

549th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, January 11, 2024 – 10:00 a.m.
Metro COG Conference Room
AGENDA

- | | |
|---|-------------------------------|
| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the December 14, 2023 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. 2024-2027 Transportation Improvement Program Amendment 3 | Action Item |
| 6. Technical Evaluation of TA Projects | Action Item |
| 7. Technical Evaluation of CRP Projects | Action Item |
| 8. Technical Evaluation of STBG Projects | Action Item |
| 9. Adjusted Urbanized Area Boundary Approval | Information Item |
| 10. Agency Updates | Discussion Item |
| a. City of Fargo | e. City of Horace |
| b. City of Moorhead | f. Cass County |
| c. City of West Fargo | g. Clay County |
| d. City of Dilworth | h. Other Member Jurisdictions |
| 11. Additional Business | Information Item |
| 12. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, February 8, 2024** at 10:00 a.m.

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

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_dISd4WBsS1Kb6foN0Sdv5A

Red 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

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**548th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, December 14, 2023 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Maegin	Elshaug	City of Fargo Planning (alternate for Nicole Crutchfield)
Shane	Finck	Clay County Engineering (alternate for Justin Sorum)
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
Cole	Hansen	Cass County Planning
Jace	Hellman	City of Horace – Community Development Director
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Don	Lorsung	City of Dilworth Community Development
Aaron	Nelson	West Fargo City Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4
Tom	Soucy	Cass County Engineering (alternate for Jason Benson)
Brit	Stevens	NDSU – Transportation Manager
Cole	Swingen	MATBUS Fargo (alternate for Julie Bommelman)
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Jason	Benson	Cass County Highway Engineering (alternate present)
Julie	Bommelman	City of Fargo, MATBUS (alternate present)
Nicole	Crutchfield	City of Fargo Planning (alternate present)
Justin	Sorum	Clay County Engineering (alternate present)
Lori	Van Beek	City of Moorhead, MATBUS

Others Present:

Adam	Altenburg	Metro COG
Calvin	Berube	Stantec
Paul	Bervik	Metro COG
Luke	Champa	SRF
Connor	Cox	WSB
Jim	Dahlman	City of Horace/Interstate Engineering
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Sharijad	Hasan	UGPTI/ATAC/NDSU
Mojra	Hauenstein	Bolton & Menk
Patrick	Hollister	PartnerSHIP4Health
Brian	King	HDR
Savanna	Leach	Metro COG

Chelsea	Levorsen	Metro COG
Clay	Lexen	City of Moorhead Planning
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ
Brent	Muscha	Apex Engineering
Joshua	Pearson	MnDOT
Ayden	Schaffler	Metro COG
Erika	Shepard	MnDOT
Kristen	Sperry	FHWA
Steven	Strack	Houston Engineering
Daniel	Triller	SEH
Blue	Weber	Bolton & Menk
Kent	Wolf	Ameresco

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on December 14, 2023 by Chair Griffith. A quorum was present.

2. Approve the 548 TTC Meeting Agenda

Chair Griffith asked if there were any questions or changes to the 548 TTC Meeting Agenda.

Motion: Approve the 548 TTC Meeting Agenda.

Mr. Hellman moved, seconded by Mr. Wrucke

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE November 9, 2023 TTC MEETING MINUTES

Chair Griffith asked if there were any questions or changes to the November 9, 2023 TTC Meeting Minutes.

Motion: Approve the November 9, 2023 TTC Minutes.

Mr. Lorsung moved, seconded by Ms. Krapu

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

5. Rural Transportation Alternatives Applications

Mr. Farnsworth presented the applications received for the Rural Transportation Alternatives program. Metro COG received a total of three rural TA applications, all located on the ND side of Metro COG's planning area.

City of Casselton – Governor's Drive Shared Use Path (Phase 2)

Score: 30 pts

The City of Casselton is seeking funding to construct a shared use path along the west side of Governor's Dr / ND Hwy 18 from 37th St SE to approximately 0.2 miles south of Cottonwood Dr. This would be Phase 2 of a two-phase project. Phase 1

(currently programmed for funding) will be constructed from Cottonwood Dr. to 0.2 miles south, crossing Swan Creek and connecting to Phase 2. This project will connect the developed north end of Casselton with the expanding south end of Casselton, which includes new residential development as well as new and existing commercial development.

Cost: \$1,130,000 construction total; \$914,509 requested from TA

Cass County (within City of Kindred) - County Rd 15 Shared Use Path

Score: 45 pts

Cass County is seeking funding to reconstruct a shared use path along the east side of County Rd 15 from Kindred Elementary School (Linden St) to ND Hwy 46. The total length of this path is approximately 1 mile. The existing path was originally constructed in 1998 and overlaid in 2006. Since 2006 there have been no improvement to this path. The existing facility is an 8 ft wide asphalt path. This project would replace it with a 10 ft wide concrete path.

Cost: \$945,110 construction total; \$756,088 requested from TA

City of Mapleton – Pedestrian Safety Improvements, Sunset Dr & Carlsbad Ave

Score: 16 pts

The City of Mapleton is seeking funding to construct five raised crosswalks along two residential corridors. The first set of raised crosswalks are proposed along Sunset Dr. These would be installed at intersections and would connect to/from recently-constructed sidewalks & paths. The second set of raised crosswalks are proposed along Carlsbad Ave, which leads to Mapleton Elementary School. These would also be installed at intersections and would connect to sidewalks on both sides of the roadway.

The purpose of the raised crosswalks are to provide safe pedestrian crossings as well as reduce traffic speeds on these corridors.

Cost: \$653,000 construction total; \$528,472.90 requested from TA

Motion: Recommend Policy Board approval of the attached Transportation Alternatives (TA) applications and scoring as determined by the Metropolitan Bicycle & Pedestrian Committee

Mr. Wrucke moved, seconded by Ms. Elshaug

MOTION, PASSED

Motion carried unanimously.

6. 2023-2024 UPWP Amendment #5

Mr. Griffith presented 2023-2024 Amendment 5, which addresses changes to operations and overhead costs for 2023 and amend the 2023-2024 UPWP to bring it into alignment with our year-end estimates.

Metro COG staff hours were approximately 300 hours under what was budgeted due to a resignation leaving an unfilled position vacant for several weeks, as well as a one-week vacancy between Executive Directors.

Metro COG's 2023 overhead expenditures are very close to the amounts budgeted. Some areas were over, such as Office Rent, due to increased CAM charges, Insurance due to new hires, IT for software application purchases, and

overages in the Audit and Accounting Services categories. All of these increases will be accounted for in the preparation of the 2024 budget.

An estimated \$5,457.36 remains in the 2023 overhead budget, which Metro COG staff recommends carrying over into the 2024 budget. This includes the \$5,639.05 for the 800 categories, plus \$2,078.60 in the locally funded categories, minus \$2,260.29 for employee recruitment, which had not been budgeted for.

Metro COG staff is requesting an End of Year Amendment to the 2023 UPWP for operations and overhead costs and budgeted time and as follows:

- Amend the staff hours and costs as shown in the tables on page 1 and supported by the table on page 2 of this memo.
- Amend the UPWP to carry over \$5,457.36 in remaining overhead funds into 2024, based on the table on page 3 of this memo. The proposed amendments to the 2024 UPWP and budget will address how these funds will be used.

Motion: Recommend approval to the Policy Board of the 2023 year-end UPWP Amendment (#5), consisting of the changes identified below:

- **Amend the staff hours and costs as shown in the tables on page 1 and supported by the table on page 2.**
- **Amend the UPWP to carry over \$5,457.36 in remaining overhead funds into 2024. The proposed amendments to the 2024 UPWP and budget will address how these funds will be used.**

Mr. Atkins moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried unanimously.

7. 25th Street South Corridor Study – Final Report

Mr. Maddox introduced Mr. Middaugh from consultant KLJ, to present the 25th Street Corridor Study Final Report. The City of Fargo and Metro COG partnered on a study in 2022 to identify any improvements that could be made to improve vehicular circulation, improve bicycle and pedestrian movements, enhance the context/character of the roadway, and forward the goals of Fargo's Go2030 Comprehensive Plan to the 25th Street Corridor between 32nd Ave S and 64th Ave S in advance of the reconstruction of the roadway.

KLJ worked with Metro COG, the City of Fargo, stakeholders adjacent to the corridor and members of the public, to identify and study issues in the study area. KLJ has successfully delivered the results of their investigation and analysis. The 25th Street Corridor Study includes alternatives that will be forwarded once the project moves forward into design.

Mr. Gorden said that they would like to present this to the Planning Commission in January.

Motion: Recommend Policy Board approval of the 25th Street Corridor Study

Mr. Gorden moved, seconded by Mr. Hansen

MOTION, PASSED

Motion carried unanimously.

8. 2023 Metro Profile

Ms. Levorsen presented the 2023 Metro Profile. This annual report is prepared by Metro COG to provide a snapshot of the Fargo-Moorhead metropolitan area based on data from 2022. Like last year, the report is divided into five sections (community profile, roadways, freight, bike & pedestrian, and transit) with metrics to be continually tracked in the future to identify larger trends.

Motion: Recommend Policy Board approval of the 2023 Metro Profile

Mr. Lorsung moved, seconded by Mr. Atkins

MOTION, PASSED

Motion carried unanimously.

9. Horace Core Neighborhoods Plan Request for Proposals

Mr. Maddox presented the Horace Core Neighborhoods Plan Request for Proposals (RFP).

Horace would like to study how to retrofit their core neighborhoods and downtown with multimodal infrastructure providing access and mobility in and around the community. In order to achieve that goal, Horace would like Metro COG to assist them in conducting a study to establish a community multi-modal vision, develop community specific best practices, and figure out how they can overcome obstacles to implement construction of bicycle and pedestrian facilities.

The objective of the Horace Downtown Neighborhood Plan is to provide a long-range community vision for Downtown Horace. This vision should incorporate multimodal transportation infrastructure that balances bicycle and pedestrian movements with vehicular traffic, the relationship between the roadway and the surrounding land uses, streetscape and other such improvements that delineate Horace's downtown, and the connection of the downtown area to surrounding neighborhoods.

The Horace Downtown Neighborhood Plan will be a consultant-led study and is in Metro COG's Unified Planning Work Program (UPWP) to begin in 2024. The budget for this project is \$196,473 (\$92,000 CPG, \$23,000 local match, \$81,473 Complete Street Set-Aside).

Motion: Recommend Policy Board approval of the Horace Core Neighborhoods Plan Request for Proposals

**Mr. Hellman moved, seconded by Mr. Huston
MOTION, PASSED
Motion carried unanimously.**

10. TIP Project Solicitations Overview

Mr. Bervik presented an overview on the project applications received for the Transportation Improvement Program (TIP) solicitation.

