on 100th Ave and 52nd Ave in Fargo.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

None proposed at this time.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24th of January (month), 2025 (year).

In Witness Thereof:

JEFF TRUDEAU

(Mayor / Board Chair / Commission Chair)

JAN 24 2025

Date


(Signature of Mayor / Board Chair / Commission Chair)

JAMES A. DAHLMAN

(City / County / District Engineer)

1/24/2025

Date


(Signature of City / County / District Engineer)

64th Avenue (66th Street to 57th St)
HORACE, NORTH DAKOTA

ENGINEER'S OPINION OF PROBABLE PROJECT COST

BASE BID	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED	BID PRICE PER UNIT	TOTAL COST
1	100	9955	PS-1 ROCK EXCAVATION	CY	100	\$ 50.00	\$ 5,000.00
2	103	100	CONTRACT BOND	LSUM	1	\$ 20,000.00	\$ 20,000.00
3	201	330	CLEARING AND GRUBBING	LSUM	1	\$ 15,000.00	\$ 15,000.00
4	202	21	REMOVE AGGREGATE BASE & SURFACING	TON	780	\$ 25.00	\$ 19,500.00
5	202	130	REMOVAL OF CURB AND GUTTER	LF	4	\$ 100.00	\$ 400.00
6	202	135	REMOVAL OF BITUMINOUS SURFACING	SY	285	\$ 10.00	\$ 2,850.00
7	202	170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	150	\$ 40.00	\$ 6,000.00
8	203	101	COMMON EXCAVATION-TYPE A	CY	12000	\$ 20.00	\$ 240,000.00
9	203	125	REMOVE & SALVAGE TOPSOIL	CY	8000	\$ 12.00	\$ 96,000.00
10	230	165	SUBGRADE PREPARATION-TYPE A-12IN	STA	19	\$ 5,000.00	\$ 95,000.00
11	251	300	SEEDING CLASS III	ACRE	4	\$ 2,500.00	\$ 10,000.00
12	253	201	HYDRAULIC MULCH	ACRE	4	\$ 3,000.00	\$ 12,000.00
13	253	101	STRAW MULCH	ACRE	1.5	\$ 2,000.00	\$ 3,000.00
14	261	106	FIBER ROLLS 6IN	LF	845	\$ 8.00	\$ 6,760.00
15	261	107	REMOVE FIBER ROLLS 6IN	LF	845	\$ 3.00	\$ 2,535.00
16	302	121	AGGREGATE BASE COURSE CL 5	CY	2899	\$ 65.00	\$ 188,435.00
17	401	50	TACK COAT	GAL	440	\$ 5.00	\$ 2,200.00
18	430	43	SUPERPAVE FAA 43	TON	1500	\$ 90.00	\$ 135,000.00
19	430	5803	PG 58S-28 ASPHALT CEMENT	TON	98	\$ 5.00	\$ 490.00
20	550	116	10IN REINF CONCRETE PAVEMENT CL AE	SY	2730	\$ 105.00	\$ 286,650.00
21	702	100	MOBILIZATION	LSUM	1	\$ 250,000.00	\$ 250,000.00
22	704	1000	TRAFFIC CONTROL SIGNS	UNIT	2500	\$ 10.00	\$ 25,000.00
23	704	1052	TYPE III BARRICADE	EA	6	\$ 200.00	\$ 1,200.00
24	708	1540	INLET PROTECTION-SPECIAL	EA	8	\$ 200.00	\$ 1,600.00
25	708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	8	\$ 200.00	\$ 1,600.00
26	709	151	GEOSYNTHETIC MATERIAL TYPE R1	SY	7500	\$ 4.00	\$ 30,000.00
27	714	110	PIPE CONC REINF 12IN CL III	LF	200	\$ 80.00	\$ 16,000.00
28	714	9720	UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	1490	\$ 12.00	\$ 17,880.00
29	722	90	CONCRETE MANHOLE	EA	1	\$ 12,000.00	\$ 12,000.00
30	722	315	MANHOLE CASTING	EA	1	\$ 2,500.00	\$ 2,500.00
31	722	3510	INLET-TYPE 2	EA	4	\$ 6,000.00	\$ 24,000.00
32	722	4005	INLET CATCH BASIN	EA	4	\$ 6,000.00	\$ 24,000.00
33	722	6140	ADJUST GATE VALVE BOX	EA	2	\$ 400.00	\$ 800.00
34	724	210	FITTINGS-DUCTILE IRON	LBS	150	\$ 10.00	\$ 1,500.00
35	724	300	GATE VALVE & BOX 6IN	EA	1	\$ 2,600.00	\$ 2,600.00
36	724	310	GATE VALVE & BOX 8IN	EA	2	\$ 3,300.00	\$ 6,600.00
37	724	400	HYDRANT-INSTALL 6IN	EA	2	\$ 7,500.00	\$ 15,000.00
38	724	810	WATERMAIN 6IN	LF	12	\$ 65.00	\$ 780.00
39	724	830	WATERMAIN 8IN PVC	LF	250	\$ 70.00	\$ 17,500.00
40	724	944	CONNECTION TO EXISTING MAIN	EA	2	\$ 6,000.00	\$ 12,000.00
41	724	1111	8IN PVC SDR35 12FT-15FT	LF	200	\$ 80.00	\$ 16,000.00
42	724	1129	8IN X 4IN SEWER WYE BRANCH	EA	3	\$ 500.00	\$ 1,500.00
43	724	5046	PIPE PVC 4IN SEWER	LF	50	\$ 35.00	\$ 1,750.00
44	748	140	CURB AND GUTTER TYPE I	LF	1490	\$ 35.00	\$ 52,150.00
45	750	140	SIDEWALK CONCRETE 6IN	SY	1660	\$ 85.00	\$ 141,100.00
46	750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	200	\$ 90.00	\$ 18,000.00
47	750	2115	DETECTABLE WARNING PANEL	SF	80	\$ 90.00	\$ 7,200.00
48	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	75	\$ 25.00	\$ 1,875.00
49	754	112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	15	\$ 25.00	\$ 375.00
50	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	350	\$ 20.00	\$ 7,000.00
51	762	1304	PREFORMED PATTERNED PVMT MK 4IN LINE	LF	2610	\$ 7.00	\$ 18,270.00
52	762	120	PREFORMED PATTERNED PVMT MK-MESSAGE	SF	128	\$ 40.00	\$ 5,120.00
53	770	1	LIGHTING SYSTEM	EA	1	\$ 75,000.00	\$ 75,000.00
54	930	200	DEWATERING	LSUM	1	\$ 15,000.00	\$ 15,000.00
55	970	1000	TREES	EA	38	\$ 1,000.00	\$ 38,000.00

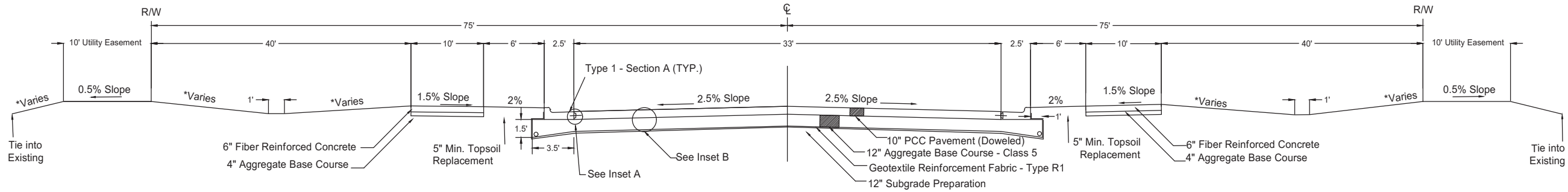
Opinion of Probable Bid Cost \$ 2,007,720.00
Construction Engineering \$ 401,544.00
Total = \$ 2,410,000.00

Local

20% Cost Share \$ 482,000.00
Design Engineering \$ 265,000.00
\$ 747,000.00

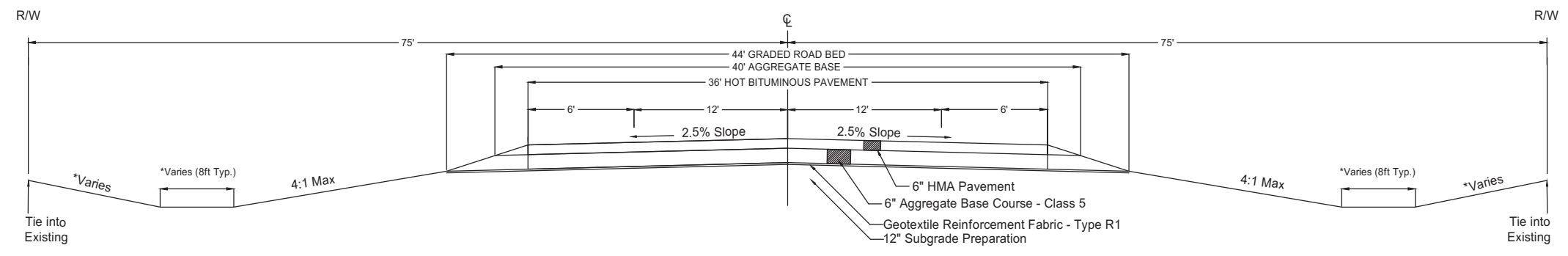
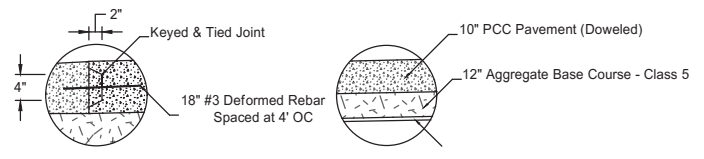
Federal

80% Cost Share \$ 1,928,000.00



TYPICAL SECTION 1

64TH AVENUE N.T.S.
From 66th St to Visto St



TYPICAL SECTION 2

64TH AVENUE N.T.S.
From Visto St to 57th St S

Note:
1. 4" BASE MATERIAL SHALL BE PLACED UNDER THE CONCRETE SIDEWALK. ALL LABOR AND MATERIALS NECESSARY TO PLACE THE BASE MATERIAL SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE SIDEWALK.

THIS DOCUMENT IS PRELIMINARY AND
IS NOT INTENDED FOR
CONSTRUCTION, RECORDING, OR
IMPLEMENTATION PURPOSES.

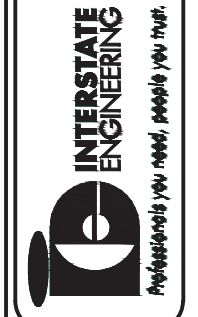
PRELIMINARY

Rev No	Date	By	Description

64th Avenue from 66th St to 57th St S
HORACE, NORTH DAKOTA
TYPICAL SECTIONS

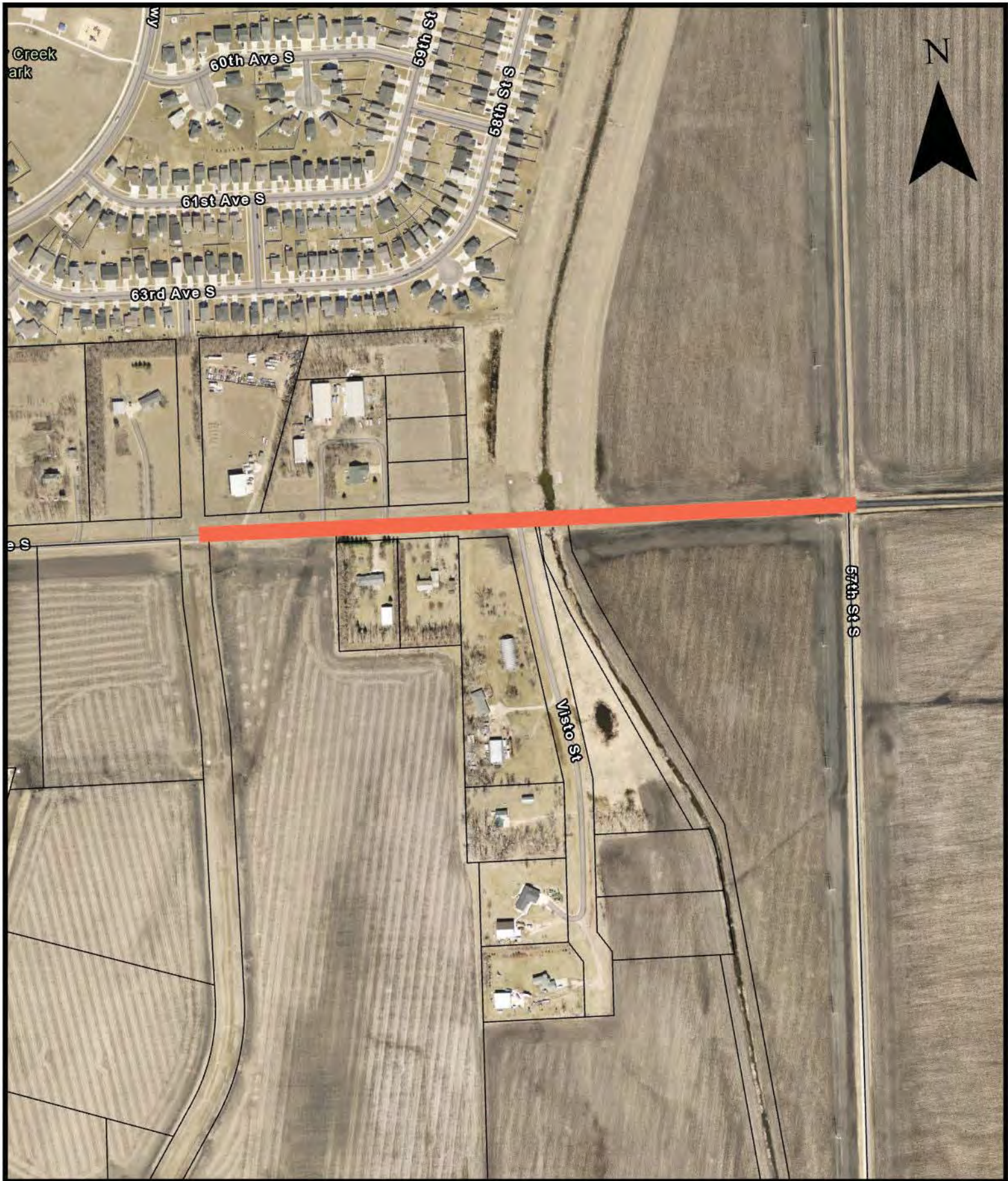
Drawn By: _____
Checked By: _____
Surveyed By: _____
Designed By: _____
Project No: _____
Date: _____

Interstate Engineering
574 Main Street, Suite A
Horace, ND 58047
(701) 632.0438
www.interstateeng.com



SECTION
XX

SHEET NO.
X



STBG PROJECT
Roadway Urbanization
64th Avenue (66th St S to 57th St S)



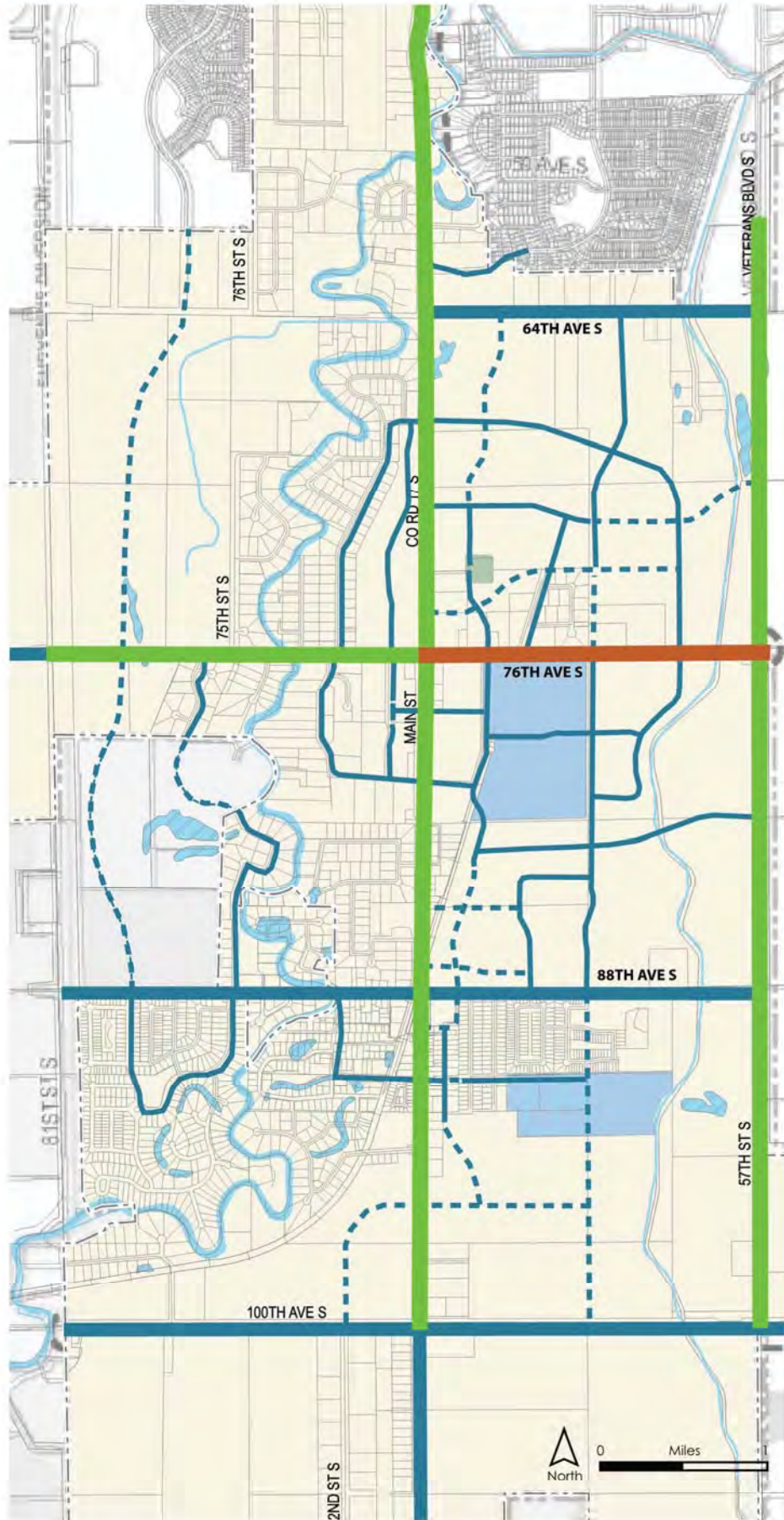


Figure 7-10

CORE AREA FUTURE ROADWAY FUNCTIONAL CLASSIFICATION

- █ Major Arterial
- █ Minor Arterial
- █ Major Collector
- █ Collector



2027 and 2029 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 52nd Avenue S			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov			
Project Limits:	From: 25th Street	To: 27th Street	
Project Length: 600'	Construction Year: 2029	AC:	<input type="checkbox"/> Y <input type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2029	
Funding Requested:		\$ 1,357,322.00	
Local Matching		\$ 319,834.00	
Local Non-Matching			
Sub Total	\$ 0.00	\$ 1,677,156.00	
Total	\$ 1,677,156.00		
Proposed Bid Letting Date: February 2029			

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The proposed safety improvement for the intersection would be to install a 'Reduced Conflict U-Turn' type intersection to remove the left turning movement out from 27th Street. We have found these to be effective within Fargo west of I-29 on 52nd Ave S. Metro COG included this intersection with a recent corridor study and had the consultant lay out the design and determined a preliminary cost estimate, both of which are attached.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

The intersection is a T-intersection located on 52nd Ave S approximately 1 mile to the east of I-29. The intersection is controlled by a side street stop sign. 52nd Ave S is a 4-lane divided principal arterial roadway with turn lanes, with speed limit of 30 mph. The current safety issues are related to vehicular speed, volume, and limited gaps in traffic during peak traffic hours.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project will benefit the transportation by making this intersection safer and less prone to the dangerous T-bone crash.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

None to note.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	The project would improve the safety of the intersection by removing a movement that is prone to injury when in crash
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	The R-CUT intersection is a relatively new design across the country and is an effective solution to crash reduction at non-signalized intersections.
 Transportation Decisions	
 Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number: 50
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: STBG Specific Questions

Work Activities:

Please indicate which project phases will be federally funded (check all that apply).

