

Fargo-Moorhead Metropolitan
Council of Governments

2014 Long Range Transportation Plan

FINAL DRAFT
May 5, 2014



Executive Summary



LSA

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2014 LONG RANGE TRANSPORTATION PLAN

METRO 2040 EXECUTIVE SUMMARY



Metro 2040 is the long-range transportation plan for the Metro COG area. Metro 2040 is designed to help realize Metro COG's current and future transportation needs and to gauge the success of these efforts with established performance measures. Metro 2040 is designed to guide the development of multimodal transportation systems throughout the Metro COG study area for the next 25 years. It will be used to prioritize the majority of Federal transportation spending throughout this period, and as such, it is vitally important that the Plan reflect the choices and desires of the majority of the Fargo-Moorhead metropolitan area's residents, workers, and visitors.

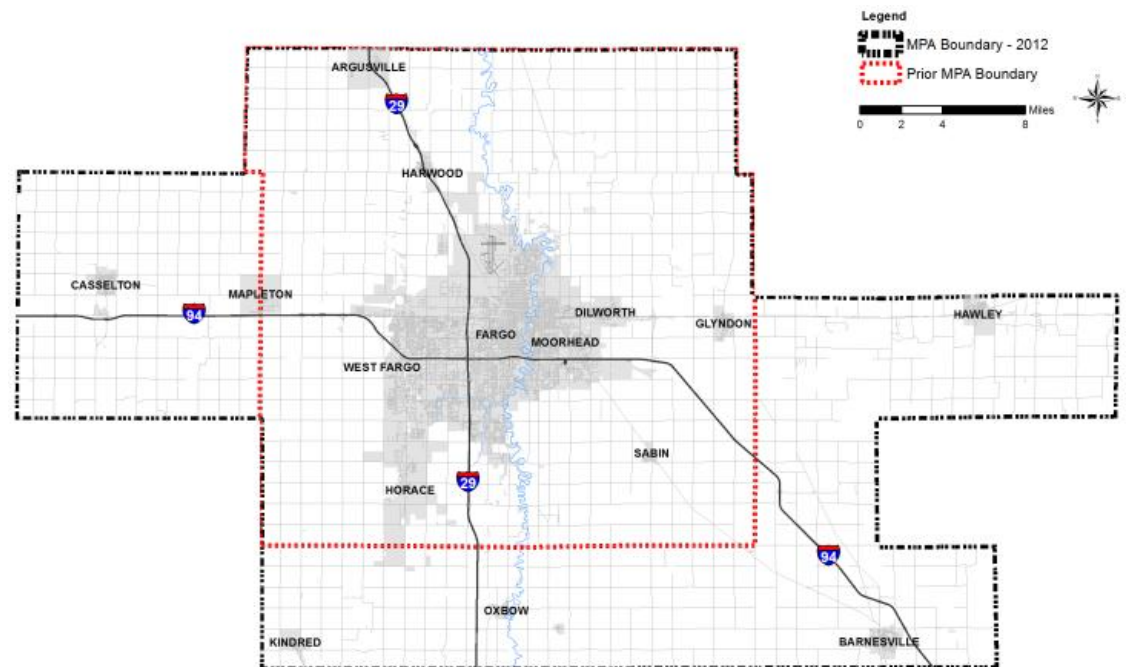
Who Prepared the Metro 2040?

Metro 2040 was prepared by the Fargo-Moorhead Metropolitan Council of Governments (Metro COG). Metro COG is the designated Metropolitan Planning Organization (MPO) for the region.

Metro 2040 was guided by a Project Review Committee comprised of representatives from the local cities and public input. The Metro COG Policy Board will approve the Plan on July 17, 2014.



The Metro COG Region



PUBLIC INVOLVEMENT

The public involvement effort sought meaningful public input from residents and businesses throughout the region. Activities included workshops where people could discuss future directions and transportation priorities, as well as online surveys and receiving updates from the Metro COG website. Events were tailored to key decision phases in the planning process: defining issues and needs, alternatives development and evaluation, and creating a draft plan.

The overall schedule and how the public involvement provided strategic input for each of the three phases are presented in the graphic below. Each phase included a series of public meetings with workshops and roundtable discussions that provided the public opportunities to provide strategic input to the Plan development process.

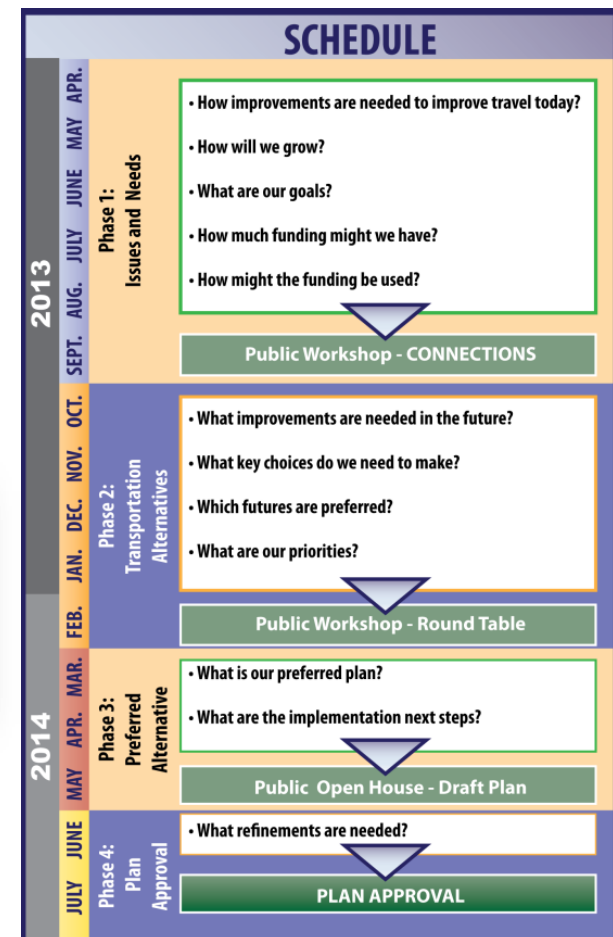
Phase 1 – Issues and Needs: Futures Summit

On September 10th and 11th of 2013, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held three Public Input Meetings on the Metro 2040. These were held at locations in Fargo, Moorhead, and West Fargo. The Public Input Meetings were referred to as sessions of the Futures Summit and were designed to inform and engage the public on anticipated future growth trends and transportation needs for the Fargo-Moorhead metropolitan area.

At the Futures Summit, participants were asked to work in groups of five to seven people on a *CONNECTIONS* Exercise. *CONNECTIONS* is a group consensus mapping exercise on what major infrastructure improvements were needed in the Fargo-Moorhead metropolitan area. Each table was provided a limited budget that they could use to purchase future transportation improvements.



A total of 100 individuals participated in the *CONNECTIONS* Exercise at the three different Futures Summits. A second exercise was the weighting of goals that were used to evaluate projects based on definable performance measures.



PUBLIC INVOLVEMENT

Phase 2 – Alternatives Development and Evaluation

The second phase was the development and evaluation of alternatives for a needs based plan to address growth, operations, rehabilitation, traffic congestion, transit, bicycle, and pedestrian improvements. This needs based plan is not fiscally constrained.

The phase two outreach was the “Roundtable,” a public meeting venue where participants could review projects, and provide input on their priority.

Roundtable Exercise attendees participated in roundtable discussions where each table developed a list of roadway priorities, river crossings, transit, and funding.



Phase 3 – Selection and Refinement of a Preferred Plan

The third round of public meetings was held in May 2014. This effort was a presentation of how the Plan was developed and key findings of the Plan. Participants were able to provide their comments on the Plan at the meeting or were able to go online, download, and review the Plan and provided responses through the Metro COG website.



PUBLIC INVOLVEMENT PROCESS

The public involvement process for Metro 2040 focused on providing multiple ways for people to get involved and influence the Plan’s development. Regional community members directly affected Plan goals, alternatives studied, evaluation of those alternatives, and the ultimate direction of the Plan. Key messages from the public were:

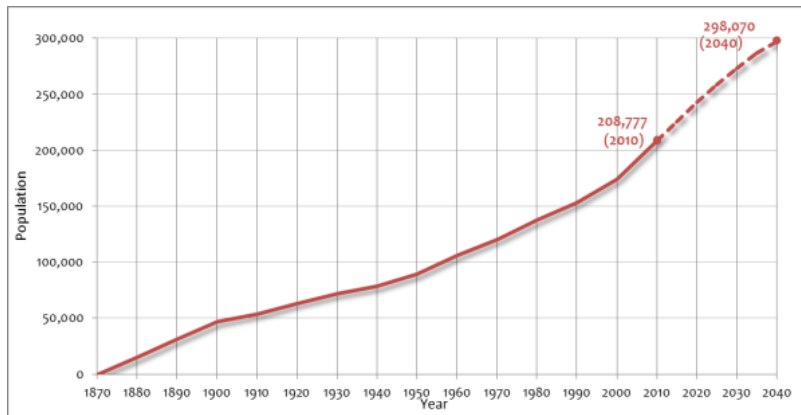
- ❖ Be good stewards of the transportation infrastructure – continue the region’s commitment to maintain what we have and operate the system efficiently;
- ❖ Set priorities that address the Plan’s goals and objectives; and
- ❖ Strengthen the transit system to provide quality transportation.

