

**562<sup>nd</sup> Transportation Technical Committee**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, February 13, 2025 – 10:00 AM**  
**Metro COG Conference Room**  
**AGENDA**

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the January 9, 2025 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. TTC Bylaw Amendment **Action Item**
6. 8<sup>th</sup> Avenue Extension Study **Action Item**
7. 15<sup>th</sup> Avenue Corridor Study **Action Item**
8. Performance Measures
  - a. Performance Measure 1 – Highway Safety **Action Item**
  - b. Performance Measure 2 – Bridge and Pavement **Action Item**
  - c. Performance Measure 3 – System Performance & Freight Movement **Action Item**
9. TIP Solicitation
  - a. North Dakota Transportation Alternatives (ND TA) **Action Item**
  - b. North Dakota Carbon Reduction Program (ND CRP) **Action Item**
  - c. North Dakota Surface Transportation Block Grant (ND STBG) **Action Item**
  - d. Minnesota Transportation Alternatives (Mn TA) **Action Item**
  - e. Minnesota Carbon Reduction Program (Mn CRP) **Action Item**
  - f. Minnesota Surface Transportation Block Grant (Mn STBG) **Action Item**
10. 2025-2028 TIP Amendment 4 **Action Item**
11. Agency Updates Discussion Item
  - a. City of Fargo
  - b. City of Moorhead
  - c. City of West Fargo
  - d. City of Dilworth
  - e. City of Horace
  - f. Cass County
  - g. Clay County
  - h. Other Member Jurisdictions
12. Additional Business Information Item
13. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, March 13, 2025** at 10:00 AM.

**Bolded** Action Items require roll call votes.

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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Metro COG staff, 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 [metrokog@fmmetrokog.org](mailto:metrokog@fmmetrokog.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 e-mail address and contact information to the above e-mail at least one business day before the meeting.

**Please use the following link to join this meeting online:**

<https://us02web.zoom.us/j/84162245739?pwd=owhbe9DgrPNXi7PUQxgcRaTDnVmU2u.1>

**562<sup>nd</sup> Meeting of the  
FM Metro COG Transportation Technical Committee  
Thursday, January 9, 2025 – 10:00 AM  
Metro COG Conference Room**

**Members Present:**

Julie	Bommelman	City of Fargo, MATBUS
Maegin	Elshaug	City of Fargo Planning (Alt. for Nicole Crutchfield)
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
Cole	Hansen	Cass County Planning Director
Jace	Hellman	City of Horace – Community Development Director
Will	Hutchings	NDDOT – Local Government Division
Matthew	Jacobson	Clay County Planning
Don	Lorsung	City of Dilworth Community Development
Kyle	McCamy	City of West Fargo Engineering
Aaron	Nelson	West Fargo City Planning
Sarah	Orr	Concordia College
Mary	Safgren	MnDOT – District 4 Planning Director
Tom	Soucy	Cass County Highway (Alt. for Jason Benson)
Alex	Soyring	Clay County Engineering
Forrest	Steinhoff	City of Moorhead Planning (Alt. for Robin Huston)
Brit	Stevens	NDSU – Transportation Manager
Tom	Trowbridge	City of Moorhead Engineering

**Members Absent:**

Jason	Benson	Cass County Highway Engineer (Alternate present)
Nicole	Crutchfield	City of Fargo Planning (Alternate present)
Robin	Huston	City of Moorhead Planning (Alternate present)
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Joe	Raso	GFMEDC
Justin	Sorum	Clay County Engineering (Alternate present)

**Others Present:**

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Mackenzie	Mueller	Metro COG
Dylan	Dunn	Moore Engineering
Chelsea	Levorsen	City of Fargo
Bryan	McCoy	MnDOT
Scott	Middaugh	KLJ Engineering
Milt	Wilson	MnDOT District 4

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 AM, on January 9, 2025 by Chair Griffith. A quorum was present.

**2. Approve the 562<sup>nd</sup> TTC Meeting Agenda**

Chair Griffith asked if there were any questions or changes to the January 9, 2025 TTC Meeting Agenda. Chair Griffith requested pulling #7 Metro 2050 MTP – Transportation Moving Ahead.

**Motion: Approve the January 9, 2025 TTC Meeting Agenda, removing #7 Mr. McCamy moved, seconded by Mr. Hutchings.**

**MOTION, PASSED.**

**Motion carried unanimously.**

**3. APPROVE December 12, 2024 TTC MEETING MINUTES**

Chair Griffith asked if there were any questions or changes to the December 12, 2024 TTC Meeting Minutes.

**Motion: Approve the December 12, 2024 TTC Minutes.**

**Mr. Lorsung moved, seconded by Ms. Bommelman.**

**MOTION, PASSED**

**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were made or received.

**5. 2025-2028 Transportation Improvement Program (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 will be accepted until 12:00 noon on Thursday, January 9, 2025. As of today, no comments have been received.

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

- 1. Modification of Project 4220019:** Fargo rehabilitation of bridge on 36<sup>th</sup> 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 9<sup>th</sup> Street NE (2025).



6. **New Project 4253046:** Fargo removing negative left turn offsets at the intersection of 19<sup>th</sup> Avenue North and University Drive (2025).
7. **New Project 9253047:** NDDOT installation of cameras, Dynamic Message Signs, and other Intelligent Transportation Systems (2025).

**Motion: Recommend approval of Amendment 3 of the Metro COG 2025-2028 Transportation Improvement Program (TIP) to the Policy Board, with adjustments to projects.**

**Mr. Trowbridge moved, seconded by Mr. Gorden.**

**MOTION, PASSED**

**Motion carried unanimously.**

**6. Moorhead Safe Routes to School Plan**

Mr. Farnsworth presented information on the Safe Routes to School Plan for Moorhead. The City of Moorhead had requested a study be done. It started in the beginning of 2024 with the cooperation of Moorhead School District, City of Moorhead, and PartnerSHIP 4 Health.

The study identifies safety concerns, existing challenges, policies, and recommendations for improvements.

**Motion: Recommend Policy Board approval of the Moorhead Safe Routes to School Plan**

**Mr. Lorsung moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously.**

**7. Metro 2050 MTP – Transportation Moving Ahead**

This item was pulled from the agenda.

**8. Agency Updates**

- a. City of Fargo Engineering – NP Avenue Downtown will be under construction. 32<sup>nd</sup> Ave S will be closed, and traffic will have to detour. River Drive and 35<sup>th</sup> alignment has been approved. DOT and Fargo will be bidding on a bridge deck in March for I29 South of 32<sup>nd</sup> Ave.
- b. City of Fargo Planning – Nothing new to report
- c. City of Moorhead - Nothing new to report
- d. MATBUS – Nothing new that wasn't already discussed
- e. City of West Fargo – Nothing new to report
- f. City of Dilworth – 8<sup>th</sup> Avenue Study was reviewed. Starting the Comprehensive Plan process. The RFP for the design of the new community center is out.
- g. City of Horace – There are two open house workshops planned for the downtown area.
- h. Clay County – Nothing new to report
- i. Clay County Planning – The MN Auditor state of aggregate resources was just discussed. Can get people the link, if interested
- j. Cass County Engineering – Nothing new to report
- k. Cass County Planning – Hired someone for the assistant planner position
- l. NDSU – Nothing new to report
- m. Concordia – Hiring a parking and transportation specialist
- n. MnDOT District 4 – Nothing new to report
- o. MnDOT Central Office – Erika Shepard is transitioning to a new position, and Bryan McCoy will be the lead now.
- p. NDDOT – The STIP has been approved which also means the MPO TIP is approved as well.

**9. Additional Business**

**10. Adjourn**

The 562<sup>nd</sup> Regular Meeting of the TTC was adjourned on January 9, 2025 at 10:52 AM.

**Mr. Trowbridge moved to Adjourn; Mr. Gorden seconded**

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD FEBRUARY 13, 2025, 10:00 AM.**

Respectfully Submitted,

Angela Brumbaugh  
Office Manager

DRAFT

**To:** Members of the Transportation Technical Committee (TTC)  
**From:** Ben Griffith, AICP, Executive Director  
**Date:** February 6, 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)

**Requested Action:** Recommend approval of the proposed amendment to the TTC Bylaws regarding MATBUS representation on the TTC to the Policy Board.

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP  
**Date:** February 7, 2025  
**Re:** **Dilworth 8<sup>th</sup> Avenue Extension Study – Project Approval**

The TH10 Corridor Study through Dilworth identified 8<sup>th</sup> 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 8<sup>th</sup> Avenue N connection in Dilworth would provide a direct connection from residential areas within the City to Walmart and the surrounding shopping areas along 34<sup>th</sup> 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 8<sup>th</sup> 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.

**Requested Action:** Recommend Policy Board approval Dilworth 8<sup>th</sup> Avenue Extension Study.

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP  
**Date:** February 7, 2025  
**Re:** **15<sup>th</sup> Ave N Corridor Study – Project Approval**

The TH10 Corridor Study through Dilworth identified the 15<sup>th</sup> 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 15<sup>th</sup> 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](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 5<sup>th</sup> and will be presenting it to the City Council on February 10<sup>th</sup>. A presentation will also be made to the Clay County Highway Committee at a date as yet unscheduled.

**Requested Action:** Recommend Policy Board approval of the final report of the 15<sup>th</sup> Avenue North Corridor Study.

**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 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 the Metropolitan Planning Area (MPA) to support the performance targets established by the Minnesota State Department of Transportation (MnDOT) 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 TTC recommend the support of Minnesota's Safety Performance Measure Targets for the MN portion of the MPA.** This information is based on the following analysis.

Below is an example of the table used by 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 <sup>A</sup>	ACTUAL 2016– 2020 <sup>B</sup>	BASELINE 2014– 2018 <sup>C</sup>			
Number of Fatalities	465	472.4	474	No	✓ Yes	<b>Yes</b> (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.211	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.

## Data

Assessment Tables for the state of Minnesota and the Minnesota portion of the MPA. Each table shows how the data matches the targets. The tables above demonstrate the data used to establish the targets. Attached are the tables for the subsequent years of 2024 and 2025 Performance Targets.

## Statewide and MN MPA Baseline vs Actual Performance

2023 Performance Measure 1 Target Assessment - Minnesota						
2019-2023 Assessment Table	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?
*Evaluated based on 5 year Rolling average						
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	

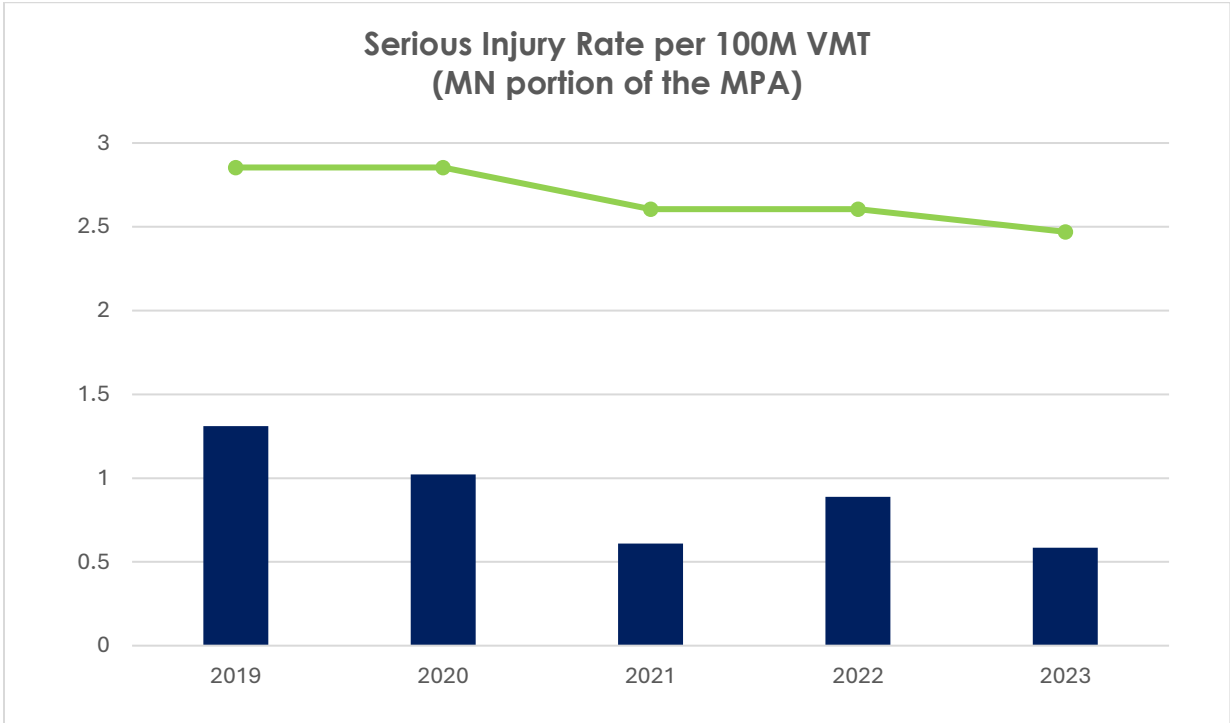
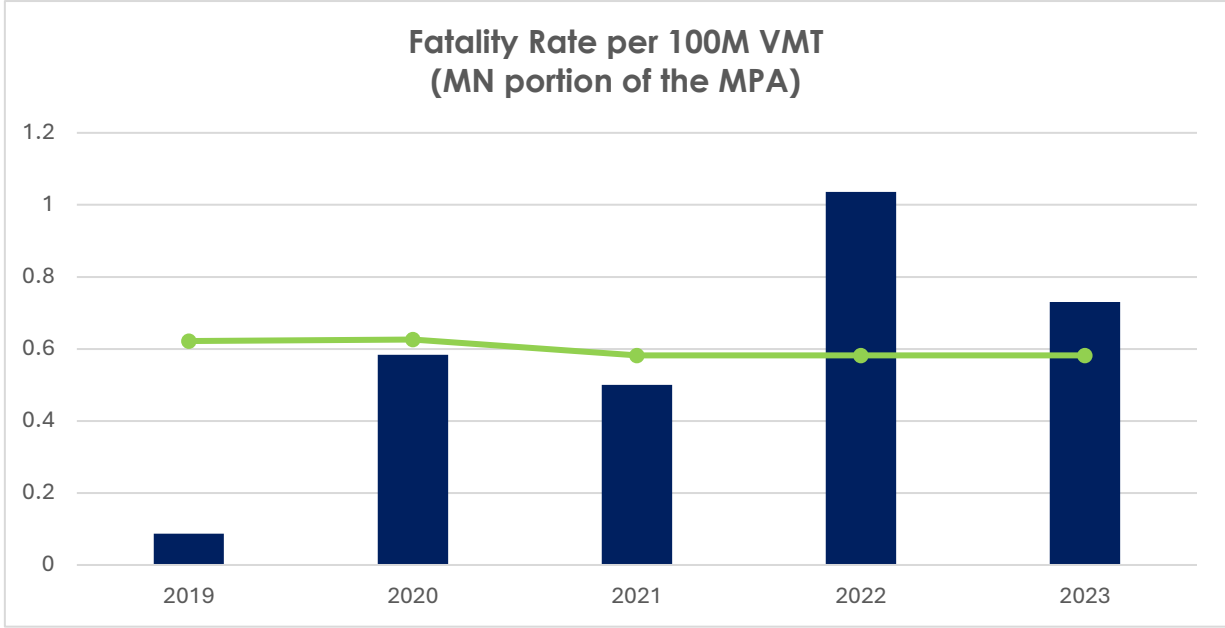
2023 Performance Measure 1 Target Assessment – MN portion of the MPA						
2019-2023 Assessment Table  *Evaluated based on 5 year Rolling average	5-Year Rolling Averages			Assessment of the State of Minnesota		
	MN MPA 2017-2021 Baseline Performance	Minnesota Statewide 2019-2023 Targets	MN MPA 2019-2023 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 our Minnesota portion of the 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.

$$\frac{MN\ MPA\ 134,394}{MN\ Population\ 5,713,716} = MN\ portion\ of\ MPA\ is\ 2.35\%$$

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets. These rates are consistently calculated statewide and within the MPA and are based on per 100 million Vehicle Miles Traveled (VMT). The rate of fatalities and the rate of serious injuries have the same common denominator and therefore can be compared at a one-to-one ratio. Below are the Fatality Rate per 100 million vehicle miles traveled and the Serious Injury Rate per 100 million vehicle miles traveled. These bar graphs show the 5-year rolling average and the line shows the statewide targets.



### Summary

Based on the Target Assessment tables for each state that indicate that the MN portion of our MPA is meeting or making significant progress towards the targets previously adopted. The data demonstrates how Metro COG continues to meet statewide targets contributing to the state of Minnesota's safety goals.

Metro COG requests that TTC recommend the 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.

### Baseline and Future Targets

Below are the baseline tables that are used to determine the Performance Period Targets. Minnesota set 2025 targets the same as 2024 targets. Due to recent trends in traffic safety, this will require innovative thinking and support to reach this goal.

Baseline for 2018 – 2022	MN MPA	Statewide
Number of Fatalities	3.0	414.2
Rate of Fatalities	0.4763	0.725
Number of Serious Injuries	8.4	1676.2
Rate of Serious Injuries	0.836	2.930
Number of Non-Motorized Fatalities and Serious Injuries	0.6	282.4

Baseline for 2019 – 2023	MN MPA	Statewide
Number of Fatalities	3.6	420.8
Rate of Fatalities	0.587	0.742
Number of Serious Injuries	8.4	1745.6
Rate of Serious Injuries	0.883	3.075
Number of Non-Motorized Fatalities and Serious Injuries	1.0	285.4

### Future Targets

Minnesota State Performance Measure Targets	Target 2024	Target 2025
Number of Fatalities	352.4	352.4
Rate of Fatalities	0.582	0.582
Number of Serious Injuries	1463.4	1463.4
Rate of Serious Injuries	2.470	2.470
Number of Non-Motorized Fatalities and Serious Injuries	258.4	258.4

**Requested Action:** Metro COG requests a favorable recommendation by TTC to the Policy Board to support the state of Minnesota 2023 Safety Performance Targets for the current Performance Period.



**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 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 TTC recommend the support of North Dakota's Safety Performance Measure Targets for the ND portion of the MPA.** This information is based on the following analysis.

Below is an example of the table used by FHWA to determine if a State has met or made significant progress towards their Safety Performance Targets.

.

FHWA uses the following table to determine if a State has met or made significant progress towards their Performance Measure 1 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 <sup>A</sup>	ACTUAL 2016– 2020 <sup>B</sup>	BASELINE 2014– 2018 <sup>C</sup>			
Number of Fatalities	465	472.4	474	No	✓ Yes	<b>Yes</b> (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,573.1	No	✓ Yes	
Serious Injury Rate	4.126	4.14	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	105.0	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.

Data

Assessment Tables for the state of North Dakota and the ND portion of the MPA. Each table shows how the data matches the targets. The tables above demonstrate the data used to establish the targets. Attached are the tables for the subsequent years of 2024 and 2025 Performance Targets.

Statewide and ND MPA Baseline vs Actual 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	



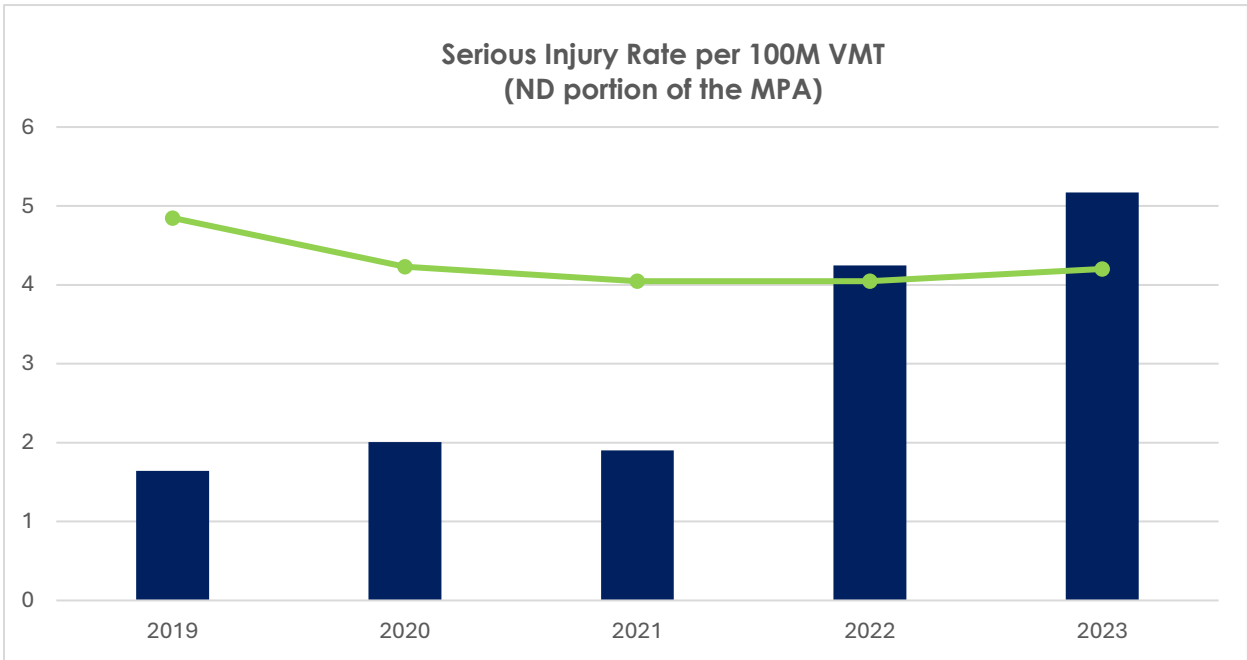
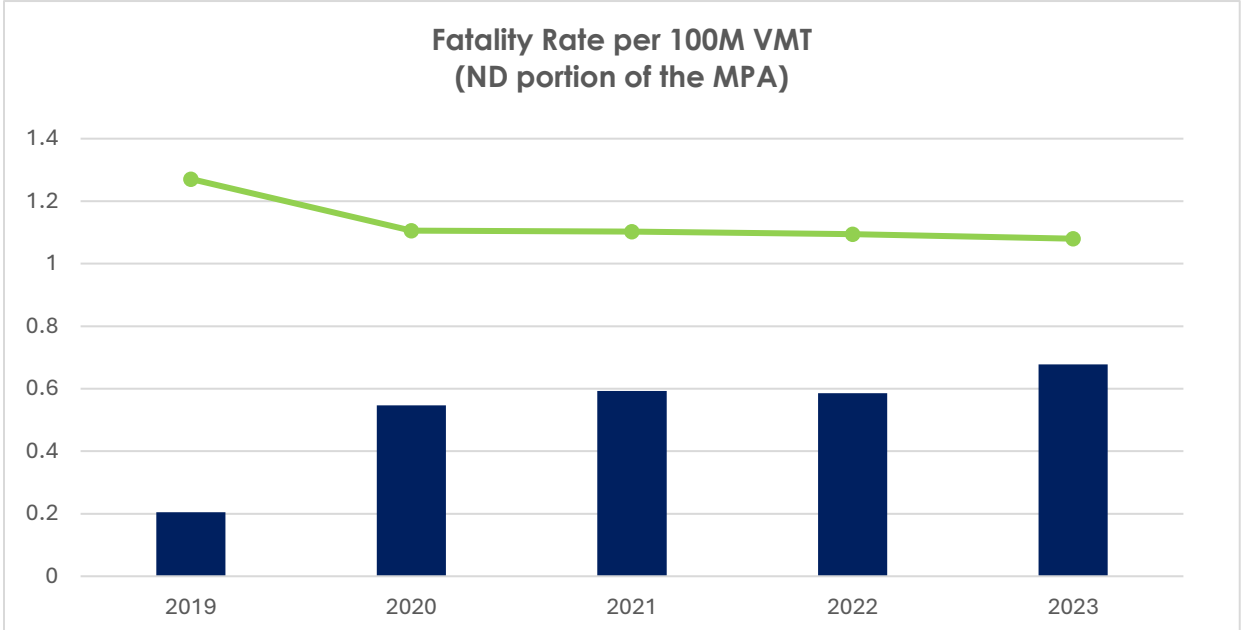
2023 Performance Measure 1 Target Assessment – ND portion of the MPA						
2019-2023 Assessment Table  *Evaluated based on 5 year Rolling average	5-Year Rolling Averages			Assessment of the State of North Dakota		
	ND MPA 2017-2021 Baseline Performance	North Dakota Statewide 2019-2023 Targets	ND MPA 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 our North Dakota portion of the 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).



### 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 TTC recommend the 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.

### Baseline and Future Targets

Below are the baseline tables that are used to determine the Performance Period Targets. North Dakota set 2025 targets the same as 2024 targets. Due to recent trends in traffic safety, this will require innovative thinking and support to reach this goal.