- Planning
- Right-of-Way Acquisition
- Construction Engineering
- Construction

Project Classification:

Given the project types below, please characterize the extent of the proposed project.

- | | |
|--------------------------------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Rehabilitation (mill & overlay, Concrete Crack Repair, etc) | <input type="checkbox"/> Reconstruction |
| <input type="checkbox"/> Bridge Repair | <input type="checkbox"/> New Roadway |
| <input type="checkbox"/> Roadway Capacity Expansion | <input type="checkbox"/> Bicycle & Pedestrian |
| <input type="checkbox"/> Transit Capital Purchase | <input type="checkbox"/> Transit Bus Replacement |
| <input checked="" type="checkbox"/> Safety Improvement | <input type="checkbox"/> Congestion Management |
| <input type="checkbox"/> Intelligent Transportation Systems Deployment | <input type="checkbox"/> Other |

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

This project wouldn't impact congestion the mainline, but could reduce it on 27th Street. No longer will drivers need to wait for both directions on 52nd Ave S to clear before advancing out.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

N/A

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

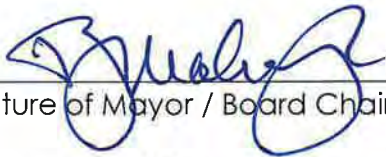
I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 24 of January (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney 1-24-25

(Mayor / Board Chair / Commission Chair)

Date

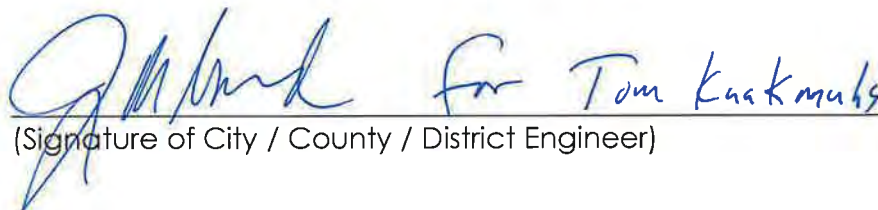


(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs 1-24-25

(City / County / District Engineer)

Date



(Signature of City / County / District Engineer)

Engineer's Opinion of Cost
 52nd Ave S at 27th Street R-CUT
 1-23-25

Inflation
 8%

Item Description	Unit	Quantity	2025	2029	Total Cost
			Prices Unit Cost	Prices Unit Cost	
CONTRACT BOND	LS	1	\$ 50,000	\$ 68,024	\$ 68,024.45
REMOVAL OF PAVEMENT	SY	2,490.00	\$ 25	\$ 34	\$ 84,690.44
REMOVE CURB & GUTTER	LF	1,830.00	\$ 10	\$ 14	\$ 24,896.95
CONCRETE PAVEMENT	SY	2,080.00	\$ 160	\$ 218	\$ 452,770.73
CURB & GUTTER	LF	2,250.00	\$ 40	\$ 54	\$ 122,444.01
STAMPED CONCRETE	SY	1110	\$ 165	\$ 224	\$ 249,173.55
AGG BASE	CY	910	\$ 80	\$ 109	\$ 99,043.60
EDGE DRAIN	LF	2250	\$ 15	\$ 20	\$ 45,916.50
TURF ESTABLISHMENT	ACRE	0.25	\$ 15,000	\$ 20,407	\$ 5,101.83
EARTHWORK	CY	1,700.00	\$ 15	\$ 20	\$ 34,692.47
STORM SEWER	LS	1.00	\$ 15,000	\$ 20,407	\$ 20,407.33
STRIPING	LS	1	\$ 15,000	\$ 20,407	\$ 20,407.33
SIGNING	LS	1.00	\$ 5,000	\$ 6,802	\$ 6,802.44
TRAFFIC CONTROL	LS	1	\$ 20,000	\$ 27,210	\$ 27,209.78
MOBILIZATION	LS	1	\$ 100,000	\$ 136,049	\$ 136,048.90
					\$ 1,397,630 Total w/o Cont
					\$ 279,526 20% Contingency
					\$ 1,677,156 Total
					\$ 1,357,322.65 Federal funds
					\$ 319,834 Local funds

6.0. Study Area 6 – 27th Street S/52nd Avenue S Intersection

6.1. CROSS-SECTION

No changes to the existing cross-section were considered in this study area.

6.2. ACCESS MANAGEMENT

No access management alternatives were considered in this study area.

6.3. INTERSECTION

The 27th Street S and 52nd Avenue S intersection operates with unacceptable delays and LOS along the 27th Street S approach. The approach is expected to continue to operate with unacceptable LOS during the peak periods in 2045.

The following intersection alternatives were considered and **carried forward for further evaluation**:

6.3A Restricted Crossing U-Turn (RCUT)

This alternative considers geometric improvements and converting the existing intersection into an RCUT (**Figure 42**). For concept level details, see **Appendix C**. The RCUT configuration will require a change in how motorists turn onto the 25th Street S from the northbound approach by preventing left-turn movements. Northbound left-turning vehicles from 27th Street S will be required to turn right onto the 25th Street S and then make a U-turn at 52nd Avenue S between 27th Street S and 25th Street S intersection. This configuration is expected to reduce potential conflict points and enhance safety.

Figure 42 – 27th St & 52nd Ave Intersection - RCUT Alternative



6.3B Traffic Signal Control

A traffic signal control at the intersection is expected to improve the traffic operations (**Figure 43**). For concept level details, see **Appendix C**.

Figure 43 – 27th St & 52nd Ave Intersection - Signal Alternative



The following intersection alternatives were discussed but **not carried forward for further evaluation**:

6.3C Continuous-T Intersection

A Continuous-T alternative includes free flow of traffic on 25th Street S. The Left-turning vehicles from the 27th Street S will use a channelized receiving lane on the 25th Street S to merge onto the 25th Street S. A Continuous-T is applicable for intersections with three approaches. The Continuous-T alternative is expected to reduce delay and improve operations compared to the existing traffic control configuration; however, it is expected to still experience unacceptable delay and LOS. The alternative was not carried forward because the full access at Prosperity Way will most likely conflict with the required NB to WB acceleration lane.

6.4. OTHER INFRASTRUCTURE

No other infrastructure improvement alternatives were considered in this study area.

Evaluation of Alternatives

The alternatives were evaluated for traffic operations and safety. The alternatives that were considered for further evaluation were modeled in Synchro/SimTraffic software for 2045 traffic operation analysis and were compared with the 2045 operation results under No-Build conditions. The 2045 base peak hour and ADT volumes were modified to reflect new I-29 access at 64th Avenue S and 76th Avenue S.

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of Minnesota Carbon Reduction Program (Mn CRP) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Minnesota Carbon Reduction Program (Mn CRP), December 20, 2024. The applications were due Friday, January 24, 2025. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all MN CRP applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online ranking tool and at two in-person options in that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by Metro COG's member agencies. The projects were evaluated based upon

project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery.

Through this assessment, the Prioritization Committee ultimately provided a recommendation for the TTC and Policy Board for consideration. The list of projects below is the unanimous recommendation of the Prioritization Committee.

Minnesota CRP Funding Year 2026

- Pedestrian Improvements along CSAH 9 (40th Street) from 4th Avenue NW to 3rd Avenue N Amphitheater Dilworth, MN
 - Funds Requested: \$100,000

Minnesota CRP Funding Year 2027, 2028, and 2029

- No applications received during current solicitation cycle.

Metro COG staff presented all projects received during the solicitation to the TTC, as well as staff's evaluation of each project, on February 13th. The TTC accepted the results from the Prioritization Committee's analysis and project prioritization. The TTC unanimously voted to forward the prioritized list of projects shown above to the Policy Board for funding designation.

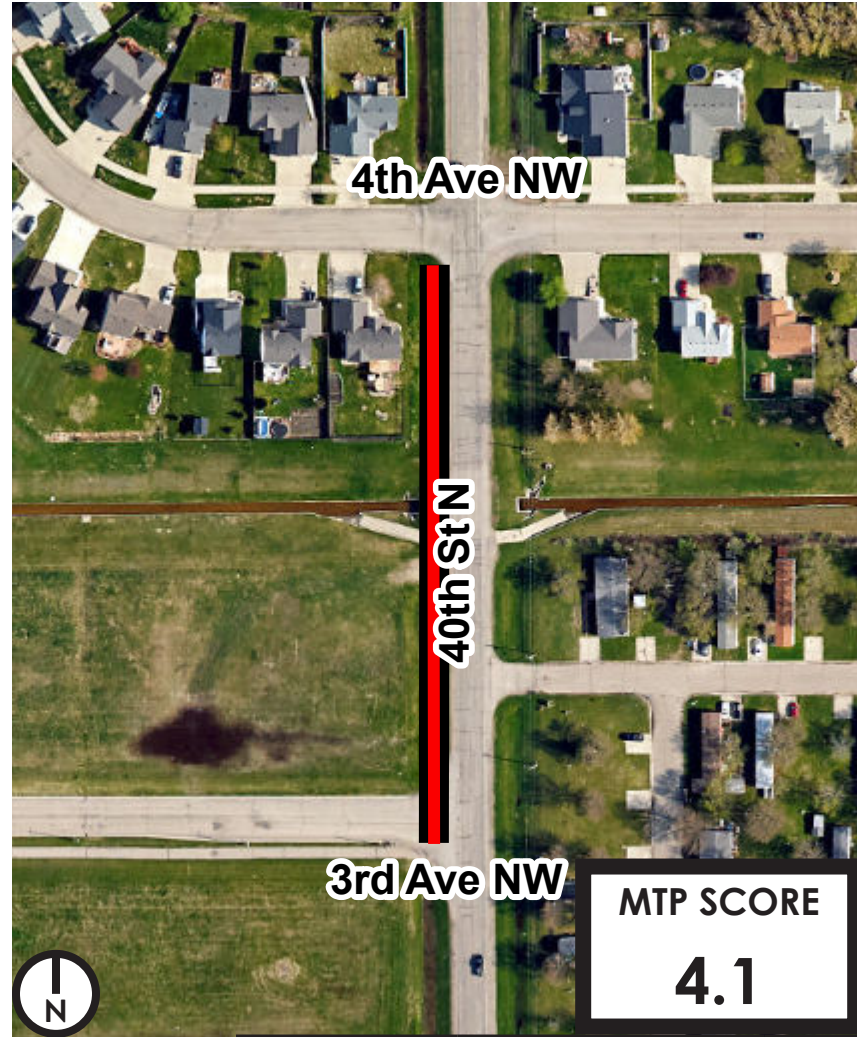
Attachment 1 – Mn CRP One Page Summary of Projects
Attachment 2 – Combined Received Mn CRP Applications

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

CSAH 9 from 4th Avenue NW

- **JURISDICTION:** City of Dilworth
- **PROJECT LIMITS:** 4th Ave NW to 3rd Ave NW
- **SCOPE:** Construction of a shared use path and box culvert extension
- **TIMELINESS:** This provides an important pedestrian link between two shared-use paths within the community and enhances the safety of pedestrians by keeping them off the shoulder of busy arterial roadway.
- **SYSTEM BENEFIT:** Closes a bike-ped gap between the Cities of Dilworth and Moorhead.
- **POTENTIAL CHALLENGES:** Crossing of BRRWD's Ditch 50 with the installation of an extended box culvert.

Funding Year	2026
Requested Funding	\$100,000



MTP SCORE
4.1

SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
0/0	5.12	2

S	TE	WB	T	M	IR	TD	ET	CP	F
5.0	4.8	5.0	5.0	0.5	3.8	4.0	5.0	5.0	0.3

Prioritization Committees Recommendations
 Fund in 2026



2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 40th Street North (CR 9)				
Lead Jurisdiction: City of Dilworth				
Project Contact: Peyton Mastera			Contact Phone: 218-287-2313	
Contact Email Address: peyton.mastera@ci.dilworth.mn.us				
Project Limits:	From: 4th Avenue NW		To: 3rd Avenue NW	
Project Length: 475 ft.	Construction Year: 2026		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input checked="" type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:	\$ 100,000.00			
Local Matching	\$ 0.00			
Local Non-Matching				
Sub Total	\$ 100,000.00	\$ 0.00	\$ 0.00	\$ 0.00
Total	\$ 100,000.00			
Proposed Bid Letting Date: March 2026				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Construction of a shared-use path paralleling County Road 9 from 4th Avenue NW to 3rd Avenue NW.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

This provides an important pedestrian link between two shared-use paths within the community and enhances the safety of pedestrians by keeping them off the shoulder of busy arterial roadway.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

Closes a bike-ped gap between the Cities of Dilworth and Moorhead.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Crossing of BRRWD's Ditch 50 with the installation of an extended box culvert.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Keeps pedestrians out of the ROW of a major north-south roadway.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Connects the bike-ped community by closing a gap.
 Transit Access and Reliability	MATBUS stop is just west of the proposed crossing.
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	Connects residential (single and multi-family) areas of Dilworth to commercial developments.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 303
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 26.937

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

By installing this shared-use path, it will reduce the normal of vehicles on the roadway; thus, reducing carbon emissions.

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 14th of January (month), 2025 (year).

In Witness Thereof:

Chad Olson, Mayor

1-14-25

(Mayor / Board Chair / Commission Chair)

Date

Chad Olson

(Signature of Mayor / Board Chair / Commission Chair)

Andrew Aakre, City Engineer

1-14-25

(City / County / District Engineer)

Date

Andrew Aakre

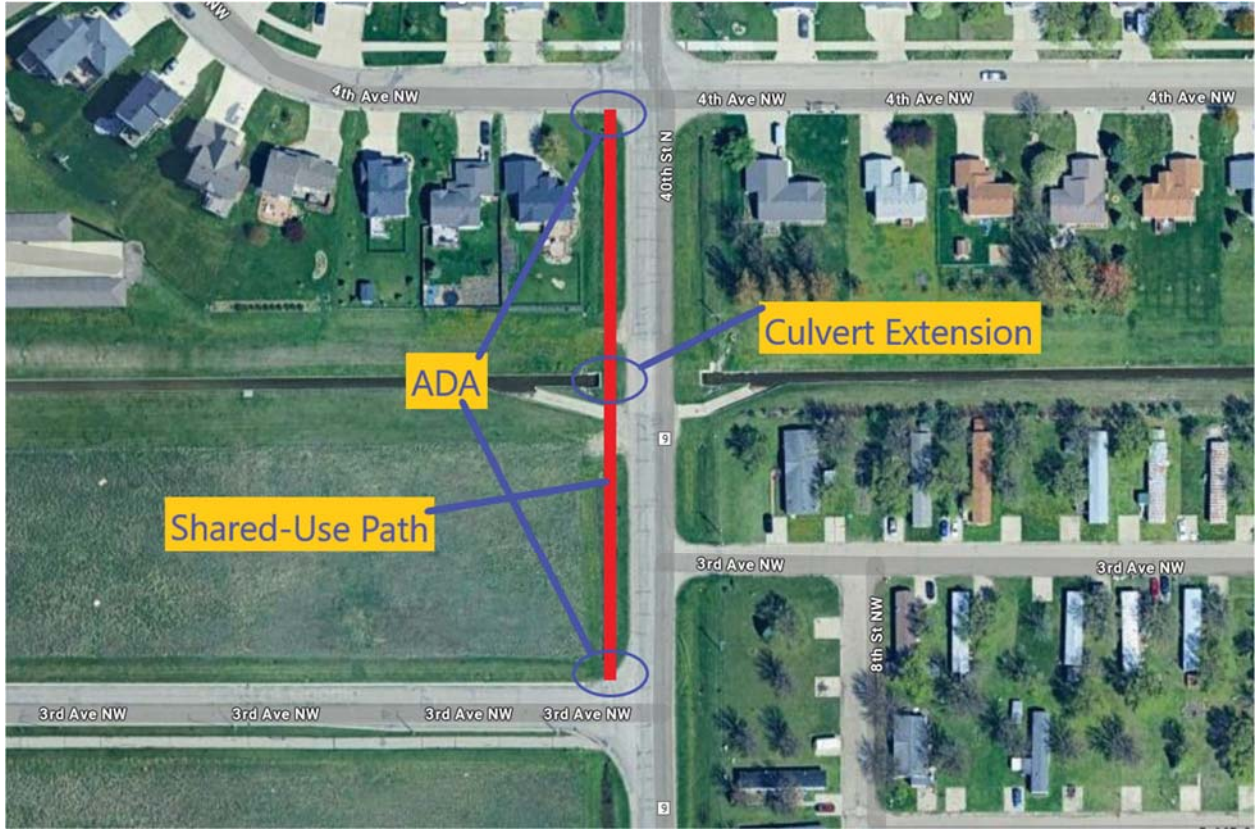
(Signature of City / County / District Engineer)

**CSAH No. 9 Shared Use Path
 3rd Ave NW to 4th Ave NW
 Dilworth, MN**

Engineer's Preliminary Opinion of Cost

BID ITEM NO. & DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Base Bid				
2021501 Mobilization	EA	1	50,000.00	50,000.00
2104502 Reinforce Concrete Box Culvert End Section	EA	1	5,000.00	5,000.00
2104503 Reinforce Concrete Retaining Wall	EA	400	5.00	2,000.00
2104504 Reinforce Concrete Driveway Curb	EA	40	25.00	1,000.00
2105001 Concrete on Embankment (C)	CY	1,500	50.00	75,000.00
2211503 Aggregate Base (C) Class 5	CY	50	0.00	0.00
2411004 Concrete Channel Retaining Wall	EA	100	0.00	0.00
2412503 12" Precast Concrete Box Culvert	EA	20	0.00	0.00
2412002 Install Precast Concrete Box Culvert End Section	EA	1	15,000.00	15,000.00
2501503 24" Cs Pipe Culvert	EA	50	0.00	0.00
2502002 Pipe Rain Siser	EA	4	250.00	1,000.00
2500002 Storm Sewer Connection	EA	2	5,000.00	10,000.00
2521513 Concrete Walk	EA	4,000	15.00	60,000.00
2511504 Concrete Driveway Curb	EA	40	100.00	4,000.00
2511001 Curbed Curbes	EA	120	0.00	0.00
2500001 Erosion Control	EA	1	5,000.00	5,000.00
2500001 Temporary Erosion Control	EA	1	5,000.00	5,000.00
2515501 Survey Establishment	EA	1	10,000.00	10,000.00
2515523 Road Utilization Method	MA	40	5.00	2,000.00
Construction Total				110,000.00
Contingencies (10%)				11,000.00
Engineering				4,000.00
Temporary Construction Easements				10,000.00
Administrative & Publishing				1,500.00
TOTAL PROJECT COST				136,500.00

All \$100,000 of CRP funds will be utilized for construction. The remainder will be picked up locally.