GROWTH, TRENDS AND FORECASTS

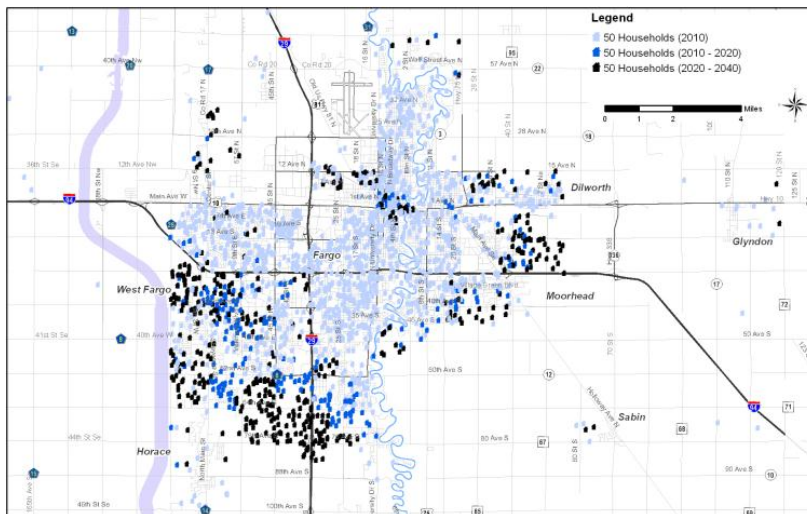
The Metro COG population is forecasted to see a 42.8% change from 2010. It is projected that the population and number of households in the Fargo-Moorhead metropolitan area will increase by 42% between 2010 and 2040. Slightly over 90% of the projected household growth is expected in the outlying developing areas. This growth will impact the transportation needs of these developing areas.

Whereas growth between now and 2020 can be accommodated within our existing plus committed network, 2040 growth will result in congestion throughout the system, particularly in the developing areas without additional improvements.

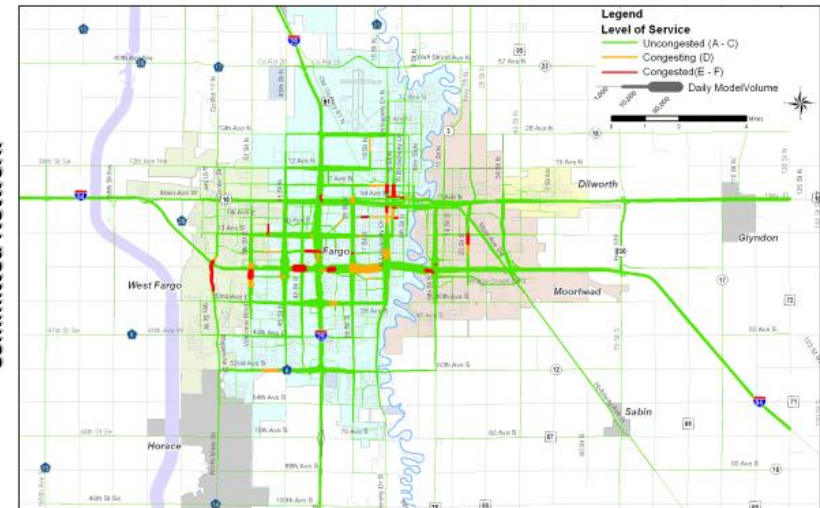
Historic/Future Metro COG
Area Population



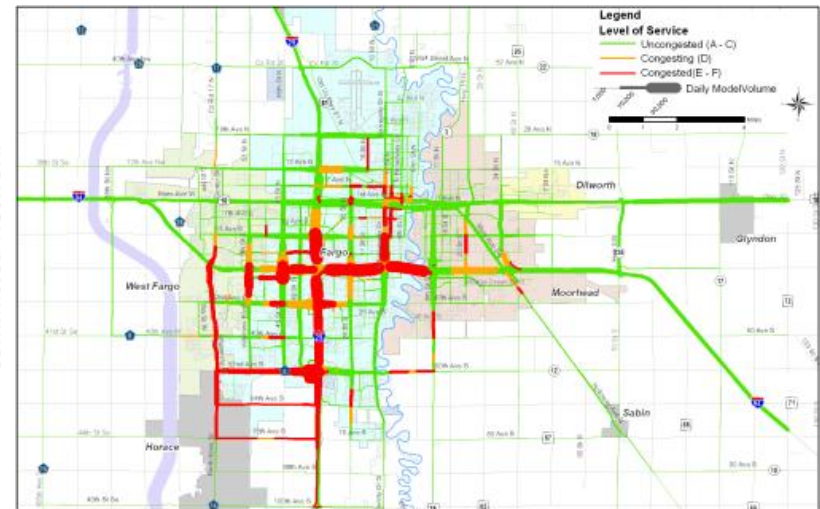
2040 Households Growth



2020 Congestion with the Existing +
Committed Network



2040 Congestion with the Existing +
Committed Network



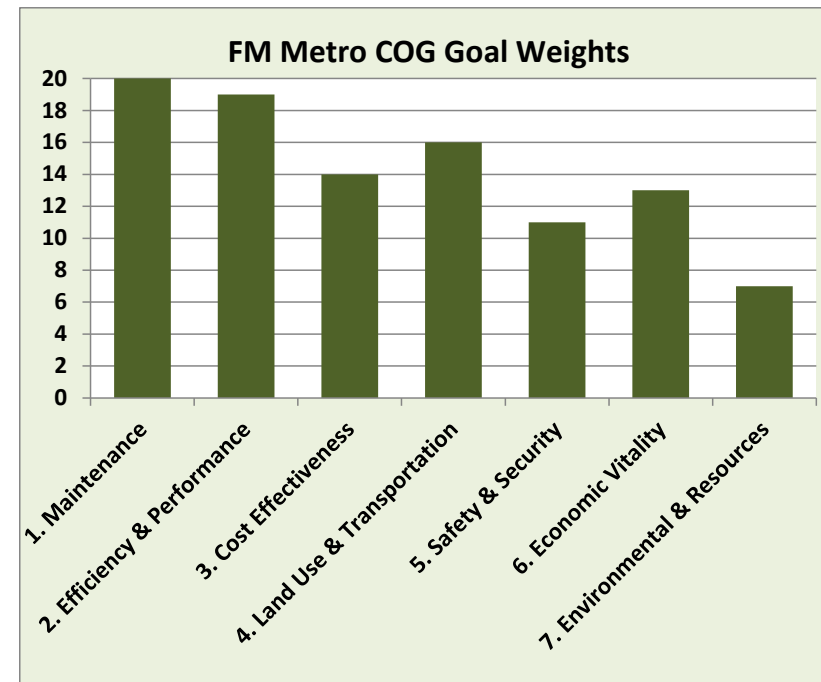
GOALS AND EVALUATION CRITERIA

The preparation of the Metro COG Metro 2040 requires a local application of the MAP-21, Federal Transportation Bill, signed into law by President Obama on July 6, 2012. MAP-21 established seven national performance goals and eight Transportation Planning Factors. Based on these performance goals and planning factors, seven Metro 2040 transportation goals. Evaluation criteria were also developed for each goal to measure a projects benefit or impact to the region. These goals were also weighted through the public involvement process. The goals performance measure and goal weight were used to evaluate and prioritize each candidate project.

Metro 2040 Goals

- GOAL 1:** Maintain the Existing Transportation System
- GOAL 2:** Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System
- GOAL 3:** Maximize the Cost Effectiveness of Transportation
- GOAL 4:** Promote Consistency between Land Use and Transportation Plans to Enhance Mobility and Accessibility
- GOAL 5:** Provide Safe and Secure Transportation
- GOAL 6:** Support Economic Vitality
- GOAL 7:** Protect the Environment and Conserve Resources