Metro COG opened a solicitation for Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) on Friday, October 6 for the funding in the following federal fiscal years:

- TA – FY25 & FY26 & FY27
- CRP – FY26 & FY27
- STBG – FY27 & FY28

The project applications were due on Thursday, November 30, 2023. Metro COG staff received the following applications:

Minnesota

- TA
 - Metro COG is not Soliciting for TA funding in Minnesota at this time.
- CRP
 - Reconstruction of Shared Use Path along 34th Street North (4th Ave S – 3rd Ave N) Moorhead, MN and Dilworth, MN
 - LED Lighting on 1st Avenue North (Red River – 8th St N) Moorhead, MN
- STBG
 - Reconstruction of 34th Street North (28th Ave S – 3rd Ave N) Moorhead, MN and Dilworth, MN

North Dakota

- TA
 - Reconstruction and updating ADA compliance of University Drive Shared Use Path from (54th Ave - 88th Ave) Fargo, ND
 - Construction of a new shared use path along Drain 27 in the Deer Creek area Phase 1 from (52nd Ave - 64th Ave) Fargo, ND
 - Construction of a new shared use path along Drain 27 in the Deer Creek area Phase 2 from (Drain 27 - 63rd St) Fargo, ND
 - Construction of a new pedestrian crossing at Drain 53 (near 58th Ave S) Fargo, ND
 - Construction of a new shared use path from along Drain 53 (64th Ave - 73rd Ave) Fargo, ND
 - Construction of a new shared use path in the area of the Water Reclamation Facility (Broadway - 0.5 miles east) Fargo, ND

- o Construction of a new shared use path along County Road 17 (76th Ave - 81st Ave) Horace, ND
- o Construction of a new shared use path along 76th Avenue from (County Road 17 - Brink Drive) Horace, ND
- o Construction of a new pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Ave E) West Fargo, ND
- CRP
 - o Construction of a new shared use path along Governor's Drive (8th St S - 37 St SE) Casselton, ND
 - o Reconstruction and updating ADA compliance of University Drive Shared Use Path from (54th Ave - 88th Ave) Fargo, ND
 - o Construction of a new shared use path along Drain 27 in the Deer Creek area Phase 1 from (52nd Ave - 64th Ave) Fargo, ND
 - o Construction of a new shared use path from along Drain 53 (64th Ave - 73rd Ave) Fargo, ND
 - o Construction of a new shared use path along County Road 17 (76th Ave - 81st Ave) Horace, ND
 - o Construction of a new shared use path along 76th Avenue from (County Road 17 - Brink Drive) Horace, ND
 - o Construction of a new pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Ave E) West Fargo, ND
 - o 45th Street Adaptive Traffic Signal Corridor (9th Ave S - 44th Ave S) Fargo, ND
- STBG
 - o Reconstruction of 1st Avenue North from (10th Street - Roberts Street) Fargo, ND
 - o Reconstruction of 1st Avenue North from (Roberts Street - 3rd Street) Fargo, ND
 - o Reconstruction of 17th Avenue from (38th Street - 42nd Street) Fargo, ND
 - o Reconstruction of 13th Avenue from (Sheyenne Street - 9th Street) West Fargo, ND
 - o Reconstruction of the Broadway Bridge (Crossing the Red River) Fargo, ND and Moorhead, MN

At this time, the received projects are being presented solely as an informational item. The TTC will be asked to perform a technical evaluation on the below projects at the regularly scheduled TTC meeting on Thursday January 11th, 2024.

11. Agency Updates

Fargo – Growth Plan – Phase 3, concluding Spring 2024.

MATBUS – Transit Reorganization Study and Approval Process for Software Update

West Fargo – New traffic signals installed, 9th St/32nd Ave E.

Horace – Growth Plan update, construction updates

Moorhead – 11th St underpass construction starting Spring 2024, AUAR Growth Plan analysis update

Dilworth – Mixed-use district and rail district updates

Cass County – Diversion plotting stalled, roundabouts, box culverts and construction updates

GFMEDC – Fargo Just Go website launched

MnDOT – Solicitation for local partnership program FY2027 open applications due 2/14/24. MnDOT NEVI program info.

12. Additional Business

Reminder of MTP stakeholder meeting at 1:00pm.

13. Adjourn

The 548 Regular Meeting of the TTC was adjourned on December 14 at 11:21 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD January 11, 2024, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: January 5, 2024
Re: **2024-2027 Transportation Improvement Program (TIP) Amendment 2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and via Zoom Video Communications on Thursday, January 11, 2024 at 10:00 am to consider public comments regarding a proposed amendment to the 2024-2027 Transportation Improvement Program (TIP) for the Fargo-Moorhead Metropolitan Area. The proposed amendment to the 2024-2027 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, December 27, 2023, which advertised the public meeting, detailed how to request more information, and provided information on how to provide public comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 noon on Thursday, January 11, 2024. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2024-2027 TIP is as follows:

1. **New Project 5243062:** Moorhead Transit engineering services for passenger shelters (2024).

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

Requested Action: Recommend approval of Amendment 3 of the Metro COG 2024-2027 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 3 - 2024-2027 Metro COG TIP												
New project												
Moorhead Transit	5243062	2024					Engineering Services for Passenger Shelters	Transit Operations	\$15,000	FTA 5307	Local	\$12,000 \$3,000

To: Transportation Technical Committee
From: Dan Farnsworth, Transportation Planner
Date: January 5, 2024
Re: **Technical Evaluation of Transportation Alternatives (TA) Projects**

On October 6, 2023, Metro COG opened a solicitation for Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). The project applications were due on November 30, 2023.

Metro COG received a total of nine TA projects within the Fargo-Moorhead urbanized area. On December 13, 2023, the Bicycle & Pedestrian Committee reviewed and scored the TA projects. Below are the urban TA projects received, along with the associated scores as determined by the Bicycle & Pedestrian Committee.

Minnesota Urban TA

Metro COG did not solicit for TA funding in Minnesota this cycle.

North Dakota Urban TA

- 45 pts: Cass County - Reconstruction and updating ADA compliance of S. University Drive Shared Use Path from 54th Ave S to 88th Ave S
- 45 pts: Fargo - Construction of a new shared use path near the Water Reclamation Facility (near 35th Ave N)
- 45 pts: Horace - Construction of a new shared use path along County Road 17 from 76th Ave S to 81st Ave S
- 45 pts: Horace - Construction of a new shared use path along 76th Avenue from County Road 17 to Brink Dr
- 35 pts: Fargo - Construction of a new shared use path along Drain 27 in the Deer Creek area from 52nd Ave S to 59th Ave S (Phase 1)
- 35 pts: West Fargo - Construction of a new path and pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Ave E)
- 30 pts: Fargo - Construction of a new shared use path in the Deer Creek area from Drain 27 to 63rd St S (Phase 2)
- 25 pts: Fargo - Construction of a low-level pedestrian crossing at Drain 53 (near 58th Ave S)
- 25 pts: Fargo - Construction of a new shared use path along Drain 53 from 64th Ave S to 73rd Ave S

Please see the **attachments** for the scoring matrix as evaluated by the Bicycle & Pedestrian Committee.

Requested Action: Recommend Policy Board approval of the TA project scoring as determined by the Bicycle & Pedestrian Committee.

TA Project Evaluation - Urban Projects

2045 MTP Goal	TA Evaluation Criteria			Cass Co - CR 81 Shared Use Path Replacement		Fargo - Drain 27 Deer Creek Path - Phase 1		Fargo - Drain 27 Deer Creek Path - Phase 2		Fargo - Low level Drain 53 crossing at Silverleaf	
	Question	Evaluation instructions	Points	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?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	10	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?	<i>Measure from outermost perimeter of school building.</i>	10	10	0.37 mi from Bennett Elementary	10	0.45 mi from Deer Creek Elementary	10	Within 0.07 mi from Deer Creek Elementary	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?	<i>Per jurisdiction's zoning maps</i>	10	10	Commercial properties located at 5990 14th St. (0.03 mi). 29-unit apartment at 1251 54th Ave S (0.01 mi).	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing multi-dwelling residential but no commercial nearby
	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 the county sponsorship of <5,000 population</i>	5	5	Local match will come from both Cass Co and City of Fargo. Ownership will be both Cass Co and Fargo.	0	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 2045 MTP's walkability index?	<i>Refer to Figure 4.24 in the 2045 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</i>	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 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>	10	5	2018 Cass Co Comp Plan, Cass Co Comp Highway & Bridge 5 Year Plan - 'need for improvements'	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan
	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>	High trip density: 10 points Med trip density: 5 points	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	<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>	3	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application
Economic Development & 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>	5	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?	<i>Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area</i>	5	5	Within EJ area.	5	Adjacent to an EJ area.	0	Outside of any EJ area.	5	Within EJ area.
Total Points				45	-	35	-	30	-	25	-

TA Project Evaluation - Urban Projects

2045 MTP Goal	TA Evaluation Criteria			Fargo - Path near wastewater treatment		Fargo - Drain 53 path from 64th Ave S to 73rd Ave S		Horace - 76th Ave Path - CR 17 to Brink Dr.		Horace - CR 17 Path - 81st Ave to 76th Ave		West Fargo - Rivers Bend Path	
	Question	Evaluation instructions	Points	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?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	10	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?	<i>Measure from outermost perimeter of school building.</i>	10	10	Within 0.48 mi from McKinley Elementary	0	No K-8 public school located within 1/2 from project	10	0.37 mi from Heritage Middle School	10	0.31 mi from Heritage Middle School	10	Within 1/2 mi from Brooks Harbor Elementary & Freedom Elementary
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>	10	10	Within 1/4 mi of existing multi-dwelling residential (apartments) and commercial.	0	No existing multi-dwelling residential or commercial within 1/4 mi.	10	0.25 mi from apartment building and 0.24 mi from commercial building	10	0.06 mi from apartment building and 0.02 mi from commercial building	0	Commercial nearby but 0.28 mi from nearest 3-plex or greater residential
	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 the county sponsorship of <5,000 population</i>	5	0	Fargo project only	0	Fargo project only	0	Horace project only	0	Horace project only	0	West Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	<i>Refer to Figure 4.24 in the 2045 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</i>	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 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>	10	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 FM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 FM Bike-Ped Plan & West Fargo Comprehensive Plan
	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>	High trip density: 10 points Med trip density: 5 points	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	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>	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
Economic Development & 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>	5	5	Within 0.16 mi of Route 13	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	0.46 mi from Route 24
	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>	5	0	Outside of any EJ area.	5	Adjacent to an EJ area.	5	Adjacent to an EJ area.	5	Within/adjacent to an EJ area.	5	Adjacent to an EJ area.
Total Points				45	-	25	-	45	-	45	-	35	-

South University Drive Shared Use Path

- **JURISDICTION:** Cass County
- **PROJECT LIMITS:** 54th Ave S to 88th Ave S
- **SCOPE:** The scope of this project is to replace an existing 10' asphalt shared use path with a 10' reinforced concrete shared use path, as well as replace all culverts throughout the project. It is also planned to construct new path meeting all ADA requirements.
- **TIMELINESS:** The existing path is currently asphalt that was constructed in 1997 and overlaid in 2001, since then there have been no other improvements to the path. The path is showing major deterioration and becoming a safety issue for the pedestrians using the path.
- **SYSTEM BENEFIT:** This project will benefit the transportation system by providing a safe passage for pedestrians to access schools, parks, and the 52nd Ave corridor along the Cass County Road 81 corridor. This project will also continue to keep pedestrians off the roadway.
- **POTENTIAL CHALLENGES:** None foreseeable.