MTP #303 – Shared-Use Path from 3rd Avenue NW to 4th Avenue NW

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of Minnesota Transportation Alternatives (Mn TA) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Minnesota Transportation Alternatives (MN TA), December 20, 2024. The applications were due Friday, January 24, 2025. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all MN TA applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online ranking tool and at two in-person options in that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

All Mn TA projects received were scored using the Bicycle and Pedestrian Committee's scoring criteria and the results were approved by said committee. See **Attachment 3** for a copy of the completed scoring for Mn TA.

Minnesota TA Funding Year 2028

- Pedestrian Bridge and associated Shared Use Path in the area of Bluestem Amphitheater Moorhead, MN and Fargo, ND
 - Funds Requested: \$450,000
 - 35 Points awarded from Bicycle and Pedestrian Committee Scoring
 - This project has been seeking Congressionally Directed Funding for multiple years and has been thus far unsuccessful. The Prioritization Committee recommends removing federal funds from this project if the project does not receive Congressionally Directed Funding before June 1, 2025. This will allow the development of an alternative project to use the federal funding already programmed. If this were to happen, this 2028 TA funding would need to be reprogrammed.

Metro COG staff presented all projects received during the solicitation to the TTC, as well as staff's evaluation of each project, on February 13th. The TTC accepted the results from the Bicycle and Pedestrian Committee Scoring and unanimously voted to forward scores to the Policy Board to assist in determining funding designation for the projects.

Attachment 1 – Mn TA One-Page Summary of Projects

Attachment 2 – Combined Received Mn TA Applications

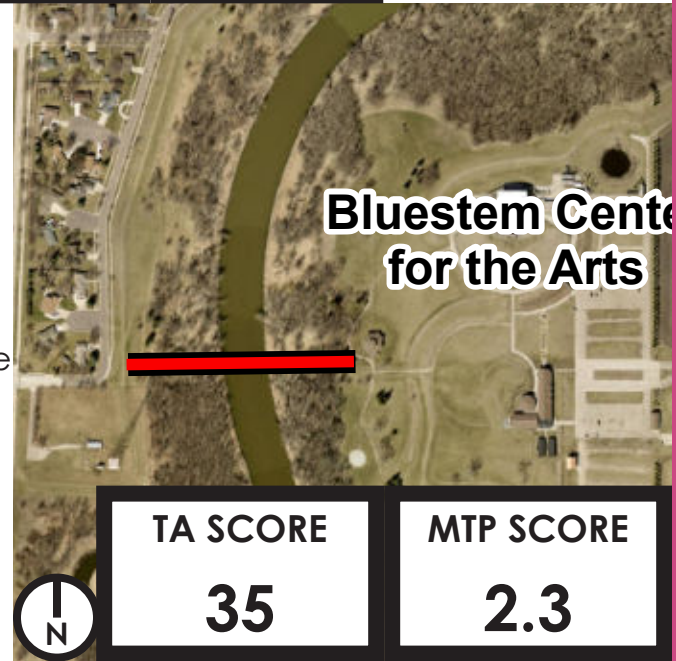
Attachment 3 – Bicycle and Pedestrian Committee Scoring for Mn TA projects

Requested Action: Recommend approval of projects to be funded by Minnesota Transportation Alternatives (Mn TA) program funding in FY2028.

Pedestrian crossing of the Red River

- **JURISDICTION:** The City of Moorhead
- **PROJECT LIMITS:** Red River to Bluestem
- **SCOPE:** The project would consist of a pedestrian bridge. The project would also include 10-foot wide concrete shared-use path connecting to the existing river corridor trails.
- **TIMELINESS:** Fargo and Moorhead have been working together on the preliminary design and environmental planning for this bridge. Both cities have applied for various funding sources and are ready to proceed with this project. The project would be the only pedestrian crossing of the Red River within Moorhead city limits that is located south of the Lindenwood/Gooseberry Park lift bridge at 22nd Ave S. The nearest crossing that pedestrians could use is at 60th Ave S, but that bridge is located on a rural high speed roadway and lacks separated facilities for bikes and peds (they would have to use the shoulder). Both cities have extensive river corridor trail networks, and this would be a crucial link between those systems. Also, Bluestem Amphitheatre is a significant traffic generator and this bridge would provide a much better way for peds and bikes to get to Bluestem.
- **SYSTEM BENEFIT:** This project was identified as a significant gap in the Fargo-Moorhead Metro Bikeways Gap Analysis (completed in 2019), and is listed as a short-term project in the 2050 Metropolitan Transportation Plan. The nearest pedestrian crossing of the Red River is approximately 4.5 miles away. Constructing this bridge will provide a vital link between the existing trail systems in Fargo and Moorhead. Bluestem is a significant traffic generator that is located at the end of a 1.3 mile dead end roadway that is primarily accessed from TH 75 (a high speed minor arterial roadway) that currently has side street stop control. Providing a pedestrian crossing at this location will reduce traffic congestion on 50th Ave S and at the TH 75 intersection.
- **POTENTIAL CHALLENGES:** The most likely concerns will be issues related to the river crossing. Specifically, ensuring no measurable impact to the floodway, and the potential for archaeological discoveries. However, based on the status of the preliminary environmental review that has been completed to date, the design team believes that these risks are minimal.

Funding Year	2028
Requested Funding	\$450,000



TA SCORE	MTP SCORE
35	2.3

SERIOUS/FATAL INJURIES	PUBLIC RANKING
0/0	1

S	TE	WB	T	M	IR	TD	ET	CP	F
1.6	3	4.33	1.75	0.5	2.6	3	1	2.6	1





Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Bluestem Bicycle and Pedestrian Bridge	
Project Location: 50th Ave S over the Red River of the North	
Project Length (Feet): 1,600 feet	
Lead Jurisdiction: City of Moorhead	Local Match Provided by: City of Moorhead
Post-Construction Owner of the Project: Cities of Moorhead, MN and Fargo, ND	
Right of Way Provided by: Fargo & Moorhead	Maintenance Provided by: Fargo & Moorhead
Project Contact: Tom Trowbridge	Contact Phone: 218-299-5395
Contact Email Address: tom.trowbridge@moorheadmn.org	
Anticipated Bid Letting Date: November 2027	Anticipated Project Completion Date: October 2028
State: <input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

FM Metro COG TA Application FY2025, FY 2028, and FY 2029

Project Summary:

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	\$ 0.00
2028 TA Funds	\$ 450,000.00
2028 Local Matching Funds	\$ 2,350,000.00
2028 Local Non-Matching Funds	\$ 2,000,000.00
2028 Subtotal:	\$ 4,800,000.00
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	\$ 0.00
Total Project Cost:	\$ 4,800,000.00

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The project would consist of a bridge that is approximately 750 feet long with a 12-foot wide traveled way. The project would also include 10-foot wide concrete shared-use path connections to the existing river corridor trails in both Fargo and Moorhead.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

Fargo and Moorhead have been working together on the preliminary design and environmental planning for this bridge. Both cities have applied for various funding sources and are ready to proceed with this project. The project would be the only pedestrian crossing of the Red River within Moorhead city limits that is located south of the Lindenwood/Gooseberry Park lift bridge at 22nd Ave S. The nearest crossing that pedestrians could use is at 60th Ave S, but that bridge is located on a rural high speed roadway and lacks separated facilities for bikes and peds (they would have to use the shoulder). Both cities have extensive river corridor trail networks, and this would be a crucial link between those systems. Also, Bluestem Amphitheatre is a significant traffic generator and this bridge would provide a much better way for peds and bikes to get to Bluestem.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project was identified as a significant gap in the Fargo-Moorhead Metro Bikeways Gap Analysis (completed in 2019), and is listed as a short-term project in the 2050 Metropolitan Transportation Plan. The nearest pedestrian crossing of the Red River is approximately 4.5 miles away. Constructing this bridge will provide a vital link between the existing trail systems in Fargo and Moorhead which will provide enhanced opportunities for bicyclists to commute to work and will also enhance recreational use of the existing trail system. Bluestem is a significant traffic generator that is located at the end of a 1.3 mile dead end roadway that is primarily accessed from TH 75 (a high speed minor arterial roadway) that currently has side street stop control. Providing a pedestrian crossing at this location will reduce traffic congestion on 50th Ave S and at the TH 75 intersection.

Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The most likely concerns will be issues related to the river crossing. Specifically, ensuring no measurable impact to the floodway, and the potential for archaeological discoveries. However, based on the status of the preliminary environmental review that has been completed to date, we believe that these risks are minimal.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	It will provide a much safer route for pedestrians and bikes to cross the Red River.
Travel Efficiency and Reliability	It provides a much shorter route for peds and bikes to commute between Fargo and Moorhead
Walking, Biking, and Rolling	It provides a critical junction between two parallel trail systems in Fargo and Moorhead
Transit Access and Reliability	It improves opportunities for multi-modal linkage between Fargo and Moorhead, and results in transit stops being within a walkable distance of the Bluestem Center for the Arts
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	This project is consistent with prior transportation plans (Bike Gap analysis, Metropolitan Transportation Plans, Bike/Ped Plan, etc.)
Connecting People and Places	Bluestem Center for the Arts is a significant traffic generator. This project puts it within a walkable distance for many people.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number: 301
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: TA Specific Questions

What TA category best fits your project:

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 15th of November (month), 2024 (year).

In Witness Thereof:

Thomas E Trowbridge, City Engineer 11-15-2024

(Responsible Government Official) Date

Thomas E. Trowbridge Digitally signed by Thomas E. Trowbridge
Date: 2024.11.15 09:30:59 -06'00'

(Signature of Responsible Government Official)

Thomas E Trowbridge, City Engineer 11-15-2024

(City / County / District Engineer) Date

Thomas E. Trowbridge Digitally signed by Thomas E. Trowbridge
Date: 2024.11.15 09:32:02 -06'00'

(Signature of City / County / District Engineer)

METRO 2050



TRANSPORTATION • MOVING • AHEAD



**Fargo-Moorhead Metropolitan
Council of Governments**

**2050 Fargo-Moorhead
Metropolitan Transportation Plan**

Draft - September 2024

Table 14. Short-Term (2028-2030) Reserve Transportation Projects

Project ID	Corridor	From	To	Project Type	Project Jurisdiction	Construction Cost Estimate (2024)	Short Term (2029) Costs	Federal Funds (2029)	Weighted Score
Minnesota Projects									
72	US 10/Center Ave	34th St	14th St	Bike & Ped	MnDOT	\$-	\$-	\$-	3.7
300	Main Avenue/Hwy 75			Reconstruction	MnDOT	\$-	\$-	\$-	3.7
210	US 10	13th St	34th St	Reconstruction	MnDOT	\$-	\$-	\$-	3.6
214	US 10	34th St	7th St	Reconstruction	MnDOT	\$-	\$-	\$-	3.6
170	1st Ave N	Red River Bridge	Center Ave	Reconstruction	Moorhead	\$10,824,262	\$5,982,920	\$4,786,336	3.5
53	Center Ave	8th St N	26th St N	Bike & Ped	MnDOT	\$-	\$-	\$-	3.4
244	34th St S			Reconstruction	Moorhead		\$5,202,878	\$4,162,302	3.4
301	Bluestem Moorhead	Bluestem	40th Ave s	Bike & Ped	Moorhead/Fargo		\$6,083,295	\$4,866,636	3.4
173	US 10	10th St Hawley	34th St (Dilworth)	Reconstruction	MnDOT	\$-	\$-	\$-	2.9
158	17th St N	15th Ave N	1st Ave N	Rehabilitation	Moorhead	\$317,117	\$1,035,301	\$828,241	2.9
117	40th St N/CSAH 9	28th Ave N	Hwy 10	Rehabilitation	Dilworth/Clay County	\$1,202,994	\$1,463,626	\$1,170,900	2.9
105	15th Ave N	34th St N	7th St NE	Reconstruction	Dilworth	\$6,544,432	\$7,962,302	\$6,369,842	2.7
215	I-94	MN 336	CSAH 10	Rehabilitation	MnDOT	\$-	\$-	\$-	2.4
211	MN 9	Hwy 210	6th St W Barnesville	Rehabilitation	MnDOT	\$-	\$-	\$-	2.2
106	15th Ave N	60th St N	MN 336	Reconstruction	Dilworth	\$4,178,213	\$5,083,436	\$4,066,748	2.0
212	MN 9	I-94	I-94	Rehabilitation	MnDOT	\$-	\$-	\$-	1.9
213	MN 34	I-94	I-94	Rehabilitation	MnDOT	\$-	\$-	\$-	1.9



FARGO-MOORHEAD METROPOLITAN
**BICYCLE AND
PEDESTRIAN
PLAN**

October 2022

METROCOG

BIKE NETWORK PRIORITY PROJECTS

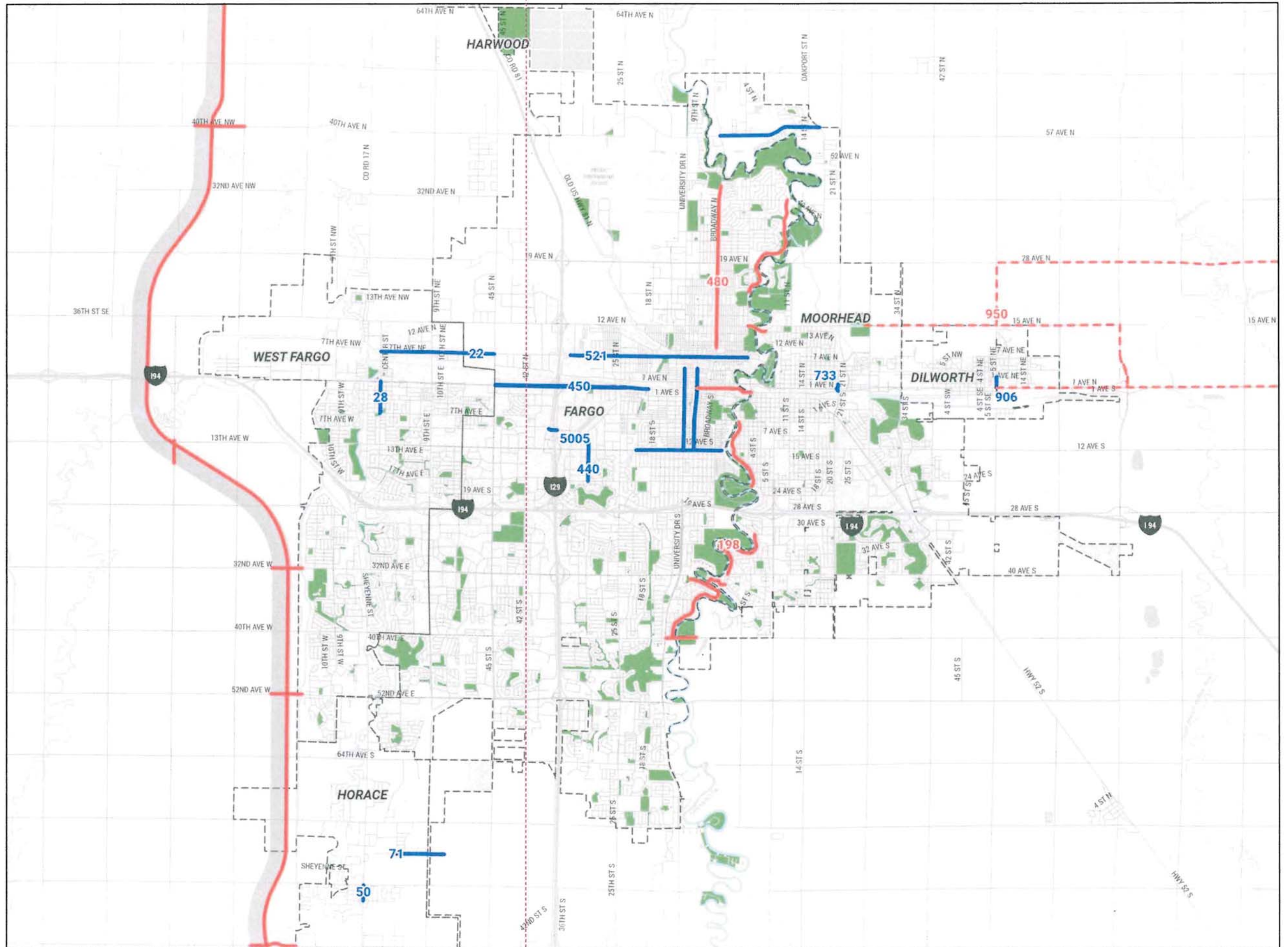
FARGO-MOORHEAD
METROPOLITAN BICYCLE
AND PEDESTRIAN PLAN

Recommendations

- Technical Analysis
- Priority Projects
- Public Priority Projects
- - - Heartland Trail
- - - Routing Options

Context Features

- Fargo-Moorhead COG Boundaries
- FM Flood Diversion Area
- Parks
- Schools



0 1 2 MILES



alta

A stylized blue river graphic that flows from the top of the page, through the text, and continues down to the bottom. The river has a wavy, meandering path. The top and bottom sections of the page have a light blue background, while the middle section is white.