Metro 2040 Goal Weights



OPERATIONS & MAINTENANCE AND REHABILITATION

Operations and Maintenance

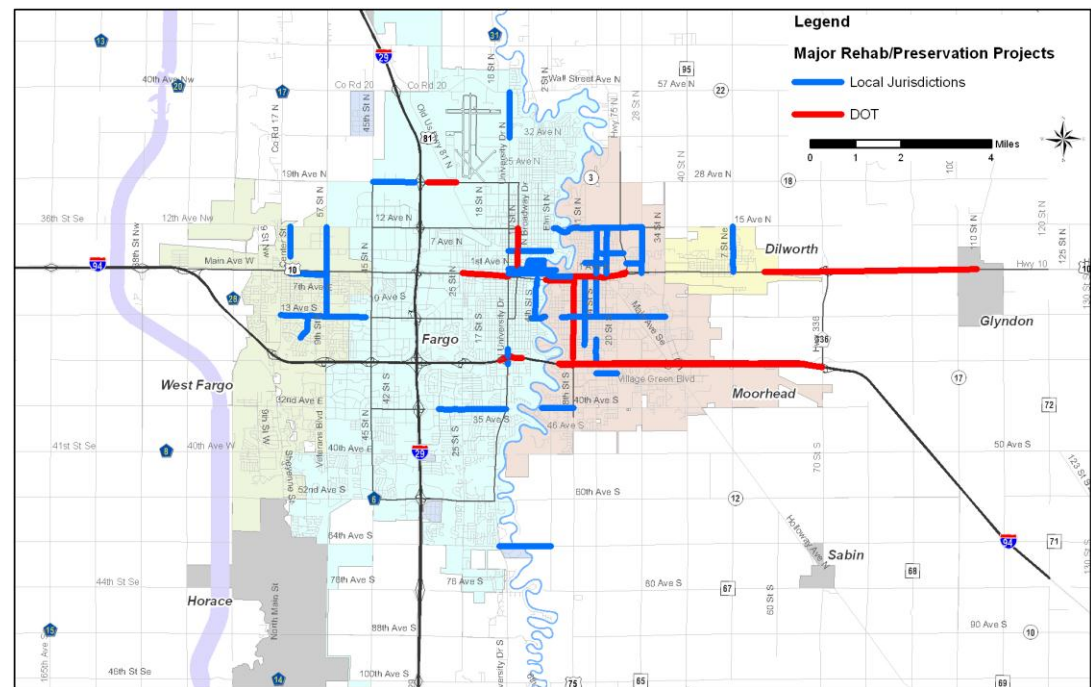
O&M is defined as the routine and regular activities needed to keep the existing transportation system safe and working effectively. Throughout the public outreach effort and meetings with the Study Review Committee, the direction has been the same, the Metro COG region must first continue to operate and maintain our transportation system before considering new capital improvement projects.



Rehabilitation

Although the maintenance of our transportation facility will extend the systems life, at some point a roadway has simply aged to where the facility must go through a major rehabilitation. In the preparation of the Metro 2040, the age and condition of the roadway network was evaluated to determine which facilities in the regional transportation network would need major rehabilitation. The cost for rehabilitation also occurs prior to considering new capital improvement projects.

MAJOR REHABILITATION PROJECTS



Source: Metro COG

FINANCIAL PLAN

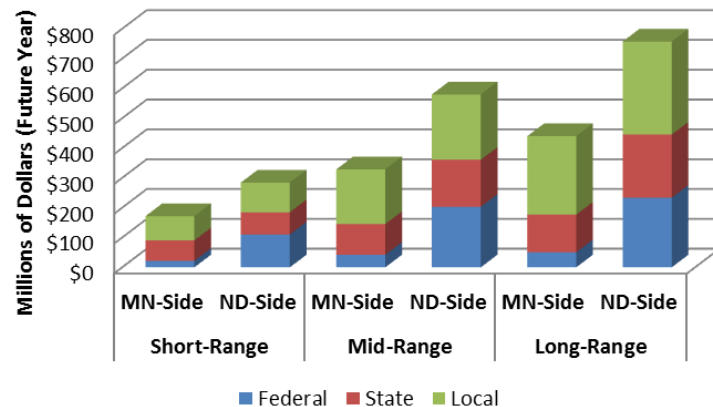
Funding for the Fargo-Moorhead metropolitan area comes from a variety of sources and programs. These can essentially be categorized at three different levels; Federal, State, and Local. Many transportation projects are funded by a combination of Federal, State and Local funding. Most federal-aid projects, those projects that receive Federal transportation funds, require some form of local match.

Federal Funds	This includes transportation funding originating from the United States Government, including funds from the Highway Trust Fund (HTF) and by other transportation sources designated by Congress. These funds are most commonly administered through the State DOTs and Metro COG.
State Funds	These funds include transportation funds originating from the States of North Dakota and Minnesota, and are most commonly administered in each State by their respective Departments of Transportation.
Local Funds	These funds are designated for transportation projects by counties, cities, local jurisdictions, as well as any specific local districts or units of government.

Anticipated Revenue

Revenue pays for necessary investments in surface transportation facilities, including new construction and ongoing operations and maintenance costs. The revenue forecasts provides an estimate of how much money will be available to spend on new transportation projects in the Fargo-Moorhead metropolitan area between 2015 and 2040. Federal policy requires revenues and costs be adjusted to Year of Expenditure (YOE) dollars which account for future year inflation. These revenues and costs are banded by years: short-term 2015 to 2020, mid-term 2021 to 2030, and long-term 2031 to 2040.

FORECASTED AVAILABLE TRANSPORTATION REVENUE BY METRO 2040 TIME BAND IN YOE \$



Federal Funding Available for New Projects

Total federal-aid funding minus operations and maintenance, rehabilitation projects, and projects committed within the MPO's Transportation Improvement Program (TIP) can be used for new projects.

CONSTRAINED FUNDING FOR NEW PROJECTS IN METRO 2040

Funding Type	Short-Term (2018-2020)	Mid-Term 2021-2030	Long-Term 2031-2040	Total
NDDOT Regional Funds (STP/R)	\$9,082,175	\$33,378,195	\$38,736,758	\$81,197,128
NDDOT Projects (IM)	\$5,680,900	\$15,778,814	\$10,064,856	\$31,524,570
North Dakota Local Projects (STP/U)	\$14,964,580	\$54,996,812	\$63,826,046	\$133,787,439
MnDOT Projects (NHPP-NI, RCIP, SFO, PS)	\$7,456,258	\$22,806,564	\$23,496,585	\$53,759,407
Minnesota Local Projects (STP/U)	\$1,955,415	\$7,186,409	\$8,340,120	\$17,481,944

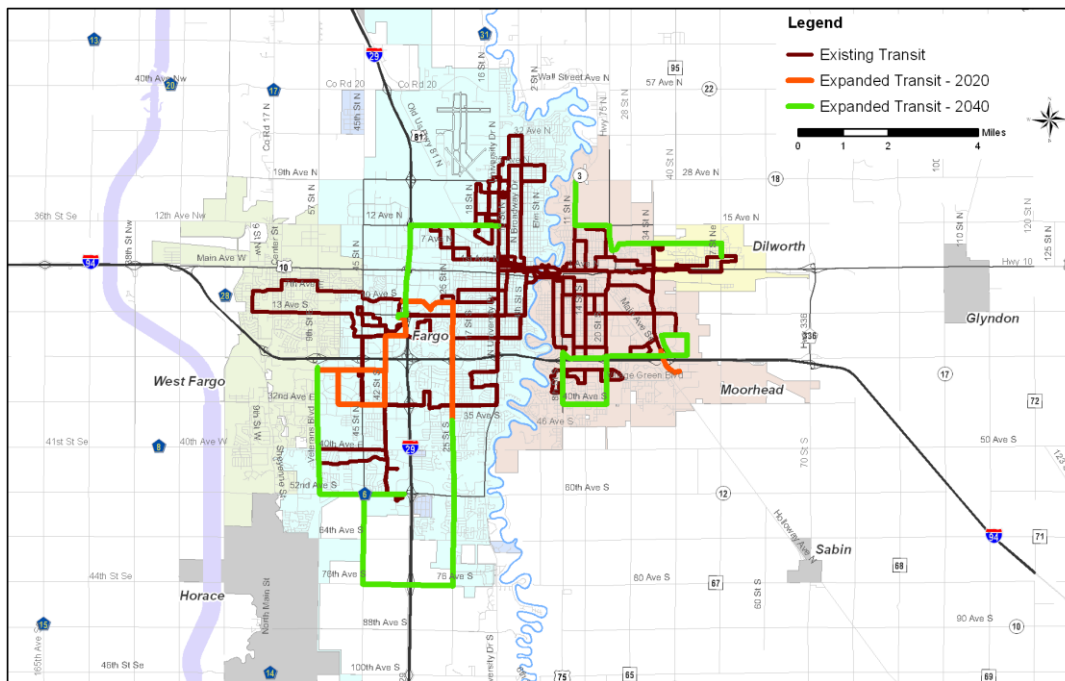
Source: Metro COG

TRANSIT VISION PLAN

Metro Area Transit (MATBUS) provides fixed-route and paratransit service within the metropolitan area. MATBUS is comprised of two separate, but coordinated municipal transit departments. The City of Fargo operates fixed-routes within Fargo and West Fargo, while the City of Moorhead operates fixed-routes within Moorhead and Dilworth. As the region increases in population, and the population ages, transit will become more important in the future. A minimum vision for MATBUS is to provide for a growth in transit service hours and service miles equal to or greater than the population growth. This growth in transit service hours and service miles could occur through expanded coverage, increased transit frequency, or extended service hours. The 2012 Transit Plan is included by reference in Metro 2040.