Baseline for 2018 – 2022	ND MPA	Statewide
Number of Fatalities	7.4	100.8
Rate of Fatalities	0.4517	1.076
Number of Serious Injuries	40.6	406.2
Rate of Serious Injuries	2.27	4.346
Number of Non-Motorized Fatalities and Serious Injuries	5.0	35.2

Baseline for 2019 – 2023	ND MPA	Statewide
Number of Fatalities	7.4	101.0
Rate of Fatalities	0.522	1.076
Number of Serious Injuries	45.2	426.8
Rate of Serious Injuries	2.99	4.550
Number of Non-Motorized Fatalities and Serious Injuries	6.4	34.2

**Requested Action:** Metro COG requests a favorable recommendation to the Policy Board to adopt North Dakota's 2025 Safety Performance Measures.

**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 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.

- 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

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 <b>GOOD</b> condition	60%	60%
Percent Interstate Pavements in <b>POOR</b> condition	2%	2%
Non-Interstate NHS Pavements in <b>GOOD</b> condition	55%	55% / 40%
Non-Interstate NHS Pavements in <b>POOR</b> condition	2%	2%
Percent of NHS Bridges in <b>GOOD</b> condition	30%	35% / 20%
Percent of NHS Bridges in <b>POOR</b> 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 – <b>GOOD</b>	81.0%	65.3%
Interstate % Pavement – <b>POOR</b>	2.0%	0.0%
Non-Interstate % Pavement – <b>GOOD</b>	60.6%	49.12%
Non-Interstate % Pavement – <b>POOR</b>	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 – <b>GOOD</b> Condition	22.5%	17.39%
% NHS Bridges – <b>POOR</b> 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.

**Requested Action:** Metro COG requests a favorable recommendation by TTC to the Policy Board to reaffirm our support of the state of Minnesota's 2023 Mid Performance Period Targets for Auto and Truck Travel Time Reliability Performance Measure.

**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 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,
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

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 <b>GOOD</b> condition	75.6%	75.6%
Percent Interstate Pavements in <b>POOR</b> condition	3%	3%
Non-Interstate NHS Pavements in <b>GOOD</b> condition	58.3%	58.3%
Non-Interstate NHS Pavements in <b>POOR</b> condition	3%	3%
Percent of NHS Bridges in <b>GOOD</b> condition	50%	50%
Percent of NHS Bridges in <b>POOR</b> 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 – <b>GOOD</b>	72.4%	76.54%
Interstate % Pavement – <b>POOR</b>	0.1%	0%
Non-Interstate % Pavement – <b>GOOD</b>	59.9%	<b>29.60%</b>
Non-Interstate % Pavement – <b>POOR</b>	0.1%	<b>0.0%</b>

§490 Subpart D – Bridge Condition Data

NDDOT PM 2 Target Assessment	State Actual Performance	MPO Actual Performance
	2023	2023
% NHS Bridges – <b>GOOD</b> Condition	49.07%	55%
% NHS Bridges – <b>POOR</b> 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.

**Requested Action:** Metro COG requests a favorable recommendation by TTC to the Policy Board to reaffirm our support of the state of North Dakota's 2023 Mid Performance Period Targets for Auto and Truck Travel Time Reliability Performance Measure.

**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 2025  
**Re:** Performance Measure 3 (PM 3) – 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.

- o Truck Travel Time Reliability Index
  - o 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 10<sup>th</sup> 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

**Requested Action:** Metro COG requests a favorable recommendation by TTC to the Policy Board to reaffirm our support of the state of Minnesota’s 2023 Mid Performance Period Targets for Auto and Truck Travel Time Reliability Performance Measure.

**To:** Transportation Technical Committee  
**From:** Karissa Pavek  
**Date:** February 13, 2025  
**Re:** Performance Measure 3 (PM 3) – 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 10<sup>th</sup> 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 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 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

**Requested Action:** Metro COG requests a favorable recommendation by TTC to the Policy Board to reaffirm our support of the state of North Dakota's 2023 Mid Performance Period Targets for Auto and Truck Travel Time Reliability Performance Measure.



**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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 as well as 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:

1. Safety & System Security
2. Travel Efficiency & Reliability
3. Walking/Biking/Rolling
4. Transit Access & Reliability
5. Maintain Transportation Infrastructure
6. Community Context & Impact Reduction
7. Transportation Decisions
8. Emerging Transportation Trends
9. Connecting People & Places
10. Freight Network & Moving Goods.

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

All ND 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 ND TA.



## North Dakota TA

- 50 points: West Fargo – Reconstruction of 8<sup>th</sup> Street W Shared Use Path from 5<sup>th</sup> Avenue W to 12 ½ Avenue W
  - Funds Requested: \$132,970(2025)
- 30 points: Fargo – Drain 27 Phase 1 Shared Use from 52<sup>nd</sup> Avenue S to 64<sup>th</sup> 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)
  - \$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 64<sup>th</sup> Avenue S to 73<sup>rd</sup> Avenue S
  - Funds Requested: \$664,978 (2029)

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

# 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**

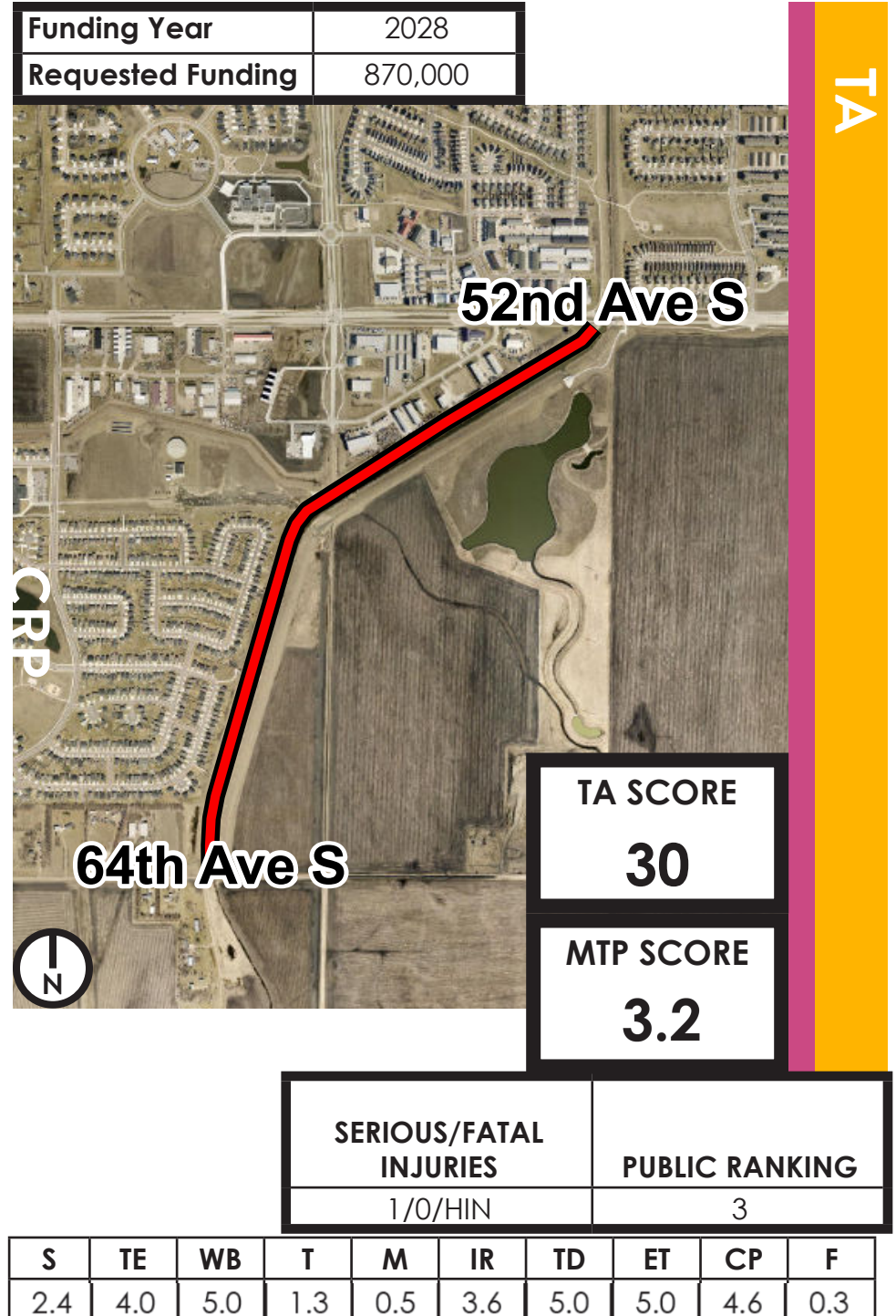
**MTP SCORE**  
**2.9**

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

**Prioritization Committees Recommendations**  
 Fund in 2029

## 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
<b>30</b>
MTP SCORE
<b>3.2</b>

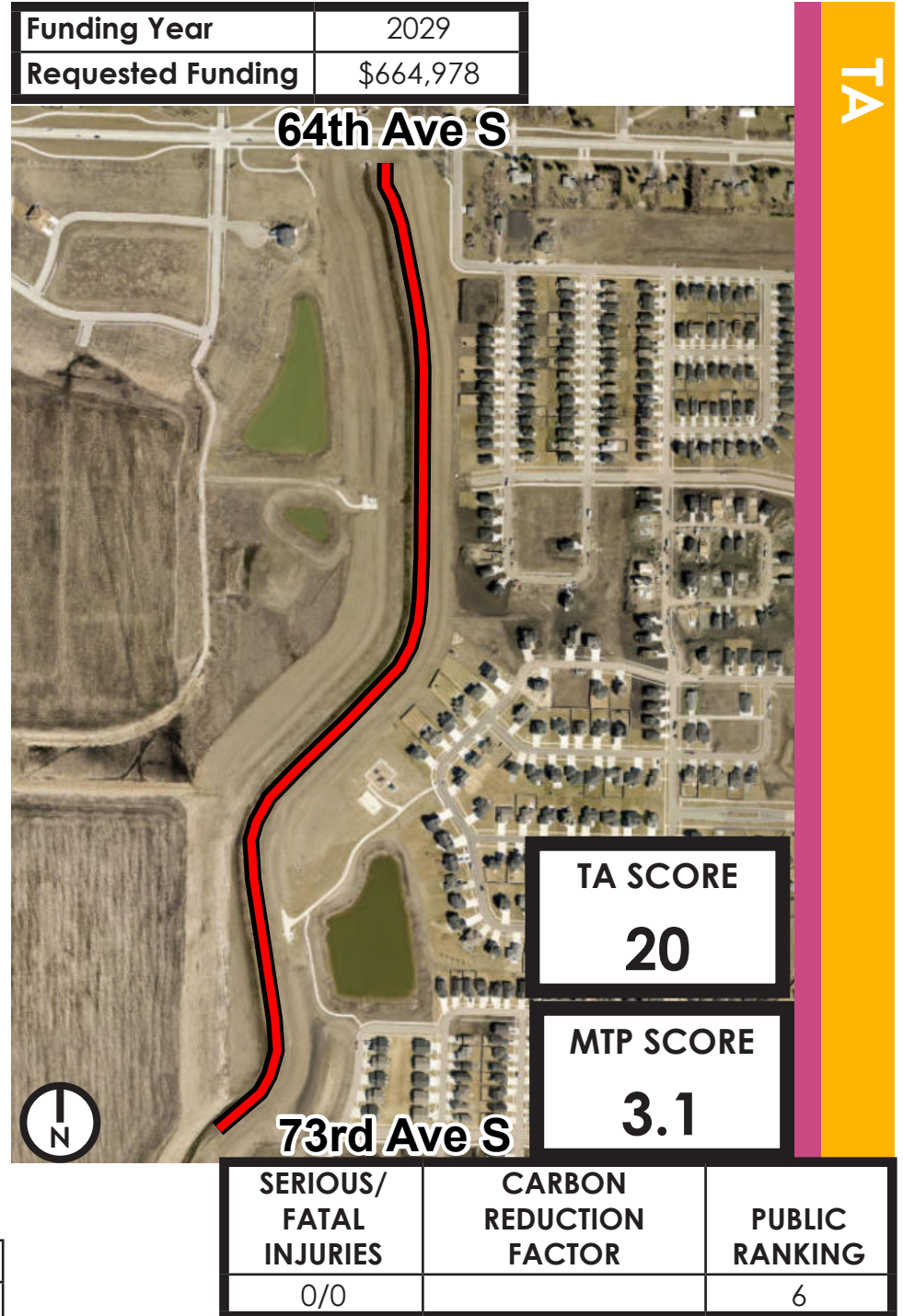


SERIOUS/FATAL INJURIES	PUBLIC RANKING
1/0	4

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

## 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.



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







## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>8th St. W. Multi-Use Path</b>	
Project Location: <b>West side of 8th St. W. between 5th Ave. W. and 12 1/2 Ave. W.</b>	
Project Length (Feet): <b>2,507</b>	
Lead Jurisdiction: <b>City of West Fargo</b>	Local Match Provided by: <b>City of West Fargo</b>
Post-Construction Owner of the Project: <b>City of West Fargo</b>	
Right of Way Provided by: <b>City of West Fargo</b>	Maintenance Provided by: <b>City of West Fargo</b>
Project Contact: <b>Kyle McCamy, PE</b>	Contact Phone: <b>701-515-5105</b>
Contact Email Address: <b>kyle.mccamy@westfargond.gov</b>	
Anticipated Bid Letting Date: <b>Fall 2027</b>	Anticipated Project Completion Date: <b>Fall 2028</b>
State: <input checked="" type="checkbox"/> <b>North Dakota</b>	<input type="checkbox"/> <b>Minnesota</b>
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> <b>Yes, this project is requesting to use AC in the year specified on the follow page</b>



**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 630,400.00
2028 Local Matching Funds	\$ 157,600.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 788,000.00</b>
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 0.00</b>
<b>Total Project Cost:</b>	<b>\$ 788,000.00</b>

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 0.00
2028 Local Matching Funds	\$ 0.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 0.00</b>
2029 TA Funds	\$ 661,600.00
2029 Local Matching Funds	\$ 165,400.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 827,000.00</b>
<b>Total Project Cost:</b>	<b>\$ 827,000.00</b>

**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 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. The section includes 5" of reinforced concrete over a 2" aggregate base course.

**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 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 of the Project**

Please explain how this project will benefit the transportation system?

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.

**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 thorough temporary traffic control measures for both pedestrian and vehicular traffic, and an emphasis on communication with the community regarding project status and updates.

## 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	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	Provides new service life to an existing infrastructure component.
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	Provides pedestrian and bicycle connection between 3 parks and an elementary school.

### 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: 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 15 of November (month), 2024 (year).

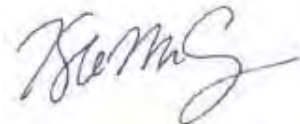
In Witness Thereof:

**Kyle McCamy, PE**

**11-15-2024**

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

**Dan Hanson, PE**

**11-15-2024**

(City / County / District Engineer)

Date



(Signature of City / County / District Engineer)

**TRANSPORTATION ALTERNATIVES (T.A.)**  
**8TH ST. W. MULTI-USE PATH - 5TH AVE. W. TO 12 1/2 AVE. W.**  
**WEST FARGO ND**

Engineer's Opinion of Probable Cost - 11/15/2024

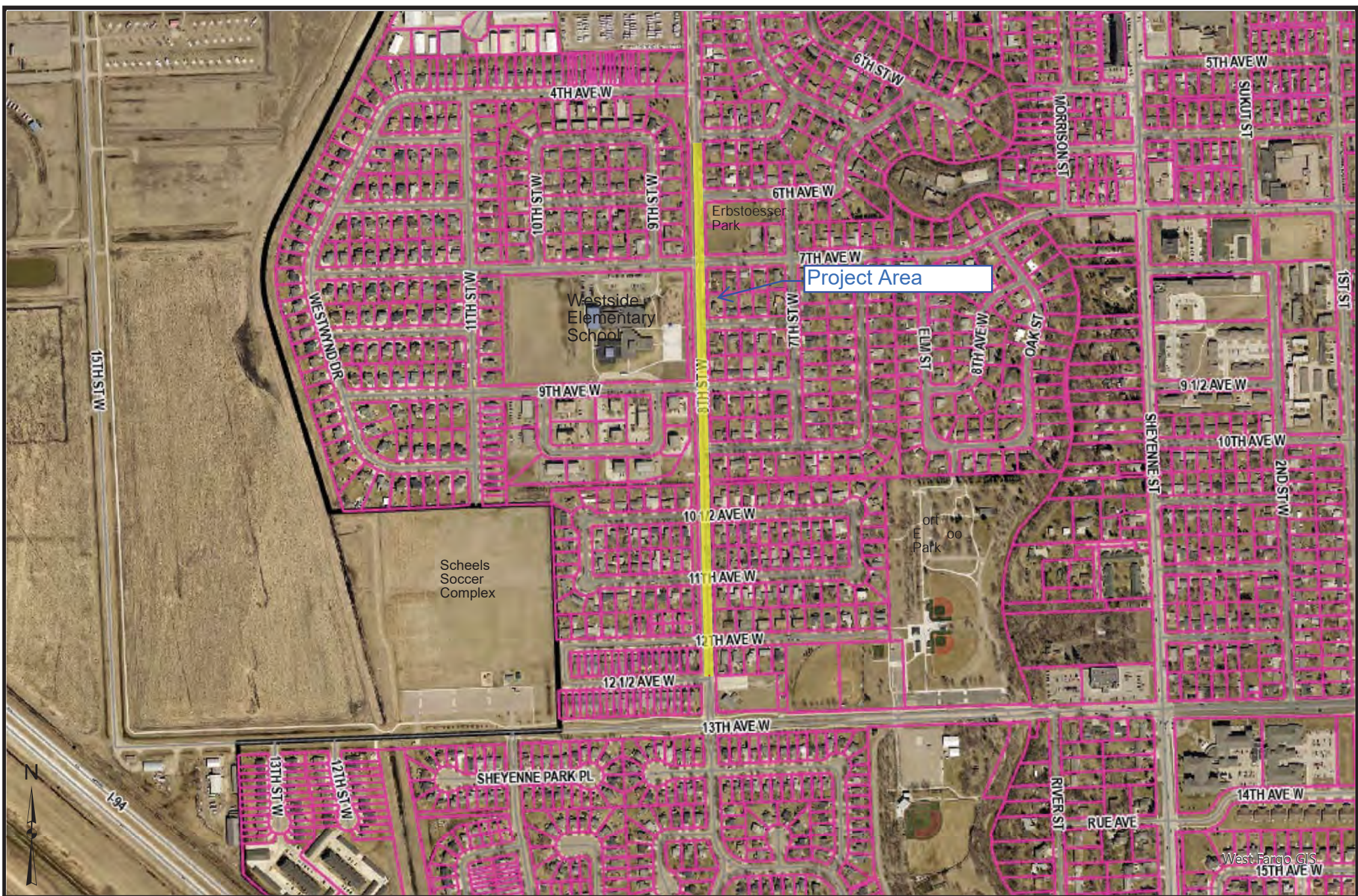
ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
1. Curb & Gutter - Saw Full Depth	LF	5	\$ 25.00	\$ 125.00
2. Curb & Gutter - Remove	LF	24	\$ 20.00	\$ 480.00
3. Curb & Gutter - Connect To Existing	Each	2	\$ 50.00	\$ 100.00
4. Curb & Gutter - Knockdown Inflow	LF	24	\$ 50.00	\$ 1,200.00
5. Driveway - Concrete - Saw Full Depth	LF	14	\$ 50.00	\$ 700.00
6. Driveway - Concrete - Remove	SF	240	\$ 5.00	\$ 1,200.00
7. Driveway - Concrete - Connect To Existing	Each	1	\$ 300.00	\$ 300.00
8. Driveway - 8" Concrete	SF	253	\$ 15.00	\$ 3,795.00
9. Sidewalk - Saw Full Depth	LF	104	\$ 20.00	\$ 2,080.00
10. Sidewalk - Remove	SF	1,980	\$ 15.00	\$ 29,700.00
11. Sidewalk - Connect To Existing	Each	26	\$ 75.00	\$ 1,950.00
12. Multi-Use Path - Saw Full Depth	LF	110	\$ 25.00	\$ 2,750.00
13. Multi-Use Path - Asphalt - Remove	SF	20,056	\$ 3.00	\$ 60,168.00
14. Multi-Use Path - Connect To Existing	Each	11	\$ 200.00	\$ 2,200.00
15. Multi-Use Path - 5" Concrete	SF	25,070	\$ 14.00	\$ 350,980.00
16. Topsoil Stripping - 6"	CF	7,529	\$ 7.00	\$ 52,703.00
17. Inlet Protection Device	Each	18	\$ 250.00	\$ 4,500.00
18. Topsoil - 4"	CF	4,007	\$ 10.00	\$ 40,073.33
19. Seeding - Type II	SF	12,022	\$ 2.00	\$ 24,044.00
20. Mulch - Type B - Hydromulch	SF	12,022	\$ 2.00	\$ 24,044.00
21. Storm Water Management	LSum	1	\$ 5,000.00	\$ 5,000.00
22. Traffic Control	LSum	1	\$ 5,000.00	\$ 5,000.00
23. Cleaning	LSum	1	\$ 5,000.00	\$ 5,000.00

2025 <b>Subtotal Construction</b>	\$618,092.33
2028 <b>Subtotal Construction</b>	\$715,519.14
2028 Subtotal Contingencies	\$72,480.86
<b>2028 Total Construction</b>	\$788,000.00

<u>Funding</u>		
2028 TA Funds - Available	\$	870,000.00
2028 TA Funds - Requested	\$	630,400.00
2028 Local Matching Funds	\$	157,600.00
2028 Local Non-Matching Funds	\$	-
Total	\$	788,000.00

80%  
20%





These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

## Transportation Alternatives (TA) - 8th St. W. Multi-Use Path

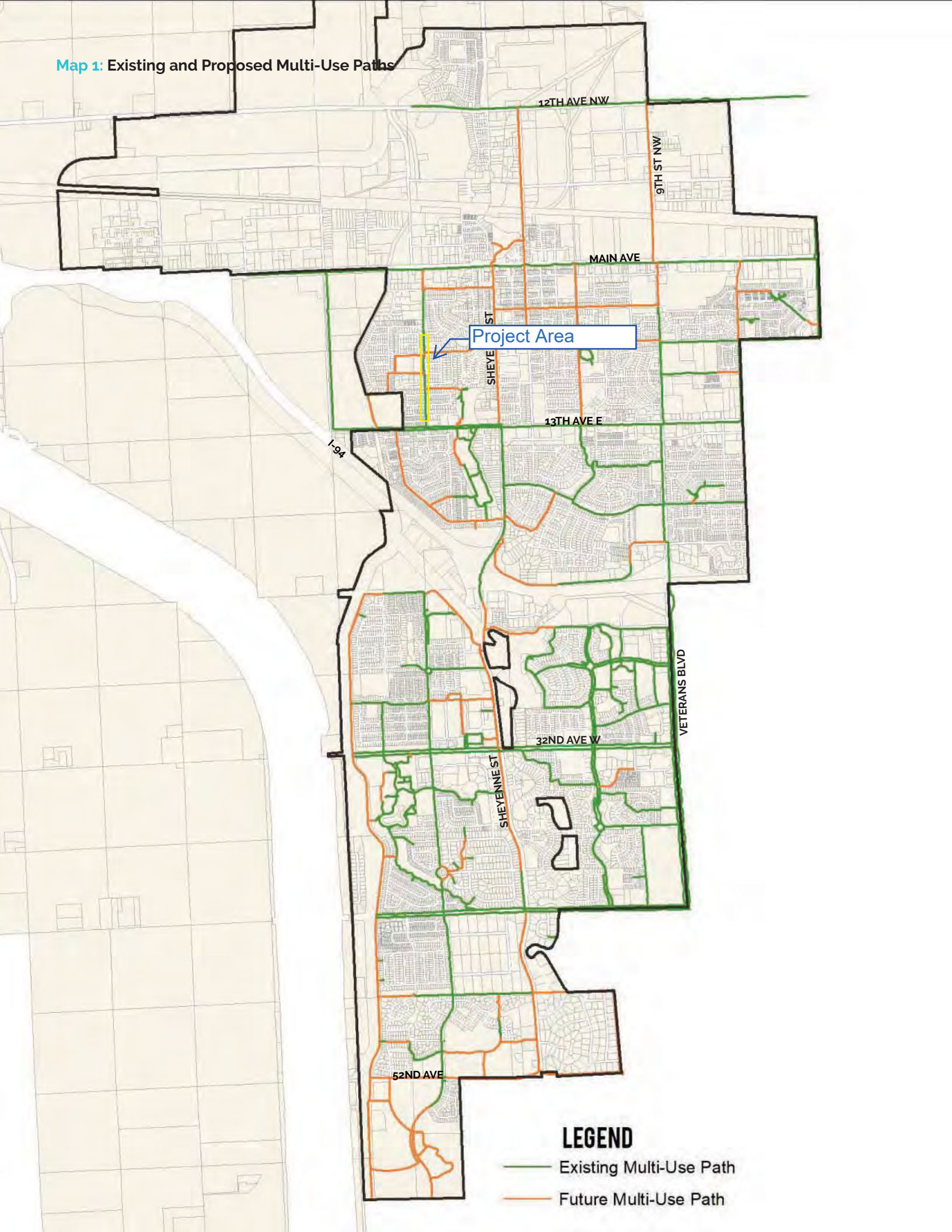
Date: 11/15/2024



This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



Map 1: Existing and Proposed Multi-Use Paths



Project Area

**LEGEND**

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



## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>Drain 27/Deer Creek Addition Shared Use Path - Phase 1</b>	
Project Location: <b>Drain 27 - 52nd Ave S to 64th Ave S</b>	
Project Length (Feet): <b>6440</b>	
Lead Jurisdiction: <b>Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: <b>SE Cass WRD</b>	Maintenance Provided by: <b>Fargo/Fargo Park</b>
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>February 2028</b>	Anticipated Project Completion Date: <b>October 2028</b>
State: <input checked="" type="checkbox"/> North Dakota	<input 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

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 1,037,604.00
2028 Local Matching Funds	\$ 259,401.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 1,297,005.00</b>
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 0.00</b>
<b>Total Project Cost:</b>	<b>\$ 1,297,005.00</b>

**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 Fargo & the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Deer Creek neighborhood with the existing path network located along and north of 52nd Avenue South. The alignment of the trail would begin at 52nd Avenue South and be constructed on a shelf following the alignment of Drain 27. This project would fill in a missing connection between 52nd Avenue South and 64th Avenue South.