RED RIVER GREENWAY

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

CONFLUENCE

TOOLE
DESIGN



IMPLEMENTATION PLAN

Segment	Priority	Timeframe	Trail Type	Cost
3	<i>(Low, Med, High)</i>	<i>(Near, Long, Visionary)</i>		
Trail Segment 6	High	Near	On-street	\$
Trail Segment 7A	Low	Visionary	Paved	\$\$
Trail Segment 7B	High	Near	Paved	\$
Trial Segment 8A	Low	Visionary	Paved	\$
Trial Segment 8B	High	Near	Paved	\$
Trail Segment 9	Med	Long	Paved	\$\$
Bridge 3	Low	Visionary	Bridge	\$\$\$
Bridge 4	Med	Near	Bridge	\$\$\$

\$-Less than \$50,000

\$\$-\$50,000-\$500,000

\$\$\$-Greater than \$500,000

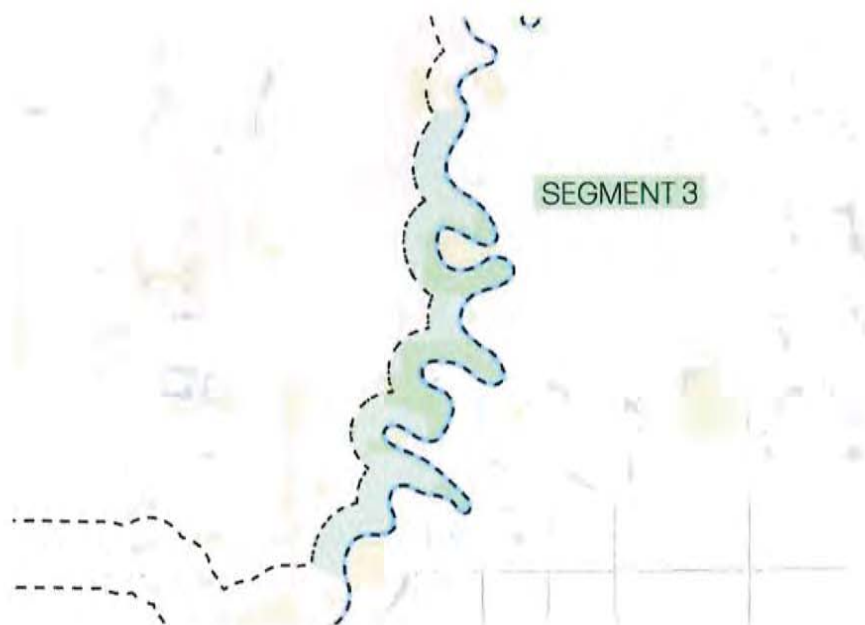
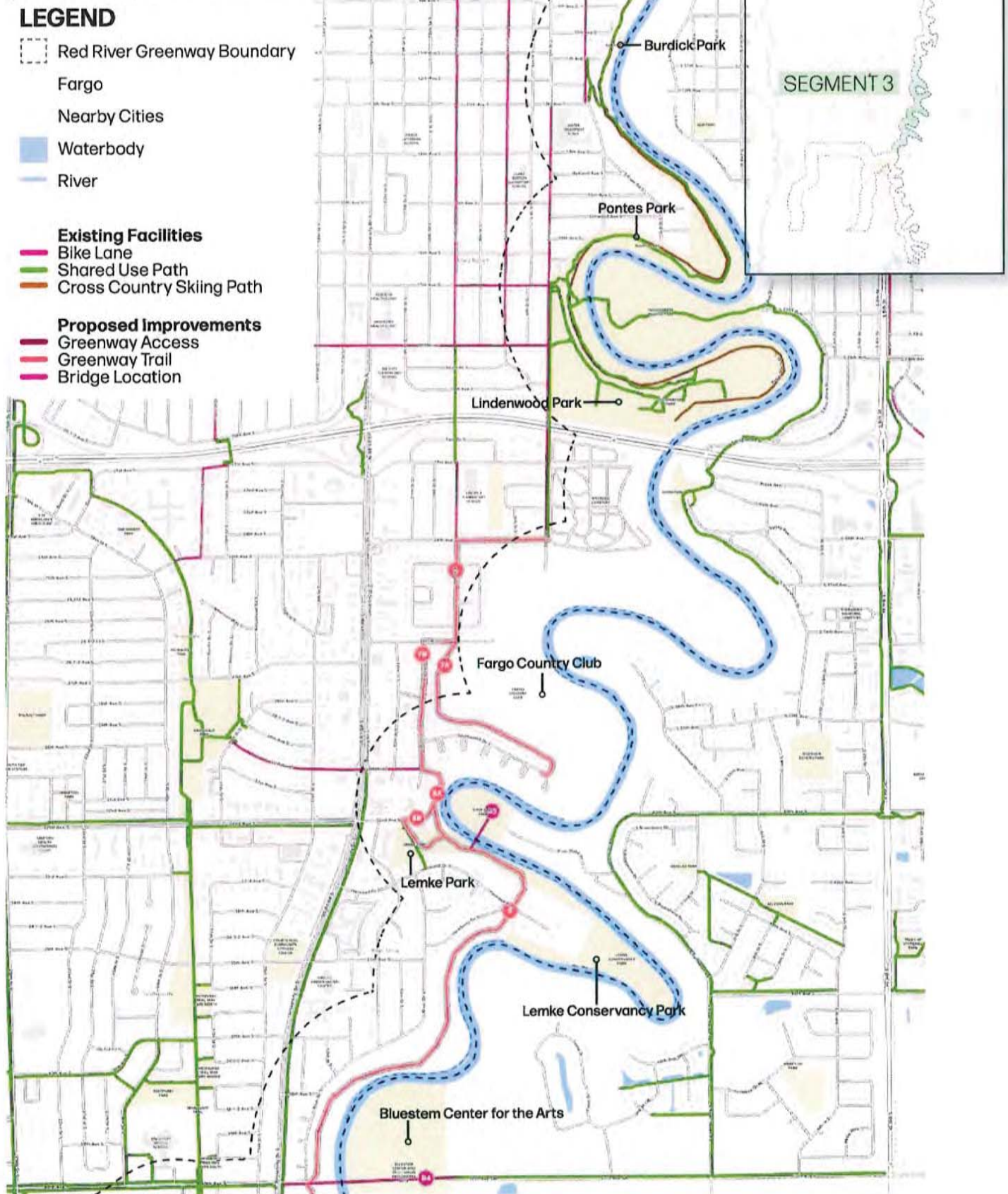


Figure 6.4 / Segment 3 Proposed Facilities



Fargo-Moorhead Metro Bikeways Gap Analysis

FINAL REPORT

December 2019

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

TOOLE
DESIGN

 **BOLTON
& MENK**

Overview

Gap 9 is located between 40th Avenue South in Fargo and 50th Avenue Southwest in Moorhead, and crosses the Red River between University Dr. South (City of Fargo) and Trollwood Performing Arts School (City of Moorhead).

Land Use and Nearby Destinations

Nearby land uses are mostly residential and agricultural uses, parks, and open spaces. Nearby destinations in the City of Fargo include Discovery Middle School, Lions Conservancy Park, and the park system along the Milwaukee Trail. Nearby destinations in the City of Moorhead include the Trollwood Performing Arts School.

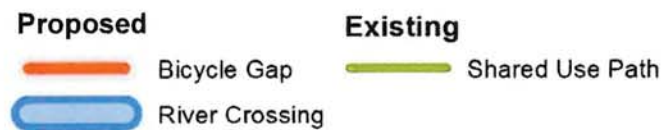
Connections to Nearby Bike Infrastructure

Nearby bicycle facilities include shared use paths along University Drive South, the north side of 50th Avenue South, and along 40th Avenue South, ultimately connecting to the Milwaukee Trail and several miles west in the City of Fargo. In the City of Moorhead, nearby bicycle facilities include a shared use path on the north side of 50th Avenue Southwest.

Key Map



Data from MetroCOG and Open Streets Map



Example Image: Bicycle and pedestrian bridge in Grand Forks, ND crossing the Red River.

Recommended Bikeway Concept

The recommendation for Gap 9 is a high-clearance bicycle and pedestrian bridge crossing the Red River and shared use paths that connect to existing paths on both sides of the river. Unlike the existing lift bridges crossing the Red River in Fargo/Moorhead, the proposed bridge would be a high-clearance bridge that would not need to be lifted during flood events. This is due to the existing slopes on both sides of the river at this location. A high-clearance bridge would also increase usability of the bridge during flood situations. The recommended bridge is assumed to be 800 feet long and 15 feet wide. The bridge is recommended to be 800 feet long so that it is located at an elevation high enough to avoid the vast majority of floods. At 800 feet in length, the bridge would be at an approximate elevation of 903 feet, which is equivalent to a 37-foot river stage and is above the 100-year floodplain. Implementation of this bridge will require geotechnical analysis, optimum crossing location analysis, coordination with the US Army Corps of Engineers, and more.

The proposed shared use paths would connect the bridge to existing shared use paths on both sides of the river. On the west side, a shared use path would connect the bridge to the path at the intersection of 40th Avenue S and University Drive in Fargo. On the east side, a shared use path would connect the bridge to the path on the north side of 50th Avenue SW in Moorhead. Implementation of this path on the east side will require approval and coordination with the Trollwood Performing Arts School. The path alignment shown does not necessarily reflect a preferred alignment; further coordination the City of Moorhead and Trollwood Performing Arts School is required.

Planning-Level Cost Estimate

Recommended Concept	Approximate Cost Range
Bicycle and Pedestrian Bridge	\$3,313,560 - \$4,638,984
Shared Use Path	\$646,440 - \$911,016
Total	\$3,960,000 - \$5,550,000

Cost Estimate Notes

- New path length: 1,737 ft. (0.33 mi.)
 - 464 ft (West) + 1,273 ft (East)
- New bridge assumed to be 800 feet long and 15 feet wide (11-foot trail, 2 feet each side for parapets)
- New path assumed to be 11-foot concrete
- Includes ADA curb ramps
- Right of way acquisition not included
- Unit Prices per MnDOT 2018 Statewide Average Bid Prices
- All costs in 2018 dollars

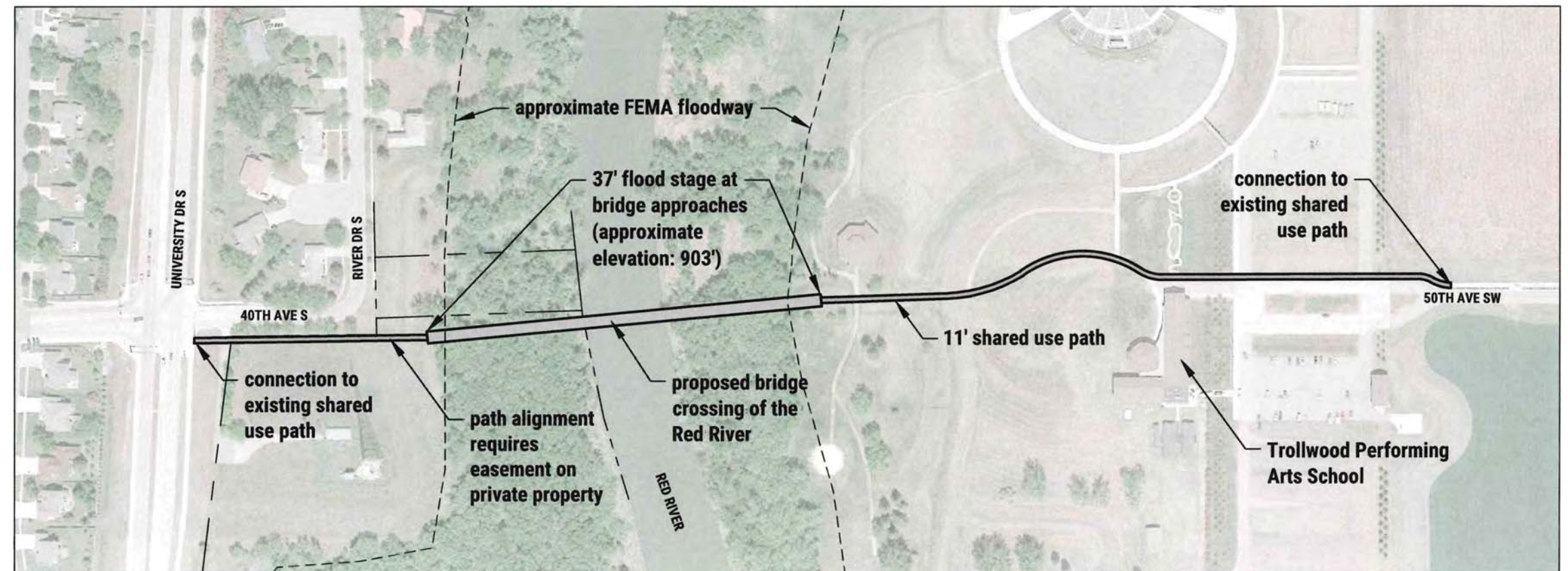
Lead Agencies

- City of Fargo
- City of Moorhead

Key Stakeholder

- Trollwood Performing Arts School
- Riverkeepers

Recommended Bridge Alignment





MOORHEAD RIVER CORRIDOR MASTER PLAN

Moorhead, Minnesota

CITY OF MOORHEAD

FARGO-MOORHEAD
METROPOLITAN COUNCIL OF
GOVERNMENTS

April 30, 2014



STUDY AREA 4

PAVED TRAIL AND BIKEWAYS

C-24 PAVED TRAIL FROM RIVER OAKS PARK TO 46TH AVENUE SOUTH

A paved trail is recommended on the river side of the levee. There is an existing trail easement in this area but, as long as private properties exist along the river, it is likely the existing trail on the east side of South River Haven Drive will be used.

C-25 PAVED TRAIL FROM 46TH AVENUE SOUTH TO BLUESTEM PARK

The existing trail on South River Haven Drive and 50th Street South will be used. If in the future, the Tessa Terrace Development is interested in a public, riverside trail, the City will consider the opportunity.

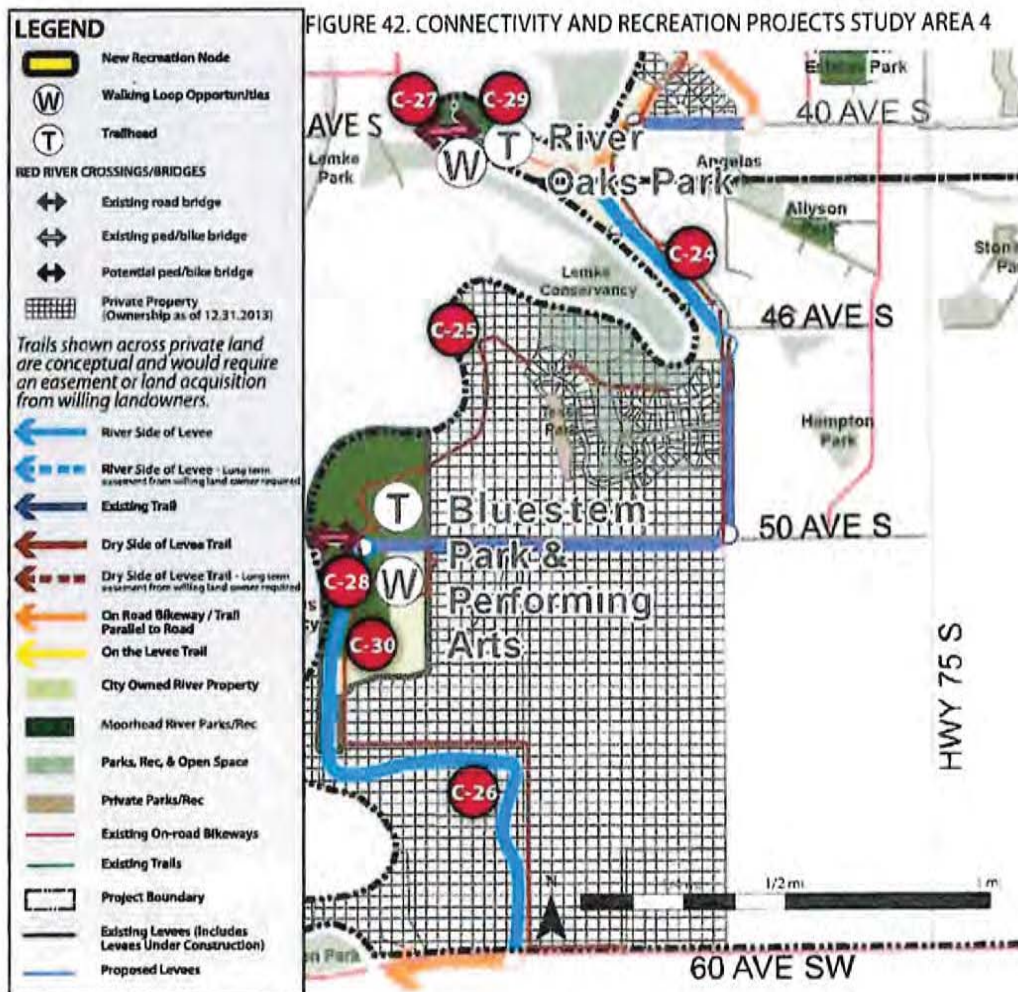
C-26 BLUESTEM PARK TO 60TH AVENUE SOUTHWEST

A trail along the recently constructed levee is recommended.

BRIDGES

C-27 NEW PEDESTRIAN AND BICYCLE BRIDGE AT RIVER OAKS PARK -OR-

C-28 NEW PEDESTRIAN AND BICYCLE BRIDGE AT BLUESTEM PARK



NATURAL SURFACE TRAIL PROJECTS

C-29 CROSS COUNTRY SKI/HIKING TRAIL IN RIVER OAKS PARK

Hiking trails and ski trails are recommended within the park and north and south of the park on public land.

C-30 CROSS COUNTRY SKI/HIKING TRAILS WITHIN BLUESTEM PARK

Work with the Trollwood Performing Arts School to develop a natural surface trail loop in Bluestem Park.

R-11 NEW RECREATION NODE AT RIVERVIEW CIRCLE SOUTH

The large area of City owned open space at the end of Riverview Circle is unique in that the land is free of woody vegetation and there is a small lake between the levee and the River. The area's scenic qualities make it a desirable local destination. Improvements to this new recreation node include: shoreline fishing access, habitat restoration, nature trails, wildlife viewing opportunities and interpretation, and a potential outdoor learning lab for students and educational groups in partnership with the River Keepers.

STUDY AREA 4

R-12 IMPROVEMENTS TO BLUESTEM PARK AND EVENTS CENTER

Increased public access to this park is recommended. Improvements will be made in partnership with Trollwood Performing Arts School and have the potential to include: expanded hiking and cross country ski trails, ice skating, possible warming area in Trollwood Performing Arts School, location for events such as charity walks, and a pedestrian/bicycle bridge connection to Lions Conservancy Park in Fargo.