Drain 27/Deer Creek Shared Use Path - Phase 1

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 52nd Ave S to 59th Ave S
- **SCOPE:** 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, and would connect to City owned property at 59th Avenue South at Drain 27. This project would fill in a missing connection between 52nd Avenue South and 59th Avenue South.
- **TIMELINESS:** 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:** 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.
- **POTENTIAL CHALLENGES:** How this path will cross Veterans Boulevard in the short term as well as in the long term could lead to early reconstructions of parts of this segment.



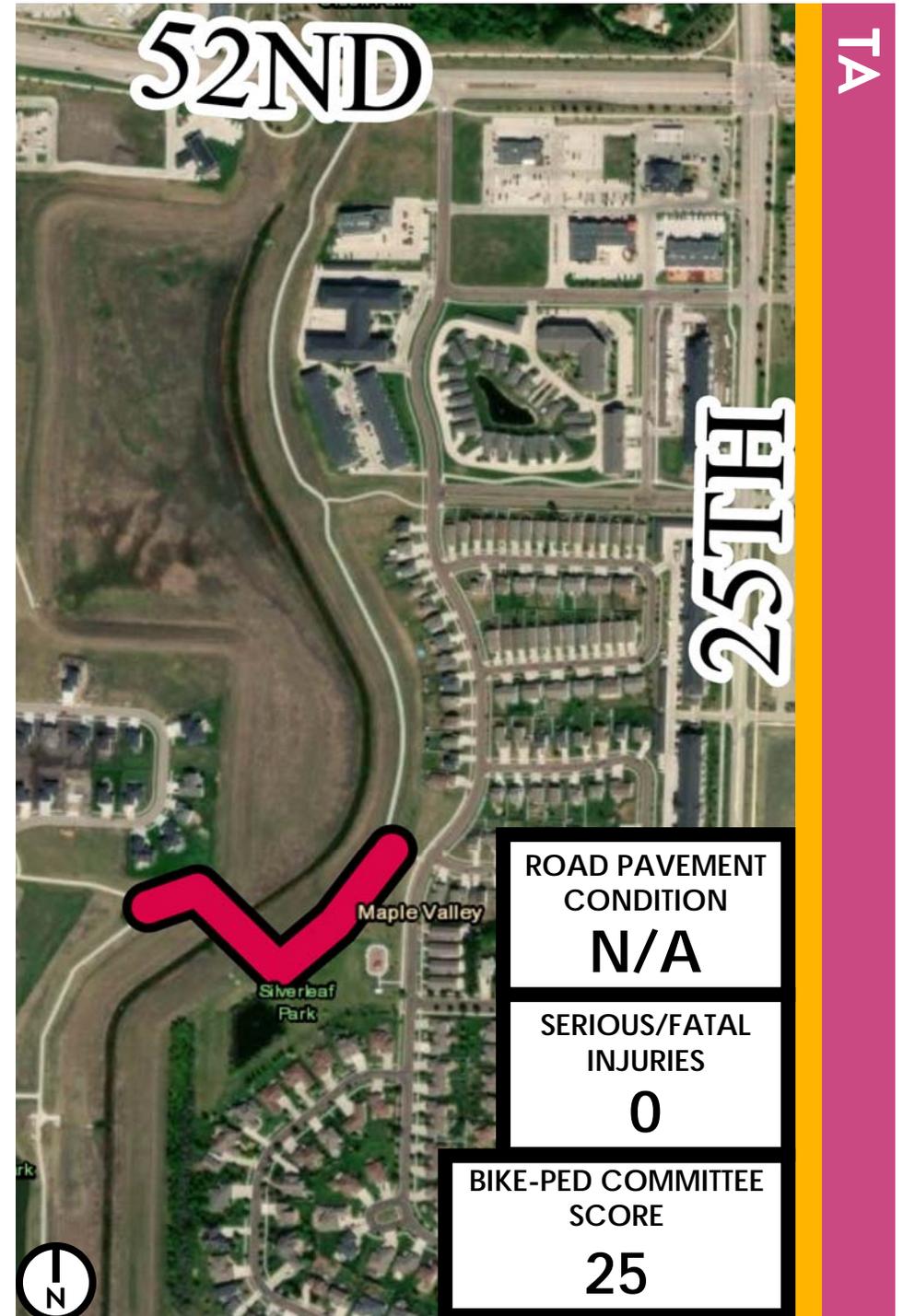
Drain 27/Deer Creek Shared Use Path - Phase 2

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 63rd St to Drain 27 Path (Phase 1)
- **SCOPE:** 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:** 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:** 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.
- **POTENTIAL CHALLENGES:** None foreseeable.



Low Level Drain 53 Crossing

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 31st St S to 58th Ave S
- **SCOPE:** 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:** The City of Fargo is working to address some of the gaps in the shared use path network.
- **SYSTEM BENEFIT:** This will benefit pedestrians and bicyclists 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.
- **POTENTIAL CHALLENGES:** None foreseeable.



Drain 53 Shared Use Path

- **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. 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:** 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:** None foreseeable.



Water Reclamation Shared Use Path

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** Bison Village SUP to Broadway
- **SCOPE:** This would be a new shared use path project running adjacent to the Water Reclamation Plant and would fill a missing gap between Broadway and the soon-to-be constructed Bison Village Shared Use Path. This path is anticipated to be 10' wide and would run either on City of Fargo land or in an easement on a private piece of land. This east-west connection, in the long run, will replace the existing shared use path that runs along Kandi Lane and turns north at Broadway and continues along the river. There is a portion of that path that is in disrepair and most likely won't be corrected as the path lies on a geotechnical failure plane.
- **TIMELINESS:** The City of Fargo is working to address some of the gaps in the shared use path network.
- **SYSTEM BENEFIT:** This will benefit pedestrians and bicyclist's alike in north Fargo as this will provide them with a continuous path when they are on the Kandi Lane path.
- **POTENTIAL CHALLENGES:** Grading the existing area may be a challenge, as well as acquiring the necessary right-of-way for the project.



76th Ave S Shared Use Path

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** CR 17 to Brink Drive
- **SCOPE:** The City of Horace is requesting to construct a shared use pathway along 76th Ave S from the existing facilities at the 76th Ave and CR 17 Roundabout to Brink Drive. The proposed pathway will cross 70th St S. Appropriate ADA facilities will be installed as part of this project.
- **TIMELINESS:** Many of the City's roadways adjacent to older neighborhoods are lacking basic bike and ped facilities. This area specifically along 76th Ave is accessible to approximately 200 homes who currently have no other safe modes of transportation apart from getting into a vehicle. Residents who choose to walk or bike along this proposed arterial roadway are forced to do so along a minor gravel shoulder. As development continues, the City of Horace is expecting a greater need to connect older neighborhoods to new infrastructure and amenities coming into the community.
- **SYSTEM BENEFIT:** This pathway will be the first of several shared use pathway projects along 76th Ave S. The current proposal will connect into the existing facilities built with the roundabout at 76th and CR 17. In previous years, the City has used TA funds to install a pathway system on the west side of CR 17 connecting to the elementary school. This project would provide a natural east-west extension of the already built north-south pathway system.
- **POTENTIAL CHALLENGES:** None foreseeable.



CR 17 Shared Use Path

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** 81st Ave S to 76th Ave S
- **SCOPE:** The City of Horace is requesting to construct the next addition to their shared use pathway network along County Road 17. The proposed pathway will cross an existing private commercial street. Appropriate ADA facilities will be installed as part of this project.
- **TIMELINESS:** The City of Horace is one of the most rapidly growing municipalities within the Metropolitan Area. Several existing streets, including County Road 17, lack basic pedestrian infrastructure. This section of pathway is directly adjacent to new commercial, in close proximity to 180 units of new multi-family that are currently under construction, the middle school and high school (both of which are on the radar for expansion), as well as an existing pedestrian network along 81st Ave S, Lakeview Dr, and 82nd Ave S that connects to approximately 600 new single family dwellings between the Cub Creek and Lakeview Developments.
- **SYSTEM BENEFIT:** This project is the next piece in the CR 17 shared use pathway network. Following a successful TA award for a shared use pathway from the elementary school crosswalk to 81st Ave S along CR 17, which will be constructed in 2024, and the installation of this section of shared use path, the City will have approximately 3.6 miles of continuous shared use pathway connectivity that connects residents to all three schools and commercial establishments, including medical care with the new Sanford Clinic.
- **POTENTIAL CHALLENGES:** None foreseeable.



River's Bend Shared Use Path

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to 23rd Ave
- **SCOPE:** The project would create a needed connection over the Sheyenne River between the eastern portion of West Fargo and the western portion of West Fargo south of Interstate 94. This project would essentially connect the trail network of Veteran's Boulevard with that of Sheyenne Street providing a major increase in access for the public to recreational facilities, civic opportunities, and commerce. Project is identified in the 2045 MTP, 2016 FM Metro Bike-Ped Plan and West Fargo 2.0.
- **TIMELINESS:** Project has had funding requested for past several years. Adjacent neighborhoods and transportation corridors have matured and are completed, which will drive demand once facility is opened.
- **SYSTEM BENEFIT:** This project provides increased non-motorized connectivity to the City's multi-modal network of streets. It provides residents the ability to enjoy recreational amenities and also officers the ability for those who use the trail network for commerce, essential services, and civic functions.
- **POTENTIAL CHALLENGES:** Project includes a river crossing over the Sheyenne River.



To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: January 5, 2024
Re: **Technical Evaluation and Scoring of Carbon Reduction Program (CRP) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) on October 6, 2023. The project applications were due on Thursday, November 30, 2023. Metro COG received the following applications. The TTC will be asked to score the following projects based on criteria developed for the 2045 Metropolitan Transportation Plan (MTP).

Minnesota

- CRP
 - Reconstruction of Shared Use Path along 34th Street North (4th Ave S – 3rd Ave N) Moorhead, MN and Dilworth, MN
 - LED Lighting on 1st Avenue North (Red River – 8th St N) Moorhead, MN

North Dakota

- CRP
 - Construction of a new shared use path along Governor's Drive (8th St S – 37th St SE) Casselton, ND
 - Reconstruction and updating ADA compliance of University Drive Shared Use Path from (54th Ave - 88th Ave) Fargo, ND
 - Construction of a new shared use path along Drain 27 in the Deer Creek area Phase 1 from (52nd Ave - 64th Ave) Fargo, ND
 - Construction of a new shared use path from along Drain 53 (64th Ave - 73rd Ave) Fargo, ND
 - Construction of a new shared use path along County Road 17 (76th Ave - 81st Ave) Horace, ND
 - Construction of a new shared use path along 76th Avenue from (County Road 17 - Brink Drive) Horace, ND

- Construction of a new pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Ave E) West Fargo, ND
- 45th Street Adaptive Traffic Signal Corridor (9th Ave S - 44th Ave S) Fargo, ND

At the regularly scheduled TTC meeting on Thursday January 11, 2024, the TTC will be asked to perform a thorough technical evaluation and scoring of these projects. The scoring criteria are taken from the 2045 MTP. Please arrive at the meeting ready to make decisions on how well each project satisfies the criteria.