Bus maintenance facilities will also experience increased demands with additional service and transit ridership. The current metro transit garage will reach capacity and accommodations will be required. Transit service requires a bus fleet and spares. With transit service expanded over time to increase frequency and add coverage area, this fleet needs to expand. In addition, buses need to be replaced when approximately 12 years old. Metro 2040 identifies a long-term need for new sources of transit capital.

Potential Transit Coverage Increases for 2020 and 2040



Source: Metro COG

Transit Vision Plan Operations and Capital Costs (\$M)

	Fargo				Moorhead		
	Operation	Capital Fixed (Bus)	Capital Paratransit	Total	Operation	Capital Bus and Paratransit	Total
Short-Term	36.2	7.5	1.5	45.3	17.2	7.0	24.2
Mid-Term	66.4	12.1	2.8	81.3	37.0	7.7	44.7
Long-Term	73.4	13.4	3.1	89.8	49.5	13.4	62.9
Grand Total	176.0	33.0	7.4	216.4	103.7	28.1	131.8

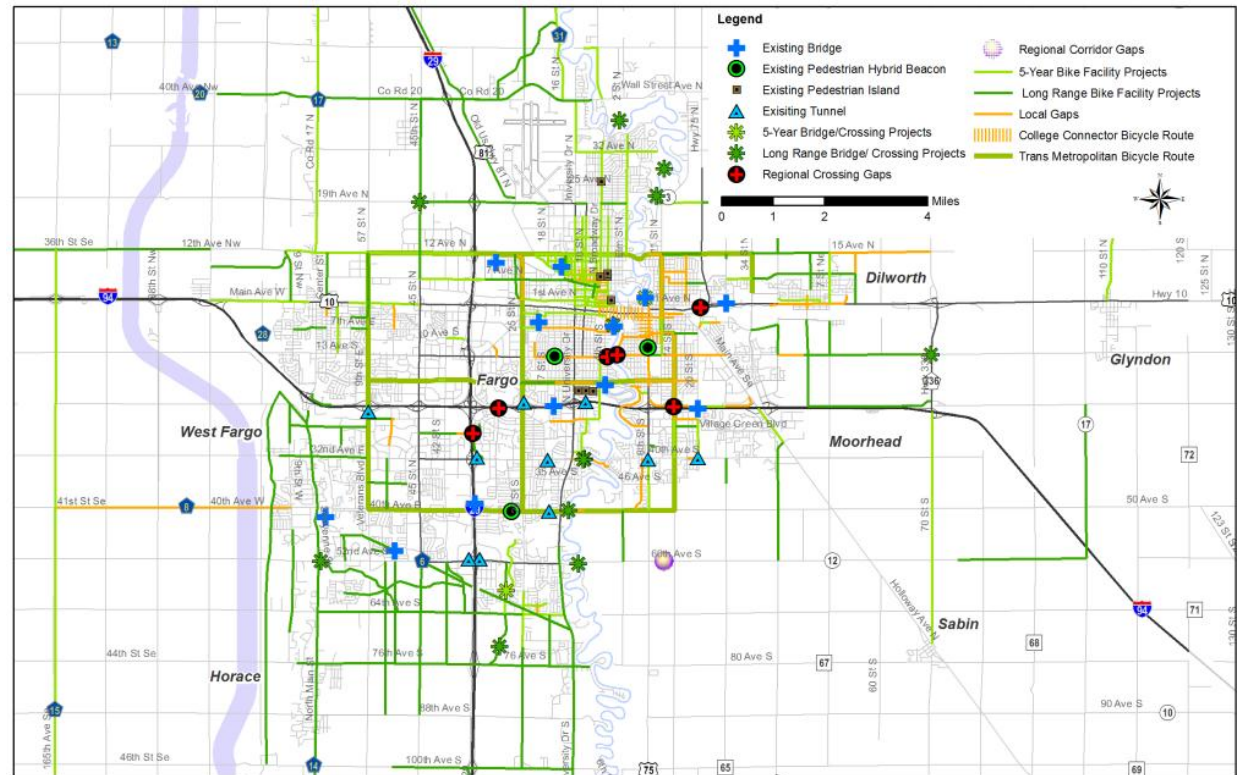
BICYCLE AND PEDESTRIAN PLAN

The 2011 Bicycle and Pedestrian Plan provides recommendations to mitigate local bicycle and pedestrian gaps and barriers to provide a network of connections to existing and future planned facilities. The needs from the 2011 plan are still valid and are included by reference in Metro 2040. The Plan also recommends a trans-metropolitan area bikeway network and a college connection bicycle route. Both would provide seamless bike routes within the bi-state metropolitan area. Regionally-significant gaps prevent a bicyclist or pedestrian from reaching a major trip generator or group of trip generators. The Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan (2011) identified four major regional crossing gaps in the Metro COG region:

1. Red River from 40th Avenue South (Fargo) to Bluestem Center for the Arts;
2. I-94 at 14th Street South (28th Avenue South to 30th Avenue South (Moorhead);
3. I-29 at 28th Avenue South (Fargo); and
4. Red River at 13th Avenue South (Fargo) to 12th Avenue South (Moorhead).

Local bicycle and pedestrian network gaps are gaps were also identified in the Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan. Areas where existing or programmed facilities were not connected or encounters a barrier were designated as a network gap.

Fargo-Moorhead Area Bicycle Network - Gaps, Barriers, Trans-Metropolitan Area Bikeway Network and College Connection Bicycle Route



Source: Metro COG

RED RIVER BRIDGE CROSSINGS

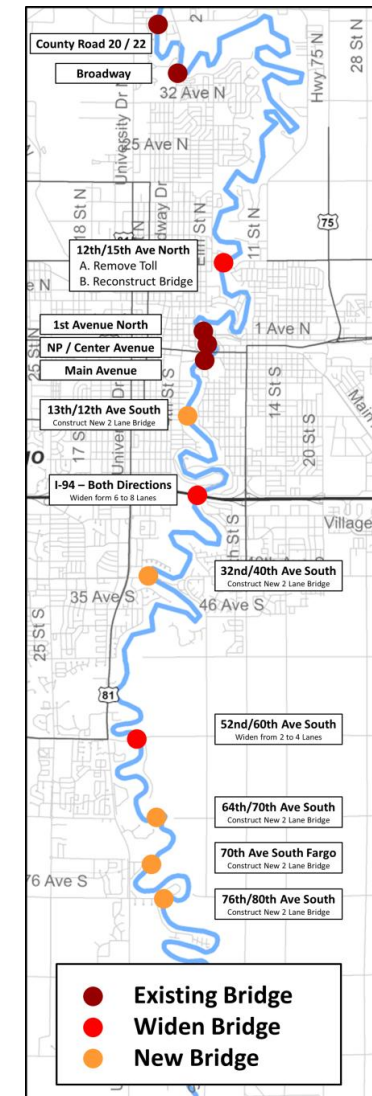
As the region grows, either new Red River crossings or widening of existing crossings will be required to mitigate 2040 congestion. Based on the Red River bridge crossing evaluation, the following recommendations are made:

- Five existing Red River bridges currently operate at acceptable congestion levels and will continue to operate at acceptable levels in 2040. No changes are proposed for the Red River crossings at County Road 20/22, Broadway, 1st Avenue North, NP/Center Avenue, and Main Avenue.
- Remove the toll at the 12th/15th Avenue bridge.
- Two existing Red River bridge crossings are forecast to be congested in 2040. The Fiscal Constrained Plan proposes the 52nd/60th Avenue bridge be widened in the mid-term. Because of insufficient funds, widening of the I-94 bridge crossing is an Illustrative project.
- A new bridge at 76th Avenue/80th Avenue south is recommended and included as an Illustrative project. An alternative to this location is at 70th Avenue South.
- Three bridges are not recommended because of insignificant congestion relief or potential impacts. These include 13th/12th Avenue South, 32nd/40th Avenue South, and 64th/70th Avenue South.