FIGURE 47. NEW RECREATION NODE PLAN (R11)

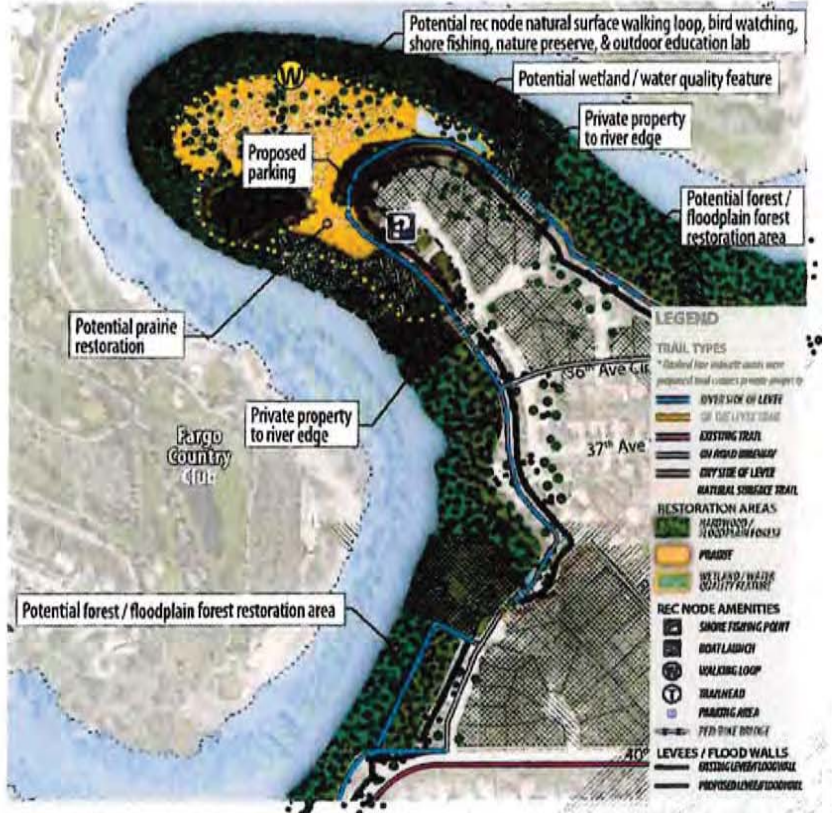


FIGURE 47.1. BLUESTEM PARK & PERFORMING ARTS PLAN (R12)

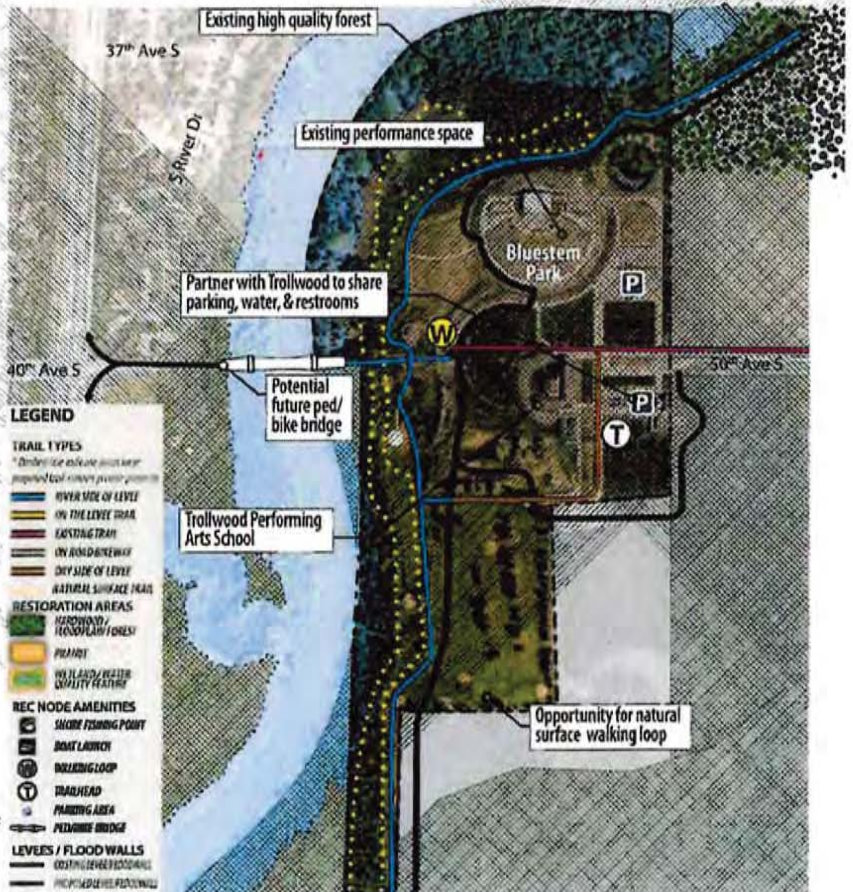
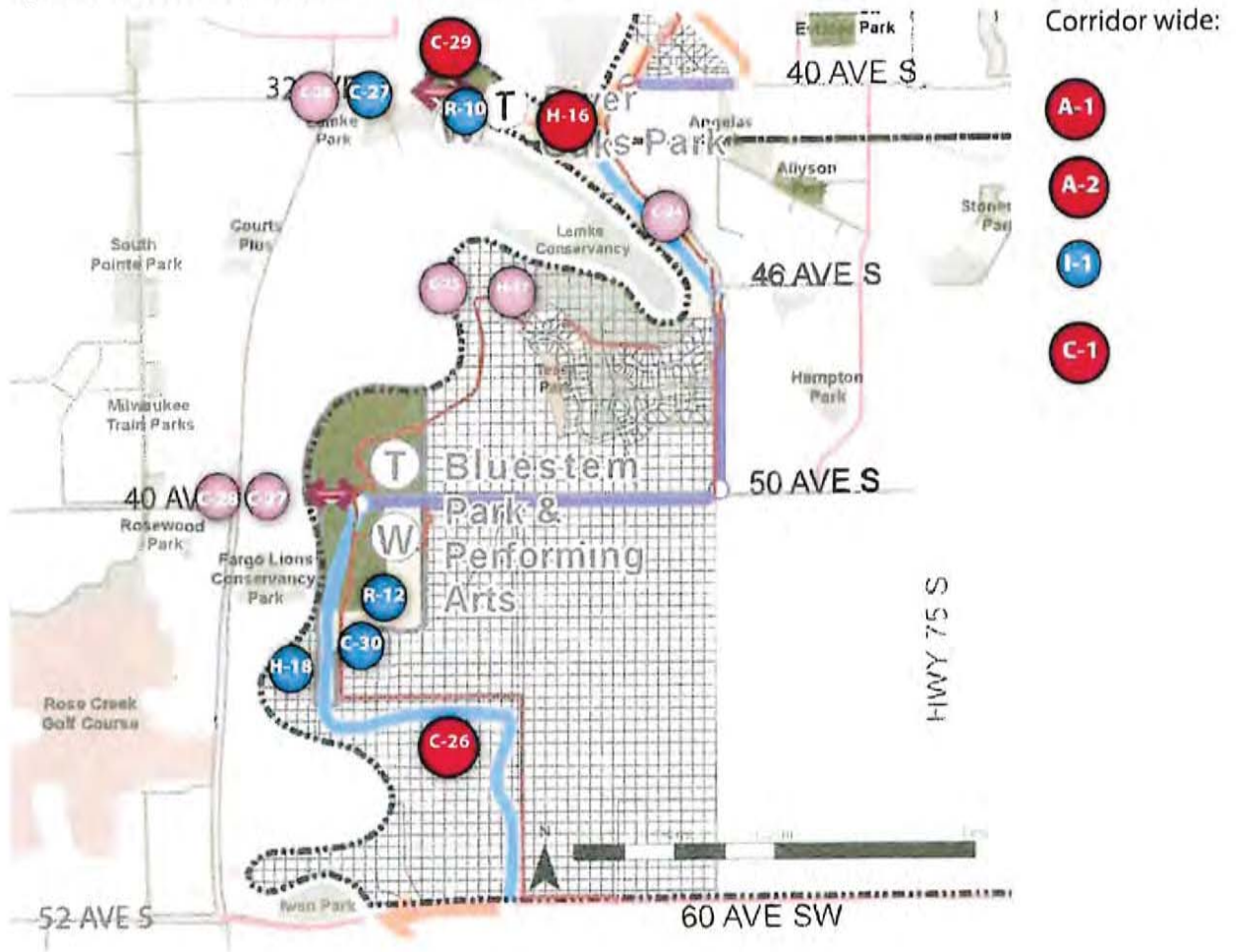


TABLE 64. PROJECT PHASING AND PRIORITY

ID	Project Name	Cost	Study Area	Agency/Partner	
Phase: Near - Term (0-5 years)					
A-1	Design unified property boundary signage	\$	ALL		High Priority
A-2	Develop and adopt landscape buffer design guidelines and a landscape buffer policy	\$	ALL		
C-1	Develop wayfinding design standards and install wayfinding signs	\$	ALL		
C-2	Bikeway - Red River to 15 th Avenue North (Wall Street North, Oakport Road North and 11th Street North)	\$	1		
C-5	Ped-Bike- Ski Bridge over Snaky Creek in M.B. Johnson Park	\$\$	1	Partnership	
C-6	Cross Country Ski Expansion within and South of M.B. Johnson Park	\$	1	Partnership	
C-7	Mountain Bike Trail Expansion South of Snaky Creek within M.B. Johnson Park	\$	1	Partnership	
C-8	On-road bikeway between 15th Avenue North and Homestead Park	\$	2		
C-9	Paved Trail Homestead Park to Davy/Memorial Park	\$\$	2		
C-10	Reconstruct Paved Trails from Davy/Memorial Park to Woodlawn Park	\$\$	2		
C-12	Replace Memorial/Oak Grove Bridge	\$\$\$	2		
C-14	Natural Surface hiking and cross country ski trail from Homestead Park to Davy/Memorial Park	\$	2	Partnership	
C-15	Realign Cross Country Ski Trails in Davy/Memorial Park, Riverfront Park and Viking Ship Park	\$	2	Partnership	
C-16	On road bikeway from Woodlawn Park to Gooseberry Mound Park (River Drive and 4 th Street South)	\$	3		
C-19	Relocate floating bridge from Woodlawn Park to Dike East Park in Fargo (Upstream)	\$\$	2		
C-21	Hiking Loop in Gooseberry Mound Park	\$	3		
C-22	Cross Country Ski/Hiking Trail from Gooseberry Mound Park and Horn Park	\$	3		
C-29	Cross Country Ski/Hiking Trail in River Oaks Park	\$	3		
R-4	DNR Canoe Portage and Parking Improvements 15th Avenue North	\$\$	1	DNR	
H-1	Prairie/Savannah Restoration at the New Recreation Node on Buffalo River Watershed District Land	\$\$	1	Partnership	
H-4	Prairie/Successional Floodplain Forest North of Moorhead Country Club	\$	1		
H-6	Prairie/Successional Floodplain Forest between Homestead and Davy/Memorial Parks	\$	2		
H-11	Prairie Restoration/Successional Floodplain Forest from Gooseberry Mound Park to Horn Park	\$	3		
H-13	Prairie/Successional Floodplain Forest /Tree Planting South of Horn Park	\$\$	3		
H-14	Prairie/Oak Savannah Restoration at New Recreation Node at Riverview Circle South	\$\$	3		
H-15	Prairie/Successional Floodplain Forest in River Corridor North of River Oaks Park	\$	3		
H-16	Prairie/Oak Savanna Restoration in River Oaks Park	\$	3		
C-17	Paved Trail from Gooseberry Mound Park to Horn Park	\$\$	3		
H-5	Prairie/Savanna Restoration North of 15th Avenue North	\$	1		
H-12	Prairie/Oak Savanna Restoration in Horn Park	\$	3		
C-26	Paved Trail Bluestem Park to 60 th Avenue Southwest	\$\$\$	4		
R-8	Improvements to Horn Park	\$	3		
R-11	New Recreation Node at Riverview Circle South	\$\$	3	Partnership	
Phase: Long - Term (5-10 years)					
C-27/28	Southern Pedestrian and Bicycle Bridge I (River Oaks Park or Bluestem Park)	\$\$\$	3 & 4		High Priority
C-30	Cross Country Ski/Hiking Trails within and South of Bluestem Park	\$	4	Partnership	
R-2	Improvements to M.B. Johnson Park	\$\$\$	1		Medium Priority
R-6	Improvements to Davy/Memorial/Riverfront Park/Viking Ship Park	\$\$\$	2		
R-9	Improvements to Gooseberry Mound Park	\$\$\$	3		
R-10	Improvements to River Oaks Park	\$\$	4		
R-12	Improvements to Bluestem Park and Events Center	\$\$	4	Partnership	
H-2	Prairie Restoration at M.B. Johnson Park	\$\$	1		Low Priority
H-10	Prairie/Oak Savanna Restoration in Gooseberry Mound Park	\$	3		
I-1	Create a Comprehensive River Corridor Interpretation Plan	\$	ALL		
R-3	New Recreation Node North of Moorhead Country Club	\$\$	1		Low Priority
R-5	Improvements to Original Homestead Park	\$\$	2		
H-3	Wetland Restoration at M.B. Johnson Park	\$	1		
H-7	Water Quality Improvements at Davy/Memorial Park, Riverfront Park, and Viking Ship Park	\$	2		
H-18	Prairie seeding/Successional Floodplain Forest South of Bluestem Park	\$\$	4		
Visionary (10+ years)					
C-11	15 th Avenue North Toll Bridge Improvements	\$\$\$	2		High Priority
C-13	Pedestrian and Bicycle Improvement to 1st Avenue Bridge	\$\$\$	2		
C-18	Paved Trail from Horn Park to River Oaks Park	\$\$\$	3		Medium Priority
C-16.1	Paved Trail from Woodlawn Park to Gooseberry Mound Park	\$\$\$	3		
C-19.1	Replace floating bridge from Woodlawn Park to Dike East Park in Fargo with a permanent structure	\$\$\$	2		
C-20	Natural Surface Cross Country Ski/Hiking Trail from Woodlawn Park to Gooseberry Mound Park	\$\$	3		
C-27/28	Southern Pedestrian and Bicycle Bridge II (River Oaks Park or Bluestem Park)	\$\$\$	3&4		
R-1	New Recreation Node on Buffalo River Watershed Land	\$\$	1	Partnership	Medium Priority
R-7	Improvements to Woodlawn Park	\$\$\$	2		
H-17	Prairie and Potential Wetland Feature in Tessa Terrace Development	\$\$	4	Partnership	
C-3	New Bicycle - Pedestrian Bridge at M.B. Johnson Park	\$\$\$	1		
C-4	New Bicycle - Pedestrian Bridge North of Moorhead Country Club	\$\$\$	1		
C-23	Cross Country Ski/Hiking Trail from Horn Park to River Oaks Park	\$	3		Low Priority
C-24	Paved Trail from River Oaks Park to 46th Avenue South	\$\$	4		
C-25	Paved Trail from 46th Avenue South to Bluestem Park	\$\$	4		
H-8	Restored Wetland in Woodlawn Park	\$	2		
H-9	Prairie/Successional Floodplain Forest South of Woodlawn Park	\$	2		
\$- less than \$50,000 \$\$- \$50,000-\$500,000 \$\$\$ greater than \$500,000					

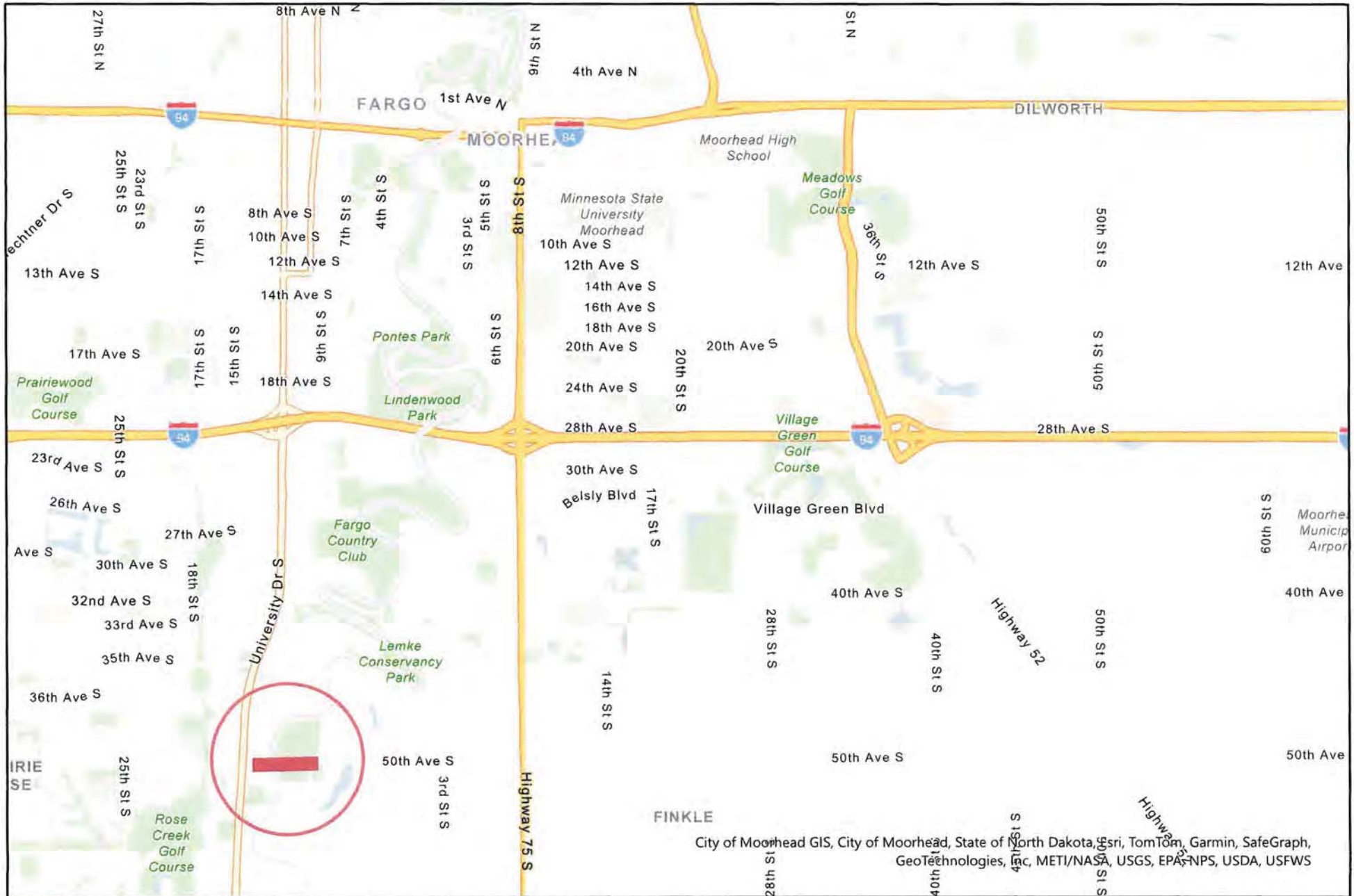
Figure 68. STUDY AREA 4 - PROJECT PHASING DIAGRAM



Phasing Diagram Legend:

- 22 Near-term (0-5 years)
- 22 Long-term (5-10 years)
- 22 Visionary (10+ years)





City of Moorhead GIS, City of Moorhead, State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS



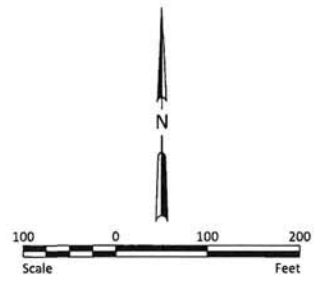
This map is for reference purposes only. It is not a substitute for an accurate field survey. Moorhead, MN is not responsible for any inaccuracies herein contained. This map is in the public domain and may be copied without permission. Citation of the source is appreciated.

Bluestem Bike/Ped Bridge Location Map

Date: 11/15/2024 Time: 9:24 AM



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FARGO, NORTH DAKOTA

MOORHEAD, MINNESOTA

PRELIMINARY
NOT FOR CONSTRUCTION

No.	Revision	Date	By



Drawn by	Date
BKW	3-27-24
Checked by	Scale
MPL	AS SHOWN

RED RIVER PEDESTRIAN BRIDGE
CONCEPTUAL DESIGN AND ENVIRONMENTAL REVIEW
CITY OF MOORHEAD, MINNESOTA

OVERALL LAYOUT
PROJECT NO. 6019-0141

SHEET
1

					Minnesota	
2050 MTP Goal	TA Evaluation Criteria				35 Moorhead - Bluestem Bridge	
	Question	Evaluation instructions	Source of criteria	Points	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	2050 MTP	10	0	No crash history in past 5 years
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	2050 MTP	10	10	Discovery Middle School is 2150ft Eagles Elementary is 2600 ft
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	<i>Per jurisdiction's zoning maps</i>	2050 MTP	10	0	No commercial within 1/4 mile. No multi-dwelling residential within 1/4 mile.
	Is the project part of a multi-jurisdictional planning effort/initiative?	<i>This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or any agency</i>	-	5	5	Moorhead and Fargo project
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2050 MTP's walkability index?	<i>Refer to Figure 4.24 in the 2050 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.</i>	2050 MTP	10	10	Per Figure 4.24 in the 2050 MTP Plan.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	2050 MTP	In a Plan: 10 points Maintenance Project NOT in a Plan: 5 points New Project NOT in a Plan: 0 points	10	2050 MTP and others
	Is the project located in an area with high or medium levels of vehicle trip density?	<i>High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.</i>	2050 MTP	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre
	Does the project make a systematic effort to conserve natural resources	<i>Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.</i>	2050 MTP	3	0	Nothing noted in application
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	<i>This is measured from any portion of the project.</i>	2050 MTP	5	0	No MATBUS route nearby
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	<i>Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area</i>	2050 MTP	5	0	Outside of any EJ area.
Total Points					35	

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **Solicitation of Minnesota Surface Transportation Block Grant (Mn STBG) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Minnesota Surface Transportation Block Grant (MN STBG), December 20, 2024. The applications were due Friday, January 24, 2025. See **Attachment 1** for a one-page summary of each project. See **Attachment 2** for a compilation of all MN STBG applications received by Metro COG during this solicitation cycle. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted. The public was invited to rank the received projects from January 1, 2025 through February 5, 2025 with an online ranking tool and at two in-person options in that time period.