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

See **Attachment 2** for detailed descriptions of the 2045 MTP technical scoring criteria.

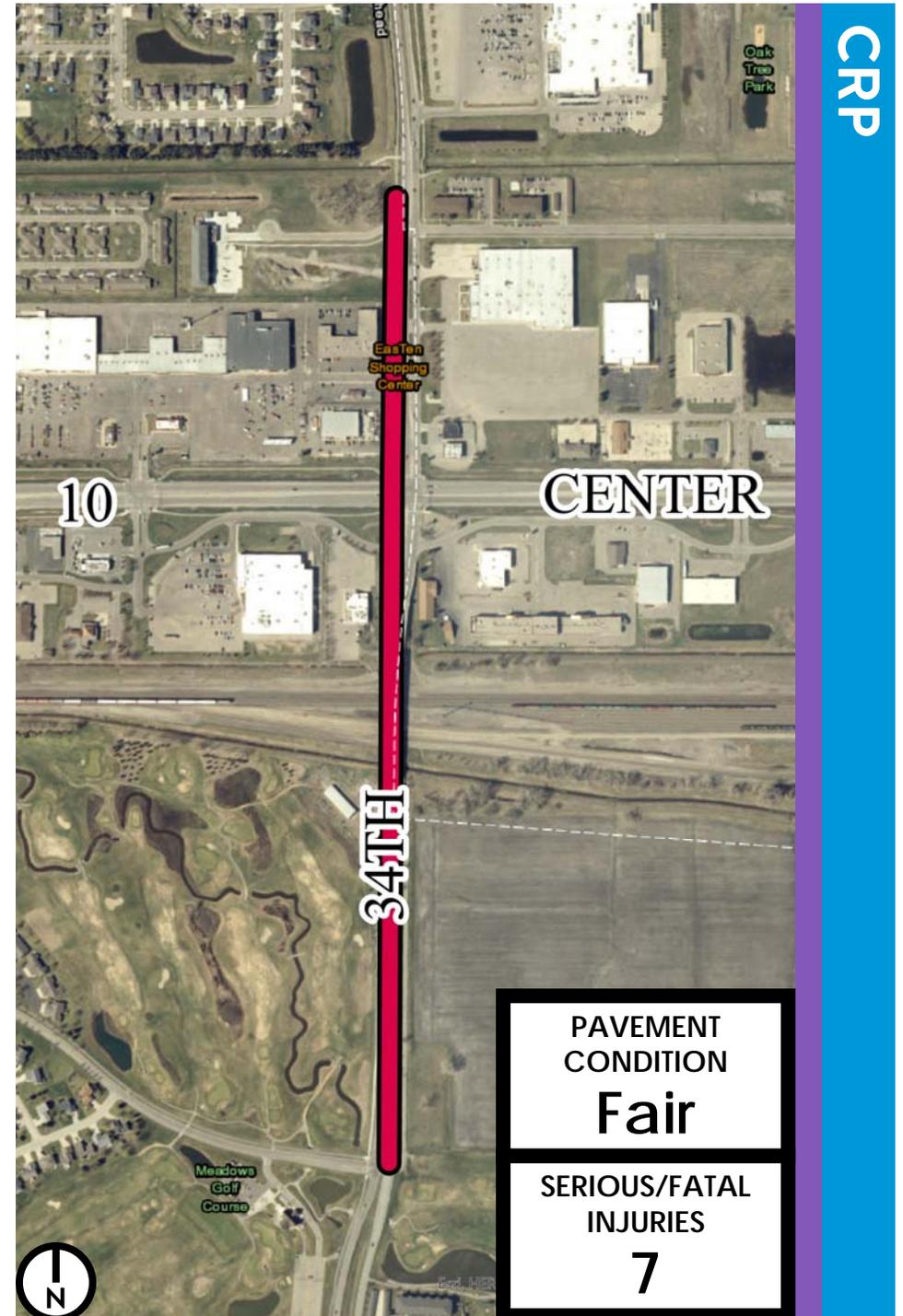
Requested Action: Recommendation of the technical score of the CRP projects to the Policy Board.

Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: SYSTEM SAFETY AND SECURITY				
Has potential to reduce serious injury and fatal crashes.	Project directly improves roadway safety in a corridor with identified crash issues.	Project directly improves roadway safety in a corridor with low or moderate crash issues.	Project would have limited impact on safety.	Project has potential to reduce roadway safety.
Make transportation infrastructure more resilient to natural and manmade events.	Project elevates facility out of floodplain or creates a more reliable connection for emergency response.		Project would have limited impact on system resiliency.	Project has potential to negatively impact system resiliency.
GOAL AREA: TRAVEL EFFICIENCY AND RELIABILITY				
Roadway Congestion Policy (pg 100): Assessing and addressing roadway capacity and congestion must seek out a balance between peak hour traffic, daily traffic, travel times, travel demand (i.e. when trips are made), and the level of investment in the transportation network.	Project would significantly improve traffic operations on a roadway.	Project would minorly improve traffic operations on a roadway.	Project would not improve travel delay significantly.	Project would degrade traffic operations to LOS F on an NHS or arterial roadway.
Improve travel reliability.	Project includes elements shown to improve reliability on a roadway with identified reliability issues.	Project includes elements shown to improve reliability on a roadway.	Project would likely have limited reliability improvements.	
Improve the connectivity of the street network and promote a grid street pattern.	Project is context sensitive and would complete a roadway connection where a gap of 1 mile or more exists.	Project is context sensitive and would complete a roadway connection where a gap of 1/2 mile or more exists.	Project has limited impact on street network connectivity.	Project is not context sensitive or limits grid pattern.
GOAL AREA: WALKING AND BIKING				
Walking and Biking Policy (pg 102): Promote bicycling and pedestrian facilities in future roadway developments and encourage non-motorized transportation connections within all FM Metro COG jurisdictions.	Project promotes bicycling and pedestrian facilities in future roadway developments.		Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
Future Modal Spending Targets (pg 105): 5% of STBGP future modal spending targets should be spent on bike/ped infrastructure.	Project will solely consist of a bicycle or pedestrian project using STBG funding.	Project contains bicycle and pedestrian elements that will improve the bicycle and pedestrian network.	Project will not improve bicycle or pedestrian network.	Project will create a barrier to bicycle or pedestrian network.
Walking and Biking Objective (Appendix D pg 224): Promote active, mixed use developments that mix residential, work, and entertainment uses.	Street project includes a significant new bicycle and pedestrian facility in an area / corridor with current or planned mixed land uses; or is consistent with recommendation of a corridor, comprehensive, or other planning study.	Street project would be an enhancement to existing bicycle and pedestrian facilities in an area / corridor with current or planned mixed land uses.	Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
GOAL AREA: TRANSIT ACCESS				
Enhances access to the existing and future MATBUS system.	Street project would upgrade an existing transit corridor to provide transit amenities such as transit signal priority or bus shelters.		Project would have no impact on transit signal amenities.	
Future Modal Spending Targets (pg 105): 6% of STBGP future modal spending targets should be spent on transit.	Project will primarily consist of a transit project using STBG funding.		Project is not primarily a transit project.	
GOAL AREA: MAINTAIN TRANSPORTATION INFRASTRUCTURE				
Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.	The pavement condition of the roadway is poor.	The pavement condition of the roadway is fair.	The pavement condition of the roadway is good.	The pavement condition of the roadway is excellent.
Preservation and Maintenance (pg 103): Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones. Preserving and maintaining our existing network takes a higher priority than expanding the network.	The primary purpose of the project is reconstruction of the existing system.		The primary purpose of the project is not reconstruction of the existing system.	

Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: ENVIRONMENTAL SUSTAINABILITY				
Provide a transportation system that provides equitable access.	Project integrates all required ADA and PROWAG Guidelines.			Project fails to integrate all required ADA and ProWAG Guidelines.
Land Use (pg 104): Enact transportation-supportive land use policies that maintain system connectivity and accessibility as the metropolitan region's population and employment levels increase.	Project is sensitive to the context of the surrounding land uses. Project is referenced in a planning document.	Project is sensitive to the context of the surrounding land uses.		Project is not reflective to the context of and adversely impacts the surrounding land uses.
Environmental Sustainability Objective (pg 53): Limit or mitigate transportation impacts to natural resources.	Project incorporates additional elements that could have a positive impact on the environment.		Project will have negligible to no environmental impacts.	Project is likely to cause environmental impacts that would need to be mitigated.
Environmental Sustainability Objective (pg 53): Ensure transportation system impacts are equally distributed, and do not disproportionately impact Environmental Justice and Title VI Communities.	Positive impacts will likely exist for Environmental Justice or Title IV Communities.	The distribution of negative impacts will be shared equally.	Minor negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.	Major negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.
GOAL AREA: ECONOMIC DEVELOPMENT AND TRANSPORTATION DECISIONS				
Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.	Project completes first mile/last mile connections, supports business development, and has a design life of 30 years minimum.	Project has some elements of economic development and freight and has a design life of 20-30 years.	Project has no elements of economic development and freight and has a design life of 10-20 years.	Project has no elements of economic development and freight and has a design life of less than 10 years.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Enhance the regional economy.	Project is consistent with a regional economic development plan, or provides improved connection to an existing or future major employment center.		Project provides no significant economic development connection.	
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Promote financially sustainable transportation investments.	Project would involve reconstruction of a corridor at a time consistent with its anticipated replacement date.		Project has limited benefit in terms of timing of reconstruction.	Roadway is being reconstructed before anticipated replacement date.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Provide improvements to the truck freight system.	Project was identified in Regional Freight Plan or provides enhanced freight route access.		Project would have limited impact on freight travel.	