**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?

Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is pretty much fully built out at this point.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

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 would provide residents the opportunity to connect to other neighborhoods via this path.

**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:

This project is fairly straightforward, but some thought will need to be completed as to how this path will cross Veterans Boulevard in the short term as well as in the long term.



## 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	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	This project constructs an off-street path that will increase the amount of miles traveled by foot and will help to eliminate a network gap.
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	

### 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 is 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: 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 14 of November (month), 2024 (year).

In Witness Thereof:

**Dr. Timothy J. Mahoney**      **11-14-24**

\_\_\_\_\_  
(Responsible Government Official)      Date

  
\_\_\_\_\_  
(Signature of Responsible Government Official)

**Tom Knakmuhs, PE**      **11-14-24**

\_\_\_\_\_  
(City / County / District Engineer)      Date

  
\_\_\_\_\_  
(Signature of City / County / District Engineer)



**Project Location Map – Drain 27/Deer Creek Shared Use Path – Phase 1 & Phase 2**





Updated 11-14-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 1

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	5	\$30,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	5	\$30,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$40,000.00	1	\$40,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	6,440	\$579,600
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$735,600 2024 dollars  
 \$ 1,000,776 2028 dollars  
 w Contingency (20%) **\$ 1,200,931**  
 \$ 960,745 Fed TAP funds  
 \$ 240,186 Local funds

Updated 11-15-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 2 (not in Drain 27 at all)

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	2,330	\$209,700
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$326,700 2024 dollars  
 \$ 480,029 2029 dollars  
 w Contingency (20%) **\$ 576,035**  
 \$ 460,828 Fed TAP funds  
 \$ 115,207 Local funds



## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>Drain 27/Deer Creek Addition Shared Use Path - Phase 2</b>	
Project Location: <b>City of Fargo Ground Storage Reservoir</b>	
Project Length (Feet): <b>2330</b>	
Lead Jurisdiction: <b>Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: <b>City of Fargo</b>	Maintenance Provided by: <b>Fargo/Fargo Park</b>
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>February 2029</b>	Anticipated Project Completion Date: <b>October 2029</b>
State: <input checked="" type="checkbox"/> North Dakota	<input 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

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 0.00
2028 Local Matching Funds	\$ 0.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 0.00</b>
2029 TA Funds	\$ 460,828.00
2029 Local Matching Funds	\$ 115,207.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 576,035.00</b>
<b>Total Project Cost:</b>	<b>\$ 576,035.00</b>

**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 Fargo & the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Deer Creek neighborhood with a planned shared use path running along Drain 27. The alignment of the trail would be entirely on the City owned lot that houses the Water Storage Reservoir, and it would connect 63rd Street to Drain 27 path.

**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?

Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is pretty much fully built out at this point.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

This project will provide residents the opportunity to connect to other neighborhoods via this path along Drain 27. This path will also terminate at the Deer Creek Elementary School on it's west end.

**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:

NA

## 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	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	This project constructs an off-street path that will increase the amount of miles traveled by foot and will help to eliminate a network gap.
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	

### 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 is 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: 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 14 of November (month), 2024 (year).

In Witness Thereof:

**Dr. Timothy J. Mahoney**      **11-14-24**

\_\_\_\_\_  
(Responsible Government Official)      Date

  
\_\_\_\_\_  
(Signature of Responsible Government Official)

**Tom Knakmuhs, PE**      **11-14-24**

\_\_\_\_\_  
(City / County / District Engineer)      Date

  
\_\_\_\_\_  
(Signature of City / County / District Engineer)



**Project Location Map – Drain 27/Deer Creek Shared Use Path – Phase 1 & Phase 2**





Updated 11-14-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 1

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	5	\$30,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	5	\$30,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$40,000.00	1	\$40,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	6,440	\$579,600
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$735,600 2024 dollars  
 \$ 1,000,776 2028 dollars  
 w Contingency (20%) **\$ 1,200,931**  
 \$ 960,745 Fed TAP funds  
 \$ 240,186 Local funds

Updated 11-15-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 2 (not in Drain 27 at all)

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	2,330	\$209,700
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$326,700 2024 dollars  
 \$ 480,029 2029 dollars  
 w Contingency (20%) **\$ 576,035**  
 \$ 460,828 Fed TAP funds  
 \$ 115,207 Local funds



## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>Beaton Drive Multi-Use Path</b>	
Project Location: <b>East of Sheyenne Street to East of Sheyenne River</b>	
Project Length (Feet): <b>2,650</b>	
Lead Jurisdiction: <b>City of West Fargo</b>	Local Match Provided by: <b>City of West Fargo</b>
Post-Construction Owner of the Project: <b>City of West Fargo</b>	
Right of Way Provided by: <b>City of West Fargo</b>	Maintenance Provided by: <b>City of West Fargo</b>
Project Contact: <b>Kyle McCamy, PE</b>	Contact Phone: <b>701-515-5105</b>
Contact Email Address: <b>kyle.mccamy@westfargond.gov</b>	
Anticipated Bid Letting Date: <b>Fall 2027</b>	Anticipated Project Completion Date: <b>Fall 2028</b>
State: <input checked="" type="checkbox"/> <b>North Dakota</b>	<input type="checkbox"/> <b>Minnesota</b>
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> <b>Yes, this project is requesting to use AC in the year specified on the follow page</b>

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 870,000.00
2028 Local Matching Funds	\$ 217,500.00
2028 Local Non-Matching Funds	\$ 492,658.00
2028 Subtotal:	<b>\$ 1,580,158.00</b>
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 0.00</b>
<b>Total Project Cost:</b>	<b>\$ 1,580,158.00</b>

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	
2028 Local Matching Funds	
2028 Local Non-Matching Funds	
2028 Subtotal:	<b>\$ 0.00</b>
2029 TA Funds	\$ 880,000.00
2029 Local Matching Funds	\$ 220,000.00
2029 Local Non-Matching Funds	\$ 559,166.00
2029 Subtotal:	<b>\$ 1,659,166.00</b>
<b>Total Project Cost:</b>	<b>\$ 1,659,166.00</b>

**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 – [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	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 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: 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 15 of November (month), 2024 (year).

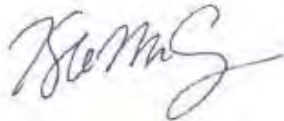
In Witness Thereof:

**Kyle McCamy, PE**

**11-15-2024**

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

**Dan Hanson, PE**

**11-15-2024**

(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**

<b>BID ITEM NO. &amp; DESCRIPTION</b>	<b>UNIT</b>	<b>ESTIMATED QUANTITY</b>	<b>BID UNIT PRICE</b>	<b>BID PRICE</b>
<b><u>Base Bid</u></b>				
<b><u>Roadway Items</u></b>				
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
<b><u>General Items</u></b>				
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
<b><u>Alternative 1A</u></b>				
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
<b><u>Alternative 1B</u></b>				
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
<b><u>Alternative 2</u></b>				
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
<b>Total Construction (Base+Alternate 1A)</b>				<b>\$870,000.00</b>
Construction Subtotal (Alternative 1B)				\$973,925.00
Contingencies (~40%)				\$391,075.00
<b>Total Construction (Base+Alternate 1B)</b>				<b>\$1,365,000.00</b>
Construction Subtotal (Alternative 2)				\$979,175.00
Contingencies (~40%)				\$391,075.00
<b>Total Construction (Base+Alternate 2)</b>				<b>\$1,365,000.00</b>

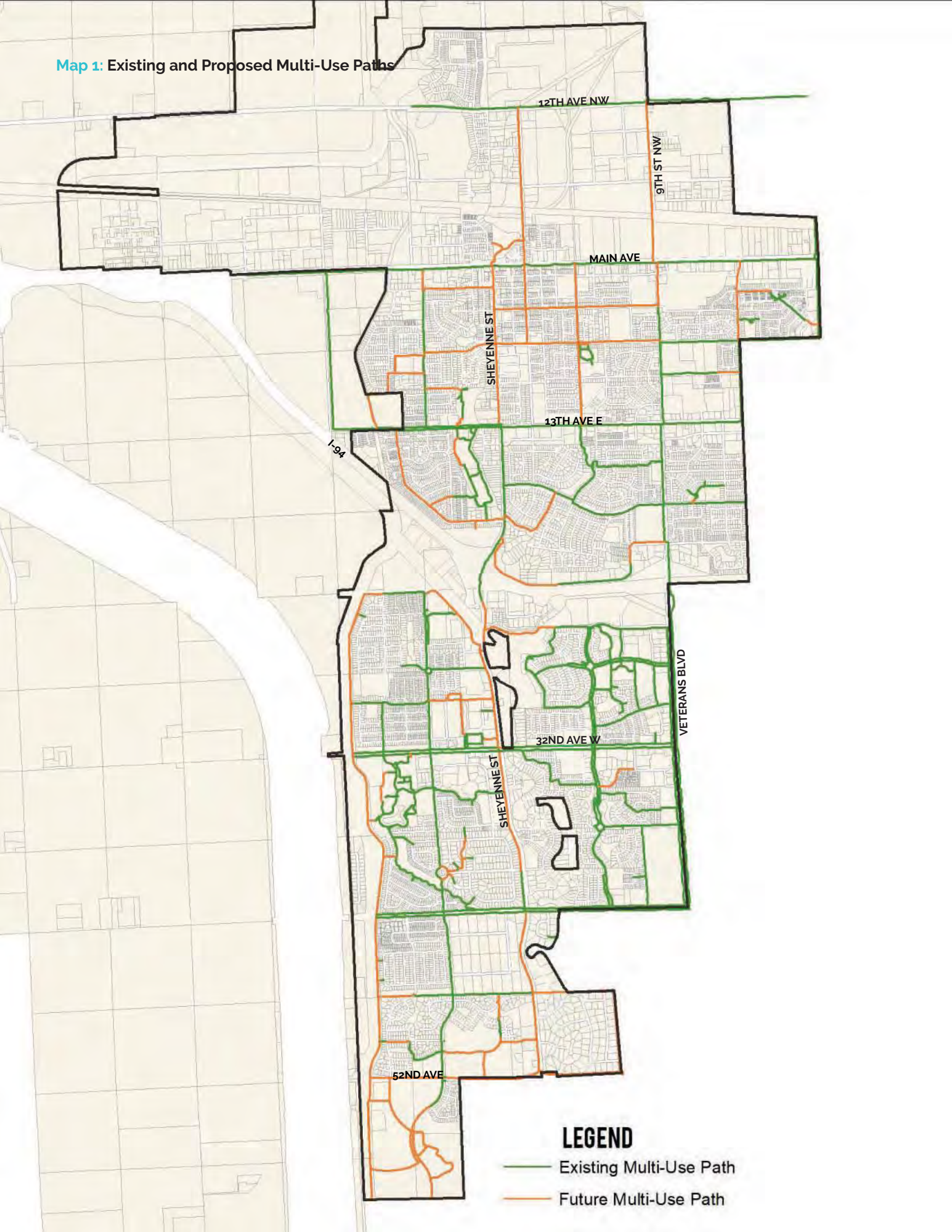
2025: \$1,365,000  
2028: \$1,580,158







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.

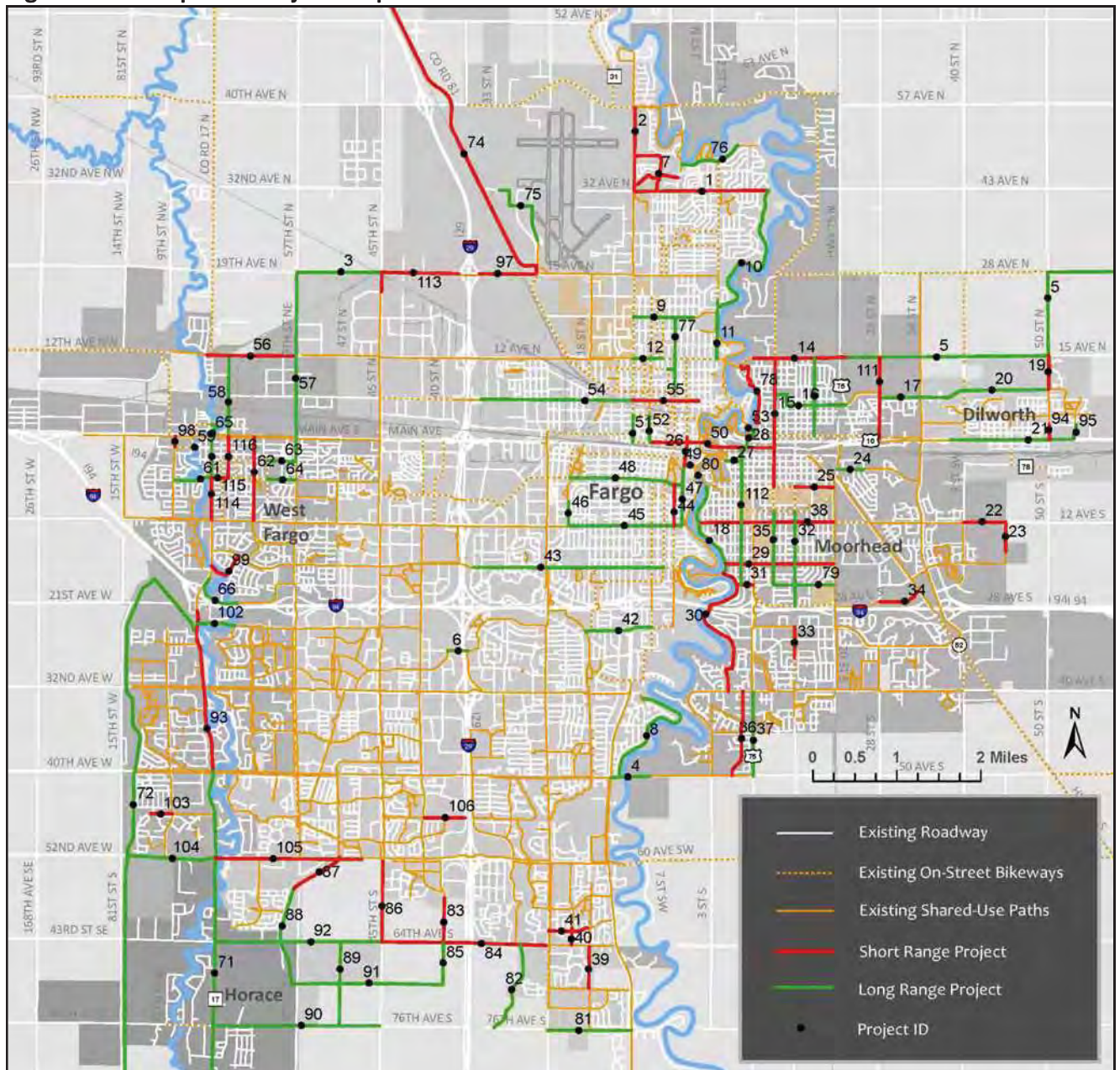
Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any 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 <sup>th</sup> Ave to 7 <sup>th</sup> Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 <sup>th</sup> Ave E – Sheyenne St to 1 <sup>st</sup> St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 <sup>th</sup> Ave to Main Ave	Short Range	N/A	Install bike lane (7 <sup>th</sup> Ave to 6 <sup>th</sup> Ave) Install sharrows (6 <sup>th</sup> Ave to 1 <sup>st</sup> Ave) Construct shared use path (1 <sup>st</sup> 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



## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

**Project Summary:**

Name of Project: <b>Low Level Drain 53 Crossing</b>	
Project Location: <b>Drain 53 at 58th Avenue S</b>	
Project Length (Feet): <b>950</b>	
Lead Jurisdiction: <b>Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: <b>Fargo/Parks/SEC</b> Maintenance Provided by: <b>Fargo/Fargo Parks</b>	
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>February 2029</b>	Anticipated Project Completion Date: <b>October 2029</b>
State: <input checked="" type="checkbox"/> North Dakota	<input 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	

**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 0.00
2028 Local Matching Funds	\$ 0.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 0.00</b>
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 0.00</b>
<b>Total Project Cost:</b>	<b>\$ 0.00</b>

**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 would be a new shared use path project that would fill a missing gap between the existing path that runs inside the drain on the east side and terminates at 58th Ave S, and the existing path that runs along 31st Street S. This path is anticipated to be 10' wide and would run either on City of Fargo land or SE Cass Water Resource District land.

**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 beginning to address some of the gaps in our shared use path network and this is definitely one of them.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

This will benefit pedestrians and bicyclist's alike in south Fargo as this will provide them a connection across the drain. The closest drain crossing to this one is roughly 1/2 mile to the north.

**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:

This is a fairly straightforward project, but the box culverts that will needed will need to be properly sized as to not impede the operations of Drain 53. It is anticipated that there will need to be two box culverts, and most likely 8'x10'.



## 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	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	This project will fill in a missing link our in bike and pedestrian network.
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	

### 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: 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 14 of November (month), 2024 (year).

In Witness Thereof:

**Dr. Timothy J. Mahoney**      **11-14-24**

(Responsible Government Official)      Date

  
(Signature of Responsible Government Official)

**Tom Knakmuhs, PE**      **11-14-24**

(City / County / District Engineer)      Date

  
(Signature of City / County / District Engineer)



**Project Location Map – Low level Drain 53 Crossing - Shared Use Path**



**Engineer's Opinion of Cost**  
 Reconstruction  
 Silverleaf Drain 53 Shared Use Path  
 City of Fargo Improvement District No. XX-XX-XX  
**November 2, 2024**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$8,500.00	1	\$8,500.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$40.00	10	\$400.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$30.00	408	\$12,240.00
203	109	TOPSOIL	CY	\$40.00	408	\$16,320.00
203	140	BORROW-EXCAVATION	CY	\$30.00	889	\$26,670.00
251	300	SEEDING CLASS III	ACRE	\$10,000.00	0.28	\$2,800.00
253	201	HYDRAULIC MULCH	ACRE	\$6,200.00	0.28	\$1,736.00
261	112	FIBER ROLLS	LF	\$4.00	1,000	\$4,000.00
261	113	REMOVE FIBER ROLLS 12IN	LF	\$1.00	1,000	\$1,000.00
702	100	MOBILIZATION	L SUM	\$51,100.00	1	\$51,100.00
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000.00
750	125	SIDEWALK CONCRETE 5IN	SY	\$100.00	950	\$95,000.00
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000.00
-	-	Box Culvert w Rip Rap - twin 8'x8' boxes, 30' long	L SUM	\$340,000.00	1	\$340,000

Total	569,766	
Contingency (20%)	113,953	
	683,719	2023 Funds
<b>Total Estimated Cost</b>	<b>1,004,608</b>	<b>2029 Funds</b>
	\$ 803,686	TA
	\$ 200,922	Local

## 2025, 2028, and 2029 Transportation Alternatives Application

### Step 1: Project Information

**Project Summary:**

Name of Project: <b>Drain 53 Shared Use Path</b>	
Project Location: <b>Drain 53 in south Fargo - 64th Ave S to 73rd Ave S</b>	
Project Length (Feet): <b>4227</b>	
Lead Jurisdiction: <b>Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: <b>Fargo/Parks/SEC</b>	Maintenance Provided by: <b>Fargo/Fargo Pa</b>
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>February 2029</b>	Anticipated Project Completion Date: <b>October 2029</b>
State: <input checked="" type="checkbox"/> North Dakota	<input 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



**Project Summary:**

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

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
2028 TA Funds	\$ 0.00
2028 Local Matching Funds	\$ 0.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	<b>\$ 0.00</b>
2029 TA Funds	\$ 664,978.00
2029 Local Matching Funds	\$ 166,244.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 831,222.00</b>
<b>Total Project Cost:</b>	<b>\$ 831,222.00</b>

**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 would be located on the east side of Drain 53 from 64th Avenue South to 73rd Avenue South. This project connects the Golden Valley development to the metro path system. 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.

**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?

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 of the Project**

Please explain how this project will benefit the transportation system?

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.

**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 speak of.

## **Step 2: Planning Conformance**

### **Relationship to Regional Priorities:**

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

<b>FM Metro COG MTP Metro 2050 Planning Goals</b>	<b>If applicable, describe how this project contributes to each Planning Goal listed below</b>
Safety and System Security	
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	
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 is 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: 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 14 of November (month), 2024 (year).

In Witness Thereof:

**Dr. Timothy J. Mahoney**      **11-14-24**

(Responsible Government Official)      Date

  
\_\_\_\_\_  
(Signature of Responsible Government Official)

**Tom Knakmuhs, PE**      **11-14-24**

(City / County / District Engineer)      Date

  
\_\_\_\_\_  
(Signature of City / County / District Engineer)



Project Location Map - Drain 53 Shared Use Path – 64<sup>th</sup> Avenue S to 73<sup>rd</sup> Avenue S





Construction Cost Estimate  
 Drain 53 - 64th Ave S to 73rd Ave S

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	100	\$3,000
203	140	BORROW-EXCAVATION	CY	\$30.00	100	\$3,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	2	\$12,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	2	\$12,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	100	\$6,000
702	100	MOBILIZATION	L SUM	\$35,000.00	1	\$35,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	4,227	\$380,430
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$100,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$471,430 2024 dollars

\$692,685.34 2029 dollars

w Contingency (20%)

**\$831,222**

\$664,978 Fed TAP

\$166,244 Local funds

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.	
<b>Total Points</b>				50		50		30		30		25		20		20			

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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 as well as 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:

1. Safety & System Security
2. Travel Efficiency & Reliability
3. Walking/Biking/Rolling
4. Transit Access & Reliability
5. Maintain Transportation Infrastructure
6. Community Context & Impact Reduction
7. Transportation Decisions
8. Emerging Transportation Trends
9. Connecting People & Places
10. Freight Network & Moving Goods

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

The Prioritization Committee, a sub-committee of the TTC was asked to meet four (4) times throughout this solicitation process to evaluate the projects received based on project scope, timeliness and need for the project, estimated traffic use, pavement condition, congestion mitigation from the

project, the system benefit of the project, and identification of potential challenges to the project. Throughout 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 – 2024 Purchasing Electric Vehicles
  - 3240009 – 2025 Purchasing Electric Vehicles
- Reconstruction of the Shared Use Path along 8<sup>th</sup> Street from 5<sup>th</sup> Avenue W to 12 ½ Avenue W West Fargo, ND
  - Funds Requested: \$220,711

#### **North Dakota CRP Funding Year 2028**

- Reconstruction of the Shared Use Path along the Red River from Main Avenue to NP Avenue Fargo, ND
  - Funds Requested: \$1,100,000

#### **North Dakota CRP Funding Year 2029**

- Beaton Drive Shared Use Path and River Crossing West Fargo, ND
  - Funds Requested: \$1,220,000

#### **Additional Priorities Listed in Order**

- Drain 27 Shared Use Path from 64<sup>th</sup> Avenue S to 76<sup>th</sup> Avenue S Horace, ND
  - Funds Requested: \$1,057,232
- Pedestrian Improvements at the University Drive and 25<sup>th</sup> Avenue S Intersection Fargo, ND
  - Funds Requested: \$994,515

Attachment 1 – ND CRP One Page Summary of Projects

Attachment 2 – Combined Received ND CRP Applications

**Requested Action:** Recommend 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**  
 Fund in 2028

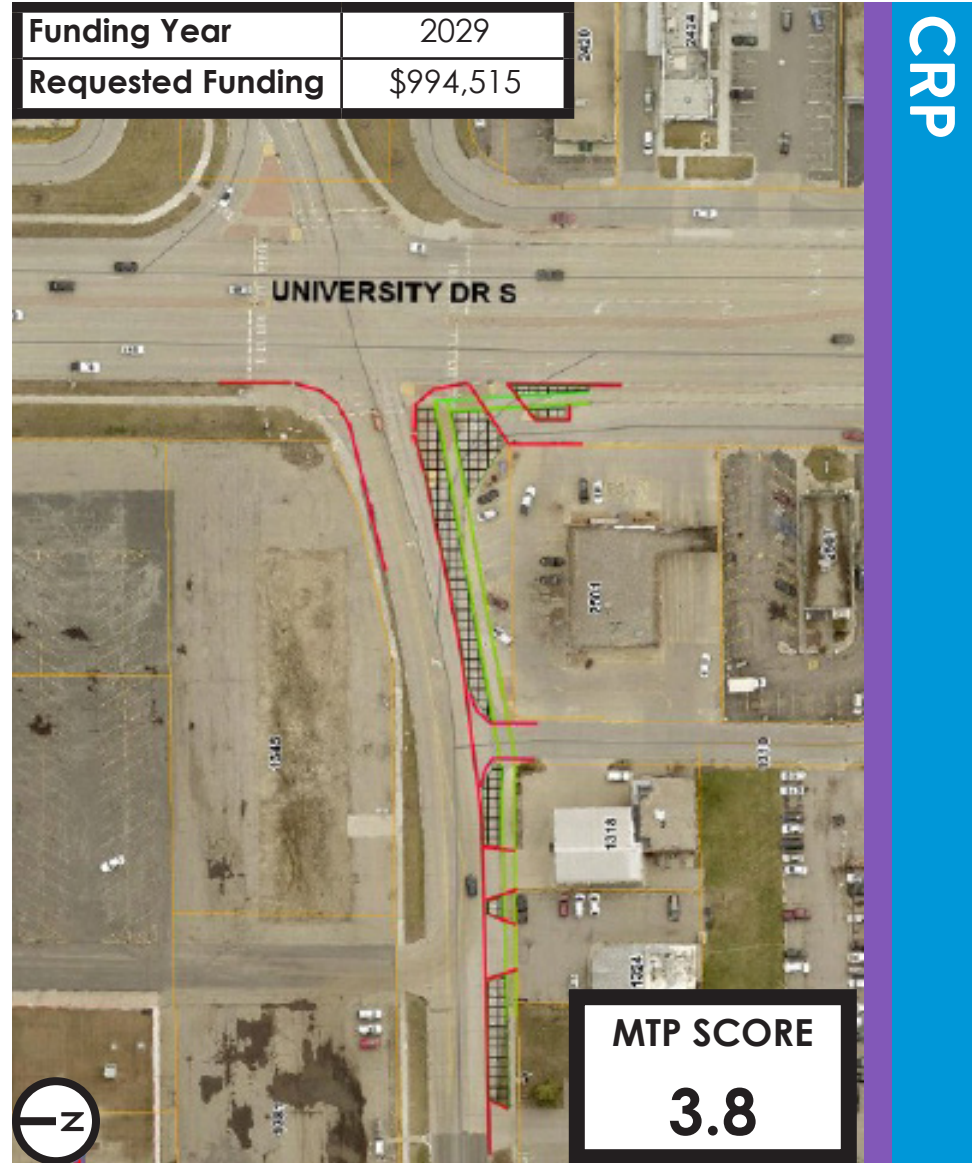




## Pedestrian Improvements at 25th Avenue South

- **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**  
Additional Priority #2



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.