All projects received were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). The evaluation criteria were used to assess the projects against the ten (10) 2050 MTP Goals:

- Safety & System Security
- Travel Efficiency & Reliability
- Walking/Biking/Rolling
- Transit Access & Reliability
- Maintain Transportation Infrastructure
- Community Context & Impact Reduction
- Transportation Decisions
- Emerging Transportation Trends
- Connecting People & Places
- Freight Network & Moving Goods

The technical evaluation breakdown can be found in the one-page project summaries in **Attachment 1**.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by

Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery.

Through this assessment, the Prioritization Committee ultimately provided a recommendation for the TTC and Policy Board for consideration. The list of projects below is the unanimous recommendation of the Prioritization Committee.

Minnesota STBG Funding Year 2027

- Remove federal funds from existing 2027 STBG projects:
 - 5250002 – Mill and Overlay of 34th Street from 3rd Avenue N to 28th Avenue N (\$210,960)
 - 5250003 – Reconstruction of 34th Street from 12th Avenue S to 24th Avenue S (\$930,040)
- Mill and Overlay of CSAH 3 (11th Street N) from CSAH 18 (28th Avenue N) to CSAH 22 (57th Avenue N) Clay County, MN
 - Funds Requested: \$1,100,000

Minnesota STBG Funding Year 2029

- Paving of 15th Avenue N from 40th Street N to 7th Street NE Dilworth, MN
 - Funds Requested: \$1,149,000

Metro COG staff presented all projects received during the solicitation to the TTC, as well as staff's evaluation of each project, on February 13th. The TTC accepted the results from the Prioritization Committee's analysis and project prioritization. The TTC unanimously voted to forward the prioritized list of projects shown above to the Policy Board for funding designation.

Attachment 1 – Mn STBG One Page Summary of Projects

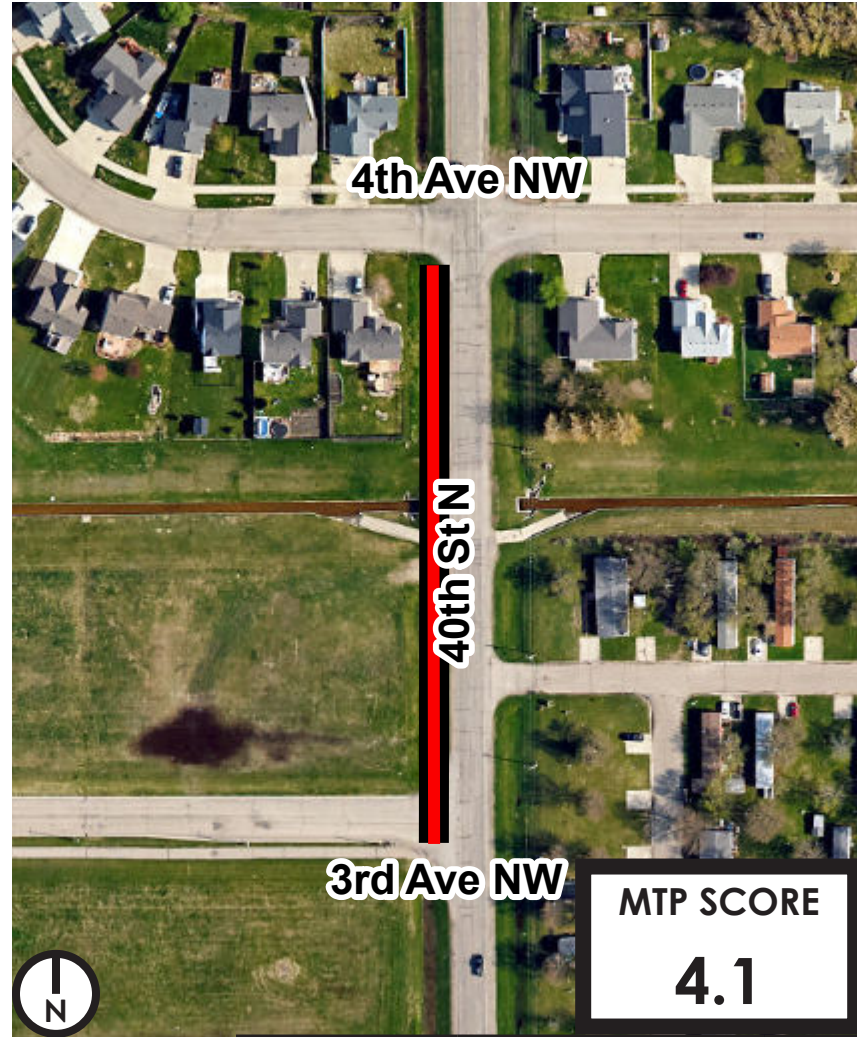
Attachment 2 – Combined Received Mn STBG Applications

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

CSAH 9 from 4th Avenue NW

- **JURISDICTION:** City of Dilworth
- **PROJECT LIMITS:** 4th Ave NW to 3rd Ave NW
- **SCOPE:** Construction of a shared use path and box culvert extension
- **TIMELINESS:** This provides an important pedestrian link between two shared-use paths within the community and enhances the safety of pedestrians by keeping them off the shoulder of busy arterial roadway.
- **SYSTEM BENEFIT:** Closes a bike-ped gap between the Cities of Dilworth and Moorhead.
- **POTENTIAL CHALLENGES:** Crossing of BRRWD's Ditch 50 with the installation of an extended box culvert.

Funding Year	2026
Requested Funding	\$100,000



MTP SCORE
4.1

SERIOUS/ FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
0/0	5.12	2

S	TE	WB	T	M	IR	TD	ET	CP	F
5.0	4.8	5.0	5.0	0.5	3.8	4.0	5.0	5.0	0.3

Prioritization Committees Recommendations
 Fund in 2026

2026, 2027, 2028, and 2029 Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 40th Street North (CR 9)				
Lead Jurisdiction: City of Dilworth				
Project Contact: Peyton Mastera			Contact Phone: 218-287-2313	
Contact Email Address: peyton.mastera@ci.dilworth.mn.us				
Project Limits:	From: 4th Avenue NW		To: 3rd Avenue NW	
Project Length: 475 ft.	Construction Year: 2026		AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input checked="" type="checkbox"/> FY2026	<input type="checkbox"/> FY2027	<input type="checkbox"/> FY2028	<input type="checkbox"/> FY2029
Funding Requested:	\$ 100,000.00			
Local Matching	\$ 0.00			
Local Non-Matching				
Sub Total	\$ 100,000.00	\$ 0.00	\$ 0.00	\$ 0.00
Total	\$ 100,000.00			
Proposed Bid Letting Date: March 2026				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Construction of a shared-use path paralleling County Road 9 from 4th Avenue NW to 3rd Avenue NW.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

This provides an important pedestrian link between two shared-use paths within the community and enhances the safety of pedestrians by keeping them off the shoulder of busy arterial roadway.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

Closes a bike-ped gap between the Cities of Dilworth and Moorhead.

Identification of Potential Challenges:











Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Crossing of BRRWD's Ditch 50 with the installation of an extended box culvert.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [2050 MTP](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	Keeps pedestrians out of the ROW of a major north-south roadway.
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	Connects the bike-ped community by closing a gap.
 Transit Access and Reliability	MATBUS stop is just west of the proposed crossing.
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	Connects residential (single and multi-family) areas of Dilworth to commercial developments.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 303
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: CRP Specific Questions

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 26.937

Please describe how specifically this project will lead to a reduction in carbon emissions for the transportation system:

By installing this shared-use path, it will reduce the normal of vehicles on the roadway; thus, reducing carbon emissions.

 MINNESOTA Specific Relationship to Minnesota State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 14th of January (month), 2025 (year).

In Witness Thereof:

Chad Olson, Mayor

1-14-25

(Mayor / Board Chair / Commission Chair)

Date

Chad Olson

(Signature of Mayor / Board Chair / Commission Chair)

Andrew Aakre, City Engineer

1-14-25

(City / County / District Engineer)

Date

Andrew Aakre

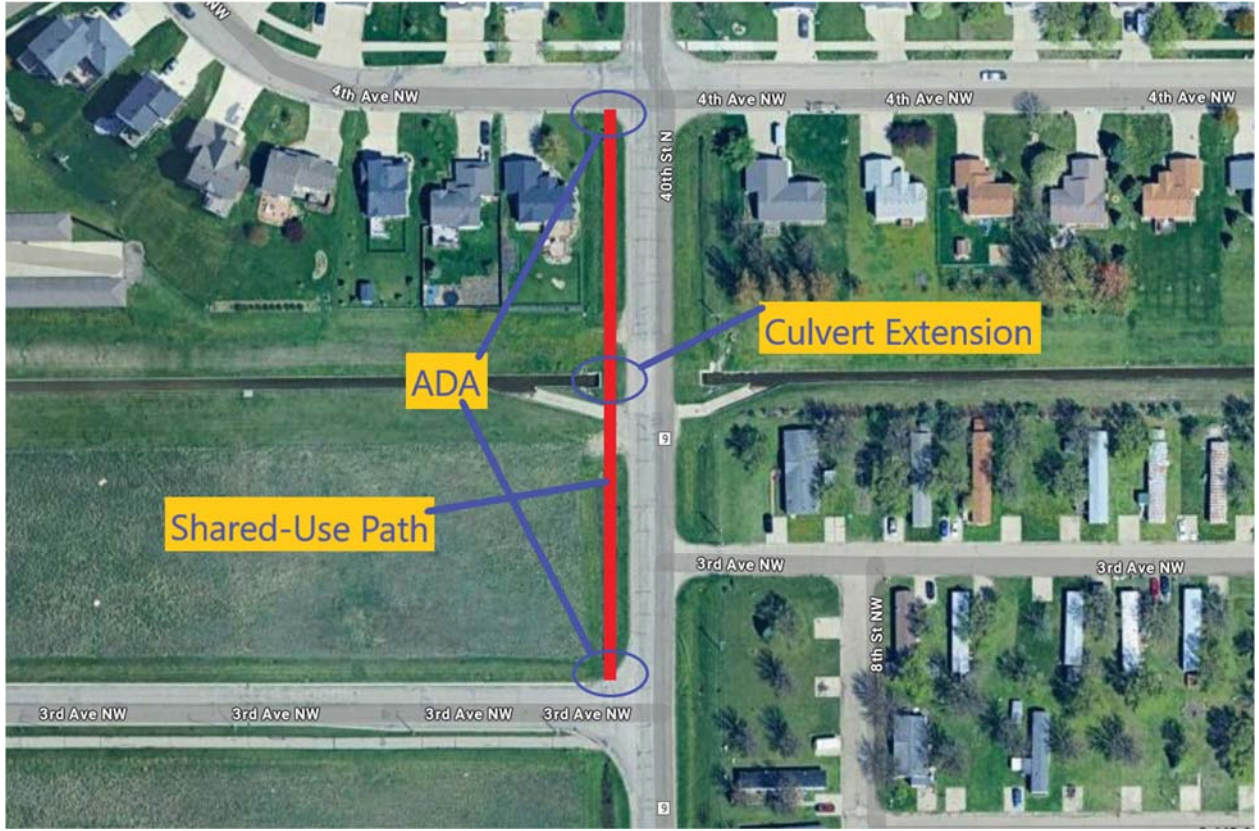
(Signature of City / County / District Engineer)

**CSAH No. 9 Shared Use Path
 3rd Ave NW to 4th Ave NW
 Dilworth, MN**

Engineer's Preliminary Opinion of Cost

BID ITEM NO. & DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Base Bid				
2021501	Mobilization	1	50,000.00	50,000.00
2104502	Precast Concrete Box Culvert End Section	EA	5,000.00	5,000.00
2104500	Precast Concrete Retaining Wall	100	225.00	22,500.00
2104504	Precast Concrete Driveway Curb	10	25.00	250.00
2105000	Construction Erosion Control	1,500	50.00	75,000.00
2211500	Aggregate Base Class 5	50	20.00	1,000.00
2411004	Concrete Channel Retaining Wall	100	200.00	20,000.00
2412500	12" Precast Concrete Box Culvert	20	5,000.00	1,000,000.00
2412002	Install Precast Concrete Box Culvert End Section	EA	15,000.00	15,000.00
2501500	24" Box Culvert	50	400.00	20,000.00
2502002	Manhole Rain Inlet	4	250.00	1,000.00
2500002	Storm Sewer Connection	2	5,000.00	10,000.00
2521510	Concrete Walk	4,000	15.00	60,000.00
2501504	Concrete Driveway Curb	10	100.00	1,000.00
2501001	Curbed Curb	120	3.33	400.00
2500001	Grass Control	1	5,000.00	5,000.00
2500001	Temporary Erosion Control	1	5,000.00	5,000.00
2505501	Utility Establishment	1	10,000.00	10,000.00
2505520	Asphalt Mobilization Method	MA	40	2,000.00
				Construction Total
				1,115,000.00
				Contingencies
				11,500.00
				Engineering
				4,000.00
				Temporary Construction Easements
				10,000.00
				Administrative & Publishing
				1,500.00
				TOTAL PROJECT COST
				1,142,500.00

All \$100,000 of CRP funds will be utilized for construction. The remainder will be picked up locally.



MTP #303 – Shared-Use Path from 3rd Avenue NW to 4th Avenue NW

To: Policy Board
From: Paul Bervik, Assistant Transportation Planner
Date: February 14, 2025
Re: **2025-2028 Transportation Improvement Program (TIP) Amendment 4**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held a public meeting both in person and via Zoom Video Communications on Thursday, February 13, 2025 at 10:00 AM to consider public comments regarding a proposed amendment to the 2025-2028 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2025-2028 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, February 5, 2025, which advertised the public meeting, detailed how to request more information, and provided information on how to make public comments regarding the proposed amendment. The public notice advertised that public comments would be accepted until 12:00 noon on Thursday, February 20, 2025. As of the drafting of this memo, no written comments have been received.

The proposed amendment to the 2025-2028 TIP is as follows:

1. **Modification of Project 4220019:** Fargo rehabilitation of Rose Coulee bridge at 36th Street South (2025). Increasing the federal share of the project. (\$186,711 STBG; 119% increase)
2. **Modification of Project 4240008:** Fargo construction of a shared use path along the Red River in the vicinity of the VA Hospital (2025). Updating project limits. (0.15 mile reduction)
3. **New Project 3254048:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 CRP
4. **New Project 3254049:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 TA

Metro COG staff presented the information contained in Amendment 4 to the TTC at their regularly scheduled meeting on February 13, 2025. The TTC did not have additional comments and unanimously recommended the Policy Board approve the TIP amendment. No comments were received from the public during the public comment period.

Please see **Attachment 1** for more detailed project information.

Requested Action: Approval of Amendment 4 to the Metro COG 2025-2028 Transportation Improvement Program (TIP).

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From	To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
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Amendment 10 - 2025-2028 Metro COG TIP

Existing projects with cost changes

City of Fargo	4220019 23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail. Previous Metro COG ID Number 9231001.	Rehabilitation	\$470,761	STBG	Local	\$342,711 \$156,000 \$128,050 \$314,761
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Amendment 10 - 2025-2028 Metro COG TIP

Existing projects with no cost changes

City of Fargo	4240008 24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South Park Lane North	Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North	Bike/Ped	\$1,357,919	CRP	Local	\$1,086,335 \$271,584
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Amendment 10 - 2025-2028 Metro COG TIP

New project

West Fargo	3254048	2025	8th Street W	0.5	5th Avenue W	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254049	Reconstruction	\$275,889	CRP	Local	\$220,711 \$55,178
West Fargo	3254049	2025	8th Street W	0.5	5th Avenue W	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254048	Reconstruction	\$166,213	TA	Local	\$132,970 \$33,243



To: Policy Board
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 1 (PM 1) – Highway Safety – North Dakota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase the safety of public roads covered by the Highway Safety Improvement Program (HSIP). Targets for this performance measure are established annually, and targets are adjusted for the calendar year which are identified in §490 Subpart B and listed below.

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Serious Injuries

As a Metropolitan Planning Organization (MPO), Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the North Dakota State Department of Transportation (NDDOT) and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

After analysis of the data provided, Metro COG requests that the Policy Board support the Minnesota Safety Performance Measure Targets.

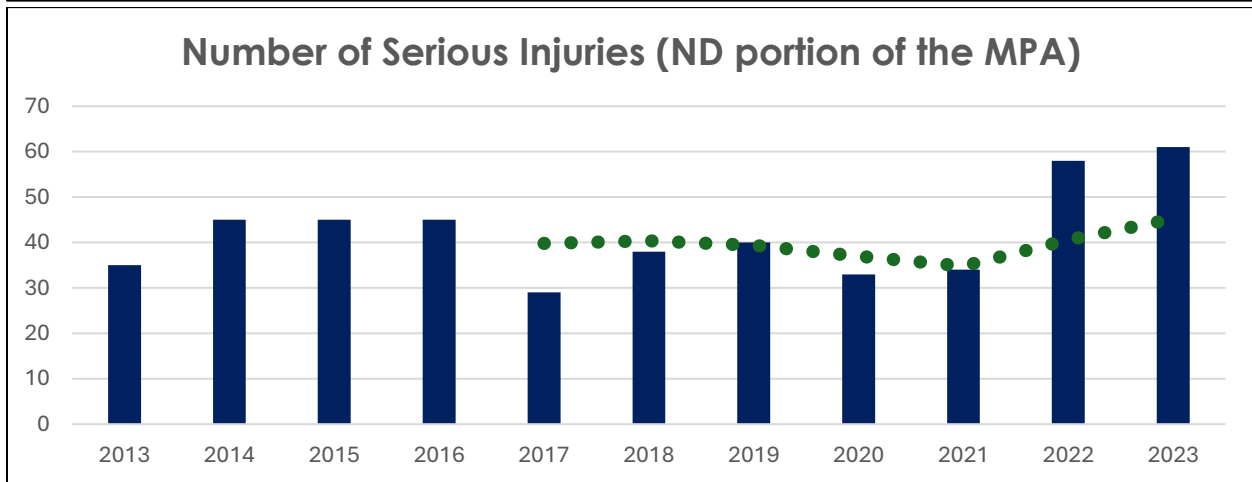
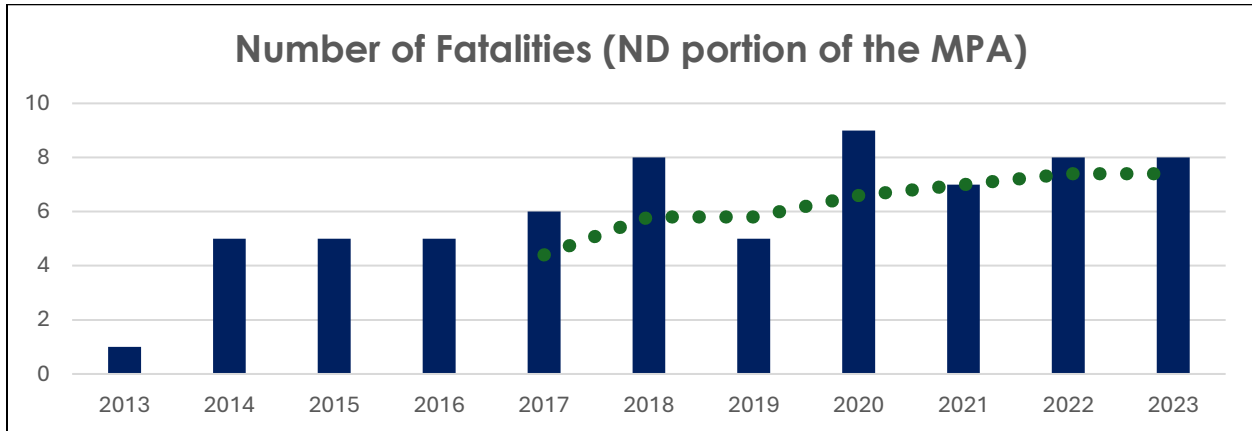
Below is an example of the table used by Federal Highway Administration (FHWA) to determine if a state has met or made significant progress towards their Safety Performance Targets.