34th Street Shared Use Path

- **JURISDICTION:** City of Moorhead
- **PROJECT LIMITS:** 4th Ave S to 3rd Ave N
- **SCOPE:** The larger project includes the reconstruction of 34th St from 4th Ave S to 3rd Ave N. The CRP funds will be applied to the reconstruction of the shared-use path along the west side of 34th St for the entire length of the project, and will also be applied toward the construction of a new sidewalk along the east side of 34th St from TH 10 to 3rd Ave N.
- **TIMELINESS:** The bituminous pavement has reached the end of its useful life. Due to the heavy volume of both regular and heavy commercial traffic, this minor arterial roadway should be reconstructed to a concrete pavement section. This roadway is shared by both Dilworth and Moorhead, serves a busy commercial area north of TH 10, and is the only railroad crossing between 21st St in Moorhead and Main Street in Dilworth.
- **SYSTEM BENEFIT:** It is a minor arterial roadway and has the highest traffic volumes of any other City streets in both Moorhead and Dilworth. As noted above, it is the only crossing of the railroad tracks between 21st St in Moorhead and Main St in Dilworth - a distance of more than 2 miles.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 0.14



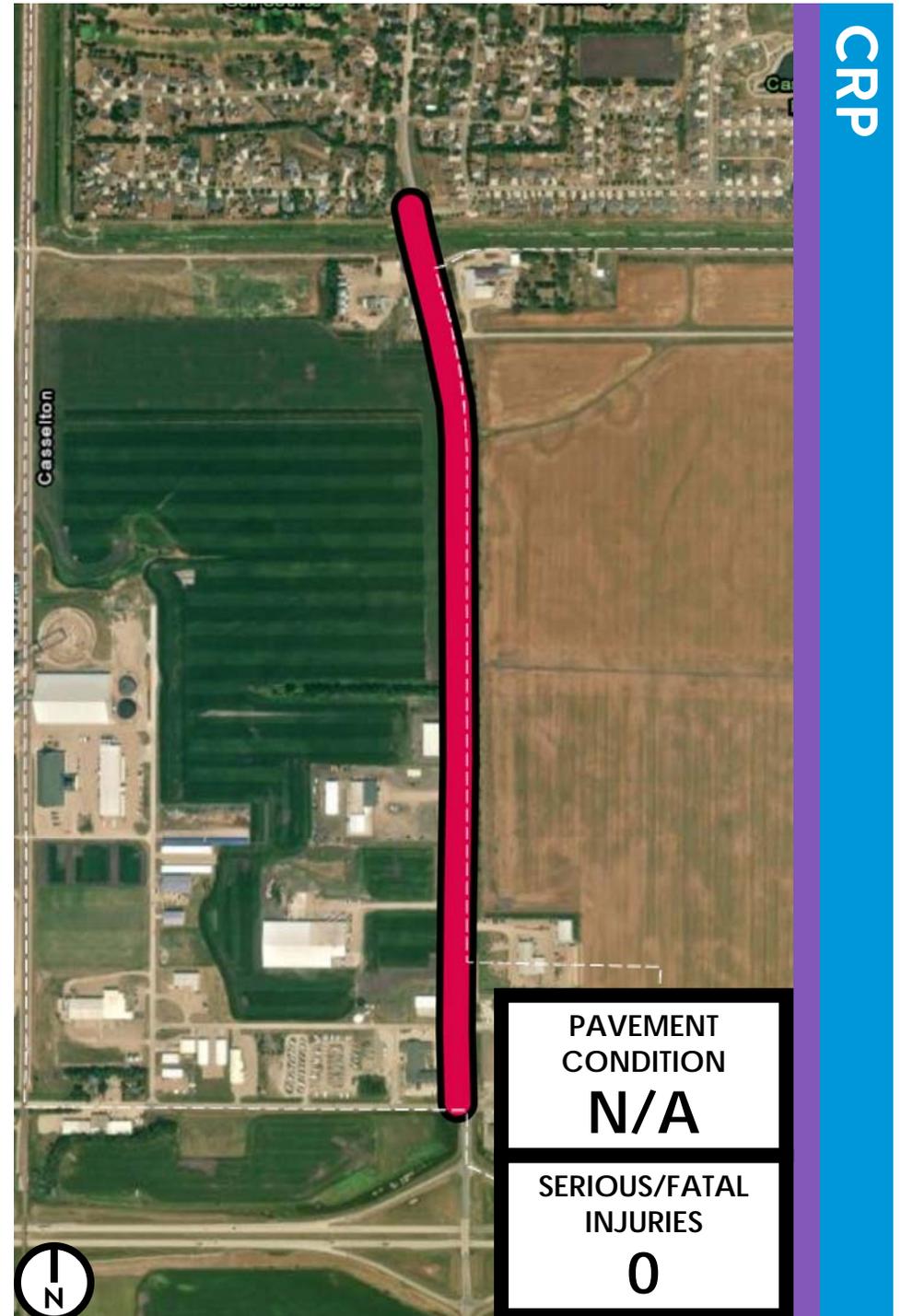
1st Ave N LED Streetlight Upgrade

- **JURISDICTION:** City of Moorhead
- **PROJECT LIMITS:** Red River to 8th St N
- **SCOPE:** The proposed project will replace High-Pressure Sodium (HPS) light bulbs in existing light poles with new, more efficient, LED light bulbs along 1st Ave N which is classified as a minor arterial roadway. Two transit stops are located near the intersection of 1st Ave N and 8th St N. A sidewalk is located on the north side of 1st Ave N along the entire stretch of 1st Ave N and from the Red River to approximately mid-block 3rd St N on the south side of the road where it connects to the Moorhead Center Mall site. From where 5th Ave N would intersect to 8th St N the KO Railroad Subdivision (BNSF) is adjacent to 1st Ave N.
- **TIMELINESS:** The City of Moorhead is working on converting arterial streetlights from HPS to LED lights. The City applied for funds for 2024 to convert several sections of roads including a portion of 1st Ave N. This funding will assist with complementing the upgrades that will occur on 1st Ave N in 2024.
- **SYSTEM BENEFIT:** LED lighting can improve brightness and is more directionally focused compared to HPS lighting. Potential benefits include increased security for pedestrians and cyclists, reduction in crime from brighter streets, and increased visibility for drivers. This could lead to a mode-shift encouraging more people to walk, bike, or roll, or take transit.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** N/A



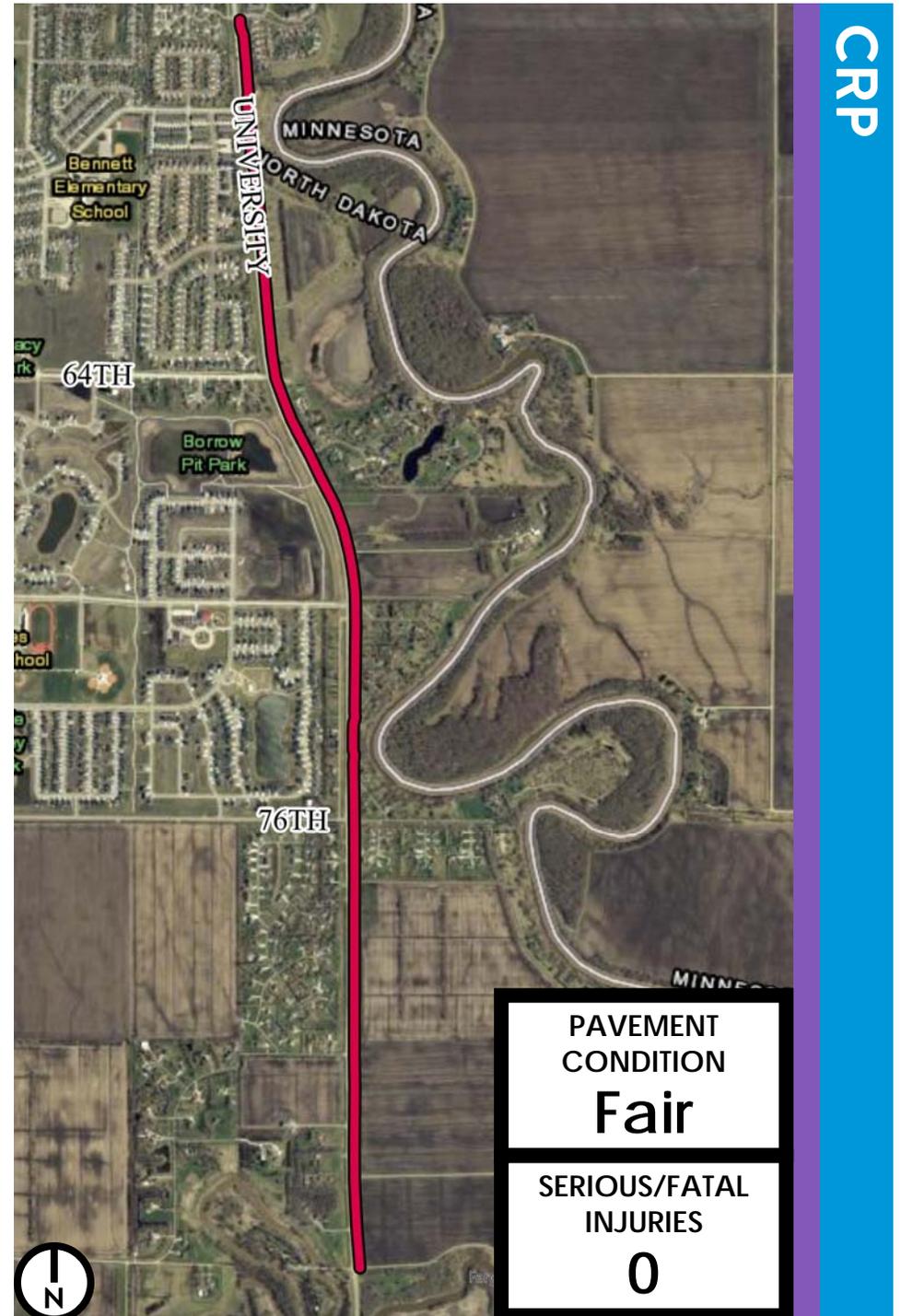
Governor's Drive Shared Use Path (Phase 2)

- **JURISDICTION:** Casselton
- **PROJECT LIMITS:** 37th St SE to Cottonwood Dr.
- **SCOPE:** The project will create an enhanced walking/biking environment that is safe for all users by constructing a shared use path and increasing pedestrian safety by including curb bumpouts, crosswalk striping, and a pushbutton crossing signal system (RRFB) at the crossing.
- **TIMELINESS:** Pedestrians and cyclists are currently using the highway shoulder to access nearby commercial destinations. Some community members refuse to use the highway shoulder because of understandable safety concerns. The City is requesting funding now in order to address this substantial safety concern by improving walking/biking connections between residential and commercial areas.
- **SYSTEM BENEFIT:** This project will reduce the potential for serious injury or fatal crashes by separating highway traffic from pedestrians and cyclists. The project will similarly enhance walking/biking connections, reduce network gaps, and promote mixed-use developments that mix residential and commercial use
- **POTENTIAL CHALLENGES:** Project already has federal funding and is planned for construction in 2024. This application is to add 2026 A/C funding. NDDOT is unlikely to allow the use of A/C on this project.
- **CARBON REDUCTION FACTOR:** 9.58



South University Drive Shared Use Path

- **JURISDICTION:** Cass County
- **PROJECT LIMITS:** 54th Ave S to 88th Ave S
- **SCOPE:** The scope of this project is to replace an existing 10' asphalt shared use path with a 10' reinforced concrete shared use path, as well as replace all culverts throughout the project. It is also planned to construct new path meeting all ADA requirements.
- **TIMELINESS:** The existing path is currently asphalt that was constructed in 1997 and overlaid in 2001, since then there have been no other improvements to the path. The path is showing major deterioration and becoming a safety issue for the pedestrians using the path.
- **SYSTEM BENEFIT:** This project will benefit the transportation system by providing a safe passage for pedestrians to access schools, parks, and the 52nd Ave corridor along the Cass County Road 81 corridor. This project will also continue to keep pedestrians off the roadway.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 5.12