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



<b>SERIOUS/FATAL INJURIES</b>	<b>PUBLIC RANKING</b>
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

**Prioritization Committees Recommendations**  
 Additional Priority #1



# 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**

**Prioritization Committees Recommendations**  
Fund in 2029

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

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

## 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 do 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)

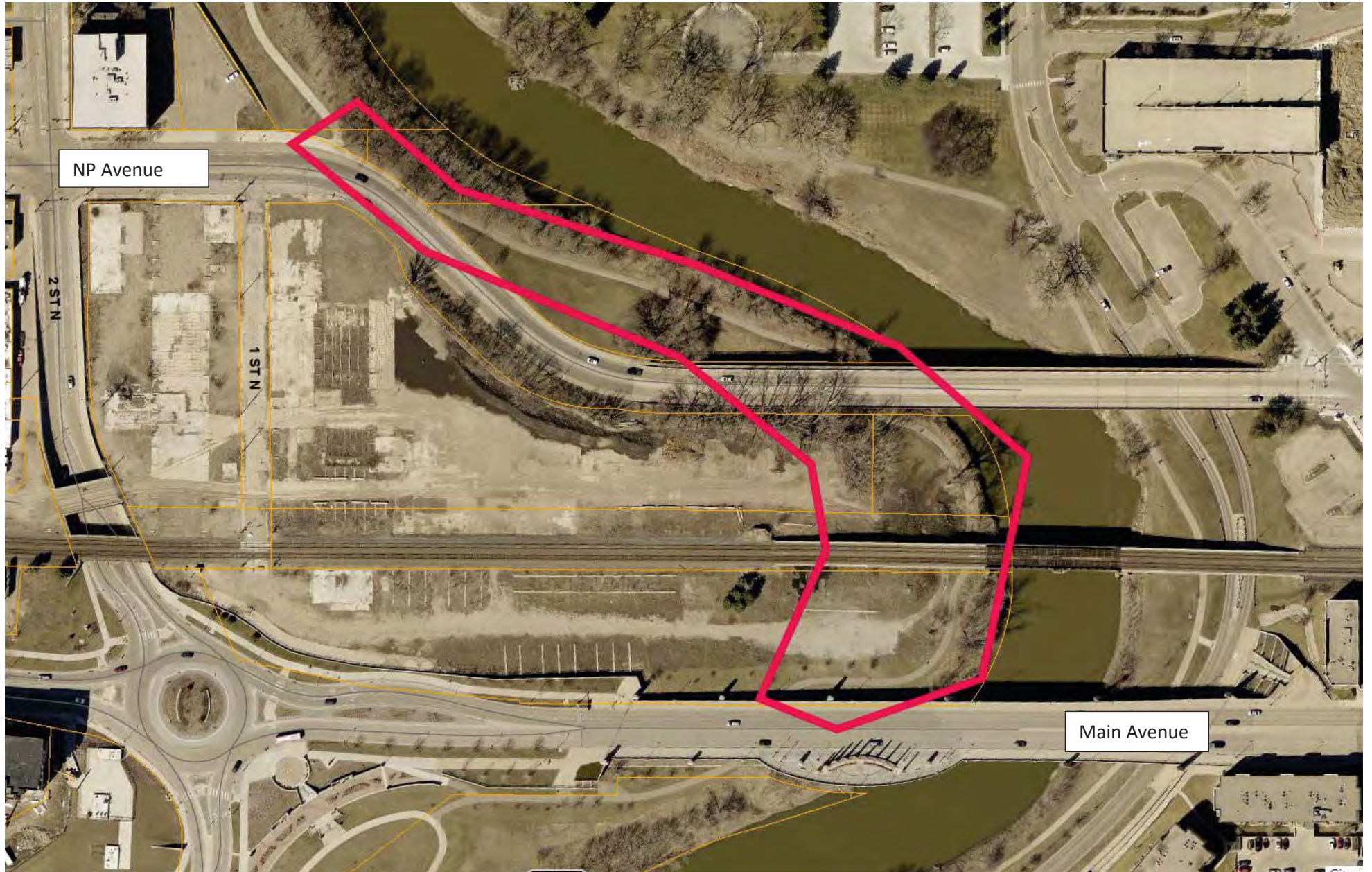
\_\_\_\_\_  
Date

\_\_\_\_\_  
(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

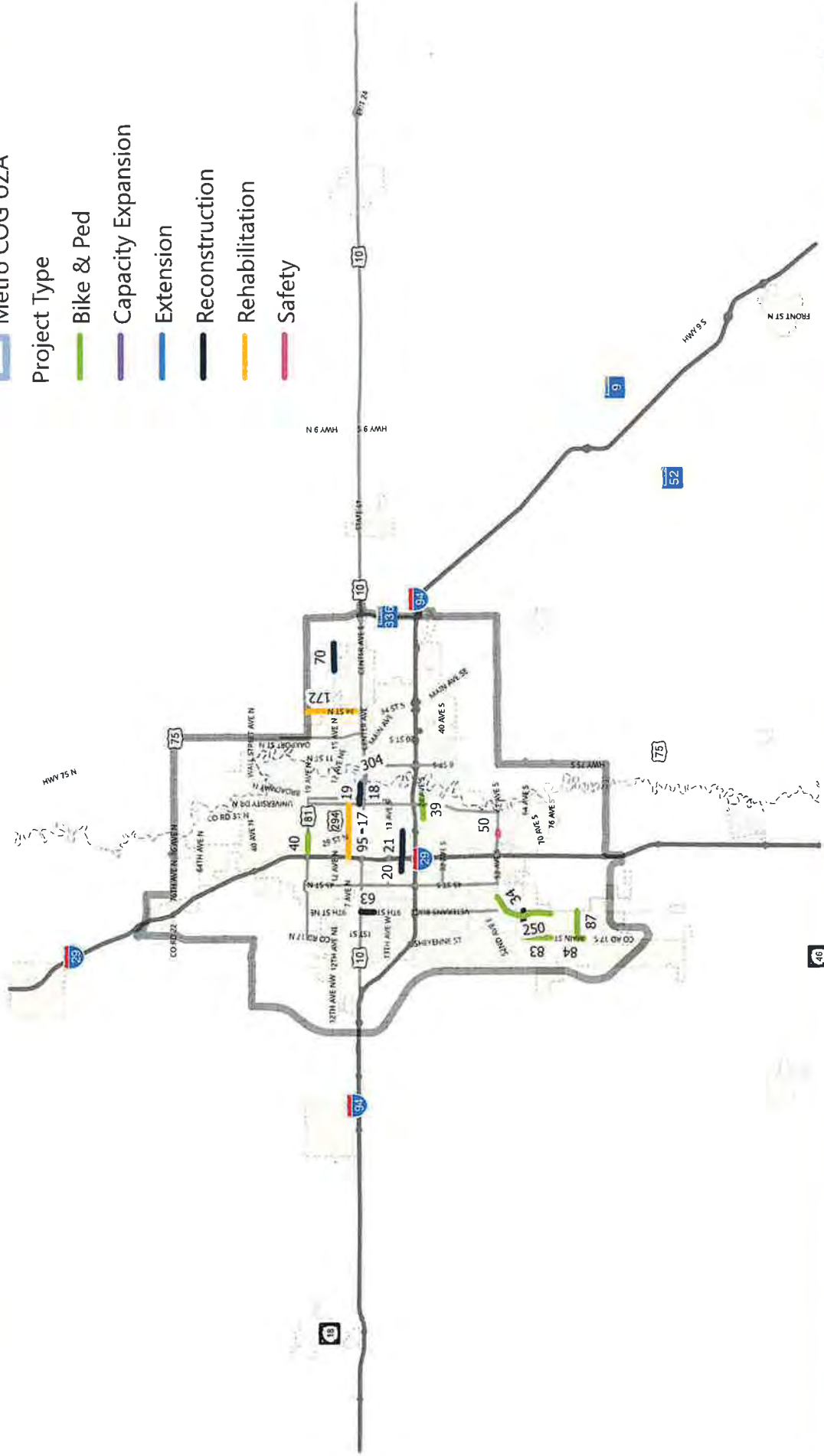




Table 13. Short-Term (2028-2030) Transportation Projects by Funding Source

Funding Source	Project ID	Corridor	From	To	Project Type	Project Jurisdiction	Construction Cost Estimate (2024)	Short Term (2029) Costs	Federal Funds (2029)	Weighted Score
<b>Minnesota Projects</b>										
<b>CRP/TA</b>	<b>303</b>	CSAH 9	4th Ave NW	3rd Ave NW	Bike & Ped	Dilworth/Clay County	\$790,524	\$961,793	\$769,434	3.1
<b>STBG</b>	<b>172*</b>	34th St	28th Ave N	3rd Ave N	Rehabilitation	Moorhead/Dilworth	\$7,098,412	\$1,835,701	\$1,093,040	3.2
	<b>70</b>	15th Ave N	7th St NE	60th St N	Reconstruction	Dilworth/Clay County	\$4,333,750	\$2,572,669	\$2,058,135	2.3
<b>North Dakota Projects</b>										
<b>CRP</b>	<b>39</b>	25th Ave S	University Dr S	University Dr S	Bike & Ped	Fargo	\$422,879	\$514,497	\$411,597	3.5
	<b>40</b>	19th Ave N	I-29	Dakota Dr	Bike & Ped	Fargo	\$1,132,771	\$1,813,603	\$484,957	3.1
	<b>250</b>	Drain 27	Deer Creek Connection	76th Ave S	Bike & Ped	Horace	\$1,108,751	\$1,348,965	\$1,079,172	2.9
	<b>304</b>	Red River	Main Ave	NP Avenue	Bike & Ped	Fargo	\$1,790,268	\$1,790,268	\$1,432,214	2.9
	<b>34</b>	Drain 27 Wall	52nd Ave S	59th Ave S	Bike & Ped	Fargo	\$792,366	\$964,035	\$771,228	3.0
	<b>87</b>	Ave/88th Ave S	CR 17	57th St	Bike & Ped	Horace	\$821,398	\$999,357	\$799,485	3.0
<b>TA</b>	<b>83</b>	CR 17	64th Ave S	76th Ave S	Bike & Ped	Horace	\$821,997	\$1,000,085	\$800,068	2.9
	<b>84</b>	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="215 380 716 407">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="215 928 743 1018">ADA compliance. Cross slope was measured at 7%. Vertical slope may also exceed ADA standards.</p> 	<p data-bbox="836 1087 1271 1146">Replace with trail that meets ADA standards.</p>
<p data-bbox="215 1352 480 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>






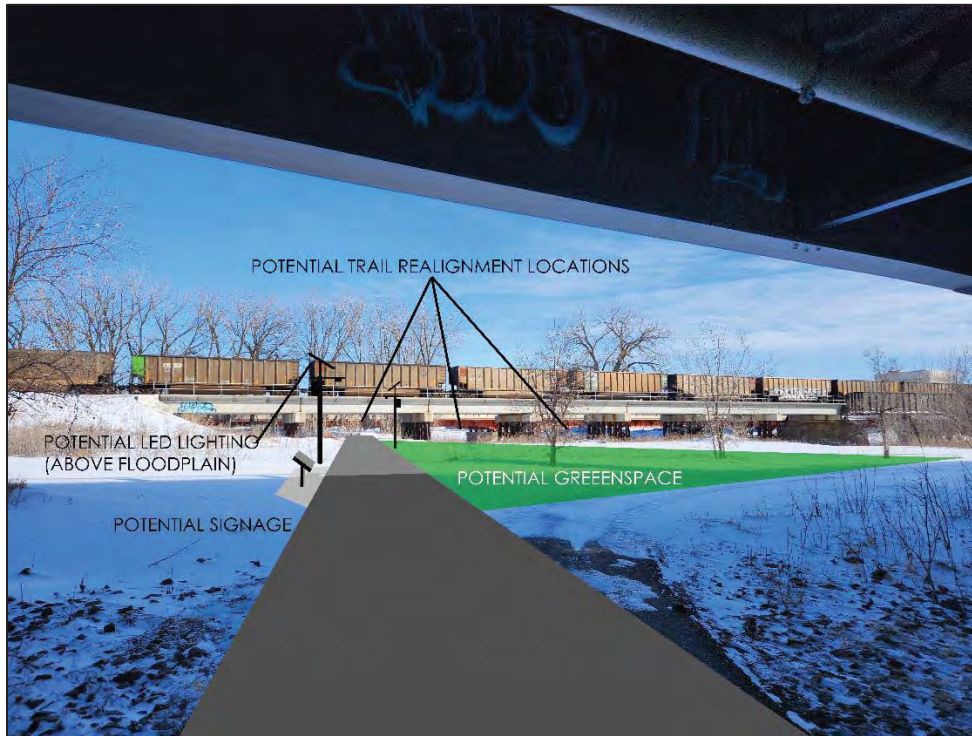
Issue (continued)	Remedy (continued)
<p>Overgrown brush along trail corridor makes for unsightly trail corridor and an uncomfortable experience for users.</p> 	<p>Clear overgrown brush and damaged trees along trail corridor and under bridges.</p>
<p>Distance of trail from built environment &amp; areas 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 <b>Figure 1</b>. 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
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.	Fargo Engineering (Lead), Fargo Parks (Partner)
Clear overgrown brush & damaged trees along trail corridor and under bridges.	Fargo Engineering, Fargo Public Works, Fargo Parks

## Lighting

In the evening of April 8<sup>th</sup>, 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**

Dan Hanson 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**

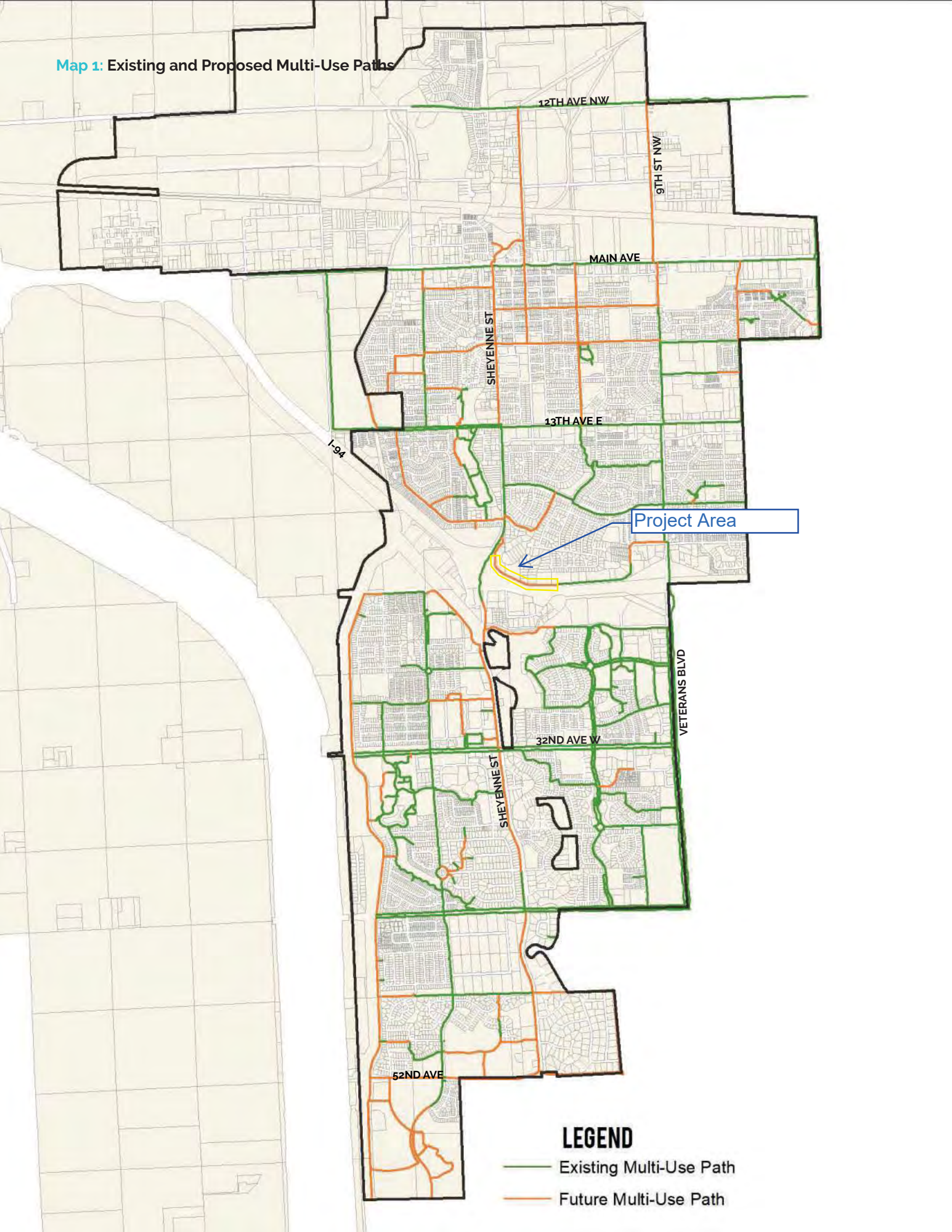
<b>BID ITEM NO. &amp; DESCRIPTION</b>	<b>UNIT</b>	<b>ESTIMATED QUANTITY</b>	<b>BID UNIT PRICE</b>	<b>BID PRICE</b>
<b><u>Base Bid</u></b>				
<b><u>Roadway Items</u></b>				
1. Common Excavation	CY	5,000	\$5.00	\$25,000.00
2. Borrow Excavation - Import	CY	10,000	\$15.00	\$150,000.00
3. Asphalt Pavement - 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
<b><u>General Items</u></b>				
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
<b><u>Alternative 1A</u></b>				
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
<b><u>Alternative 1B</u></b>				
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
<b><u>Alternative 2</u></b>				
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
<b>Total Construction (Base+Alternate 1A)</b>				<b>\$870,000.00</b>
Construction Subtotal (Alternative 1B)				\$973,925.00
Contingencies (~40%)				\$391,075.00
<b>Total Construction (Base+Alternate 1B)</b>				<b>\$1,365,000.00</b>
Construction Subtotal (Alternative 2)				\$979,175.00
Contingencies (~40%)				\$391,075.00
<b>Total Construction (Base+Alternate 2)</b>				<b>\$1,365,000.00</b>

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.

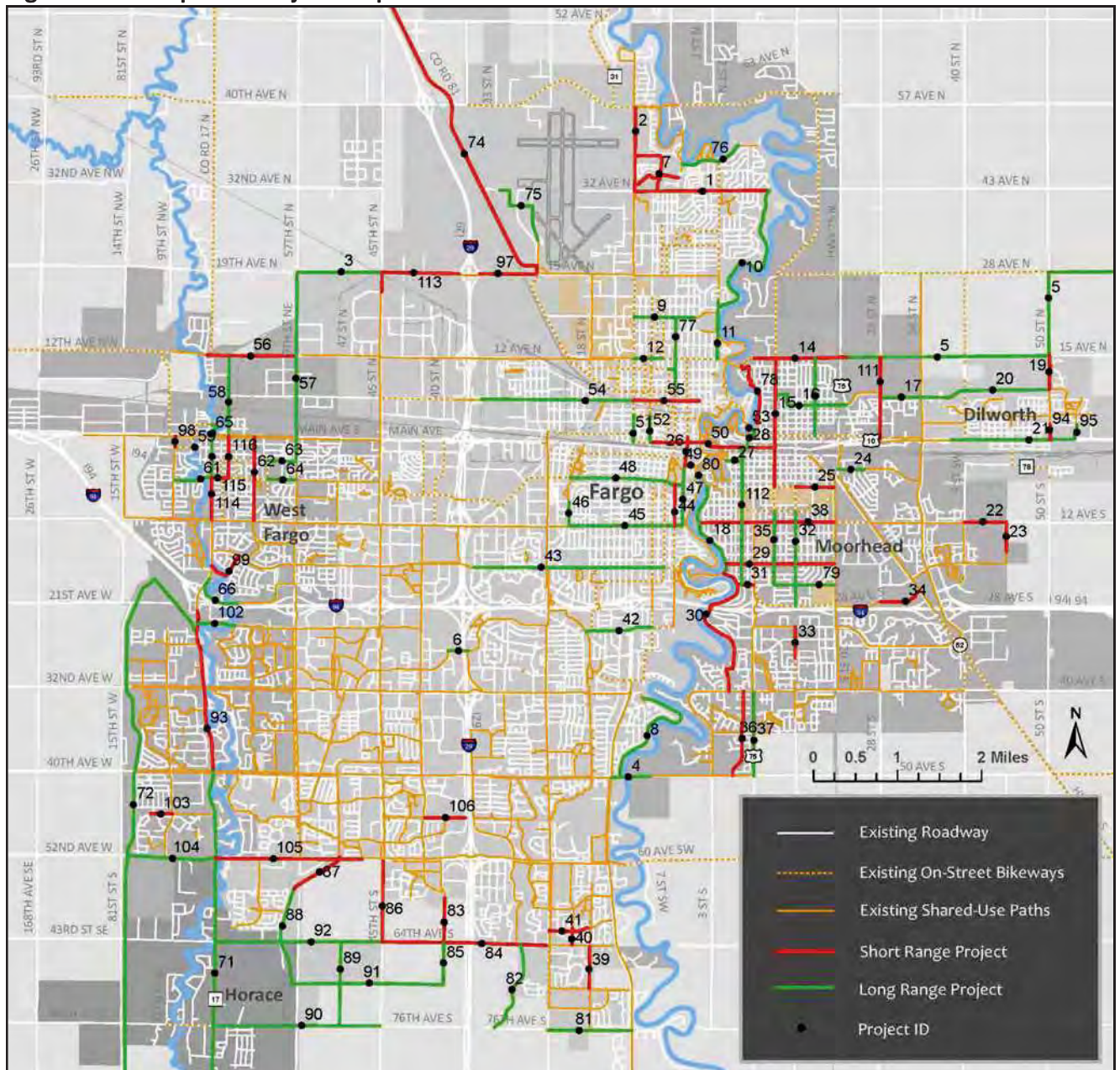
Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any 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 <sup>th</sup> Ave to 7 <sup>th</sup> Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 <sup>th</sup> Ave E – Sheyenne St to 1 <sup>st</sup> St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 <sup>th</sup> Ave to Main Ave	Short Range	N/A	Install bike lane (7 <sup>th</sup> Ave to 6 <sup>th</sup> Ave) Install sharrows (6 <sup>th</sup> Ave to 1 <sup>st</sup> Ave) Construct shared use path (1 <sup>st</sup> 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:

**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.

** 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 \_\_\_\_ of \_\_\_\_\_ (month), \_\_\_\_\_ (year).

In Witness Thereof:

\_\_\_\_\_  
(Mayor / Board Chair / Commission Chair) Date

\_\_\_\_\_  
(Signature of Mayor / Board Chair / Commission Chair)

\_\_\_\_\_  
(City / County / District Engineer) Date

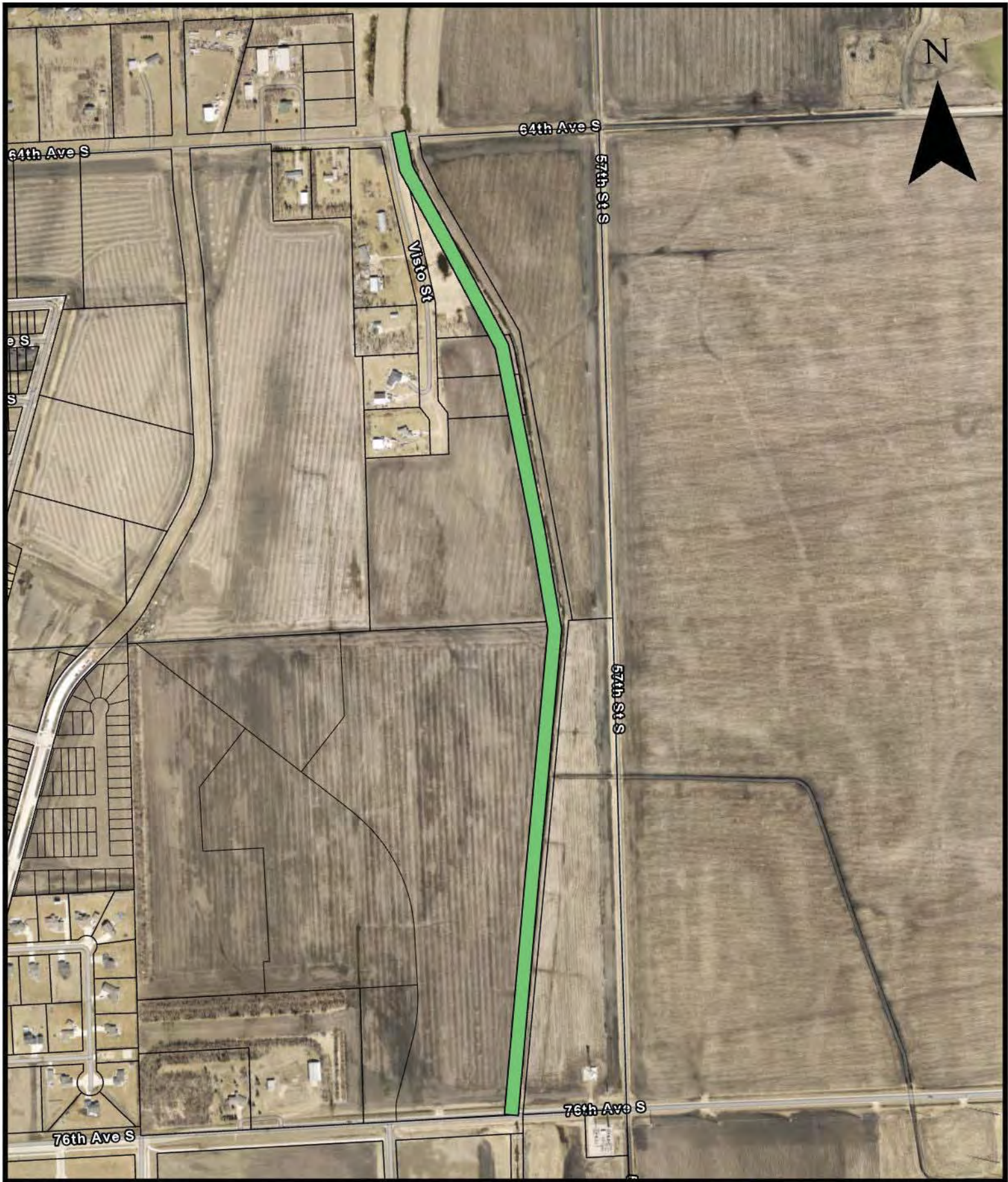
\_\_\_\_\_  
(Signature of City / County / District Engineer)

**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

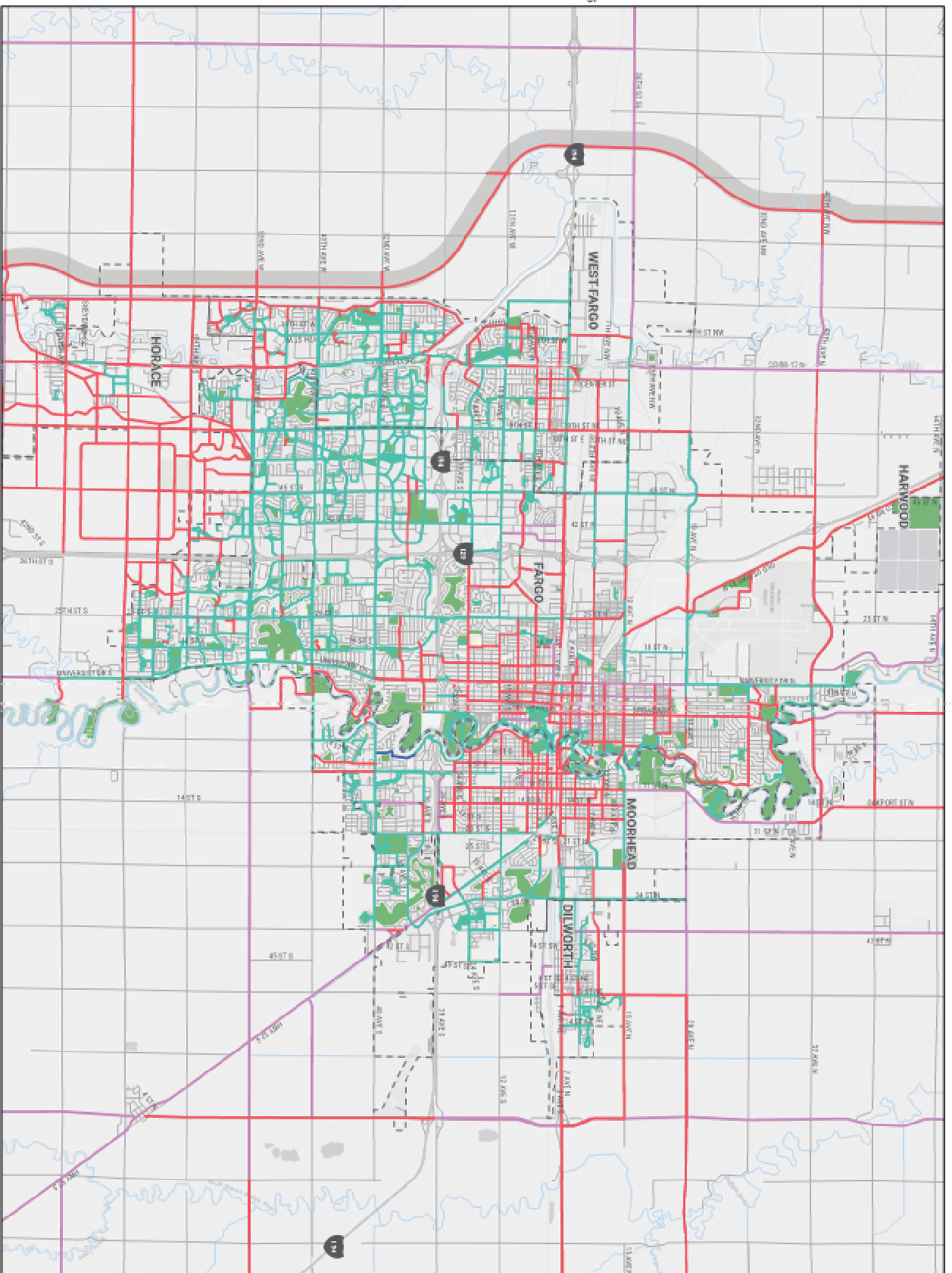
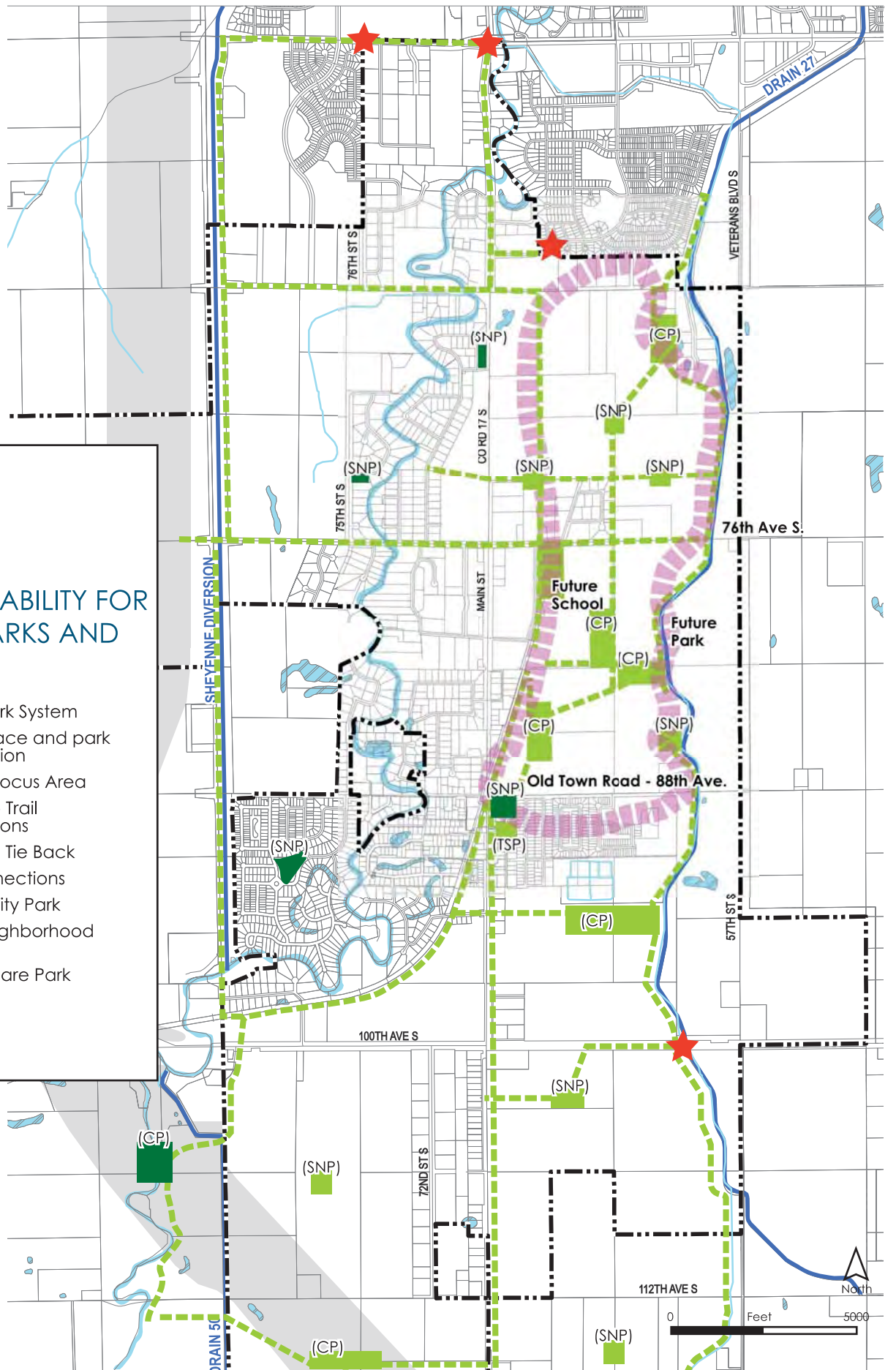




Figure 12-3

## 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



## 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:**

** 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 25<sup>th</sup> 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**

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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 as well as 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:

1. Safety & System Security
2. Travel Efficiency & Reliability
3. Walking/Biking/Rolling
4. Transit Access & Reliability
5. Maintain Transportation Infrastructure
6. Community Context & Impact Reduction
7. Transportation Decisions
8. Emerging Transportation Trends
9. Connecting People & Places
10. Freight Network & Moving Goods

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

The Prioritization Committee, a sub-committee of the TTC was asked to meet four (4) times throughout this solicitation process to evaluate the projects received based on project scope, timeliness and need for the project, estimated traffic use, pavement condition, congestion mitigation from the project, the system benefit of the project, and identification of potential

challenges to the project. 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**

- Rehabilitation of 36<sup>th</sup> Street S Bridge at the Rose Coulee Fargo, ND
  - Additional Funds Requested: \$186,711

#### **North Dakota STBG Funding Year 2027**

- Reconstruction of 13<sup>th</sup> Avenue from 9<sup>th</sup> Street E to Sheyenne Street
  - Remove 2027 STBG from this project and award full 2029 STBG
- Reconstruction of 1<sup>st</sup> Avenue N from 10<sup>th</sup> Street to University Drive
  - Funds Requested: \$6,324,210
- Construction of a Pedestrian Bridge in the vicinity of Bluestem Amphitheater
  - Currently Funded: \$4,160,000
  - 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**

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

#### **North Dakota STBG Funding Year 2029**

- Reconstruction of 13<sup>th</sup> Avenue from 9<sup>th</sup> Street E to Sheyenne Street
  - Funds Requested: \$10,907,772

Attachment 1 – ND STBG One Page Summary of Projects

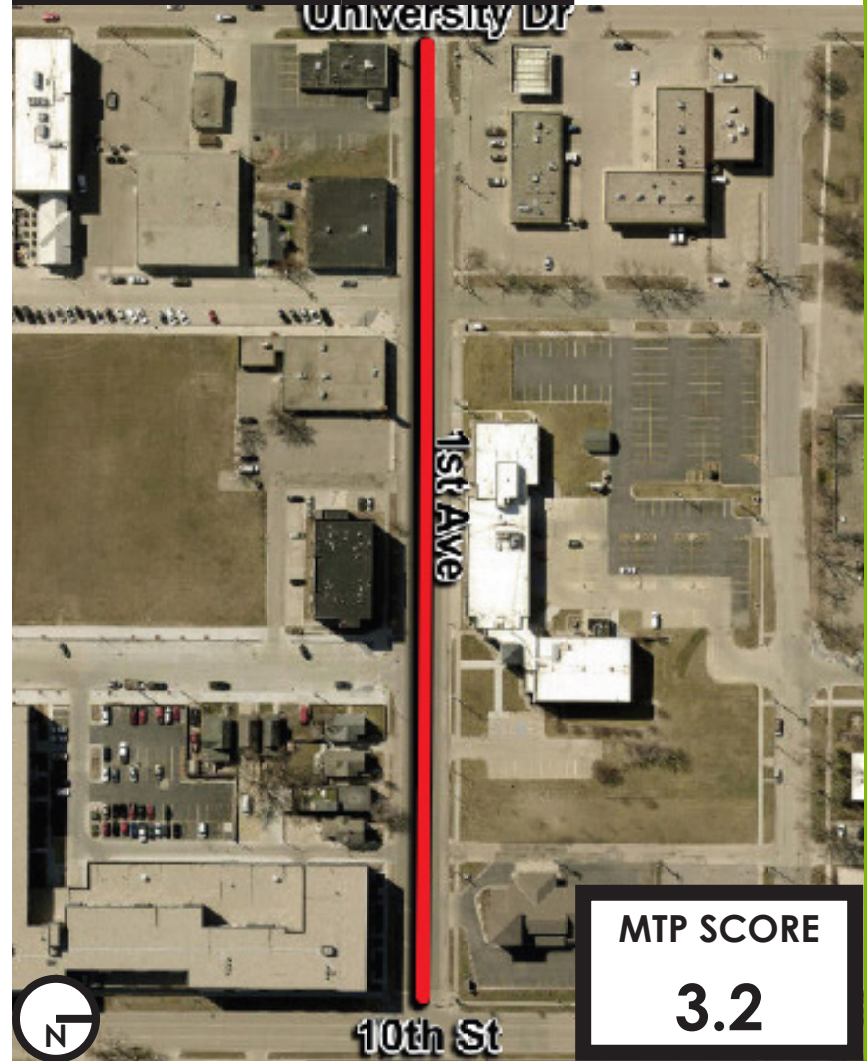
Attachment 2 – Combined Received ND STBG Applications

**Requested Action:** Recommend 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:** University 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



**STBG**

**MTP SCORE**  
**3.2**

<b>SERIOUS/FATAL INJURIES</b>	<b>PUBLIC RANKING</b>
17/0/HIN	1

**Prioritization Committees Recommendations**  
Fund in 2027

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



## 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

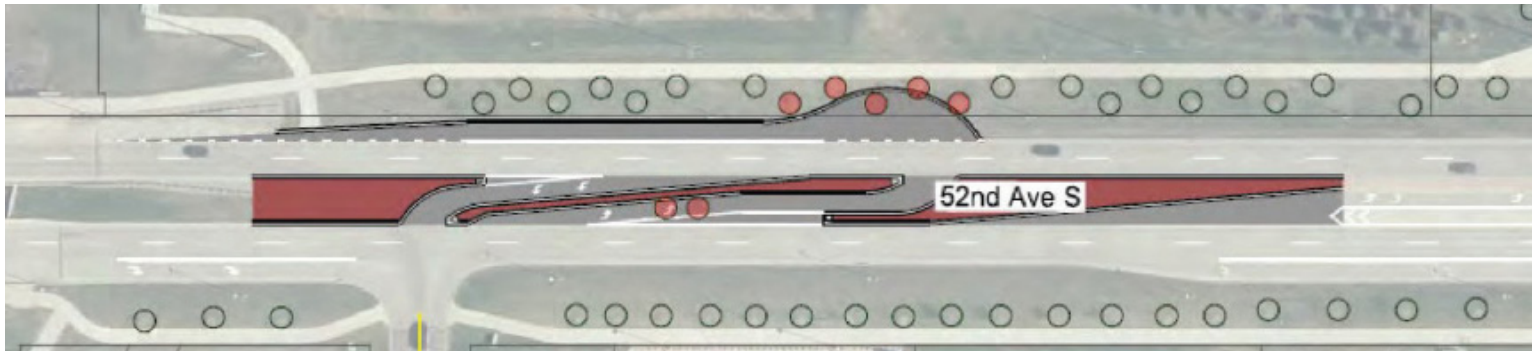
<b>MTP SCORE</b>				<b>SERIOUS/FATAL INJURIES</b>				<b>PUBLIC RANKING</b>		
<b>2.2</b>				0/0				4		
<b>S</b>	<b>TE</b>	<b>WB</b>	<b>T</b>	<b>M</b>	<b>IR</b>	<b>TD</b>	<b>ET</b>	<b>CP</b>	<b>F</b>	
1.6	2.6	3.3	1.0	1.0	2.0	3.0	3.0	1.4	1.3	

**Prioritization Committees Recommendations**  
 2027 Additional Priority #1

# 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

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



## Reconstruction of 13th Avenue

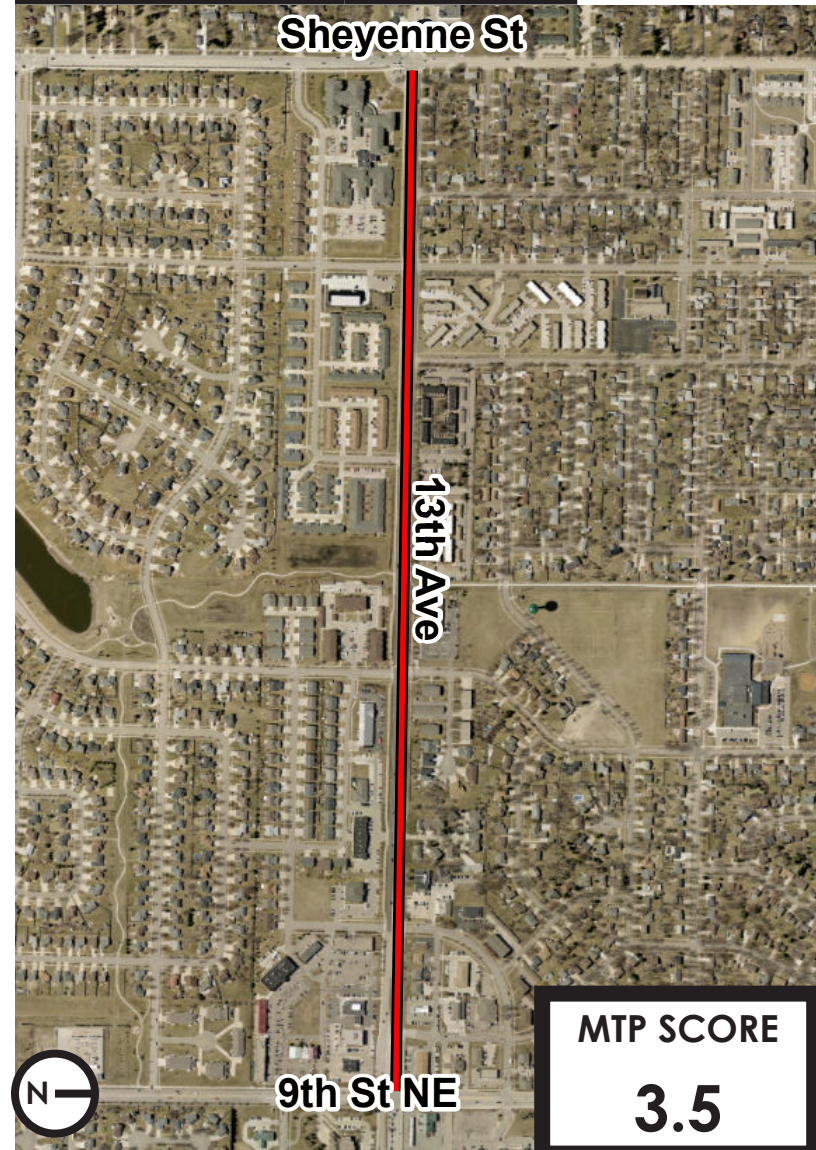
- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to 9th St NE
- **SCOPE:** Project will reconstruct existing asphalt overlaid concrete roadway and replace existing storm sewer system. Additional sanitary sewer work will be completed when roadway is removed to address deficiency 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



MTP SCORE

3.5

SERIOUS/FATAL  
INJURIES

9/0

PUBLIC RANKING

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

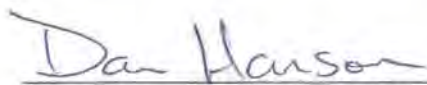


(Signature of Mayor / Board Chair / Commission Chair)

**Dan Hanson, PE**

(City / County / District Engineer)

1/20/25  
Date



(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
	<b>SUM</b>				<b>\$10,665,790.00</b>
	30% Contingency				\$3,199,800.00
	5% Inflation (2027 to 2028)				\$533,289.50
	5% Inflation (2028 to 2029)				\$719,943.98
	<b>TOTAL</b>				<b>\$15,118,823.48</b>
				<b>FEDERAL SHARE (STBG FUNDS)</b>	<b>\$10,907,772.00</b>
				<b>LOCAL SHARE</b>	<b>\$4,211,051.48</b>

**Non-Participating Items**

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







## 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.

- |  |  |
|--|--|
| <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:

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:

\_\_\_\_\_  
(Mayor / Board Chair / Commission Chair) Date

\_\_\_\_\_  
(Signature of Mayor / Board Chair / Commission Chair)

\_\_\_\_\_  
(City / County / District Engineer) 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

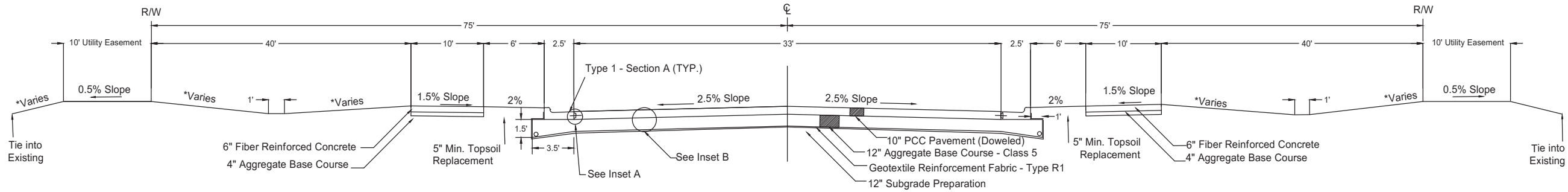
Opinion of Probable Bid Cost \$ 2,007,720.00  
Construction Engineering \$ 401,544.00  
**Total = \$ 2,410,000.00**

Local

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

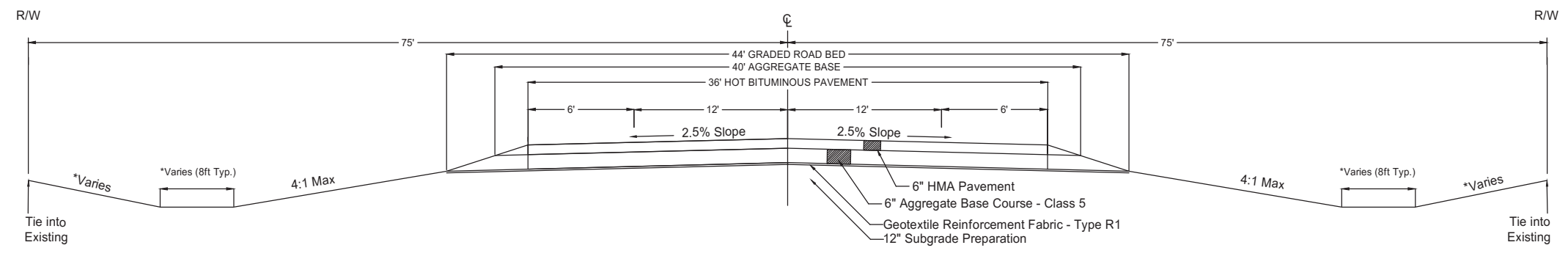
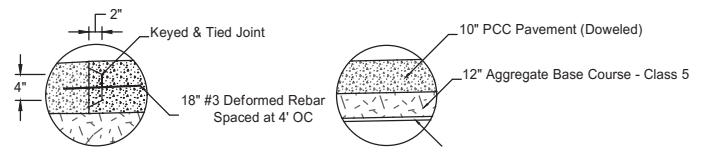
Federal

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.