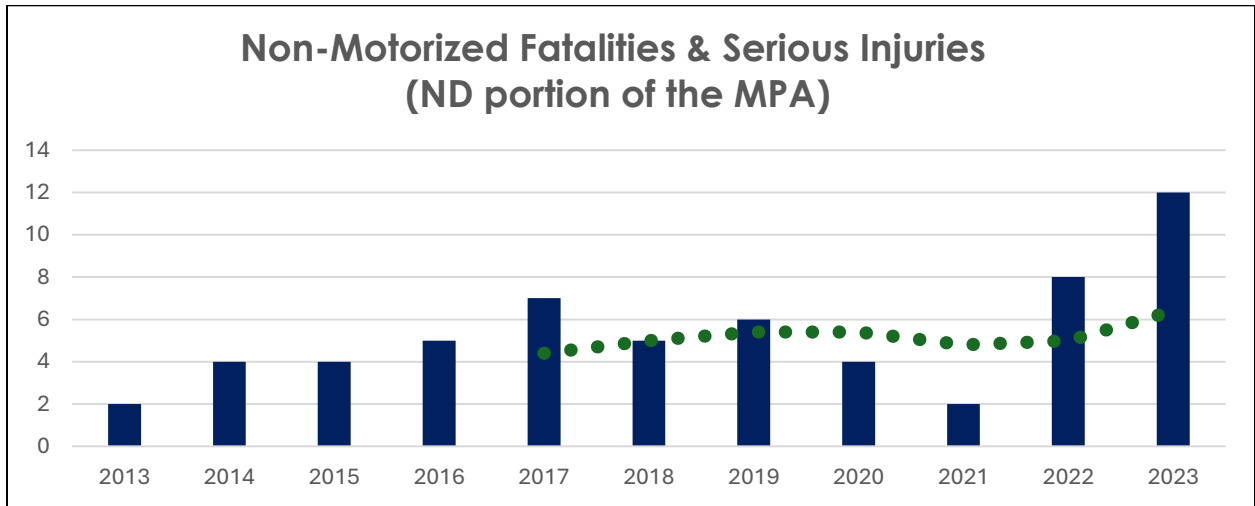
Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020 ^A	ACTUAL 2016– 2020 ^B	BASELINE 2014– 2018 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.998	No	No	
Number of Serious Injuries	2,560.0	2,784.4	2,701.2	No	✓ Yes	
Serious Injury Rate	4.120	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2020 Targets are established and reported in the August 31, 2019 HSIP Annual Report.
 (B) Actual performance is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
 (C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

Trend Analysis





State Performance

2023 Performance Measure 1 Target Assessment – North Dakota						
2019-2023 Assessment Table	5-Year Rolling Averages			Assessment of the State of North Dakota		
	North Dakota 2017-2021 Baseline Performance	North Dakota Statewide 2019-2023 Targets	North Dakota 2019-2023 Actual Performance	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
*Evaluated based on 5 year Rolling average						
Number of Fatalities	104.4	100.2	101.0	No	Yes	No
Fatality Rate (per 100M VMT)	1.102	1.075	1.076	No	Yes	
Number of Serious Injuries	405.2	405.2	426.8	No	No	
Serious Injury Rate (per 100M VMT)	4.286	4.335	4.550	No	No	
Number of Non-Motorized Fatalities & Serious Injuries	34.2	35.1	34.2	Yes	No	

MPA Performance

2023 Performance Measure 1 Target Assessment – ND portion of the MPA						
2019-2023 Assessment Table *Evaluated based on 5 year Rolling average	5-Year Rolling Averages			Assessment of the State of North Dakota		
	ND MPA 2017-2021 Baseline Performance	North Dakota Statewide 2019-2023 Targets	ND MPA 2019-2023 Actual Performance	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	7.0	100.2	7.4	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.384	1.075	0.522	Yes	No	
Number of Serious Injuries	34.8	405.2	45.2	Yes	No	
Serious Injury Rate (per 100M VMT)	1.661	4.335	2.993	Yes	No	
Number of Non-Motorized Fatalities & Serious Injuries	4.80	35.1	6.4	Yes	No	

Population Methodology

To see how the North Dakota portion of Metro COG's MPA performed we needed to find a common denominator for the number of Fatalities and number of Serious Injuries. This common denominator used was the percentage of the population represented in our MPA. The data was sourced from the American Community Survey 5-year average 2019 – 2023. For North Dakota our MPA represents **26.9%** percent of the total statewide population. If the portion of the ND MPA actual performance was less than 26.9% of the statewide performance, it was considered that the target was met.

$$\frac{ND\ MPA\ 209,953}{ND\ Population\ 779,361} = ND\ portion\ of\ MPA\ is\ 26.9\%$$

The rate of fatalities and the rate of serious injuries already had a common denominator of 100 million vehicle miles traveled (VMT).



ACS 5-Year Data 2019 – 2023	ND MPA	North Dakota Population	Percentage
Population	209,953	779,361	26.94% of total ND population
Fatalities	7.4	101.0	7.33% of total fatalities
Serious Injuries	34.8	426.8	8.15% of total serious injuries
Non-Motorized Fatalities and Serious Injuries	4.80	34.2	14.03% of non-motorized fatalities and serious injuries

Targets

NDDOT Targets 2025		
1.	Number of Fatalities	100.2
2.	Fatality Rate per 100 VMT	1.075
3.	Number of Serious Injuries	405.2
4.	Serious Injuries Rate per 100 VMT	4.335
5.	Non-Motorized Fatalities and Serious Injuries	35.1

Summary

Based on the Target Assessment tables for each state that indicate that the ND portion of our MPA is meeting or making significant progress towards the targets previously adopted. Metro COG requests that Policy Board approve the attached resolutions for each state that are in support of adopting the statewide Performance Measure 1 – Safety Targets, as these targets are in line with the actual performance data displayed in this memo.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Support of NDDOT's 2025 Safety Performance Measures by signing the enclosed NDDOT resolution.

To: Policy Board
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 1 (PM 1) – Highway Safety – Minnesota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase the safety of public roads covered by the Highway Safety Improvement Program (HSIP). Targets for this performance measure are established annually, and targets are adjusted for the calendar year which are identified in §490 Subpart B and listed below.

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Serious Injuries

As a Metropolitan Planning Organization (MPO), Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the North Dakota State Department of Transportation (NDDOT) and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

After analysis of the data provided, Metro COG requests that the Policy Board support the Minnesota Safety Performance Measure Targets.

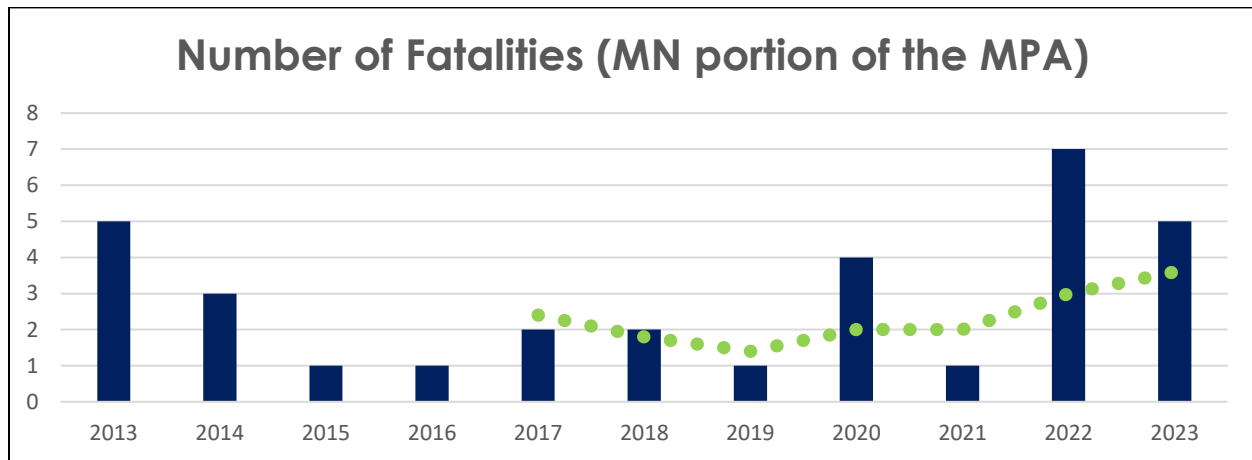
Below is an example of the table used by Federal Highway Administration (FHWA) to determine if a state has met or made significant progress towards their Safety Performance Targets.

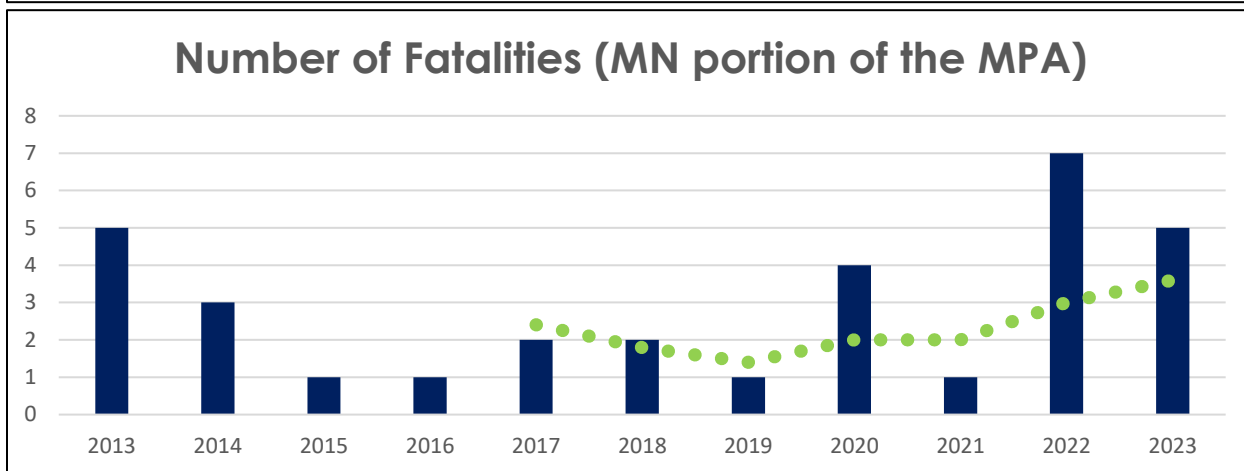
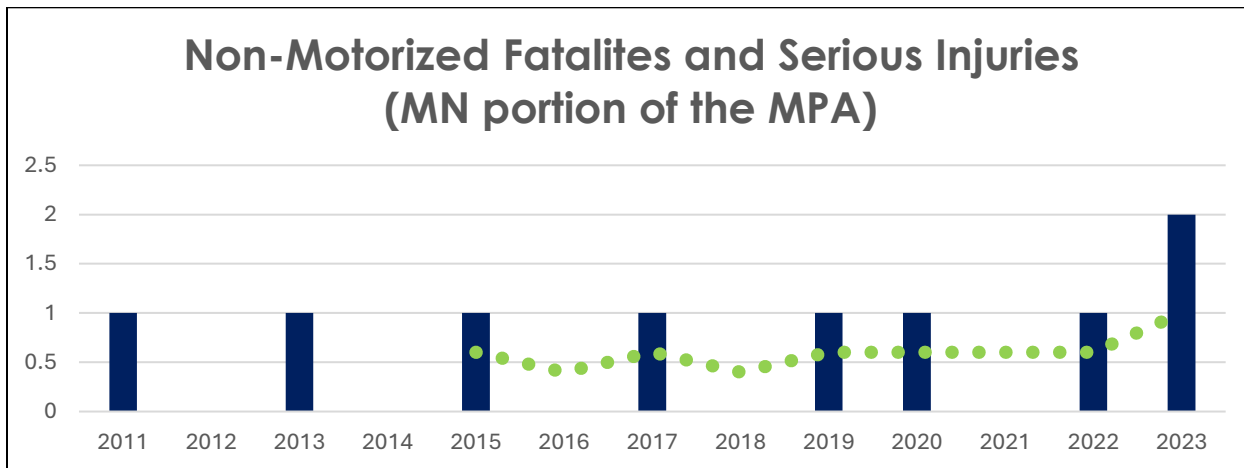
Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020 ^A	ACTUAL 2016– 2020 ^B	BASELINE 2014– 2018 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.998	No	No	
Number of Serious Injuries	2,560.0	2,708.4	2,701.2	No	✓ Yes	
Serious Injury Rate	4.120	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2020 Targets are established and reported in the August 31, 2019 HSIP Annual Report.
 (B) Actual performance is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
 (C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

Trend Analysis







State Performance

2023 Performance Measure 1 Target Assessment - Minnesota						
2019-2023 Assessment Table *Evaluated based on 5 year Rolling average	5-Year Rolling Averages			Assessment of the State of Minnesota		
	Minnesota 2017-2021 Baseline Performance	Minnesota Statewide 2019-2023 Targets	Minnesota 2019-2023 Actual Performance	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	397.0	352.4	420.8	No	No	No
Fatality Rate (per 100M VMT)	0.695	0.582	0.742	No	No	
Number of Serious Injuries	1664.0	1463.4	1745.6	No	No	
Serious Injury Rate (per 100M VMT)	2.908	2.470	3.075	No	No	
Number of Non-Motorized Fatalities & Serious Injuries	280.8	258.4	285.4	No	No	

MPA Performance

2023 Performance Measure 1 Target Assessment – MN portion of the MPA						
2019-2023 Assessment Table *Evaluated based on 5 year Rolling average	5-Year Rolling Averages			Assessment of the State of Minnesota		
	MN MPA 2017-2021 Baseline Performance	Minnesota Statewide 2019-2023 Targets	MN MPA 2019-2023 Actual Performance	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	2.0	352.4	3.6	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.304	0.582	0.588	Yes	No	
Number of Serious Injuries	8.2	1463.4	8.4	Yes	No	
Serious Injury Rate (per 100M VMT)	0.746	2.470	0.883	Yes	No	
Number of Non-Motorized Fatalities & Serious Injuries	0.6	258.4	1.0	Yes	No	

Population Methodology

To see how the Minnesota portion of Metro COG’s MPA performed, a common denominator was needed for the number of Fatalities and number of Serious Injuries. This common

denominator used was the percentage of the population represented in our MPA. The data was sourced from the American Community Survey 5-year average 2019 – 2023. For Minnesota our MPA represents **2.35%** percent of the total statewide population. If the portion of the MN MPA actual performance was less than 2.35% of the statewide performance, it was considered that the target was met.

$$\frac{MN\ MPA\ 134,394}{MN\ Population\ 5,713,716} = MN\ portion\ of\ MPA\ is\ 2.35\%$$

The rate of fatalities and the rate of serious injuries already had a common denominator of 100 million vehicle miles traveled (VMT).

ACS 5-Year Data 2019 – 2023	MN MPA	Minnesota Population	Percentage
Population	134,394	5,713,716	2.35% of total MN population
Fatalities	3.6	420.8	0.86% of total fatalities
Serious Injuries	8.4	1745.6	0.48% of total serious injuries
Non-Motorized Fatalities and Serious Injuries	1.0	285.4	0.35% of non-motorized fatalities and serious injuries

Targets

Minnesota State Performance Measure Targets		
1.	Number of Fatalities	352.4
2.	Rate of Fatalities	0.582
3.	Number of Serious Injuries	1463.4
4.	Rate of Serious Injuries	2.470
5.	Number of Non-Motorized Fatalities and Serious Injuries	258.4

Summary

Based on the Target Assessment tables for each state that indicate that the ND portion of our MPA is meeting or making significant progress towards the targets previously adopted. Metro COG requests that Policy Board approve the attached resolutions for each state that are in support of adopting the statewide Performance Measure 1 – Safety Targets, as these targets are in line with the actual performance data displayed in this memo.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Support of MnDOT's 2025 Safety Performance Measures by signing the enclosed MnDOT resolution.

To: Transportation Technical Committee
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 2 (PM 2) – 2025 North Dakota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase investments of Federal transportation funds that focus on national transportation goals. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess National Highway System (NHS) pavement condition and §490 Subpart D to assess the NHS bridge conditions.

As part of the target establishment, Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Report established targets for the respective State DOT (resolutions) and/or,
2. Report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the long-range transportation plan (LRTP) also known as the Metropolitan Transportation Plan (MTP) – Metro 2050: Transportation Moving Ahead.

§490 Subpart C – Pavement Condition Data

Every four years, each State DOT is required by FHWA to establish the pavement condition performance measure targets listed below.

- Interstate Pavements in **GOOD** Condition
- Interstate Pavements in **POOR** Condition
- Non-Interstate NHS Pavements in **GOOD** Condition
- Non-Interstate NHS Pavements in **POOR** Condition

Each segment of roadway is assessed on a variety of factors that together are calculated to a standard Pavement Condition Index (PCI). The PCI scores include Excellent (100 – 86), Good (85 – 71), Fair (70 – 56) and Poor (55 – 0). With this data the percentage of Interstate pavement and non-interstate pavement in GOOD and POOR condition can be determined.

§490 Subpart D – Bridge Condition Data

Additionally, every four years each State DOT is required by FHWA to establish bridge condition performance measure targets.

- NHS Bridges in **GOOD** Condition
- NHS Bridges in **POOR** Condition

Each bridge in the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge deck, superstructure and substructure. The lowest scoring rating is the condition granted to the bridge. The bridge scores include Good (9 – 7), Fair (6 – 5) and Poor (4 – 0).

Targets

NDDOT set the four-year targets for the Performance Period 2022 – 2025 in October of 2021. These targets are listed below and Metro COG supported state targets in February of 2022.