Drain 27/Deer Creek Shared Use Path - Phase 1

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 52nd Ave S to 59th Ave S
- **SCOPE:** 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, and would connect to City owned property at 59th Avenue South at Drain 27. This project would fill in a missing connection between 52nd Avenue South and 59th Avenue South.
- **TIMELINESS:** 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:** 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.
- **POTENTIAL CHALLENGES:** How this path will cross Veterans Boulevard in the short term as well as in the long term could lead to early reconstructions of parts of this segment.
- **CARBON REDUCTION FACTOR:** 3.51



Drain 53 Shared Use Path

- **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. 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:** 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:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 5.16



CR 17 Shared Use Path

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** 81st Ave S to 76th Ave S
- **SCOPE:** The City of Horace is requesting to construct the next addition to their shared use pathway network along County Road 17. The proposed pathway will cross an existing private commercial street. Appropriate ADA facilities will be installed as part of this project.
- **TIMELINESS:** The City of Horace is one of the most rapidly growing municipalities within the Metropolitan Area. Several existing streets, including County Road 17, lack basic pedestrian infrastructure. This section of pathway is directly adjacent to new commercial, in close proximity to 180 units of new multi-family that are currently under construction, the middle school and high school (both of which are on the radar for expansion), as well as an existing pedestrian network along 81st Ave S, Lakeview Dr, and 82nd Ave S that connects to approximately 600 new single family dwellings between the Cub Creek and Lakeview Developments.
- **SYSTEM BENEFIT:** This project is the next piece in the CR 17 shared use pathway network. Following a successful TA award for a shared use pathway from the elementary school crosswalk to 81st Ave S along CR 17, which will be constructed in 2024, and the installation of this section of shared use path, the City will have approximately 3.6 miles of continuous shared use pathway connectivity that connects residents to all three schools and commercial establishments, including medical care.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 4.14



76th Ave S Shared Use Path

- **JURISDICTION:** City of Horace
- **PROJECT LIMITS:** CR 17 to Brink Drive
- **SCOPE:** The City of Horace is requesting to construct a shared use pathway along 76th Ave S from the existing facilities at the 76th Ave and CR 17 Roundabout to Brink Drive. The proposed pathway will cross 70th St S. Appropriate ADA facilities will be installed as part of this project.
- **TIMELINESS:** Many of the City's roadways adjacent to older neighborhoods are lacking basic bike and ped facilities. This area specifically along 76th Ave is accessible to approximately 200 homes who currently have no other safe modes of transportation apart from getting into a vehicle. Residents who choose to walk or bike along this proposed arterial roadway are forced to do so along a minor gravel shoulder. As development continues, the City of Horace is expecting a greater need to connect older neighborhoods to new infrastructure and amenities coming into the community.
- **SYSTEM BENEFIT:** This pathway will be the first of several shared use pathway projects along 76th Ave S. The current proposal will connect into the existing facilities built with the roundabout at 76th and CR 17. In previous years, the City has used TA funds to install a pathway system on the west side of CR 17. This project would provide a natural east-west extension of the already built north-south pathway system.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 13.99



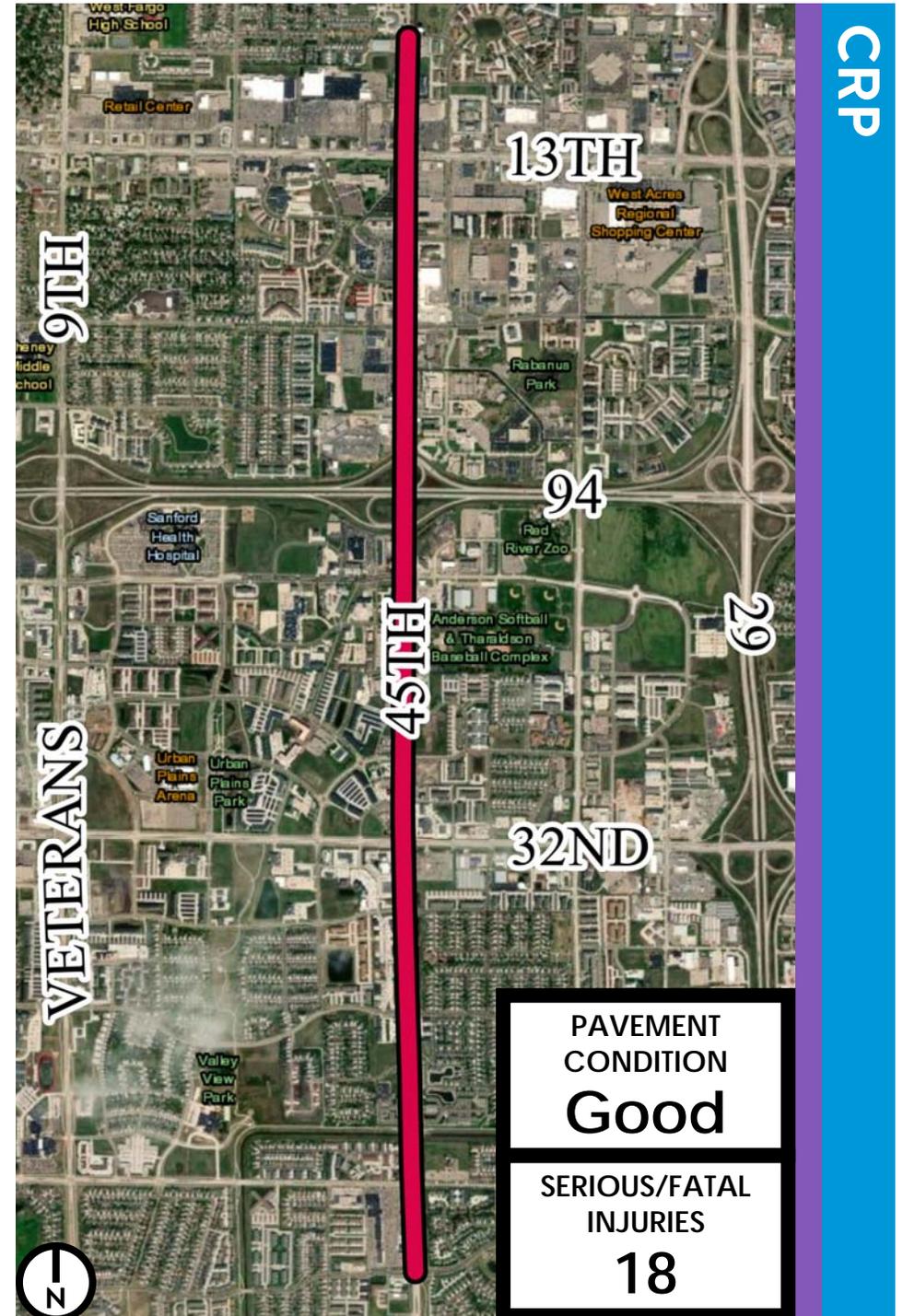
River's Bend Shared Use Path

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to 23rd Ave
- **SCOPE:** The project would create a needed connection over the Sheyenne River between the eastern portion of West Fargo and the western portion of West Fargo south of Interstate 94. This project would essentially connect the trail network of Veteran's Boulevard with that of Sheyenne Street providing a major increase in access for the public to recreational facilities, civic opportunities, and commerce. Project is identified in the 2045 MTP, 2016 FM Metro Bike-Ped Plan and West Fargo 2.0.
- **TIMELINESS:** Project has had funding requested for past several years. Adjacent neighborhoods and transportation corridors have matured and are completed, which will drive demand once facility is opened.
- **SYSTEM BENEFIT:** This project provides increased non-motorized connectivity to the City's multi-modal network of streets. It provides residents the ability to enjoy recreational amenities and also officers the ability for those who use the trail network for commerce, essential services, and civic functions.
- **POTENTIAL CHALLENGES:** Project includes a river crossing over the Sheyenne River.
- **CARBON REDUCTION FACTOR:** 14.25



45th Street Adaptive Traffic Signal Corridor

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 44th Ave S to 9th Ave S
- **SCOPE:** This project would allow for the operation of the traffic signals on 45th Street in a 'traffic responsive' way, or adaptive signal control. There are 15 traffic signals on this corridor, 13 owned and operated by the City of Fargo, and 2 that are owned by the NDDOT and co-operated by the NDDOT and the City of Fargo.
- **TIMELINESS:** Traffic signal technology has evolved to the point where projects like this can be turned on pretty quickly. With additional vehicle detection inputs at the intersection, the intersection controller can process this data and select from a coordination plan that fits the volumes on the corridor. The hardware and software within the intersection control cabinet is readily accessible by the manufacturer.
- **SYSTEM BENEFIT:** By running the traffic signal system in adaptive signal control mode, the system as a whole runs more responsive to the needs of traffic at the time. It has been implemented across the United States in metro areas with success. The goal is a more efficient system that improves travel time, reduces delay, and leads to less vehicle emissions.
- **POTENTIAL CHALLENGES:** None foreseeable.
- **CARBON REDUCTION FACTOR:** 301.12



To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: January 5, 2024
Re: **Technical Evaluation and Scoring of Surface Transportation Block Grant (STBG) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) on October 6, 2023. The project applications were due on Thursday, November 30, 2023. Metro COG received the following STBG applications. The TTC will be asked to score the following projects based on criteria developed for the 2045 Metropolitan Transportation Plan (MTP).

Minnesota

- STBG
 - Reconstruction of 34th Street North (28th Ave S – 3rd Ave N) Moorhead, MN and Dilworth, MN

North Dakota

- STBG
 - Reconstruction of 1st Avenue North from (10th Street - Roberts Street) Fargo, ND
 - Reconstruction of 1st Avenue North from (Roberts Street - 3rd Street) Fargo, ND
 - Reconstruction of 17th Avenue from (38th Street - 42nd Street) Fargo, ND
 - Reconstruction of 13th Avenue from (Sheyenne Street - 9th Street) West Fargo, ND
 - Reconstruction of the Broadway Bridge (Crossing the Red River) Fargo, ND and Moorhead, MN

At the regularly scheduled TTC meeting on Thursday January 11, 2024, the TTC will be asked to perform a thorough technical evaluation and scoring of these projects. The scoring criteria are taken from the 2045 MTP. Please arrive at the meeting ready to make decisions on how well each project satisfies the criteria.

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

See **Attachment 2** for detailed descriptions of the 2045 MTP technical scoring criteria.