RED RIVER BRIDGE CROSSINGS EVALUATION MATRIX AND RECOMMENDATIONS

River Crossing Alternative	Improvement	Cost	2040 ADT & LOS with Bridge Improvement	Daily Trips Per \$1M	Evaluation Criteria							Score	Recommendations
					Bridge Utilization	Cost	Cost Effectiveness	Effects on Adjacent Neighborhoods & Local Streets	Available Right of Way	Compliments the Functional Street Hierarchy	Potential Environmental Impacts (Flood Plain, EJ, Farmland)		
12th / 15th Avenue North	Remove Toll & Keep Existing 2 Lane Bridge	\$100,000	3,092	30,920	0	+	++	-	+	0	0	3	Short Term Improvement
13th / 12th Avenue South	Construct New 2 Lane Bridge	\$22,000,000	6,389 A	290	+	-	0	-	-	-	0	-3	No
I-94	Widen from 6 to 8 lanes	\$40,000,000	92,615 C/D	2,315	++	--	+	+	+	+	0	4	Illustrative
32nd / 40th Avenue South	Construct New 2 Lane Bridge	\$23,160,000	5,938 A	256	+	-	0	-	-	0	-	-3	No
52nd / 60th Avenue South	Widen Bridge from 2 to 4 Lanes	\$18,750,000	13,900 A	741	+	-	+	+	0	+	-	2	Mid Term Improvement
64th / 70th Avenue South	Construct New 2 Lane Bridge	\$23,200,000	5,588 A	241	+	-	0	0	0	0	-	-1	No
70th Avenue South Fargo	Construct New 2 Lane Bridge	\$21,600,000	4,836 A	224	0	-	0	0	0	-	-	-3	Alternative to 70th Ave.
76th / 80th Avenue South	Construct New 2 Lane Bridge	\$22,400,000	3,651 A	163	0	-	0	0	-	+	0	-1	Illustrative

POTENTIAL RED RIVER BRIDGE CROSSINGS ALTERNATIVES

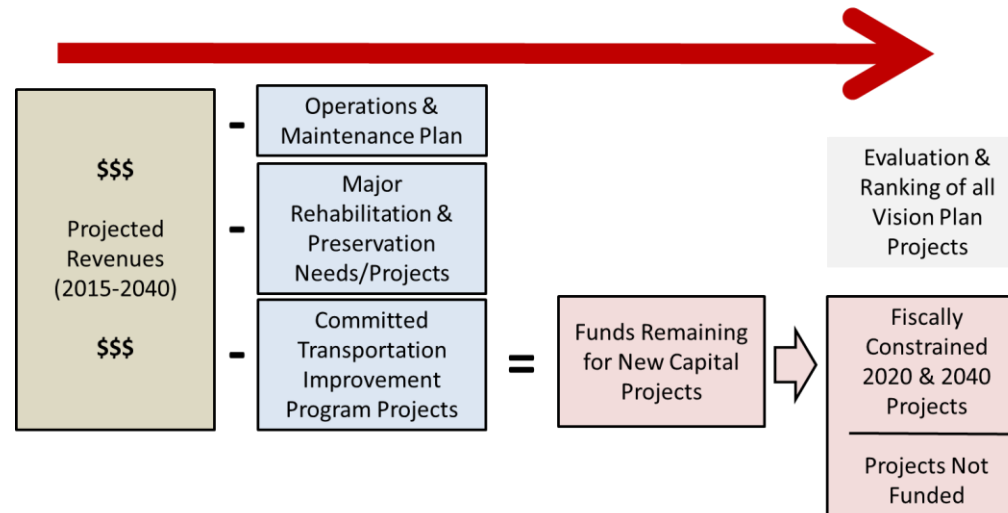


ROADWAY PLAN

The development of a Roadway Plan that is fiscally constrained to available forecast revenues began with the development of a needs based plan or vision (Illustrative) plan, which identified all roadway improvements in the region that would be needed to address forecast congestion.

Determining what revenues would be available for roadway capacity improvements began with identifying all Federal, State, and Local revenues and from these revenues, subtracting the operations and maintenance plan costs, the major rehabilitation and preservation costs, and the previously committed Transportation Improvement Plan (TIP) roadway project costs. Because the remaining funds were less than the costs for the needs based plan, projects were technically evaluated based on the project goals and weighting of those goals through public input.

FISCAL CONSTRAINED PLAN PROCESS



The fiscal constrained process includes inflation factors and the development of a Year of Expenditure (YOE) revenue and cost estimates. The Fiscal Constrained Plan forecast revenues and expenses are banded by year. For the short-term, the band is between 2015 and 2020, the mid-term is between 2021-2030, and the long-term band is between 2031-2040.

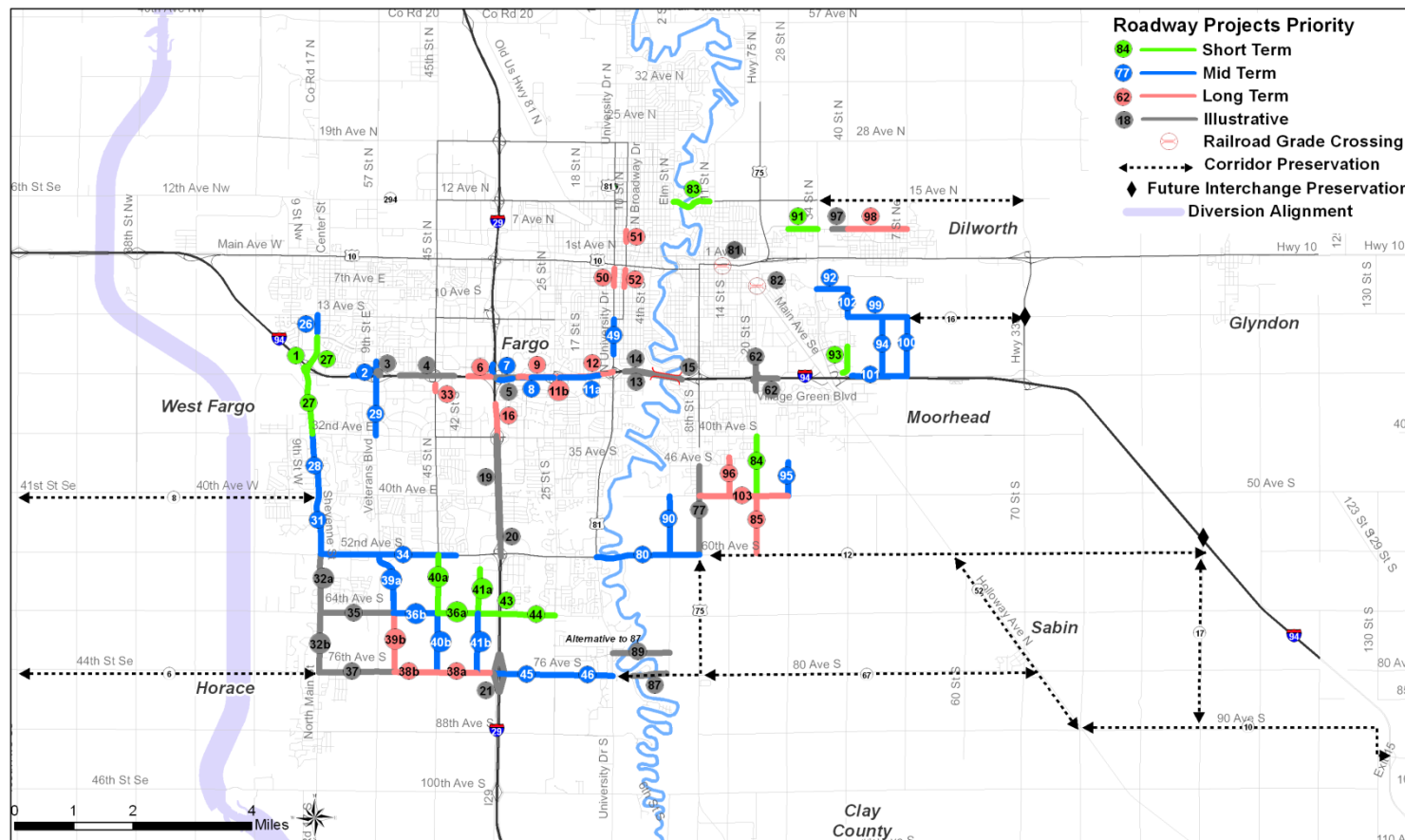
The selection of projects by jurisdiction and phase was based on the technical evaluation of each project, public input, and discussions with the each jurisdiction. The fiscal constrained roadway plan identifies projects to be completed in the short-, mid-, and long-term. Projects which exceeded the available funding were defined as Illustrative projects.

ROADWAY PLAN

The region will experience excellent levels of service with the existing roadway network, plus the committed Transportation Improvement Program projects, and the addition of the Short-Term Fiscal Constrained Plan projects. The 2040 congestion with the fiscal constrained projects is significantly less than the 2040 impacts with only the existing plus committed network. Most all local roadways will experience uncongested conditions in 2040, because local jurisdictions are providing significant levels of funds for new local facilities that are included in the Fiscal Constrained Plan.

The Fiscal Constrained Plan proposed improvements on I-94 is also forecasted to operate in 2040 with acceptable levels of congestion, except for some minor segments that require additional funds. The greatest congestion impacts to the Interstate system are forecasted along I-29. This is because of the high growth forecasted for development in the south-west areas of the region. Whereas the Vision Plan identified improvements along I-29 that would mitigate this congestion, there were not sufficient remaining funds to also include these improvements along I-29.