Mid Period Performance Reporting for Performance Period 2022-2025

NDDOT PM 2 Pavement and Bridge Condition	Two-Year 2023 Target	Four-Year 2025 Target
Percent Interstate Pavements in GOOD condition	75.6%	75.6%
Percent Interstate Pavements in POOR condition	3%	3%
Non-Interstate NHS Pavements in GOOD condition	58.3%	58.3%
Non-Interstate NHS Pavements in POOR condition	3%	3%
Percent of NHS Bridges in GOOD condition	50%	50%
Percent of NHS Bridges in POOR condition	10%	10%

Data

§490 Subpart C – Pavement Condition Data

NDDOT PM 2 Target Assessment	State Actual Performance	MPO Actual Performance
	2023	2023
Interstate % Pavement – GOOD	72.4%	76.54%
Interstate % Pavement – POOR	0.1%	0%
Non-Interstate % Pavement – GOOD	59.9%	29.60%
Non-Interstate % Pavement – POOR	0.1%	0.0%

§490 Subpart D – Bridge Condition Data

NDDOT PM 2 Target Assessment	State Actual Performance	MPO Actual Performance
	2023	2023
% NHS Bridges – GOOD Condition	49.07%	55%
% NHS Bridges – POOR Condition	1.9%	0%

Summary

The ND portion of our MPA is meeting and exceeding most targets related to pavement conditions. Metro COG funds some of the Non-interstate NHS roadways and can plan and maintain those roadways through multiple documents that staff publish (example: MTP/LRTP, TIP and UPWP). The interstate roadways are planned and maintained by the respective State DOT. Regarding bridge conditions, Metro COG does not fund the maintenance of the bridges on the NHS. Since MN did not adjust their targets, no action is needed. New Targets will be set during the next Performance Period.

The TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Recommend Policy Board reaffirm support of NDDOT's 2025 Pavement and Bridge Condition Performance Measure Targets by signing the enclosed NDDOT resolution.

To: Transportation Technical Committee
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 2 (PM 2) – 2025 Minnesota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase investments of Federal transportation funds that focus on national transportation goals. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess National Highway System (NHS) pavement condition and §490 Subpart D to assess the NHS bridge conditions.

As part of the target establishment, Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Report established targets for the respective State DOT (resolutions) and/or,
2. Report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the long-range transportation plan (LRTP) also known as the Metropolitan Transportation Plan (MTP) – Metro 2050: Transportation Moving Ahead.

§490 Subpart C – Pavement Condition Data

Every four years, each State DOT is required by FHWA to establish the pavement condition performance measure targets listed below.

- Interstate Pavements in **GOOD** Condition
- Interstate Pavements in **POOR** Condition
- Non-Interstate NHS Pavements in **GOOD** Condition
- Non-Interstate NHS Pavements in **POOR** Condition

Each segment of roadway is assessed on a variety of factors that together are calculated to a standard Pavement Condition Index (PCI). The PCI scores



include Excellent (100 – 86), Good (85 – 71), Fair (70 – 56) and Poor (55 – 0). With this data the percentage of Interstate pavement and non-interstate pavement in GOOD and POOR condition can be determined.

§490 Subpart D – Bridge Condition Data

Additionally, every four years each State DOT is required by FHWA to establish bridge condition performance measure targets.

- o NHS Bridges in **GOOD** Condition
- o NHS Bridges in **POOR** Condition

Each bridge in the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge deck, superstructure and substructure. The lowest scoring rating is the condition granted to the bridge. The bridge scores include Good (9 – 7), Fair (6 – 5) and Poor (4 – 0).

Targets

MnDOT set the four-year targets for the Performance Period 2022 – 2025 in October of 2021. These targets are listed below and Metro COG supported state targets in February of 2022.

Mid Performance Period Reporting for Performance Period 2022-2025

MN PM 2 Pavement and Bridge Condition	Two-Year 2023 Target	Four-Year 2025 Target
Percent Interstate Pavements in GOOD condition	60%	60%
Percent Interstate Pavements in POOR condition	2%	2%
Non-Interstate NHS Pavements in GOOD condition	55%	55% / 40%
Non-Interstate NHS Pavements in POOR condition	2%	2%
Percent of NHS Bridges in GOOD condition	30%	35% / 20%
Percent of NHS Bridges in POOR condition	5%	5%

Data

§490 Subpart C – Pavement Condition Data

MnDOT PM 2 Target Assessment	State Actual Performance	MPO Actual Performance
	2023	2023
Interstate % Pavement – GOOD	81.0%	65.3%
Interstate % Pavement – POOR	2.0%	0.0%
Non-Interstate % Pavement – GOOD	60.6%	49.12%
Non-Interstate % Pavement – POOR	7.50%	1.4%

§490 Subpart D – Bridge Condition Data

MnDOT PM 2 Target Assessment	State Actual Performance	MPO Actual Performance
	2025	2023
% NHS Bridges – GOOD Condition	22.5%	17.39%
% NHS Bridges – POOR Condition	8.1%	13.04%

Summary

The MN portion of our MPA is meeting and exceeding most targets related to pavement conditions. Metro COG funds some of the Non-interstate NHS roadways and can plan and maintain those roadways through multiple documents that staff publish (example: MTP/LRTP, TIP and UPWP). The interstate roadways are planned and maintained by the respective State DOT. Regarding bridge conditions, Metro COG does not fund the maintenance of the bridges on the NHS. Since MN did not adjust their targets, no action is needed. New Targets will be set during the next Performance Period.

The TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Recommend Policy Board support of MnDOT's 2025 Pavement and Bridge Condition Performance Measure Targets by signing the enclosed MnDOT resolution.

To: Transportation Technical Committee
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 3 (PM 3) System Performance & Freight
Movement – 2025 North Dakota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase investments of Federal transportation funds that focus on national transportation goals. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the National Highway System (NHS) and §490 Subpart F to assess freight movement on the Interstate.

As part of the Mid Performance Period, Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Report adjusted targets for the respective State DOT (resolutions) and/or,
2. Report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the long-range transportation plan (LRTP) also known as the Metropolitan Transportation Plan (MTP) – Metro 2050: Transportation Moving Ahead.

§490 Subpart E – Travel Reliability Performance Measure

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

FHWA requires the use of National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe or cellphone data) to anonymously record how people travel and at what speed they travel on various roadway segments. The NPMRDS provides a monthly archive of probe data that includes

the average travel times that are reported every 5 minutes when data is available on the NHS.

NPMRDS separates time segments. These segments are Morning Weekday, Midday Weekday, Afternoon Weekday and Weekends. Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTTR) can be calculated for four (4) analysis time periods using the following ratio:

$$\frac{\text{Longer Travel Times} - 80\text{th percentile of travel times}}{\text{Normal Travel Times} - 50\text{th percentile of travel times}} = \text{Level of Travel Time Reliability (LOTTR)}$$

§490 Subpart F – Travel Time Reliability Index

Each four-year period State Department of Transportation (DOT) is required by FHWA to establish travel reliability performance measure targets. Travel time reliability is defined by the consistency or dependability of travel times from day to day or across different times segments. The NPMRDS provides truck travel times on the interstate system in 15-minute increments.

- Truck Travel Time Reliability Index
 - Good (9 – 7), Fair (6 – 5), and Poor (4 – 0)

The State DOTs also need to report annually on each of the targets. Below are the performance measure targets for travel reliability:

Targets and Data

§490 Subpart E – Travel Reliability Performance Measure

With in the North Dakota portion of our MPA the Travel Time Reliability has been assessed and illustrated in the following table.

North Dakota PM 3	NDDOT Targets for 2023 and 2025	State Actual Performance	MPO Actual Performance
Percent Reliable Person Miles on the Interstate	85.5%	100%*	93%
Percent Reliable Person Miles on the Non-Interstate NHS	85%	92.4%	76%

Travel time reliability is about consistency, meaning the higher the percentage of reliability the more often the travel time is the same. For example, it takes a person 15 minutes to travel from point A to point B. If the travel time index is 90%, it will take 15 minutes to travel 9 times out of 10. The 10th time will take longer than 15 minutes due to various traffic delays.

§490 Subpart F – Truck Travel Time Reliability Index

The North Dakota portion of our MPA, the Truck Travel Time Reliability (TTTR) Index has been assessed and is illustrated in the following table.

North Dakota PM 3	NDDOT Targets for 2023 and 2025	State Actual Performance	MPO Actual Performance
Truck Travel Time Reliability Index	2.0	1.33	1.22

The TTTR Index is meant to assess the reliability of the travel time it takes a truck to travel a segment of the Interstate System. The higher the number means the segment of roadway is more unreliable. The Twin Cites MPA had a TTTR Index greater than our MPA due to the significantly more congested interstate system than the portion of interstate within our boundaries.

Summary

System Reliability targets were set by the State DOT in 2022 for the Performance Period of 2022 – 2025. The Mid Performance Period of 2023 is the year that we are currently reporting on. Since the state did not adjust their targets at the mid performance period Metro COG will reaffirm our support for the State of North



Dakota's Targets. New targets will be released later in 2025 for the next Performance Period. The current targets are as follows:

Percent Reliable Person Miles on the Interstate	85%
Percent Reliable Person Miles on the Non-Interstate	85%
Truck Tavel Time Reliability Index	2.0

The TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Recommend Policy Board support of NDDOT's 2025 Reliability Performance Measure Targets by signing the enclosed NDDOT resolution.

To: Transportation Technical Committee
From: Karissa Pavek
Date: February 14, 2025
Re: Performance Measure 3 (PM 3) System Performance & Freight
Movement – 2025 Minnesota

Overview

On November 14, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This continued the performance management requirements that aimed to increase investments of Federal transportation funds that focus on national transportation goals. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the National Highway System (NHS) and §490 Subpart F to assess freight movement on the Interstate.

As part of the Mid Performance Period, Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Report adjusted targets for the respective State DOT (resolutions) and/or,
2. Report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the long-range transportation plan (LRTP) also known as the Metropolitan Transportation Plan (MTP) – Metro 2050: Transportation Moving Ahead.

§490 Subpart E – Travel Reliability Performance Measure

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

FHWA requires the use of National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe or cellphone data) to anonymously record how people travel and at what speed they travel on various roadway

segments. The NPMRDS provides a monthly archive of probe data that includes the average travel times that are reported every 5 minutes when data is available on the NHS.

NPMRDS separates time segments. These segments are Morning Weekday, Midday Weekday, Afternoon Weekday and Weekends. Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTTR) can be calculated for four (4) analysis time periods using the following ratio:

$$\frac{\text{Longer Travel Times} - 80\text{th percentile of travel times}}{\text{Normal Travel Times} - 50\text{th percentile of travel times}} = \text{Level of Travel Time Reliability (LOTTR)}$$

§490 Subpart F – Travel Time Reliability Index

Each four-year period State Department of Transportation (DOT) is required by FHWA to establish travel reliability performance measure targets. Travel time reliability is defined by the consistency or dependability of travel times from day to day or across different times segments. The NPMRDS provides truck travel times on the interstate system in 15-minute increments.

- Truck Travel Time Reliability Index
 - Good (9 – 7), Fair (6 – 5), and Poor (4 – 0)

The State DOTs also need to report annually on each of the targets. Below are the performance measure targets for travel reliability:

Targets and Data

§490 Subpart E – Travel Reliability Performance Measure

With in the Minnesota portion of our MPA the Travel Time Reliability has been assessed and illustrated in the following table.

Minnesota PM 3	MnDOT Targets for 2023 and 2025	State Actual Performance	MPO Actual Performance
Percent Reliable Person Miles on the Interstate	82%	91.2%	100%
Percent Reliable Person Miles on the Non-Interstate NHS	90%	93.2%	99.3%

Travel time reliability is about consistency, meaning the higher the percentage of reliability the more often the travel time is the same. For example, it takes a person 15 minutes to travel from point A to point B. If the travel time index is 90%, it will take 15 minutes to travel 9 times out of 10. The 10th time will take longer than 15 minutes due to various traffic delays.

§490 Subpart F – Truck Travel Time Reliability Index

The Minnesota portion of our MPA, the Truck Travel Time Reliability (TTTR) Index has been assessed and is illustrated in the following table.

Minnesota PM 3	MnDOT Targets for 2023 and 2025	State Actual Performance	MPO Actual Performance
Truck Travel Time Reliability Index	1.4	1.33	1.22

The TTTR Index is meant to assess the reliability of the travel time it takes a truck to travel a segment of the Interstate System. The higher the number means the segment of roadway is more unreliable. The Twin Cities MPA had a TTTR Index greater than our MPA due to the significantly more congested interstate system than the portion of interstate within our boundaries.

Summary

System Reliability targets were set by the State DOT in 2022 for the Performance Period of 2022 – 2025. The Mid Performance Period of 2023 is the year that we are currently reporting on. Since the state did not adjust their targets at the mid performance period Metro COG will reaffirm our support for the State of



Minnesota's Targets. New targets will be released later in 2025 for the next Performance Period. The current targets are as follows:

Percent Reliable Person Miles on the Interstate	82%
Percent Reliable Person Miles on the Non-Interstate	90%
Truck Tavel Time Reliability Index	1.4

The TTC reviewed this item on February 13, 2025, and recommended approval.

Requested Action: Recommend Policy Board support of MnDOT's 2025 Reliability Performance Measure Targets by signing the enclosed MnDOT resolution.

To: Members of the Policy Board
From: Ben Griffith, AICP, Executive Director
Date: February 13, 2025
Re: **Proposed Amendment to the Transportation Technical Committee (TTC) Bylaws**

I was approached by some MATBUS members after a recent TTC meeting, asking if we could revise our TTC Bylaws to allow two representatives from MATBUS in lieu of one each from Fargo Transit and Moorhead Transit. MATBUS has been designated as a “large urban” transit agency by the Federal Transit Administration (FTA) and is in the process of restructuring into a single agency. The City of Fargo is now the dedicated recipient and Moorhead MATBUS staff are in the process of transitioning from the City of Moorhead to the City of Fargo. There is still a lot to do, but the bulk of the work has been completed, and the changes are already in motion.

I worked with our legal counsel to make the requested changes to Section 3.1.1 of the TTC Bylaws (as shown on the following page with ~~strike throughs~~ and double-underlines to show proposed changes), which will be placed on the February agendas for TTC and Policy Board for discussion and action.

At their regularly scheduled meeting on Wednesday, January 15, 2025, the MATBUS Coordination Committee voted unanimously to recommend the Policy Board amend the Transportation Technical Committee Bylaws to allow two MATBUS representatives instead of one Transit representative each from Fargo and Moorhead to the Transportation Technical Committee.

Written notice was provided to the TTC and Policy Board members of the proposed change via email on Tuesday, January 21, 2025, as required by Section 9.1 of the TTC Bylaws, which states:

The TTC Bylaws may be amended by a majority vote of the Policy Board voting membership at any regular meeting, provided that the members have been notified in writing of the proposed change at least five (5) calendar days in advance and the proposed amendment has been placed on the agenda.

Proposed TTC Bylaws amendment as follows:

Section 3. MEMBERS

3.1 Committee Composition

The membership of the TTC will consist of twenty-two (22) voting members, two (2) Ex-Officio members and non-voting members from Associate Member jurisdictions.

3.1.1 Voting Members

- One (1) Metro COG (TTC Chair);
- One (1) City of Dilworth;
- Two (2) MATBUS:
- ~~Three (3)~~ Two (2) City of Fargo (Engineering Department, and Planning Department ~~and Fargo Transit~~);
- One (1) City of Horace;
- ~~Three (3)~~ Two (2) City of Moorhead (Engineering Department, and Planning Department ~~and Moorhead Transit~~);
- Two (2) City of West Fargo (Engineering and Planning Departments);
- Two (2) Cass County (County Engineer's Office, County Planning Department);
- Two (2) Clay County (County Engineer's Office, County Planning Department);
- One (1) Minnesota Department of Transportation (MnDOT);
- One (1) North Dakota Department of Transportation (NDDOT);
- One (1) Freight Representative;
- One (1) Bicycle/Pedestrian Representative;
- Two (2) University/College Representatives (one each from North Dakota and Minnesota); and
- One (1) Economic Development Representative (regional representative)

At their regularly scheduled meeting on Thursday, February 13, 2025, the TTC unanimously recommended approval of the proposed amendment to the TTC Bylaws regarding MATBUS representation on the TTC to the Policy Board.

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

To: Policy Board members
From: Michael Maddox, AICP
Date: February 14, 2025
Re: **Dilworth 8th Avenue Extension Study – Project Approval**

The TH10 Corridor Study through Dilworth identified 8th Avenue N as a corridor that could be improved to make regional connections as an alternative to TH10, particularly if a 3-lane option were to be selected. The future 8th Avenue N connection in Dilworth would provide a direct connection from residential areas within the City to Walmart and the surrounding shopping areas along 34th Street.

Metro COG included this study in its 2023-2024 UPWP Amendment #5 that utilized unspent 2023 CPG funds. The RFP identified a budget of \$150,000 with a mandatory completion date of December 31, 2024. The local match was provided by the City of Dilworth.

Apex Engineering worked to complete the extension of 8th Avenue in Dilworth's Growth Area over the course of the last 4 months, culminating in a final plan that integrates and sets the stage for the extension of the corridor. Multiple alignment alternatives were developed. Land use and access considerations were taken into account in these alternatives. Many residents of Dilworth provided their input through virtual and in-person engagement opportunities. All of this work on the study was completed before the end of 2024. A copy of the final report may be found here:

[https://fmmetrocog.org/application/files/2017/3678/1167/Dilworth_8th_Avenue_Extension_Study - Final Report.pdf](https://fmmetrocog.org/application/files/2017/3678/1167/Dilworth_8th_Avenue_Extension_Study_-_Final_Report.pdf)

Metro COG and Apex presented the final study to the Dilworth City Council on January 27, 2025. The Council unanimously acted to support the outcomes of the study.

NDDOT and FHWA submitted their comments on the final plan. These comments mainly consisted of de minimis (spelling errors) and clarification questions. Metro COG has addressed these comments with each agency. Metro COG will integrate the comments that it agrees with into the document.

The TTC voted unanimously to recommend approval of the 8th Avenue Extension Study at their February 13, 2025 meeting.

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

To: Policy Board members
From: Michael Maddox, AICP
Date: February 14, 2025
Re: **15th Ave N Corridor Study – Project Approval**

The TH10 Corridor Study through Dilworth identified the 15th Avenue North as a corridor that could be improved to make regional connections as an alternative to TH10, particularly if a three-lane option were to be selected. Metro COG included this study in its 2023-2024 UPWP Amendment #4 that utilized unspent 2023 CPG funds. KLJ was selected to complete the study with an identified budget of \$149,973.44 and required a completion date of December 31, 2024. The local match was provided by Clay County and the City of Dilworth.

KLJ started this project in June/July of 2024, and in that time has successfully completed all elements of the scope of work. The project included looking at alternatives for the improvement of 15th Avenue North but also looked at the future ownership of the roadway. This proved to be the most difficult component of the project. A copy of the final report may be found here:

https://fmmetrocog.org/application/files/6217/3825/0738/Final_15th_Ave_N_Corridor_Studyr_reduced.pdf

Metro COG and KLJ presented the results of this study to the Dilworth Planning Commission on February 5th and to the City Council on February 10th. A presentation was also made to the Clay County Highway Committee on February 12th.

NDDOT and FHWA submitted their comments on the final plan. These comments mainly consisted of de minimis (spelling errors) and clarification questions. Metro COG has addressed these comments with each agency. Metro COG will integrate the comments that it agrees with into the document.

The TTC voted unanimously to recommend approval of the 15th Avenue Corridor Study at their February 13, 2025 meeting.

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