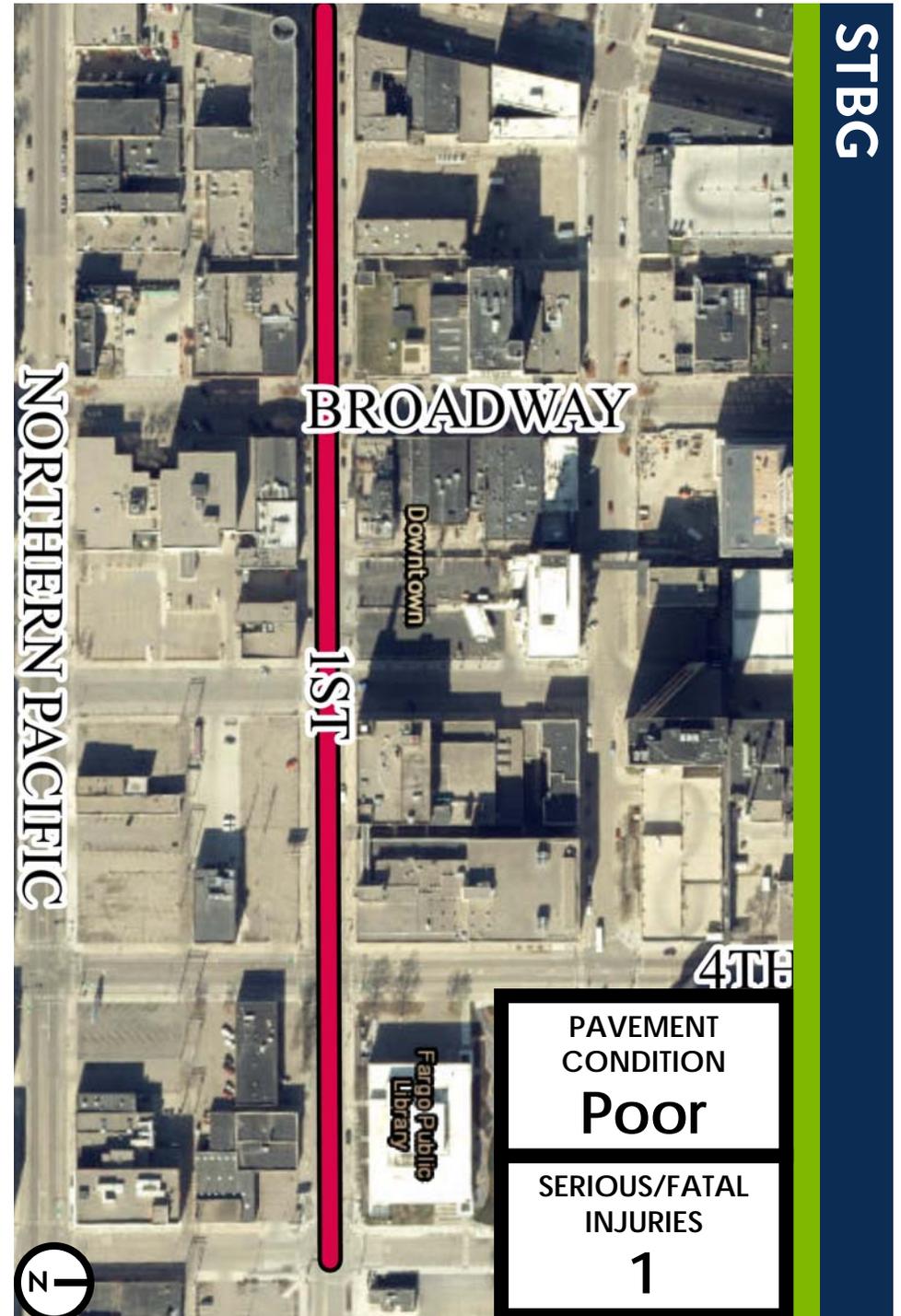
Requested Action: Recommendation of the technical score of the STBG projects to the Policy Board.

Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: SYSTEM SAFETY AND SECURITY				
Has potential to reduce serious injury and fatal crashes.	Project directly improves roadway safety in a corridor with identified crash issues.	Project directly improves roadway safety in a corridor with low or moderate crash issues.	Project would have limited impact on safety.	Project has potential to reduce roadway safety.
Make transportation infrastructure more resilient to natural and manmade events.	Project elevates facility out of floodplain or creates a more reliable connection for emergency response.		Project would have limited impact on system resiliency.	Project has potential to negatively impact system resiliency.
GOAL AREA: TRAVEL EFFICIENCY AND RELIABILITY				
Roadway Congestion Policy (pg 100): Assessing and addressing roadway capacity and congestion must seek out a balance between peak hour traffic, daily traffic, travel times, travel demand (i.e. when trips are made), and the level of investment in the transportation network.	Project would significantly improve traffic operations on a roadway.	Project would minorly improve traffic operations on a roadway.	Project would not improve travel delay significantly.	Project would degrade traffic operations to LOS F on an NHS or arterial roadway.
Improve travel reliability.	Project includes elements shown to improve reliability on a roadway with identified reliability issues.	Project includes elements shown to improve reliability on a roadway.	Project would likely have limited reliability improvements.	
Improve the connectivity of the street network and promote a grid street pattern.	Project is context sensitive and would complete a roadway connection where a gap of 1 mile or more exists.	Project is context sensitive and would complete a roadway connection where a gap of 1/2 mile or more exists.	Project has limited impact on street network connectivity.	Project is not context sensitive or limits grid pattern.
GOAL AREA: WALKING AND BIKING				
Walking and Biking Policy (pg 102): Promote bicycling and pedestrian facilities in future roadway developments and encourage non-motorized transportation connections within all FM Metro COG jurisdictions.	Project promotes bicycling and pedestrian facilities in future roadway developments.		Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
Future Modal Spending Targets (pg 105): 5% of STBGP future modal spending targets should be spent on bike/ped infrastructure.	Project will solely consist of a bicycle or pedestrian project using STBG funding.	Project contains bicycle and pedestrian elements that will improve the bicycle and pedestrian network.	Project will not improve bicycle or pedestrian network.	Project will create a barrier to bicycle or pedestrian network.
Walking and Biking Objective (Appendix D pg 224): Promote active, mixed use developments that mix residential, work, and entertainment uses.	Street project includes a significant new bicycle and pedestrian facility in an area / corridor with current or planned mixed land uses; or is consistent with recommendation of a corridor, comprehensive, or other planning study.	Street project would be an enhancement to existing bicycle and pedestrian facilities in an area / corridor with current or planned mixed land uses.	Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
GOAL AREA: TRANSIT ACCESS				
Enhances access to the existing and future MATBUS system.	Street project would upgrade an existing transit corridor to provide transit amenities such as transit signal priority or bus shelters.		Project would have no impact on transit signal amenities.	
Future Modal Spending Targets (pg 105): 6% of STBGP future modal spending targets should be spent on transit.	Project will primarily consist of a transit project using STBG funding.		Project is not primarily a transit project.	
GOAL AREA: MAINTAIN TRANSPORTATION INFRASTRUCTURE				
Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.	The pavement condition of the roadway is poor.	The pavement condition of the roadway is fair.	The pavement condition of the roadway is good.	The pavement condition of the roadway is excellent.
Preservation and Maintenance (pg 103): Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones. Preserving and maintaining our existing network takes a higher priority than expanding the network.	The primary purpose of the project is reconstruction of the existing system.		The primary purpose of the project is not reconstruction of the existing system.	

Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: ENVIRONMENTAL SUSTAINABILITY				
Provide a transportation system that provides equitable access.	Project integrates all required ADA and PROWAG Guidelines.			Project fails to integrate all required ADA and ProWAG Guidelines.
Land Use (pg 104): Enact transportation-supportive land use policies that maintain system connectivity and accessibility as the metropolitan region's population and employment levels increase.	Project is sensitive to the context of the surrounding land uses. Project is referenced in a planning document.	Project is sensitive to the context of the surrounding land uses.		Project is not reflective to the context of and adversely impacts the surrounding land uses.
Environmental Sustainability Objective (pg 53): Limit or mitigate transportation impacts to natural resources.	Project incorporates additional elements that could have a positive impact on the environment.		Project will have negligible to no environmental impacts.	Project is likely to cause environmental impacts that would need to be mitigated.
Environmental Sustainability Objective (pg 53): Ensure transportation system impacts are equally distributed, and do not disproportionately impact Environmental Justice and Title VI Communities.	Positive impacts will likely exist for Environmental Justice or Title IV Communities.	The distribution of negative impacts will be shared equally.	Minor negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.	Major negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.
GOAL AREA: ECONOMIC DEVELOPMENT AND TRANSPORTATION DECISIONS				
Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.	Project completes first mile/last mile connections, supports business development, and has a design life of 30 years minimum.	Project has some elements of economic development and freight and has a design life of 20-30 years.	Project has no elements of economic development and freight and has a design life of 10-20 years.	Project has no elements of economic development and freight and has a design life of less than 10 years.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Enhance the regional economy.	Project is consistent with a regional economic development plan, or provides improved connection to an existing or future major employment center.		Project provides no significant economic development connection.	
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Promote financially sustainable transportation investments.	Project would involve reconstruction of a corridor at a time consistent with its anticipated replacement date.		Project has limited benefit in terms of timing of reconstruction.	Roadway is being reconstructed before anticipated replacement date.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Provide improvements to the truck freight system.	Project was identified in Regional Freight Plan or provides enhanced freight route access.		Project would have limited impact on freight travel.	