Fiscal Constrained Plan



Source: Metro COG

ROADWAY PLAN

Metro 2040 Fiscal Constrained Plan

NDDOT Regional (STP/R)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - STP/R	ND-18	PCC pavement & Aggregate Base	in Casselton		NDDOT	\$354,000
TIP - STP/R	Main Avenue	Reconstruct	University Drive	Red River Bridge	NDDOT	\$9,651,000
TIP - STP/R	ND-18	PCC pavement & Aggregate Base	Langer Ave (Casselton)	4th Ave (Casselton)	NDDOT	\$1,996,000
TIP - STP/R	Main Avenue	Reconstruct	Morrison Street	I-94	NDDOT	\$15,000,000
Mid-Term (2021-2030)						
PR	Main Ave	Major Rehabilitation	University Dr	25th St	NDDOT	\$4,060,000
PR	10th St	Major Rehabilitation	1st Ave	12th Ave	NDDOT	\$1,796,000
PR	19th Ave North	Major Rehabilitation	Dakota Dr	I-29 East Ramps	NDDOT	\$2,480,000
49	S University Dr	Widen 4 to 6 lanes	13th Ave S	18th Ave S	Fargo	\$6,000,000
Long-Term (2031-2040)						
50	S University Dr	Widen 2 to 3 lanes	1st Ave S	5th Ave S	NDDOT	\$750,000
51	10th St N	Widen 2 to 3 lanes	4th Ave N	7th Ave N	NDDOT	\$475,000
52	10th St S	Widen 2 to 3 lanes	1st Ave S	5th Ave S	NDDOT	\$710,000

NDDOT Projects (Interstate Maintenance)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - NBP	I-29	Deck Overlay	One mile south of I-94		NDDOT	\$774,000
TIP - IM	I-29 (SB)	Concrete Pavement Repair	Wild Rice River	Main Avenue	NDDOT	\$4,052,000
TIP - IM	I-29 (NB)	Concrete Pavement Repair	Wild Rice River	Main Avenue	NDDOT	\$1,558,000
TIP - IM	I-29 (SB)	PCC pavement	Argusville	Hunter	NDDOT	\$21,798,000
TIP - IM	I-29 (NB)	Concrete pavement repair	Christine	Wild Rice River	NDDOT	\$1,512,000
TIP - IM	I-29 (SB)	Concrete pavement repair	Christine	Wild Rice River	NDDOT	\$7,696,000
TIP - IM	University Drive	Reconstruct, included interstate ramps	18th Ave South	I-94 south ramp	NDDOT	\$2,676,636
TIP - IM	I-94 (EB)	Drainage Improvements	0.5 miles east of I-29	East of Red River	NDDOT	\$253,000
TIP - HBP	I-94	Structural Painting	I-94 Red River Bridges		NDDOT	\$52,000
TIP - NHS	Main Avenue	Reconstruct.	I-94	Morrison Street (W. Fargo)	NDDOT	\$17,500,000
1	I-94 Sheyenne St Interchange	Widen underpass from 2 to 4 lanes + Interchange Modification	-	-	Fargo/NDDOT	\$10,000,000

NDDOT Projects (Interstate Maintenance)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Mid-Term (2021-2030)						
7	I-29 to I-94 Ramp	I-29 SB to I-94 EB Flyover and Ramp Widening from 1 to 2 lanes	I-29 SB Off-Ramp to I-94 EB	I-94 EB Merge with I-29 NB Off-Ramp	NDDOT	\$5,000,000
8	I-94 Eastbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	I-29 SB & I-29 NB Off-Ramp Merge	I-94 EB Off-Ramp to 25th St SB	NDDOT	\$1,800,000
11a	I-94 Eastbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	25th St S On-Ramp	S University Dr Off-Ramp	NDDOT	\$1,240,000
2	I-94 Veterans Blvd Interchange (Phase I)	Add 2nd NB left to WB On-Ramp & Widen WB On-Ramp to 2 lanes	-	-	West Fargo/ Fargo/ NDDOT	\$750,000
Long-Term (2031-2040)						
11b	I-94 Eastbound	Widening 25th Street Interchange Underpass from 3 to 4 lanes	25th St S Off-Ramp	25th St to I-94 EB On-Ramp	NDDOT	\$300,000
16	I-29 Northbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	32nd Ave S On-Ramp	I-94 Off-Ramp	NDDOT	\$580,000
9	I-94 Westbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	25th St S On-Ramp	I-29 NB On-Ramp	NDDOT	\$1,260,000
12	I-94 Westbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	S University Dr On-Ramp	25th St S On-Ramp	NDDOT	\$1,920,000
6	I-94 Westbound	Widening Underpass from 2 to 3 lanes	I-94 WB to I-29 SB Loop Off-Ramp	I-29 SB to I-94 WB On-Ramp Merge	NDDOT	\$740,000
Illustrative						
21	I-29 / 76th Ave S Interchange	New Interchange	-	-	Fargo / NDDOT	\$25,000,000
15	I-94 Red River Bridge (1/2 ND)	Bridge Widening from 6 to 8 lanes	-	-	NDDOT	\$10,000,000
14	I-94 Westbound (1/2 ND)	Interstate Widening from 3 to 4 lanes	State Line	S University Dr Off-Ramp	NDDOT	\$940,000
13	I-94 Eastbound (1/2 ND)	Interstate Widening from 3 to 4 lanes	S University Dr On-Ramp	State Line	NDDOT	\$960,000
20	I-29 Northbound	Interstate Widening from 2 to 3 lanes (Auxiliary Lanes)	52nd Ave S On-Ramp	32nd Ave S On-Ramp	NDDOT	\$4,600,000
19	I-29 Southbound	Interstate Widening from 2 to 3 lanes (Auxiliary Lanes)	32nd Ave S Off-Ramp	52nd Ave S Off-Ramp	NDDOT	\$3,460,000
4	I-94 Westbound	Interstate Widening from 2 to 3 lanes	45th St S WB Off-Ramp	Veterans Blvd WB Off-Ramp	NDDOT	\$1,980,000
5	I-94 Eastbound	Interstate Widening from 2 to 3 lanes	I-29 SB Off-Ramp	I-29 NB On-Ramp Merge to I-94 EB	NDDOT	\$900,000
3	I-94 Veterans Blvd Interchange (Phase II)	Remove NB left turn lanes and replace with NB to WB loop ramp	-	-	West Fargo/ Fargo/ NDDOT	\$7,000,000

ROADWAY PLAN

North Dakota Local Projects						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP STP/U	25th Street	AC Payback	25th Street S.		Fargo	\$2,000,000
TIP STP/U	32nd Ave South	Reconstruct	32nd Street	42nd Street	Fargo	\$8,236,000
TIP STP/U	Transit Capital	Replace 3 fixed route vehicles (1126,1127 & 1128)	N/A	N/A	Fargo Transit	\$1,860,000
TIP STP/U	12th Avenue North	Reconstruct	CR-19	45th Street	West Fargo	\$11,454,000
TIP STP/U	Various	Emergency Vehicle Preemption	at 13 locations city-wide		West Fargo	\$238,000
TIP STP/U	Sheyenne Street	Permanent traffic signals	at 40th Ave and 32nd Ave East		West Fargo	\$845,000
27	Sheyenne St	Widen 2 to 4 lanes	19th Ave W	32nd Ave E	West Fargo	\$7,000,000
43	64th Ave S Extension and I-29 Overpass	New 4 lane arterial and bridge	38th St SW	36th St SW	Fargo	\$11,700,000
41a	38th St Extension	New 4 lane arterial	55th Ave S	64th Ave S	Fargo	\$4,375,000
40a	45th St S Extension	New 4 lane arterial	52nd Ave S	64th Ave S	Fargo	\$3,980,000
44	64th Ave S	New 4 lane arterial	33rd St SW	25th St S	Fargo	\$3,250,000
36a	64th Ave S	New 4 lane arterial	45th St S	38th St SW	Fargo	\$5,050,000
83	12th-15th Ave Toll Bridge (1/2 ND)	Remove Toll (Minor modifications)	-	-	Fargo Share Only	\$50,000
PR	1st Ave	Major Rehabilitation	University Dr	2nd St	Fargo	\$2,364,000
PR	2nd St North	Major Rehabilitation	5th Ave	1st Ave	Fargo	\$888,000
Mid-Term (2021-2030)						
28	Sheyenne St	Reconstruct and Widen 2 to 4 lanes	32nd Ave E	40th Ave S	West Fargo	\$5,125,000
34	52nd Ave S	Reconstruction + Widen 2 to 4 lanes	Sheyenne St	42nd St S	West Fargo/ Fargo/ Cass County	\$11,450,000
PR	32nd Ave South	Major Rehabilitation	University Dr	32nd St S	Fargo	\$5,920,000
PR	13th Ave South	Major Rehabilitation	52nd St	Sheyenne Street	Fargo/West Fargo	\$6,000,000
80	52nd Ave South / 60th Ave S (North Dakota)	Widen 2 to 4 lanes and bridge	State Line	S University Dr	Fargo Share Only	\$7,500,000
	Transit Capital					\$3,861,897
29	Veterans Blvd	Widen 4 to 6 lanes	19th Ave E	32nd Ave S	West Fargo/ Fargo	\$4,500,000
31	Sheyenne St	Widen 2 to 4 lanes	40th Ave E	52nd Ave S	West Fargo	\$5,125,000
26	Sheyenne St	Widen 2 to 4 lanes	13th Ave W	19th Ave North	West Fargo	\$3,250,000
41b	38th St Extension	New 4 lane arterial	64th Ave S	76th Ave S	Fargo	\$4,375,000
40b	45th St S Extension	New 4 lane arterial	64th Ave S	76th Ave S	Fargo	\$3,980,000
45	76th Ave S Extension	New 4 lane arterial	38th St SW	25th St S	Fargo	\$5,150,000
46	76th Ave S	New 4 lane arterial	25th St S	County Road 81	Fargo	\$4,950,000
39a	Veterans Blvd Extension	New 2 lane arterial	52nd Ave S	64th Ave S	Fargo	\$3,960,000
36b	64th Ave S	New 4 lane arterial	45th St S	Veterans Blvd Extension	Fargo	\$5,050,000