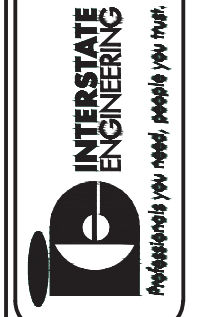
PRELIMINARY

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: \_\_\_\_\_

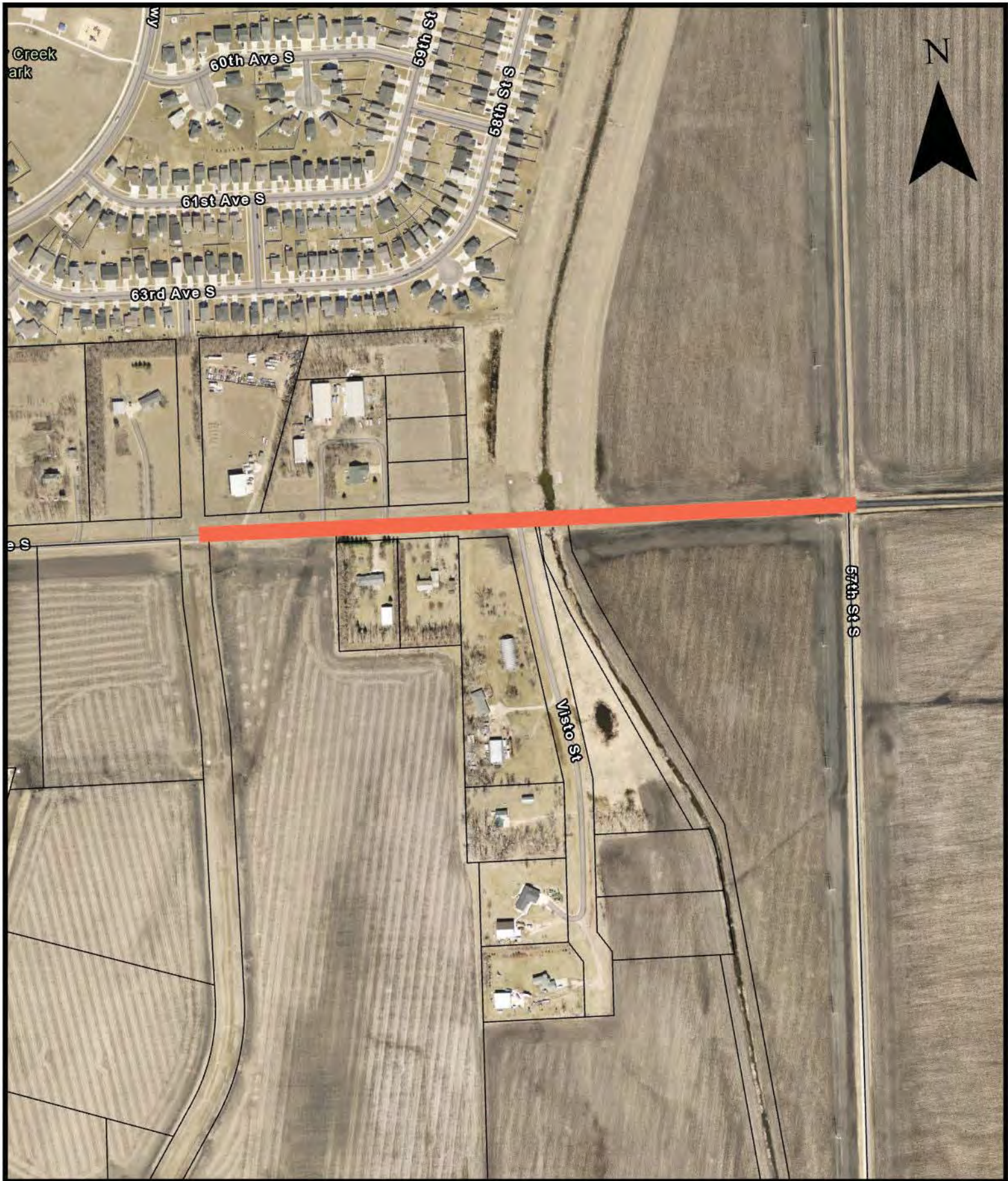
Interstate Engineering  
574 Main Street, Suite A  
Horace, ND 58047  
(701) 632.0438  
www.interstateeng.com



SECTION  
**XX**

SHEET NO.  
**X**





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









## 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 27<sup>th</sup> Street S and 52<sup>nd</sup> Avenue S intersection operates with unacceptable delays and LOS along the 27<sup>th</sup> 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 25<sup>th</sup> Street S from the northbound approach by preventing left-turn movements. Northbound left-turning vehicles from 27<sup>th</sup> Street S will be required to turn right onto the 25<sup>th</sup> Street S and then make a U-turn at 52<sup>nd</sup> Avenue S between 27<sup>th</sup> Street S and 25<sup>th</sup> 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 25<sup>th</sup> Street S. The Left-turning vehicles from the 27<sup>th</sup> Street S will use a channelized receiving lane on the 25<sup>th</sup> Street S to merge onto the 25<sup>th</sup> 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 64<sup>th</sup> Avenue S and 76<sup>th</sup> Avenue S.



**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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), 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 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 as well as 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:

1. Safety & System Security
2. Travel Efficiency & Reliability
3. Walking/Biking/Rolling
4. Transit Access & Reliability
5. Maintain Transportation Infrastructure
6. Community Context & Impact Reduction
7. Transportation Decisions
8. Emerging Transportation Trends
9. Connecting People & Places
10. Freight Network & Moving Goods

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

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.

Attachment 1 – Mn TA One Page Summary of Projects

Attachment 2 – Combined Received Mn TA Applications

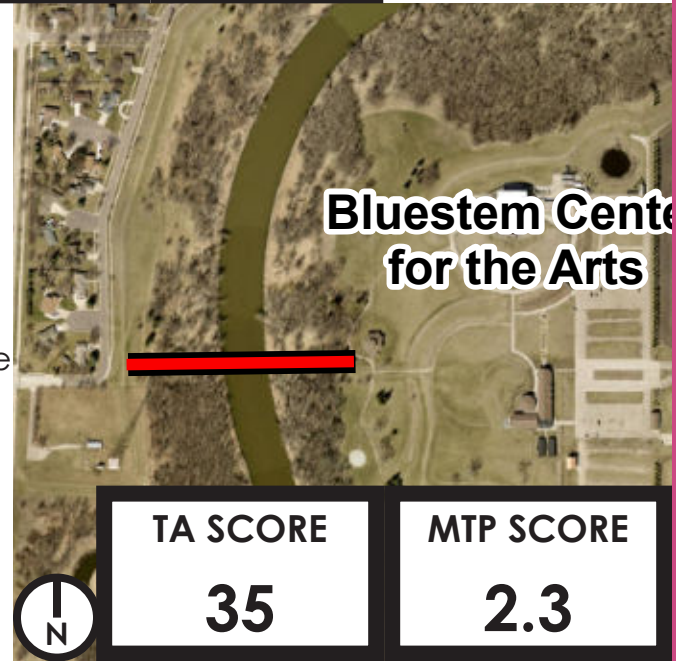
Attachment 3 – Bicycle and Pedestrian Committee Scoring for Mn TA projects

**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.

<b>Funding Year</b>	2028
<b>Requested Funding</b>	\$450,000



<b>TA SCORE</b>	<b>MTP SCORE</b>
<b>35</b>	<b>2.3</b>

<b>SERIOUS/FATAL INJURIES</b>	<b>PUBLIC RANKING</b>
0/0	1

<b>S</b>	<b>TE</b>	<b>WB</b>	<b>T</b>	<b>M</b>	<b>IR</b>	<b>TD</b>	<b>ET</b>	<b>CP</b>	<b>F</b>
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: <b>Bluestem Bicycle and Pedestrian Bridge</b>	
Project Location: <b>50th Ave S over the Red River of the North</b>	
Project Length (Feet): <b>1,600 feet</b>	
Lead Jurisdiction: <b>City of Moorhead</b>	Local Match Provided by: <b>City of Moorhead</b>
Post-Construction Owner of the Project: <b>Cities of Moorhead, MN and Fargo, ND</b>	
Right of Way Provided by: <b>Fargo &amp; Moorhead</b>	Maintenance Provided by: <b>Fargo &amp; Moorhead</b>
Project Contact: <b>Tom Trowbridge</b>	Contact Phone: <b>218-299-5395</b>
Contact Email Address: <b>tom.trowbridge@moorheadmn.org</b>	
Anticipated Bid Letting Date: <b>November 2027</b>	Anticipated Project Completion Date: <b>October 2028</b>
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.

<b>Funding Source</b>	<b>Funding Amount</b>
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	<b>\$ 0.00</b>
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:	<b>\$ 4,800,000.00</b>
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	<b>\$ 0.00</b>
<b>Total Project Cost:</b>	<b>\$ 4,800,000.00</b>

**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:

<b>FM Metro COG MTP Metro 2050 Planning Goals</b>	<b>If applicable, describe how this project contributes to each Planning Goal listed below</b>
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

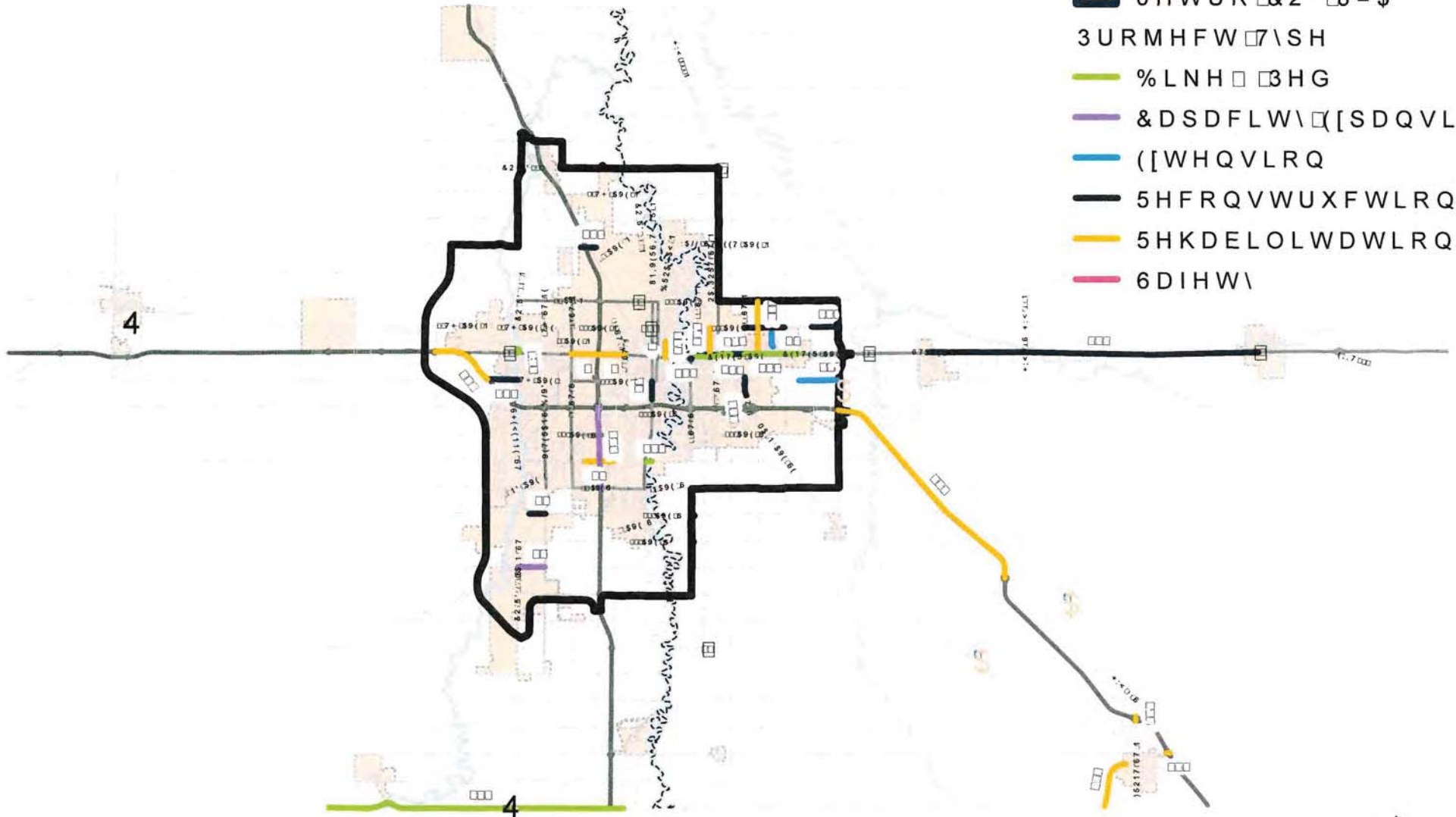


Table 14. Short-Term (2028-2030) Reserve Transportation Projects

Project ID	Corridor	From	To	Project Type	Project Jurisdiction	Construction Cost Estimate (2024)	Short Term (2029) Costs	Federal Funds (2029)	Weighted Score
<b>Minnesota Projects</b>									
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

6 K R U W 7 H U P 5 H V H U Y H 3 U R

-  0 H W U R & 2 \* 0 3 \$
-  0 H W U R & 2 \* 8 = \$
- 3 U R M H F W 7 \ S H
-  % L N H 3 H G
-  & D S D F L W \ [ S D Q V L R C
-  ([ W H Q V L R Q
-  5 H F R Q V W U X F W L R Q
-  5 H K D E L O L W D W L R Q
-  6 D I H W \



0 LOHV

**METRO 2050**  
TRANSPORTATION • MOVING • AHEAD







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

October 2022

**METRO**COG



# ALL AGES AND ABILITIES BICYCLE FACILITIES

FARGO-MOORHEAD METROPOLITAN BICYCLE AND PEDESTRIAN PLAN

## RECOMMENDATIONS AND EXISTING FACILITIES

### Existing Facilities

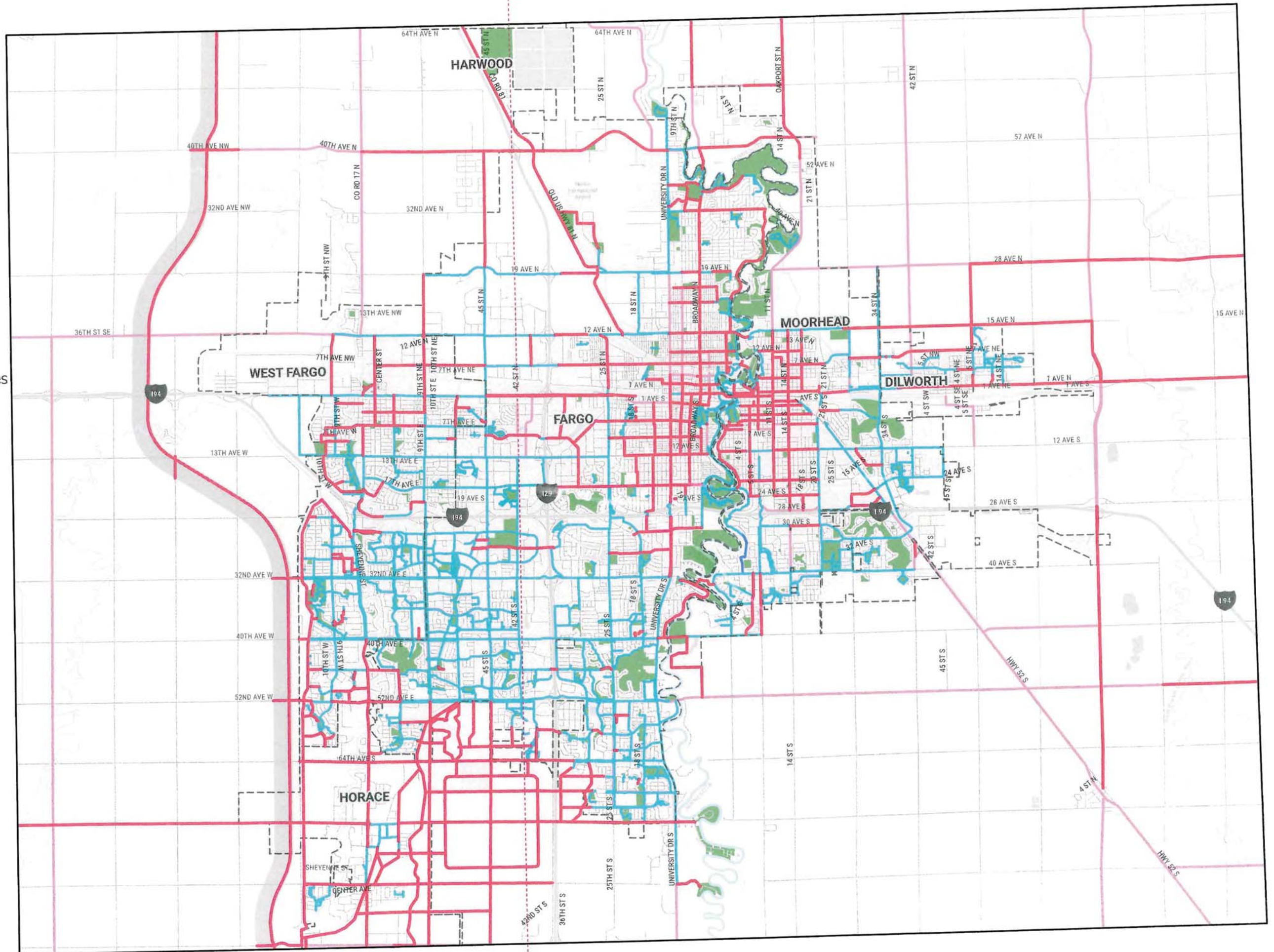
- Physically Separated Facilities
- Visually Separated Facilities
- Shared Facilities

### Recommendations

- Bike Facility Recommendations (New/Upgraded Facilities)

### Context Features

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



0 1 2 MILES



alta



# BIKE NETWORK PRIORITY PROJECTS

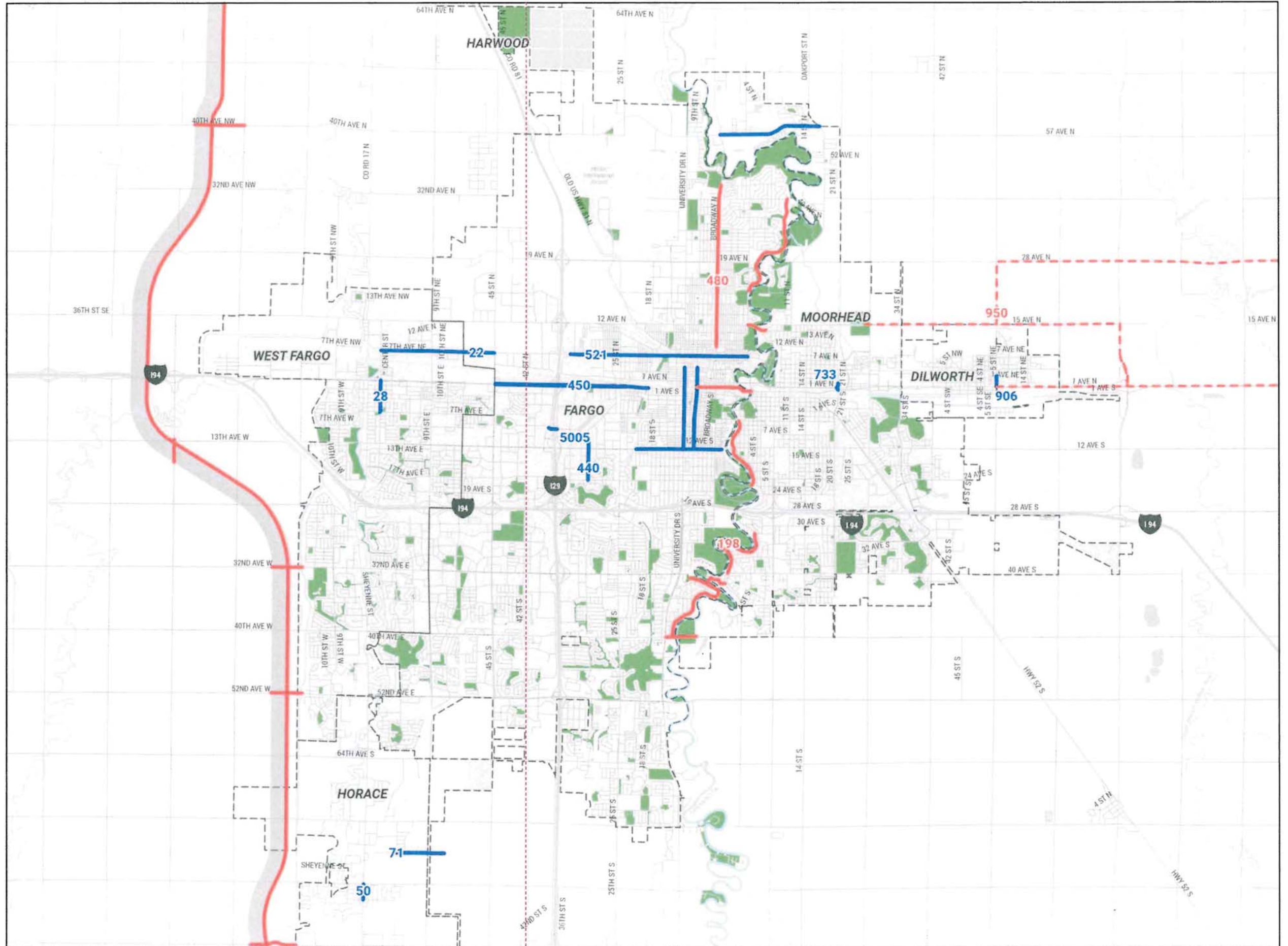
FARGO-MOORHEAD  
METROPOLITAN BICYCLE  
AND PEDESTRIAN PLAN

## 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**



# RED RIVER GREENWAY

**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

CONFLUENCE

**TOOLE**  
DESIGN





# IMPLEMENTATION PLAN

Segment	Priority	Timeframe	Trail Type	Cost
<b>3</b>	<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