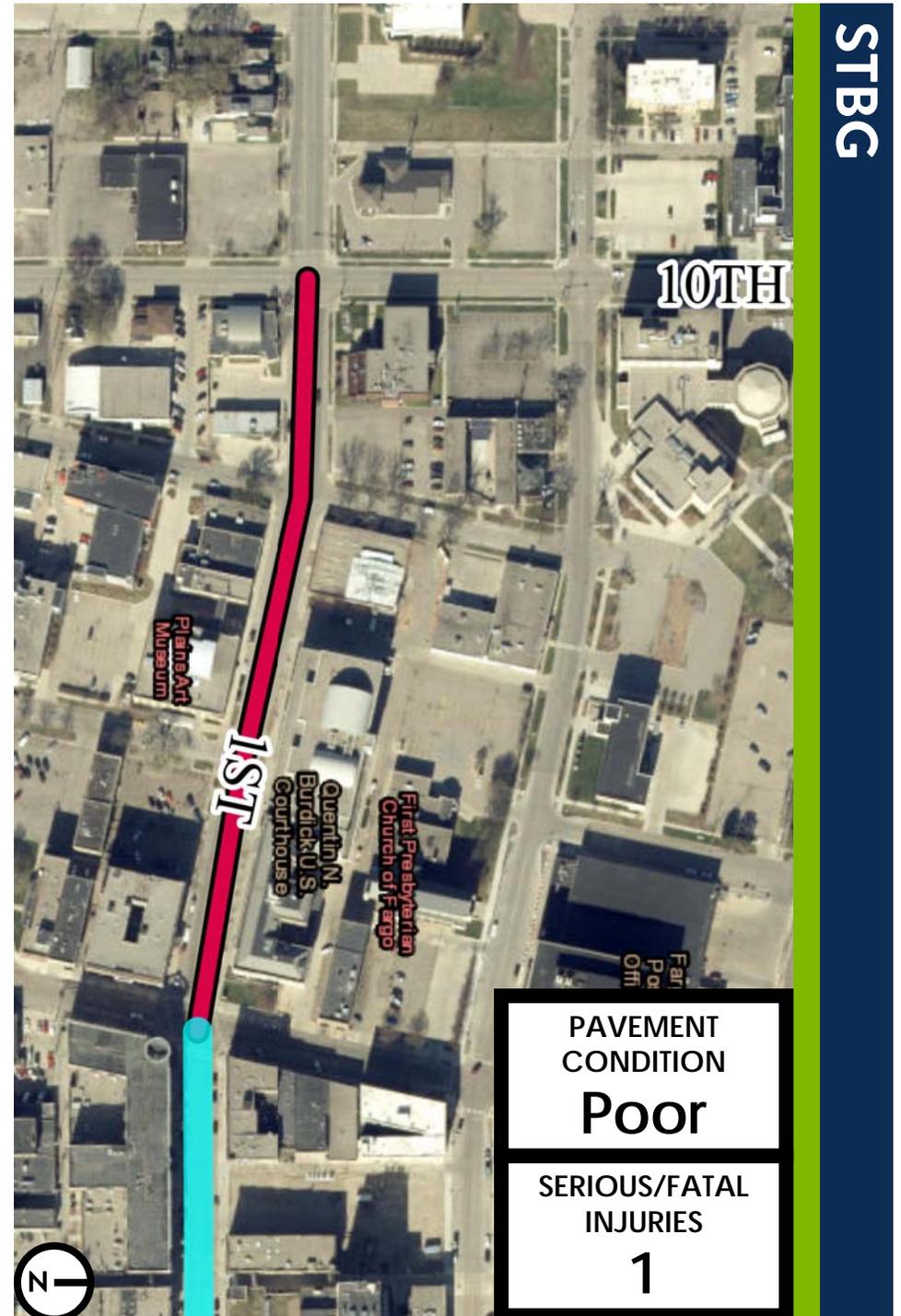
1st Ave N Reconstruction - 1

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 3rd St to Roberts St
- **SCOPE:** 1st Ave N from 3rd Street to Roberts Street was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The half block on each side of Broadway was reconstructed in 2002 with 10" of doweled concrete pavement. The current road cross section is three 12' driving lanes, two 8' parking lanes and 10' 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:** Funding is being requested 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 from the Street Dept in terms of patching and spraying.
- **POTENTIAL CHALLENGES:** 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.



1st Ave N Reconstruction - 2

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** Roberts St to 10th St
- **SCOPE:** 1st Ave N from Roberts Street to 10th Street was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The half block on each side of Broadway was reconstructed in 2002 with 10" of doweled concrete pavement. The current road cross section is three 12' driving lanes, two 8' parking lanes and 10' 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:** Funding is being requested 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 from the Street Dept in terms of patching and spraying.
- **POTENTIAL CHALLENGES:** 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.



17th Ave S Reconstruction

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 38th St to 42nd St
- **SCOPE:** Proposed project will include a full reconstruction of 17th Ave S, from under I-29 to the east side of the intersection at 42nd Street. A roundabout will be planned to get installed at the intersection of 38th Street. The current roadway section is a 3-lane roadway and will be replaced with the same, but to a concrete section. There is a sidewalk on one side and a new shared use path on the other; they will remain as-is and will be rehabbed as necessary. The existing street lighting is old and will be replaced. No new traffic signals are anticipated, but modifications to the one at 42nd Street is expected.
- **TIMELINESS:** The roadway is in disrepair and the traffic operations at the 4-way stop intersection at 38th Street are poor.
- **SYSTEM BENEFIT:** Both the 2019 LRTP and the 17th Ave S Corridor Study identified this stretch of 17th Ave S to begin operating in the LOS D category moving forward. The new roundabout at 38th Street, and other improvements east of this project location will improve this corridor in the short and long term.
- **POTENTIAL CHALLENGES:** Coordination with NDDOT for the design of the roundabout at 38th Street could cause delays in the project.



Broadway Bridge Reconstruction - Floodable

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 38th St to 42nd St
- **SCOPE:** The project would reconstruct the Broadway Bridge crossing of the Red River and stabilize the roadway leading up to the bridge.
- **TIMELINESS:** The 30 year old structure failed in 2021 and was demolished in 2023.
- **SYSTEM BENEFIT:** Replacing a structurally deficient bridge.
- **POTENTIAL CHALLENGES:** The bridge would still be floodable and need to be closed during flooding.



Broadway Bridge Reconstruction - Out of the Floodplain

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 38th St to 42nd St
- **SCOPE:** The project would reconstruct the Broadway Bridge crossing of the Red River and stabilize the roadway leading up to the bridge.
- **TIMELINESS:** The 30 year old structure failed in 2021 and was demolished in 2023.
- **SYSTEM BENEFIT:** Replacing a structurally deficient bridge.
- **POTENTIAL CHALLENGES:** The bridge would be reconstructed outside of the floodplain. Additional right-of-way may need to be purchased.



13th Ave E Reconstruction

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to Prairie Parkway
- **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 will/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. This project will accept less than full funding to complete the work.
- **SYSTEM BENEFIT:** Maintains a major commercial corridor through the city. Will improve bike-pedestrian crossing facilities for existing multi-use paths.
- **POTENTIAL CHALLENGES:** None foreseeable.



34th St N Mill & Overlay

- **JURISDICTION:** City of Moorhead/City of Dilworth
- **PROJECT LIMITS:** 3rd Ave N to 28th Ave N/CSAH 18
- **SCOPE:** Moorhead and Dilworth are jointly applying to complete a mill & overlay of 34th St N. The project includes repairs at the two bridge/box culvert crossings of BRRWD Ditch #50 and Ditch #41. It is also proposed to replace the existing bituminous shared-use path with a concrete shared-use path and to make repairs to the sidewalk and shared-use path crossings of the BRRWD ditches.
- **TIMELINESS:** The road is a minor arterial roadway, located along the border between Moorhead and Dilworth, originally paved in 2004 and is now due for a mill and overlay and trail repairs. Moorhead and Dilworth have a road maintenance agreement to share maintenance responsibilities. Funding the improvements is difficult because there is limited ability to use traditional financing methods of special assessments and bonds to pay for it.
- **SYSTEM BENEFIT:** 34th St N is functionally classified as a minor arterial. It is a critical link in the regional transportation network, connecting CSAH 18 to TH 10 and I-94. It is the primary access to the new Clay County Resource Recovery Facility and is an important route for access to the American Crystal Sugar plant, Wal-Mart, and other commercial areas.
- **POTENTIAL CHALLENGES:** None foreseeable.



To: Transportation Technical Committee
From: Jaron Capps, GIS coordinator/Assistant Transportation Planner
Date: January 11, 2024
Re: **Adjusted Urbanized Boundary Approval**

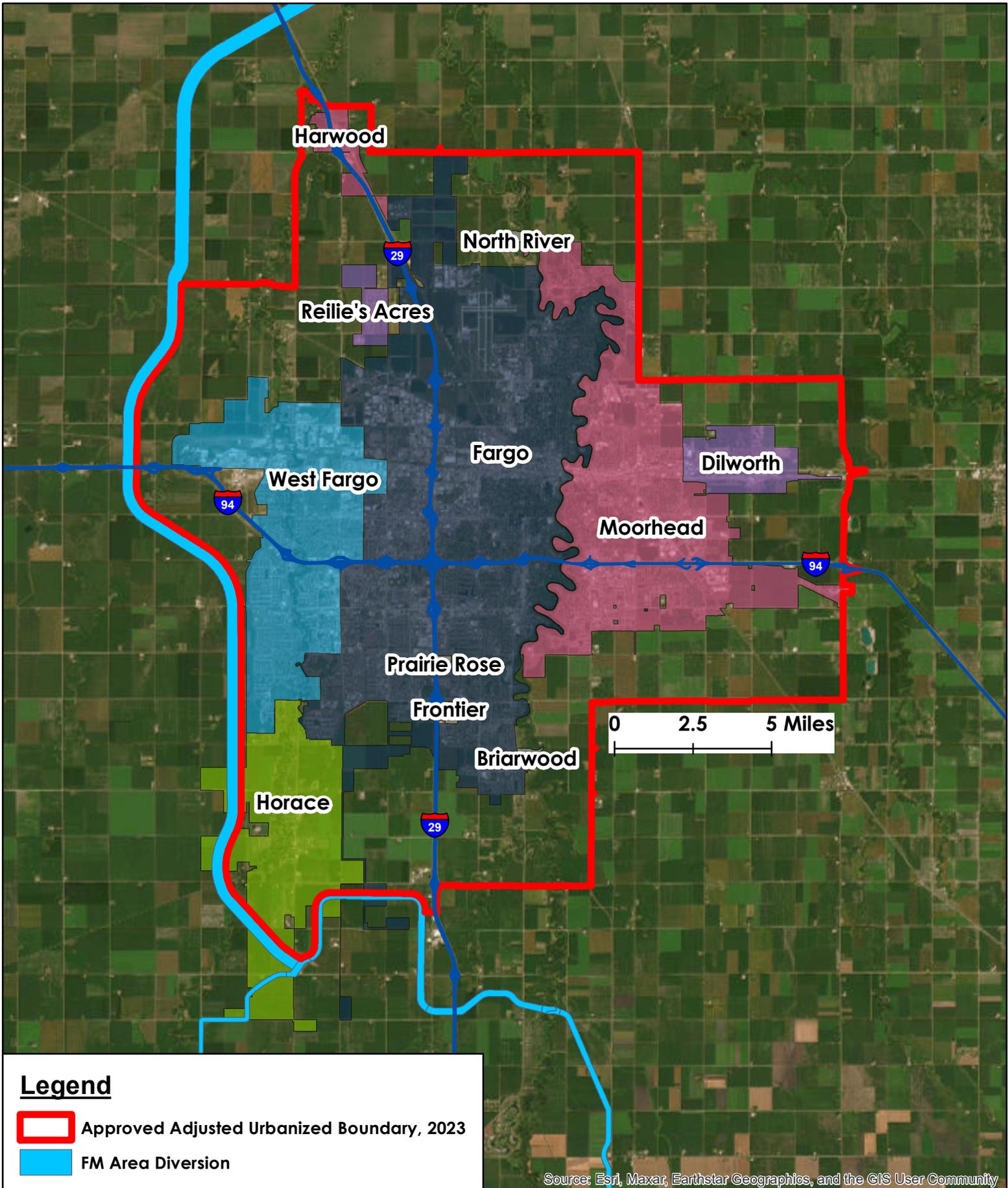
Metro COG received final approval of our Adjusted Urbanized Area Boundary (AUZA) with the North Dakota portion of the boundary approved by the North Dakota Federal Highway Administration office on December 21, 2023, and with the Minnesota portion of the boundary approved by the Minnesota Federal Highway Administration office on December 27, 2023. See **Attachment 1** for the map of the approved boundary.

The significance of the 2020 AUZA allows more areas to utilize federal transportation funds that are distributed to urbanized areas through a programmatic formula. Metro COG's boundary determination allows additional areas that are expected to grow within the next 10 years to have the potential to access these funds

Since final approval occurred after the deadline for the 2025 – 2028 Transportation Improvement Program's (TIP) Project Solicitation Application Deadline of November 17, 2023, Metro COG did not evaluate projects that resided outside of the 2010 Adjusted Urbanized Boundary when considering urban funds (STBG and TA). There were no issues with this with the submitted applications.

Included – Attachment 1: Map of Adjusted Urbanized Boundary

Requested Action: None – informational only



Legend

- Approved Adjusted Urbanized Boundary, 2023
- FM Area Diversion

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Approved Adjusted Urbanized Boundary