North Dakota Local Projects						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Mid-Term (2021-2030)						
PR	CBD Urban Arterials	Major Rehabilitation	4th Ave N. to NP Ave	2nd St to Roberts St	Fargo	\$4,000,000
PR	4th Street South	Major Rehabilitation	Main Ave	13th Ave	Fargo	\$1,948,000
PR	7th Ave North	Major Rehabilitation	Elm St	University Dr	Fargo	\$1,852,000
PR	University Dr North	Major Rehabilitation	32nd Ave	40th Ave	Fargo	\$1,994,000
PR	19th Ave North	Major Rehabilitation	I-29 West Ramps	45th St	Fargo	\$1,842,000
PR	9th St East	Major Rehabilitation	Main Ave	12th Ave North	West Fargo	\$1,936,000
PR	1st Ave East	Major Rehabilitation	Center St	8th St	West Fargo	\$1,620,000
Long-Term (2031-2040)						
38a	76th Ave S	New 4 lane arterial	45th St S	38th St SW	Fargo	\$4,925,000
33	45th St S	Widen 6 to 8 lanes	I-94 EB On-Ramp	23rd Ave S	Fargo	\$660,000
39b	Veterans Blvd Extension	New 2 lane arterial	64th Ave S	76th Ave S	Fargo	\$3,960,000
38b	76th Ave S	New 4 lane arterial	45th St S	Veterans Blvd Extension	Fargo	\$4,925,000
PR	9th St North East	Major Rehabilitation	Main Ave	13th Ave E	West Fargo	\$2,000,000
PR	Center Street	Major Rehabilitation	Railroad bridge	12th Ave	West Fargo	\$1,334,000
PR	6th St East	Major Rehabilitation	13th Ave	10th Ave	West Fargo	\$1,076,000
PR	1st Ave North Bridge	Major Rehabilitation	-	-	Fargo Share Only	\$2,500,000
	Transit Capital					\$9,668,651
Illustrative						
32a	Sheyenne St	Widen 2 to 4 lanes	52nd Ave S	76th Ave S	Horace/Cass	\$5,000,000
32b	Sheyenne St	Widen 2 to 4 lanes	64th Ave S	76th Ave S	Horace/Cass	\$5,000,000
35	64th Ave S	New 4 lane arterial	County Road 17	Veterans Blvd Extension	Horace	\$4,800,000
37	76th Ave S	New 4 lane arterial	County Road 17	Veterans Blvd Extension	Horace/Fargo	\$4,950,000
PR	Grade Separation	Major Rehabilitation	45th St	19th Ave North	Fargo	\$20,000,000
PR	NP/Center Ave Bridge	Major Rehabilitation	-	-	Fargo Share Only	\$10,000,000
87	76th/80th Avenue South	Construct New 2 Lane Bridge	-	-	Fargo Share Only	\$11,200,000
89	70th Avenue South Fargo	Construct New 2 Lane Bridge (Option to 76th/80th)	-	-	Fargo Share Only	\$10,800,000

ROADWAY PLAN

MnDOT Projects

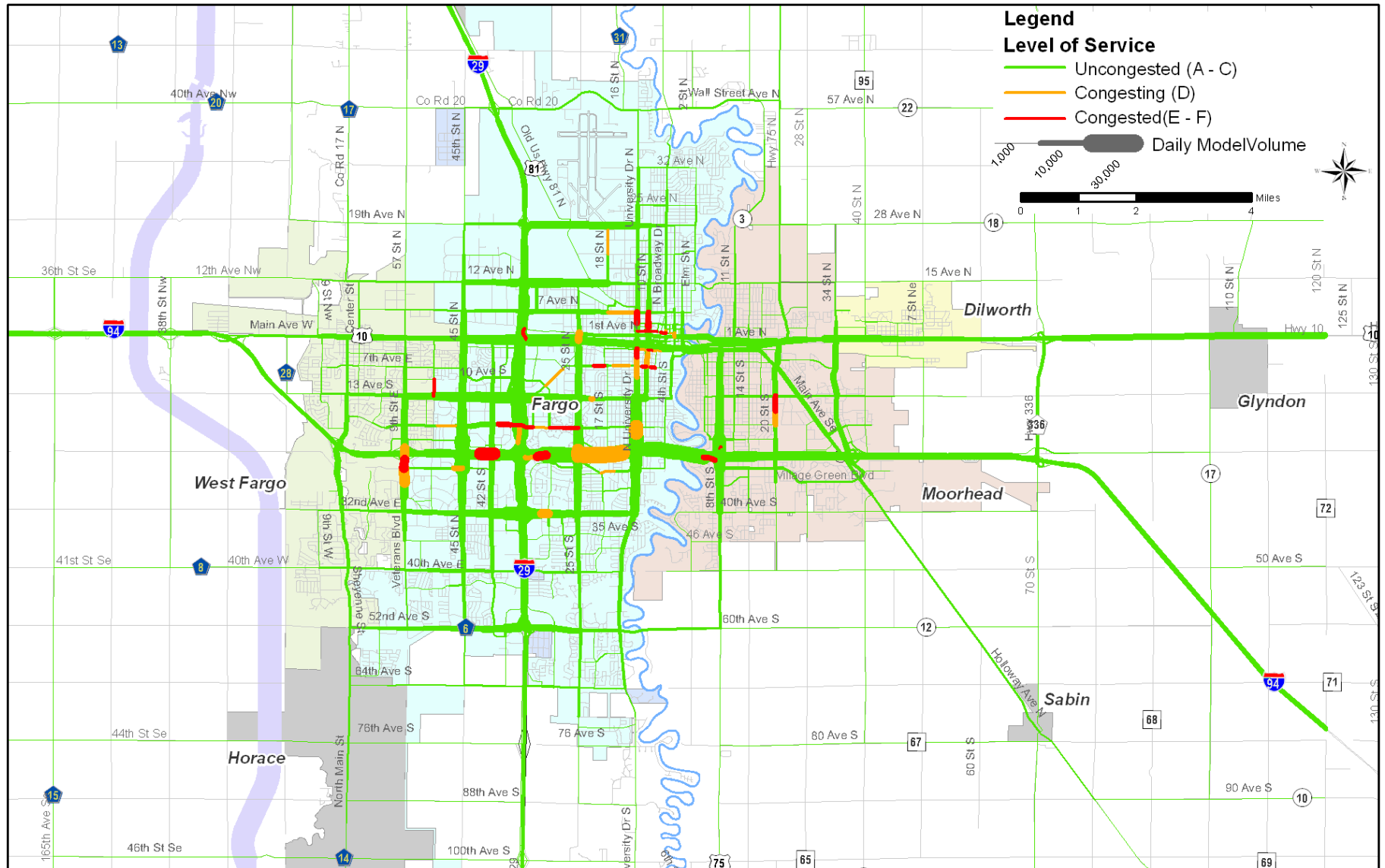
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - HPB	I-94	Structural Painting	I-94 Red River Bridges 9066 & 9067		MnDOT	\$357,000
TIM - NHS	US-10	AC Payback	North JCT of US-10	N. Clay Co. Line	MnDOT	\$2,200,000
TIP - NHS	US-75/I-94	Reconstruct interchange	US-75 and I-94		MnDOT	\$12,049,000
TIP - NHS	US-75/I-95	AC Payback	US-75 and I-95		MnDOT	\$4,990,000
TIP - STP	MN 34	Pavement Rehab	JCT TH-9	Dunvilla	MnDOT	\$7,105,100
Mid-Term (2021-2030)						
PR	TH 10	Major Rehabilitation	Red river	TH 75 East Junction	MnDOT	\$2,265,600
PR	TH 75	Major Rehabilitation	I-94	TH 10/75 West Junction	MnDOT	\$2,152,800
77	SR-75 / 8th St S	Widen 2 to 4 lanes	46th Ave S	60th Ave S	MnDOT	\$6,050,000
81	8th St/11th St Railroad Grade Separated Crossing	Engineering, Environmental, ROW	8th St/11th St	Main Ave	MnDOT/Moorhead	\$6,305,716
PR	I-94	Major Rehabilitation	Red River	Just East of TH336	MnDOT	\$5,200,000
14	I-94 Westbound (1/2 M)	Interstate Widening from 3 to 4 lanes	8th St S On-Ramp	State Line	MnDOT	\$940,000
15	I-94 Red River Bridge (1/2 M)	Bridge Widening from 6 to 8 lanes	-	-	MnDOT	\$10,000,000
13	I-94 Eastbound (1/2 M)	Interstate Widening from 3 to 4 lanes	State Line	8th St S Off-Ramp	MnDOT	\$960,000
Long-Term (2031-2040)						
62	I-94 / 20th St Interchange	Rebuild 20th St. Interchange, Reconstruct 20th St. to 4 lanes widen I-94 Eastbound to 3 Lanes to Rest Area	24th Ave	30th Ave	Moorhead/MnDOT	\$38,300,000
PR	TH 10	Major Rehabilitation	TH 336	Dilworth W Limits	MnDOT	\$9,500,000