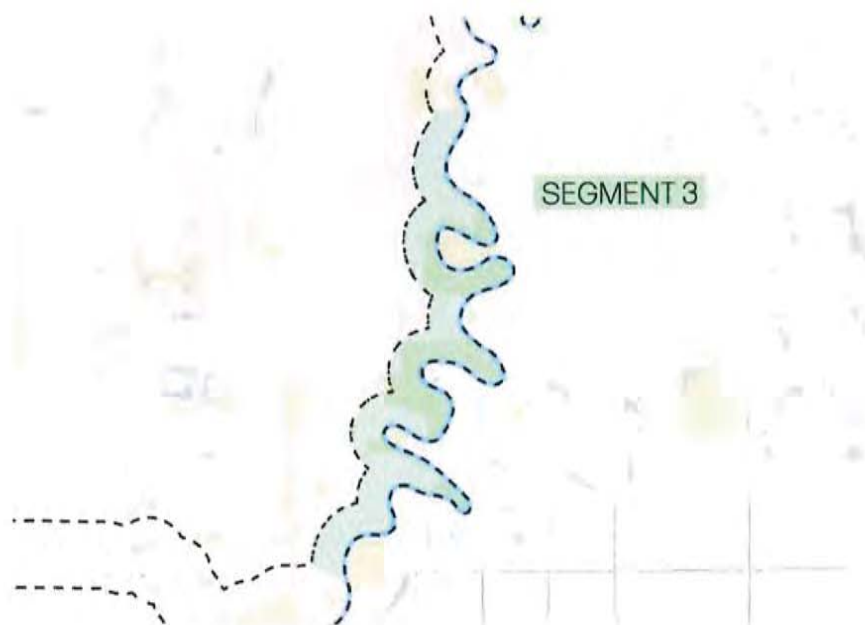
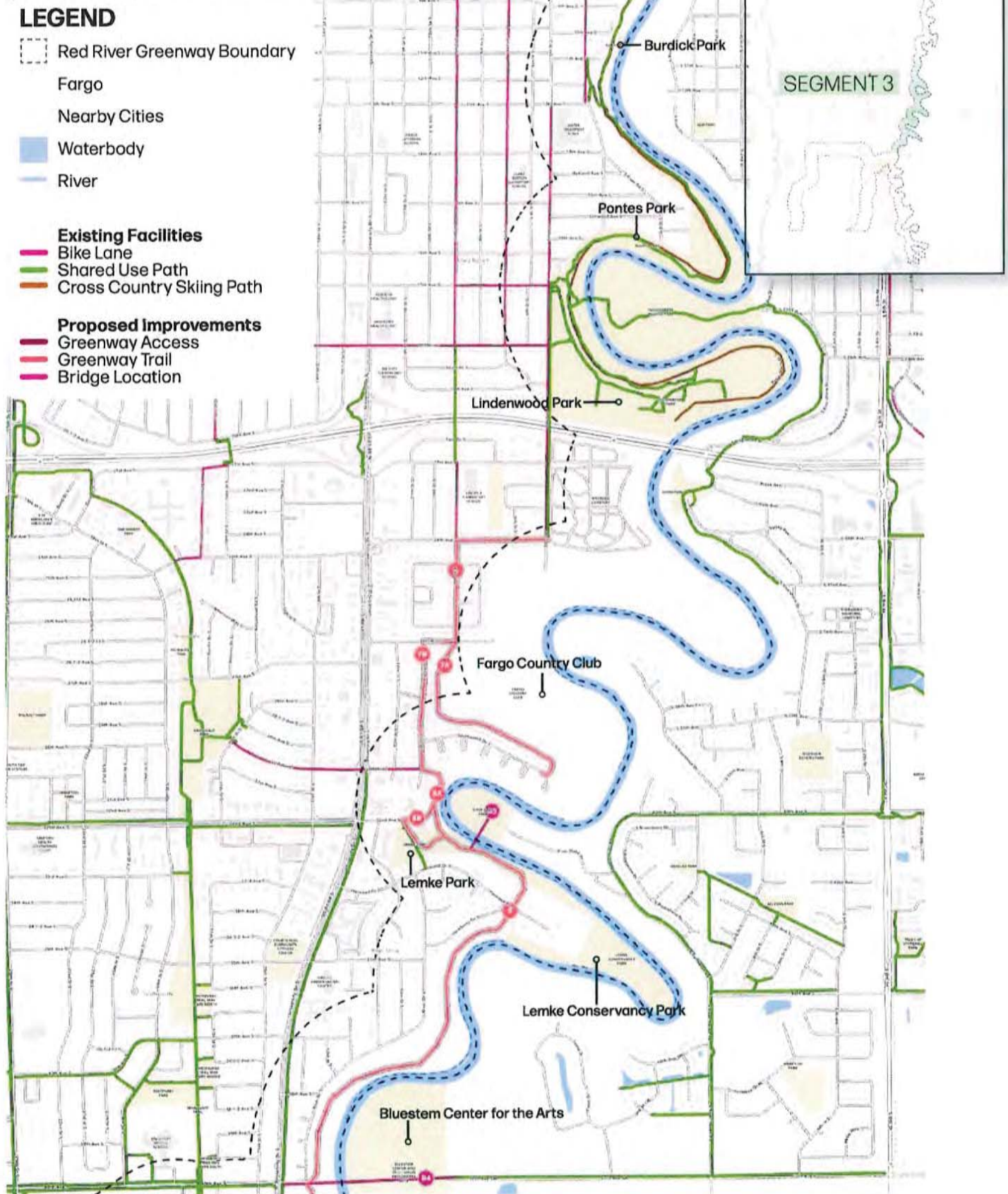


Figure 6.4 / Segment 3 Proposed Facilities





# 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.

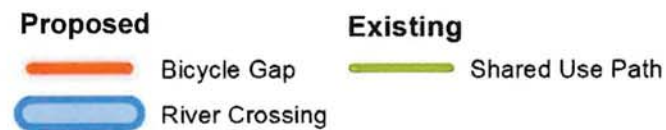
### Connections to Nearby Bike Infrastructure

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
<b>Total</b>	<b>\$3,960,000 - \$5,550,000</b>

### 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

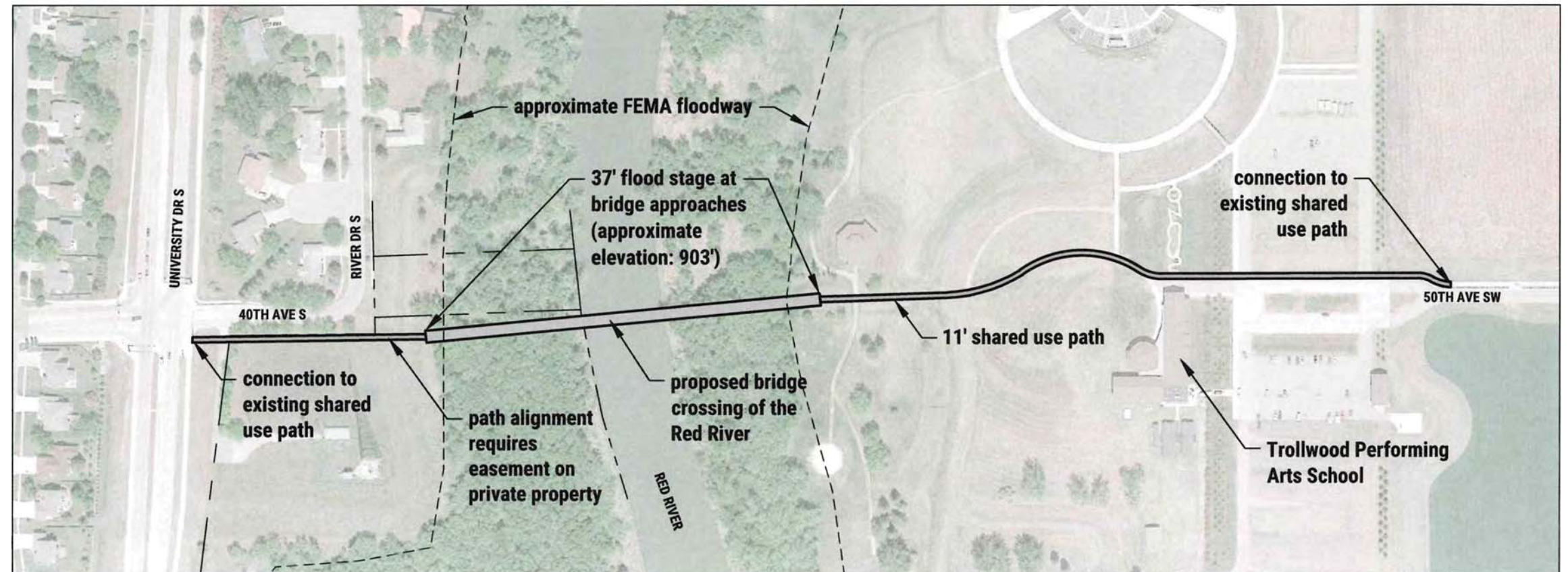
### Lead Agencies

- 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.

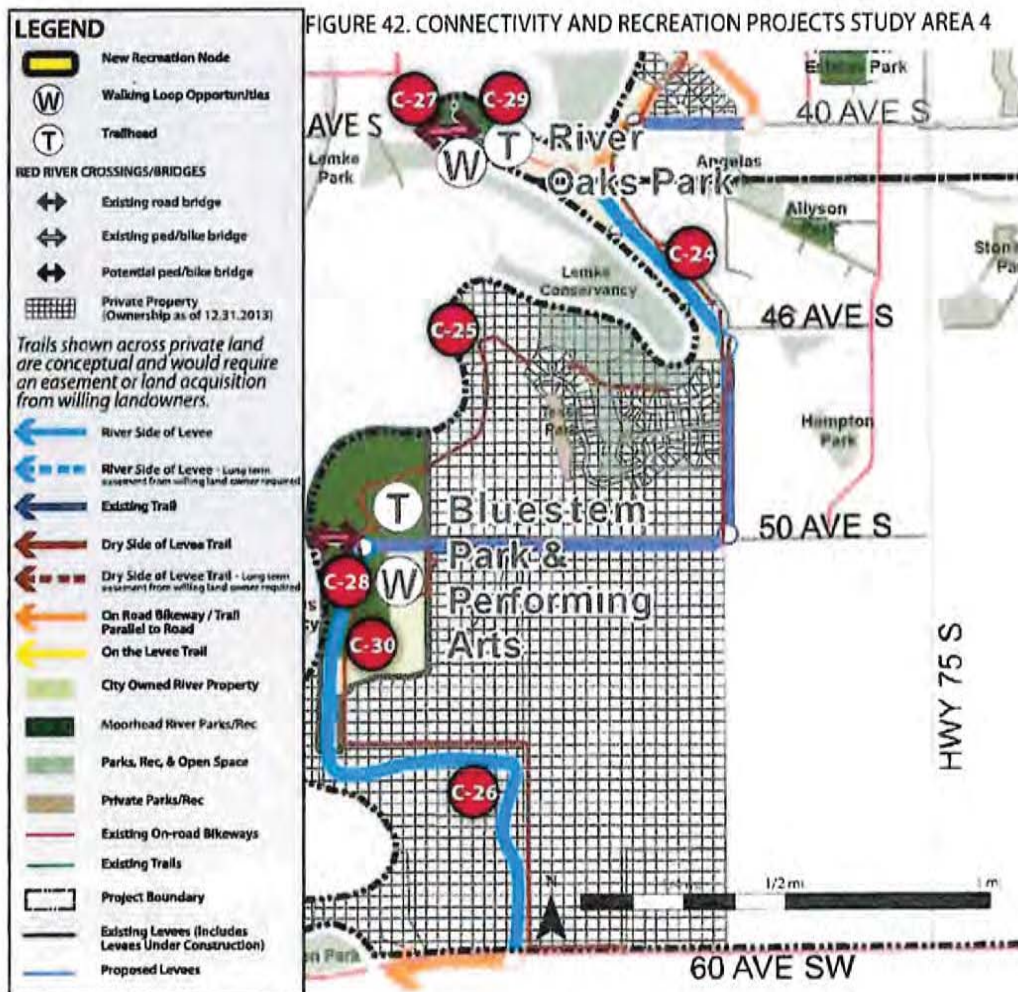
#### C-26 BLUESTEM PARK TO 60TH AVENUE SOUTHWEST

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)

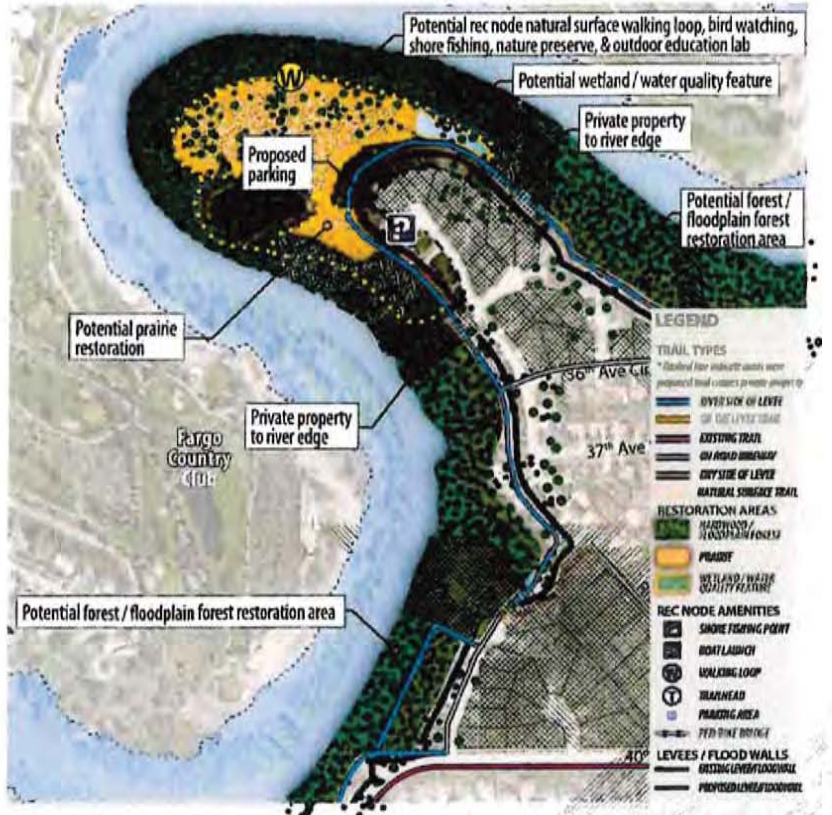


FIGURE 47.1. BLUESTEM PARK & PERFORMING ARTS PLAN (R12)

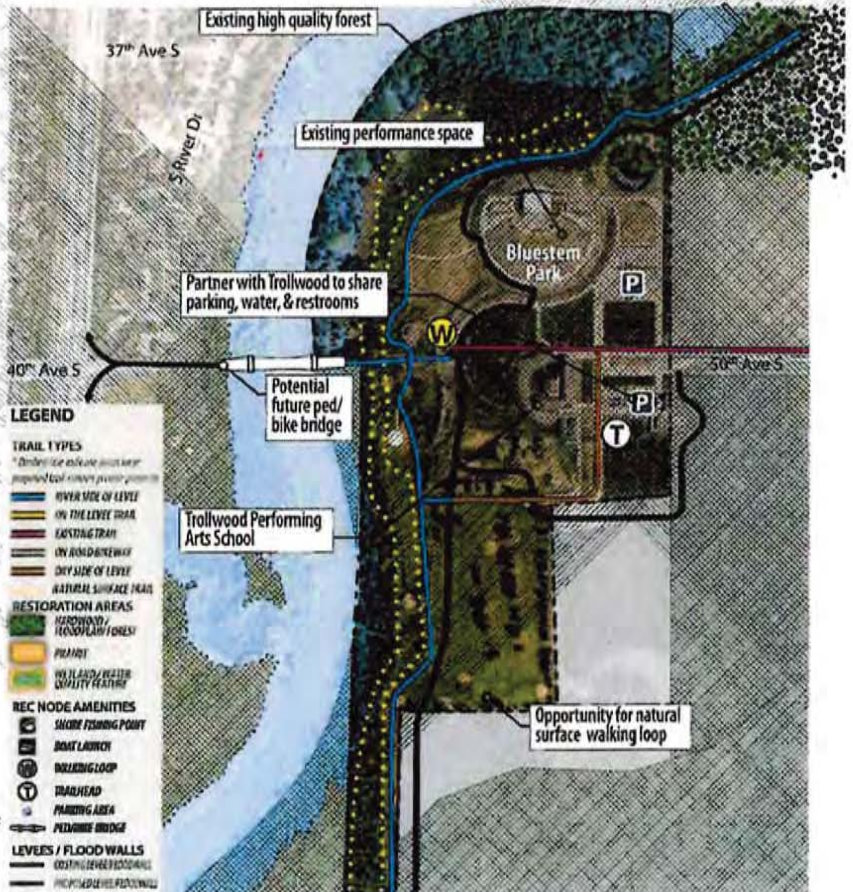
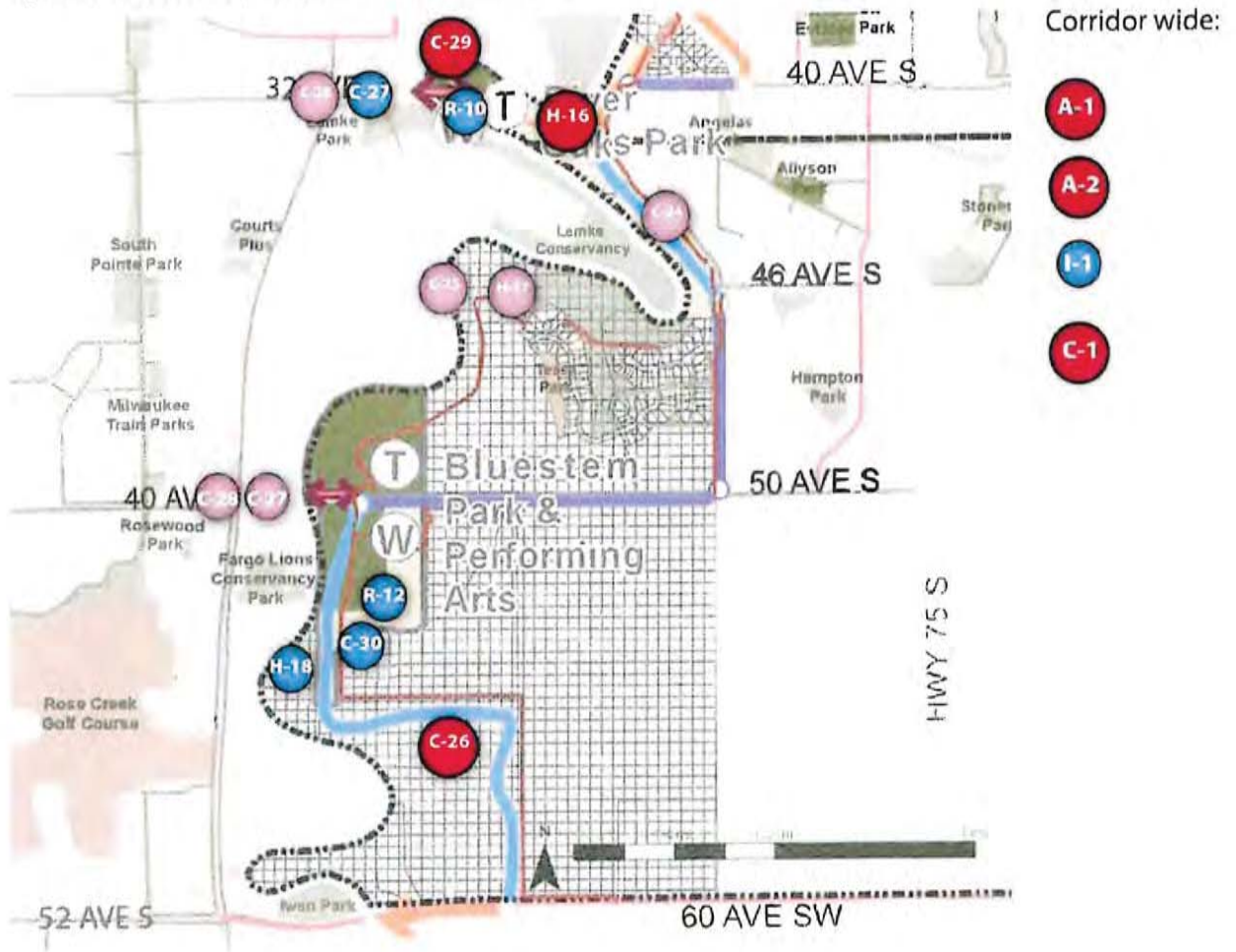




TABLE 64. PROJECT PHASING AND PRIORITY

ID	Project Name	Cost	Study Area	Agency/Partner	
<b>Phase: Near - Term (0-5 years)</b>					
A-1	Design unified property boundary signage	\$	ALL		
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 <sup>th</sup> 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	High Priority
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 <sup>th</sup> 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 <sup>th</sup> Avenue Southwest	\$\$\$	4		
R-8	Improvements to Horn Park	\$	3		
R-11	New Recreation Node at Riverview Circle South	\$\$	3	Partnership	
<b>Phase: Long - Term (5-10 years)</b>					
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		
<b>Visionary (10+ years)</b>					
C-11	15 <sup>th</sup> 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

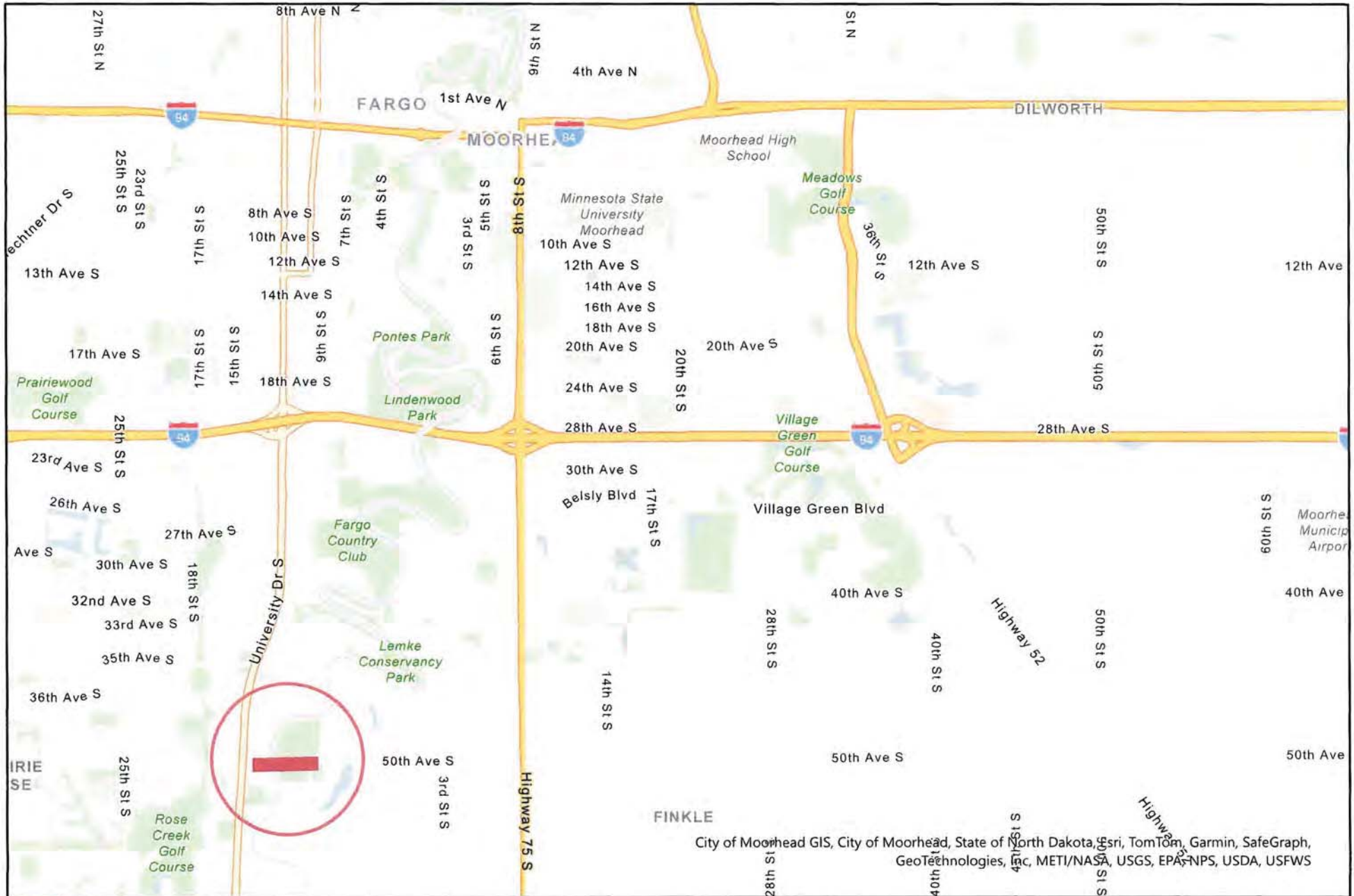


Phasing Diagram Legend:

- 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

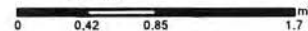
### Bluestem Bike/Ped Bridge Location Map



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.

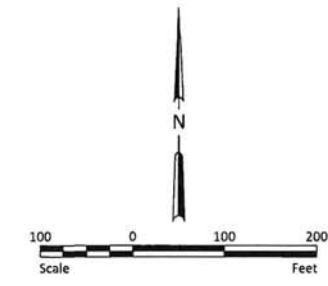
Date: 11/15/2024 Time: 9:24 AM

1:72,224





H:\B\6000\6019\0121\CAD\Plans\Overall Exhibit.dwg-Overall-3/27/2024 3:00 PM-(bwall)



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.
<b>Total Points</b>					<b>35</b>	

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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 as well as 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, and Freight Network & Moving Goods. The technical evaluation breakdown can be found in **Attachment 1** for the one-page project summaries.

The Prioritization Committee, a sub-committee of the TTC was asked to meet four (4) times throughout this solicitation process to evaluate the projects received based on project scope, timeliness and need for the project, estimated traffic use, pavement condition, congestion mitigation from the project, the system benefit of the project, and identification of potential challenges to the project. 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 (40<sup>th</sup> Street) from 4<sup>th</sup> Avenue NW to 3<sup>rd</sup> Avenue N Amphitheater Dilworth, MN
  - Funds Requested: \$100,000

### **Minnesota CRP Funding Year 2027, 2028, and 2029**

- No applications received during current solicitation cycle.