Local Minnesota Projects

Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
84	20th St Extension	New 2 lane arterial	43rd Ave	50th Ave	Moorhead	\$4,080,000
83	12th-15th Ave Toll Bridge (1/2 MN)	Remove Toll (Minor modifications)	-	-	Moorhead Share Only	\$50,000
93	40th Street S	New local roadway	24th Avenue S	28th Avenue S	Moorhead	\$985,352
91	8th Avenue N	New collector roadway	28th Street N	34th Street N	Moorhead	\$993,454
81	8th St/11th St Railroad Grade Separated Crossing	Railroad underpass	8th St/11th St	Main Ave	MnDOT/Moorhead	\$40,000,000
PR	7th St E	Reconstruction	TH 10	15th Ave N	Dilworth	\$2,000,000
97	8th Ave N	New collector roadway	CSAH 9	1300' E of 34th Street	Dilworth	\$530,542
Mid-Term (2021-2030)						
80	52nd Ave South / 60th Ave S (Minnesota)	Widen 2 to 4 lanes and bridge	8th St S	State Line	Clay County Share Only	\$11,250,000
82	21st St Railroad Grade Separated Crossing	Railroad underpass	21st St	Main Ave	Moorhead	\$30,000,000
PR	Center Ave	Major Rehabilitation	4th St	8th St	Moorhead	\$1,256,000
92	4th Avenue S	New collector roadway	34th Street S	40th Street S	Moorhead	\$1,050,950
102	40th Street S	Existing Gravel to Paved	4th Avenue S	12th Avenue S	Moorhead	\$940,714
94	46th Street S	New collector roadway	12th Avenue S	28th Avenue S	Moorhead	\$2,000,350
95	28th Street S	Existing Gravel to Paved	current ending	50th Avenue S	Moorhead	\$1,133,262
99	CSAH 16	Existing Gravel to Paved	40th Street S	50th Street S	Clay County Share Only	\$2,014,636
100	50th Street S	Existing Gravel to Paved	12th Avenue S	28th Avenue S	Moorhead	\$1,993,158
101	28th Avenue S	Existing Gravel to Paved	1 mile west of 50th Street S	-	Moorhead	\$1,863,500
PR	11th St South	Major Rehabilitation	Main Ave	22nd Ave S	Moorhead	\$2,840,000
PR	30th Ave South	Major Rehabilitation	14th St	20th St	Moorhead	\$932,000
PR	14th St North	Major Rehabilitation	1st Ave	15th Ave	Moorhead	\$2,002,000
PR	28th St North	Major Rehabilitation	TH 10	15th Ave	Moorhead	\$2,008,000
PR	14th St South	Major Rehabilitation	20th Ave	28th Ave	Moorhead	\$1,000,000
PR	12th Ave South	Major Rehabilitation	4th St	34th St	Moorhead	\$4,574,000
90	3rd Street S	New collector roadway	50th Avenue S	60th Avenue S	Moorhead	\$1,980,852
Long-Term (2031-2040)						
85	20th St Extension	New 2 lane arterial	50th Ave	60th Ave S	Moorhead	\$3,920,000
103	50th Avenue S	Existing Gravel to Paved	TH 75	28th Street S	Clay County Share Only	\$2,987,354
PR	17th St North	Major Rehabilitation	1st Ave	15th Ave	Moorhead	\$2,004,000
PR	4th Ave North	Major Rehabilitation	11th St	17th St	Moorhead	\$938,000
PR	4th Ave North	Major Rehabilitation	TH 75	28th St	Moorhead	\$672,000
PR	7th Ave North	Major Rehabilitation	14th St	TH 75	Moorhead	\$1,200,000
PR	1st Ave North Bridge	Major Rehabilitation	-	-	Moorhead	\$2,500,000
PR	NP/Center Ave Bridge	Major Rehabilitation	-	-	Moorhead	\$10,000,000
96	14th Street S	Existing Gravel to Paved	46th Avenue S	50th Avenue S	Moorhead	\$1,298,136
87	76th/80th Avenue South (1/2 MM)	Construct New 2 Lane Bridge	-	-	Clay County Share Only	\$11,200,000
89	70th Avenue (1/2 MN) South Fargo	Construct New 2 Lane Bridge (Option to 76th/80th)	-	-	Clay County Share Only	\$10,800,000
Illustrative						
98	8th Ave North	New road	CSAH 9	7th St East	Dilworth	\$2,004,244

ROADWAY PLAN

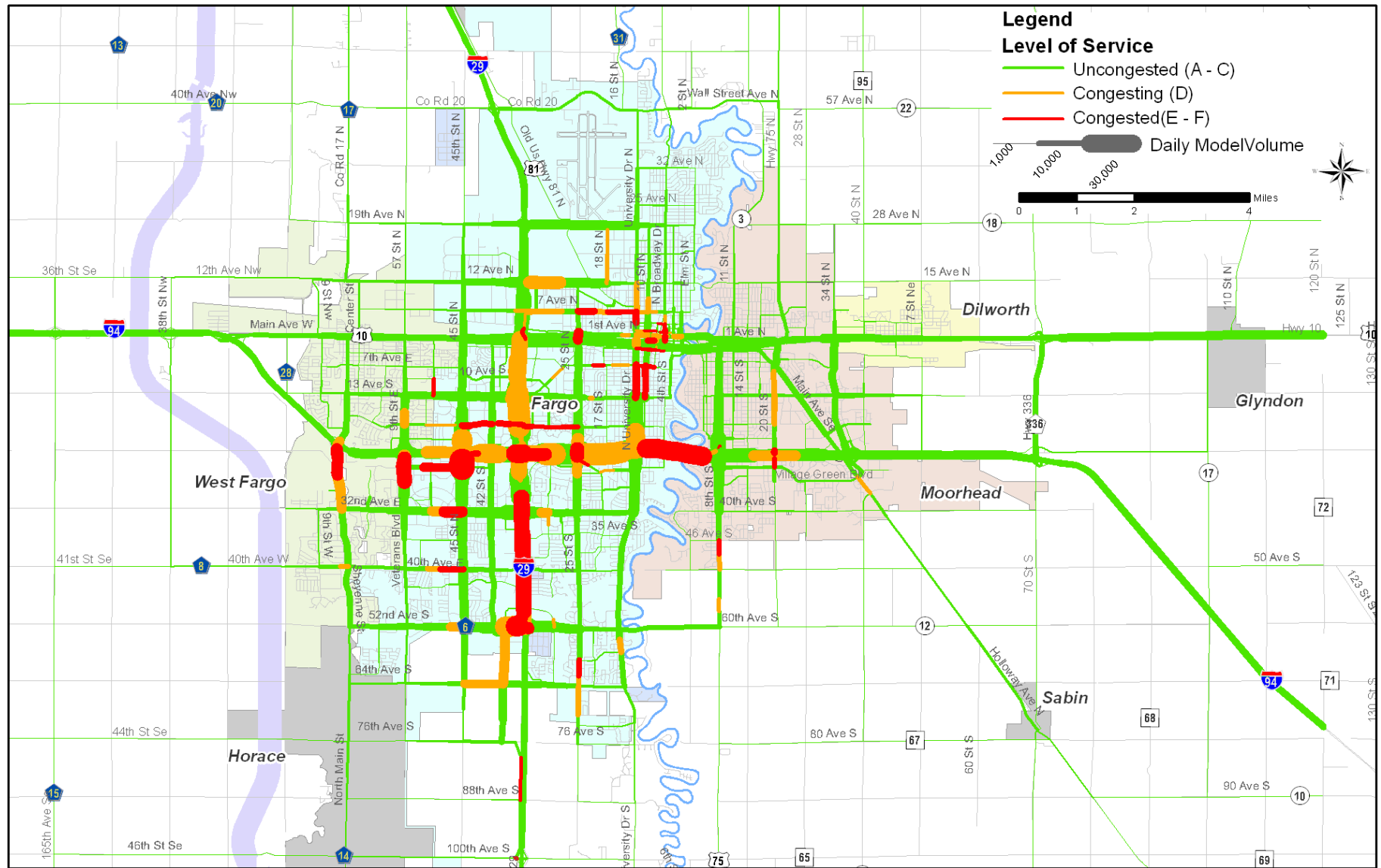
2020 Congestion with Short-Term Fiscal Constrained Transportation Improvements



Source: Metro COG

ROADWAY PLAN

2040 Congestion with All Fiscal Constrained Plan Improvements



Source: Metro COG