Attachment 1 – Mn CRP One Page Summary of Projects

Attachment 2 – Combined Received Mn CRP Applications

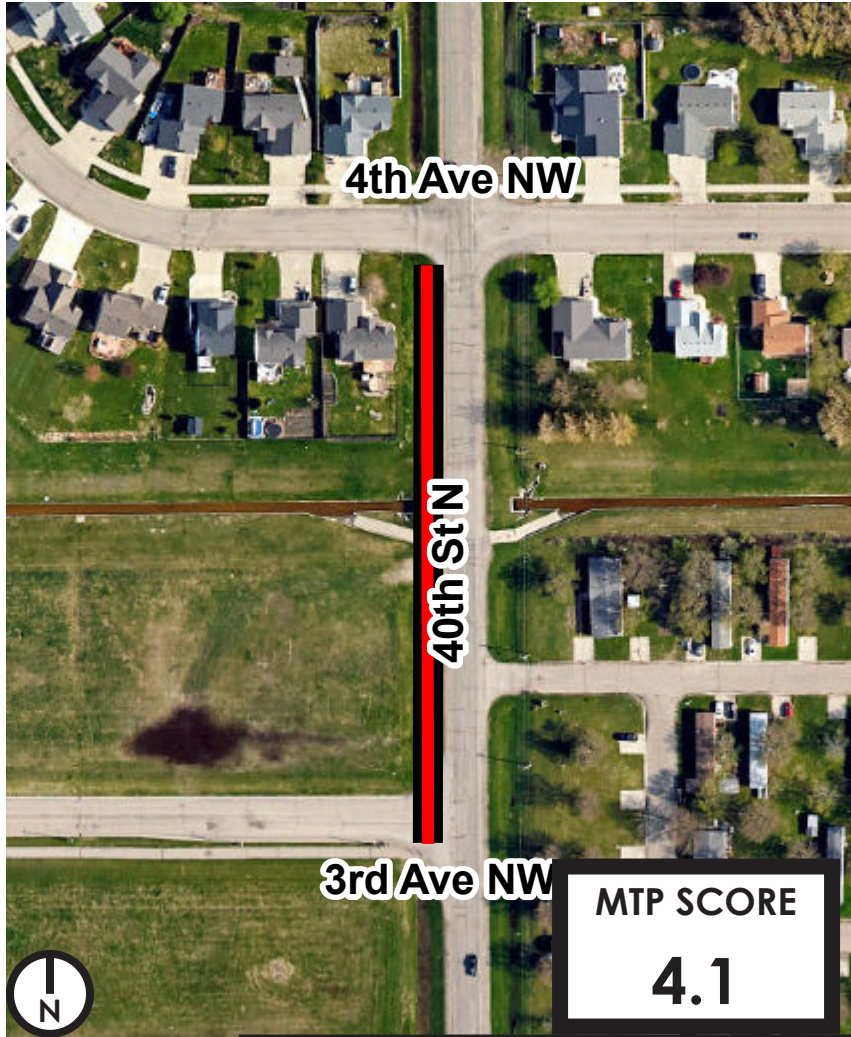
**Requested Action:** Recommend approval of projects to be funded by Minnesota Carbon Reduction Program (Mn CRP) program funding in FY2026.



# 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**

**CRP**

**Prioritization Committees Recommendations**  
Fund in 2026

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

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

## 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 14<sup>th</sup> 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)

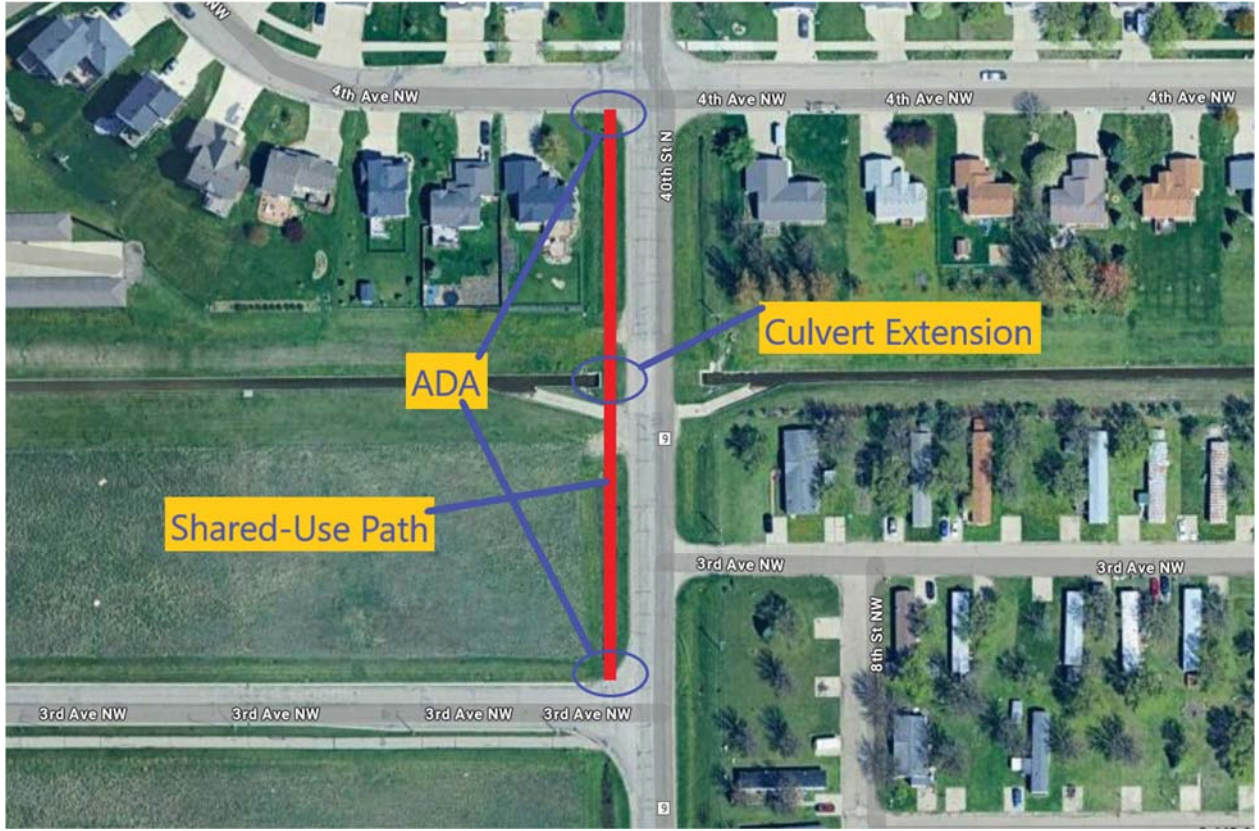


**CSAH No. 9 Shared Use Path  
 3rd Ave NW to 4th Ave NW  
 Dilworth, MN**

*Engineer's Preliminary Opinion of Cost*

BID ITEM NO. & DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>Base Bid</b>				
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 Mobilization Method	MA	40	5.00	200.00
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
<b>TOTAL PROJECT COST</b>				<b>136,500.00</b>

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



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

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 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 as well as 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:

1. Safety & System Security
2. Travel Efficiency & Reliability
3. Walking/Biking/Rolling
4. Transit Access & Reliability
5. Maintain Transportation Infrastructure
6. Community Context & Impact Reduction
7. Transportation Decisions
8. Emerging Transportation Trends
9. Connecting People & Places
10. Freight Network & Moving Goods

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

The Prioritization Committee, a sub-committee of the TTC was asked to meet four (4) times throughout this solicitation process to evaluate the projects received based on project scope, timeliness and need for the project,



estimated traffic use, pavement condition, congestion mitigation from the project, the system benefit of the project, and identification of potential challenges to the project. 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 34<sup>th</sup> Street from 3<sup>rd</sup> Avenue N to 28<sup>th</sup> Avenue N
  - 5250003 – Reconstruction of 34<sup>th</sup> Street from 12<sup>th</sup> Avenue S to 24<sup>th</sup> Avenue S
- Mill and Overlay of CSAH 3 (11<sup>th</sup> Street N) from CSAH 18 (28<sup>th</sup> Avenue N) to CSAH 22 (57<sup>th</sup> Avenue N) Clay County, MN
  - Funds Requested: \$1,100,000

### **Minnesota STBG Funding Year 2029**

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

Attachment 1 – Mn STBG One Page Summary of Projects

Attachment 2 – Combined Received Mn STBG Applications

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

## Mill and Overlay of CSAH 3

- **JURISDICTION:** Clay County
- **PROJECT LIMITS:** CSAH 18 to CSAH 22
- **SCOPE:** Mill and overlay from roadway surface
- **TIMELINESS:** This stretch of roadway has seen wear and tear from traffic as well as aging. Pavement preservation is an emphasis county wide, and this stretch is due for a mill and overlay.
- **SYSTEM BENEFIT:** This project will increase the ride quality and longevity of a important roadway connecting residents from north moorhead as well as commuting traffic.
- **POTENTIAL CHALLENGES:**

Funding Year	2027
Requested Funding	\$1,100,000



**STBG**

**Prioritization Committees Recommendations**  
 Fund in 2027

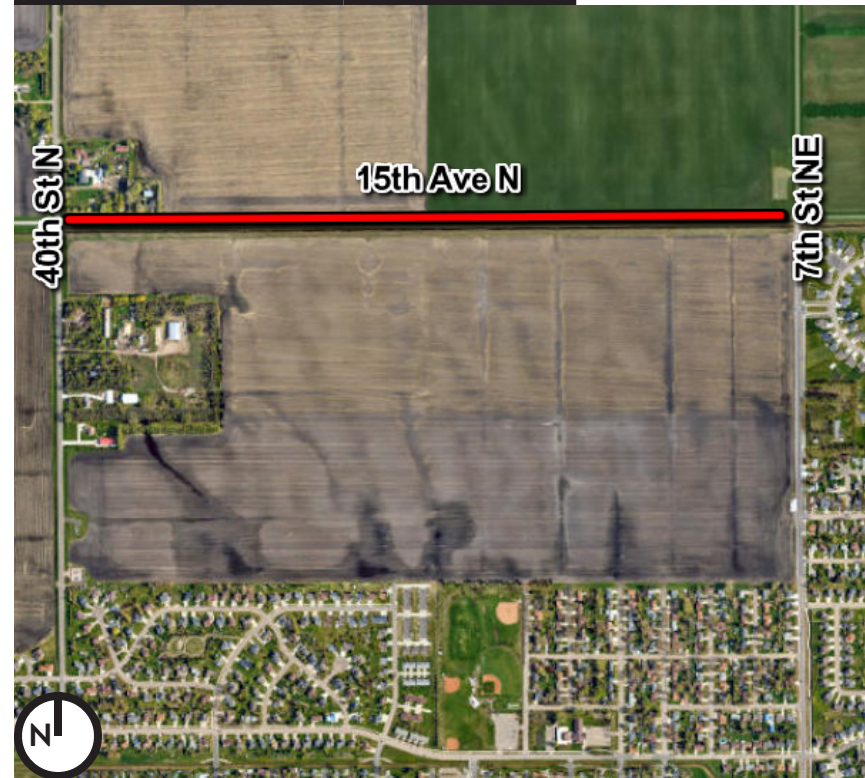
<b>SERIOUS/FATAL INJURIES</b>	<b>PUBLIC RANKING</b>
0/0	2

S	TE	WB	T	M	IR	TD	ET	CP	F
2.8	1.4	1	1	1	3.2	2	1	3.2	4

## Reconstruction on 15th Avenue North

- **JURISDICTION:** City of Dilworth
- **PROJECT LIMITS:** 40th St N to 7th St NE
- **SCOPE:** Construction of a paved roadway and a 10' wide shared use path.
- **TIMELINESS:** With continued growth in the City of Dilworth, 15th Avenue North is a future east-west arterial corridor on the north part of the Community.
- **SYSTEM BENEFIT:** 15th Avenue North is a connector between HWY 336 and 12th Avenue in Fargo. This roadway will act as a reliever to HWY 10 through Moorhead and Dilworth and could be utilized as a detour route during future HWY 10 construction.
- **POTENTIAL CHALLENGES:** ROW acquisition on the north side of the roadway.

Funding Year	2029
Requested Funding	\$1,149,000



**MTP SCORE**  
**2.6**

<b>SERIOUS/FATAL INJURIES</b>	<b>PUBLIC RANKING</b>
0/0	1

<b>S</b>	<b>TE</b>	<b>WB</b>	<b>T</b>	<b>M</b>	<b>IR</b>	<b>TD</b>	<b>ET</b>	<b>CP</b>	<b>F</b>
1.6	2.6	3.3	1.3	1.0	2.4	5.0	3.0	2.6	2.7

**Prioritization Committees Recommendations**  
Fund in 2029



## 2027 and 2029 Surface Transportation Block Grant Application

### Step 1: Project Information

#### Project Summary:

Project Location: On CSAH 3 From CSAH 18 to CSAH 22			
Lead Jurisdiction: Clay County			
Project Contact: Justin Sorum		Contact Phone: 218-299-5099	
Contact Email Address: justin.sorum@claycountymn.gov			
Project Limits:	From: CSAH 18	To: CSAH 22	
Project Length:	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:	\$ 1,100,000.00		
Local Matching	\$ 275,000.00		
Local Non-Matching			
Sub Total	\$ 1,375,000.00		\$ 0.00
Total	\$ 1,375,000.00		
Proposed Bid Letting Date: Winter 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

Metro COG STBG Application FY 2027 and FY2029

**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.

We are proposing a mill and overlay from CSAH 18 to CSAH 22. It will be bituminous pavement, improving the ride quality, as well as increasing the structural capacity slightly.

**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 stretch of roadway has seen wear and tear from traffic as well as aging from weather. Pavement preservation is an emphasis county wide, and this stretch is due for a mill and overlay.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

This project will increase the ride quality and longevity of a important roadway connecting residents from north Moorhead as well as commuting traffic.

**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:











N/A



## 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	Increases roadway safety by providing a smoother surface, as well as enhanced pavement marking.
 Travel Efficiency and Reliability	Decreases maintenance activity on the roadway increasing reliability.
 Walking, Biking, and Rolling	
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	Pavement preservation.
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	North Moorhead residents to american crystal and into the downtown of moorhead.

### 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 checked="" 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 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:

Congestion will be minor, the roadway will be open during the overlay and be accessible via pilot cars.

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

There are already speed radar signs in place on this stretch.

**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:

Sig. Jenny Mongeau 1-21-2025  
(Mayor / Board Chair / Commission Chair) Date

Jenny Mongeau  
(Signature of Mayor / Board Chair / Commission Chair)

Justin Sorum 1/21/2025  
(City / County / District Engineer) Date

Justin Sorum  
(Signature of City / County / District Engineer)

Clay County Highway Department  
Engineer's Estimate

Project Number: 2027 Mill And Overlay CSAH 3  
 Project Title or Road Number: CSAH 3 (Mill & Overlay)  
 Work Type: Mill and Overlay

Item No.	Description	Units	Quantity	Unit Price	Total Price
2021.501	MOBILIZATION	LS	1	\$100,000.00	\$100,000.00
2118.507	AGGREGATE SURFACING (LV) CLASS 5	C Y	150	\$30.00	\$4,500.00
2232.504	MILL BITUMINOUS SURFACE (2.0")	S Y	59,006	\$3.00	\$177,018.00
2360.509	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TON	10,687	\$100.00	\$1,068,700.00
2563.601	TRAFFIC CONTROL	LS	1	\$10,000.00	\$10,000.00
2580.503	INTERIM PAVEMENT MARKING	L F	20,000	\$0.18	\$3,600.00
2582.503	6" SOLID LINE WHITE MULTI COMP	L F	24,700	\$0.40	\$9,880.00
2582.503	4" BROKEN LINE YELLOW MULTI COMP	L F	2,470	\$0.40	\$988.00

Total: \$1,374,686.00





## 2027 and 2029 Surface Transportation Block Grant Application

### Step 1: Project Information

#### Project Summary:

Project Location: 15th Avenue North			
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: 34th Street North	To: 7th Street NE	
Project Length: 1 mile	Construction Year: 2029	AC:	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
Funding FY:	<input type="checkbox"/> FY2027	<input checked="" type="checkbox"/> FY2029	
Funding Requested:			\$ 1,149,000.00
Local Matching			\$ 2,033,430.00
Local Non-Matching			
Sub Total		\$ 0.00	\$ 3,182,430.00
Total	\$ 3,182,430.00		
Proposed Bid Letting Date: December 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.

Construction of a paved roadway, meeting a 10-ton design, 11-foot lanes, and 4 foot shoulders + a 10' wide shared use path along 15th Avenue North from 40th Street N (CR 9) to 50th Street N (7th Street NE).

**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 continued growth in the City of Dilworth, 15th Avenue North is a future east-west arterial corridor on the north part of the Community.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

15th Avenue North is a connector between HWY 336 and 12th Avenue in Fargo. This roadway will act as a reliever to HWY 10 through Moorhead and Dilworth.

**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:

ROW acquisition on the north side of the roadway. There is a major ditch (lateral 41) paralleling this project that could be disturbed if there is not agreement with the alignment with the property owners on the north side of the roadway.

## 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	Creates a safer roadway with a paved surface and is easier to maintain in all weather conditions.
 Travel Efficiency and Reliability	Connector between HWY 336 (i.e. I94 to north Fargo)
 Walking, Biking, and Rolling	Provides a 10' shared-use path paralleling the roadway.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	Transitions a gravel roadway to a paved surface.
 Community Context and Impact Reduction	Reliever to HWY 10 through Dilworth and Moorhead.
 Freight Network – Moving Goods	This will be designed as a 10 ton roadway to move goods across the community and across state lines.
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	Connector between Dilworth, Moorhead, and 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 2050 MTP. What is the MTP Project ID number: 70
- 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 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 will serve as a reliever to HWY 10, the major thoroughfare between Dilworth and Moorhead. It will also serve as an improved alternate route for vehicles traveling to and from north 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.):

**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 13 of January (month), 2025 (year).

In Witness Thereof:

**Chad Olson, Mayor 1-13-25**

(Mayor / Board Chair / Commission Chair)

Date

*Chad Olson*

(Signature of Mayor / Board Chair / Commission Chair)

**Andrew Aakre, City Engineer**

**1-13-25**

(City / County / District Engineer)

Date

*Andrew Aakre*

(Signature of City / County / District Engineer)



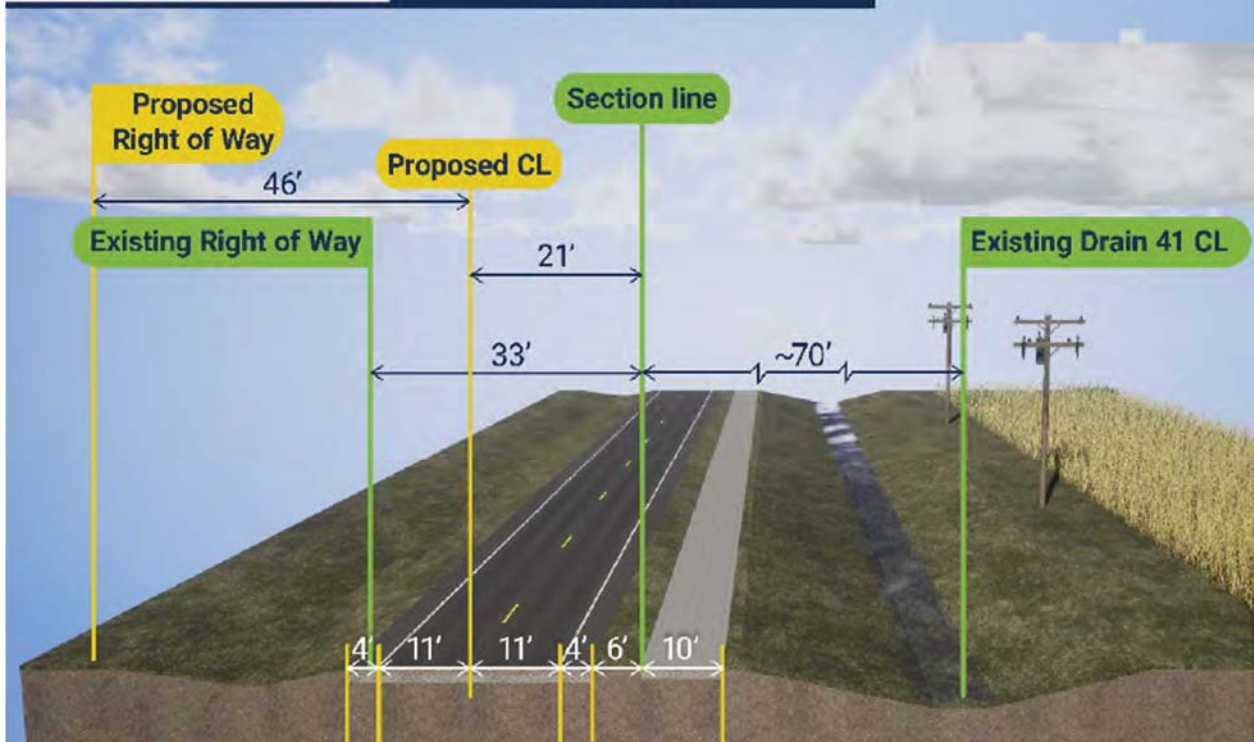
Project Limits – MTP #70

15th Ave N   40th St N (CSAH9) to 50th St N					
Typical Section 5 - Clay County Minimum with Shared Use Path					
Project Length (LF)					5285
Project Length (Mile)					1.001
Material	Unit	Area (SF) or Length (LF) or Qty (EA)	Quantity	Unit Price	Cost
Remove Pavement	SY	-	-	\$ 25.00	\$ -
Hot Mix Asphalt	TON	19.0	8,174.0	\$ 110.00	\$ 899,140.00
Hot Mix Asphalt Left Turn Lane	TON	6.4	407.0	\$ 110.00	\$ 44,770.00
Hot Mix Asphalt Right Turn Lane	TON	6.4	398.0	\$ 110.00	\$ 43,780.00
Aggregate Base	TON	39.4	14,480.0	\$ 40.00	\$ 579,200.00
Aggregate Left Turn Lane	TON	11.0	654.0	\$ 40.00	\$ 26,160.00
Aggregate Right Turn Lane	TON	11.0	638.0	\$ 40.00	\$ 25,520.00
Turf Establishment	ACRE	206,115.0	4.74	\$ 15,000.00	\$ 71,100.00
Roadway Earthwork	CY	40.0	7,830.0	\$ 25.00	\$ 195,750.00
Drain 41 Earthwork	CY		-	\$ 25.00	\$ -
CL Culverts	LF	936.0	936.0	\$ 350.00	\$ 327,600.00
Remove & Reset Box Culvert	LF		-	\$ 1,500.00	\$ -
Box Culvert	LF	8.0	8.0	\$ 3,000.00	\$ 24,000.00
Clearing & Grubbing	Acre	41,760.0	1.0	\$ 50,000.00	\$ 48,000.00
Striping	MILE		1.00	\$ 13,000.00	\$ 13,000.00
Signing	MILE		1.00	\$ 10,000.00	\$ 10,000.00
Mobilization	LSUM		0.32	\$ 450,000.00	\$ 140,000.00
Shared-Use Path	SY	5,285.0	5,873.0	\$ 120.00	\$ 704,760.00
Aggregate Base Shared-Use Path	TON		1,346.0	\$ 40.00	\$ 53,840.00
SUB-TOTAL					\$ 2,448,020.00
CONTINGENCIES (30%)					\$ 734,410.00
TOTAL					\$ 3,182,430.00

R/W Acquisition	Acre	192,921.3	4.43	\$ -	\$ -
-----------------	------	-----------	------	------	------

All STBG funds (\$1,114,900) will be used for construction. The remainder will be picked up locally.





Typical Section – MTP #70

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** February 7, 2025  
**Re:** **2025-2028 Transportation Improvement Program (TIP) Amendment 4**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold 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 submit 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 writing 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 36<sup>th</sup> Street South (2025). Increasing the federal share of the project.
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.
3. **New Project 3254048:** West Fargo reconstruction of shared use path along 8<sup>th</sup> Street West from 5<sup>th</sup> Avenue to 12½ Avenue (2025). 2025 CRP
4. **New Project 3254049:** West Fargo reconstruction of shared use path along 8<sup>th</sup> Street West from 5<sup>th</sup> Avenue to 12½ Avenue (2025). 2025 TA

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

**Requested Action:** Recommend approval of Amendment 4 of the Metro COG 2025-2028 Transportation Improvement Program (TIP) to the Policy Board.

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
-------------	---------------------------	--------------	------------------	--------	---------------------	----	---------------------	------------------	--------------------	------------------------	----------------------	---------

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 <del>\$156,000</del> \$128,050 <del>\$314,761</del>
---------------	------------------	------	-----------	--	--------------------------------	--	--	----------------	-----------	------	-------	--

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 <del>Park Lane</del> 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
---------------	------------------	------	-----------------	--	-------------------	---	---	----------	-------------	-----	-------	--------------------------

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