

**The 623rd Policy Board Meeting**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, January 18, 2024 – 4:00 p.m.**  
**AGENDA**

1. Call to Order and Introductions
  - a. Introductions Information Item
  - b. Election of Metro COG Chair and Vice Chair Action Item
  - c. Approve Order and Contents of the Overall Agenda Action Item
  - d. Approve Minutes of the December 21, 2023 Board Meeting Action Item
  - e. Approve January 2024 Bills Action Item
2. Consent Agenda **Action Item**
  - a. December 2023 End of Month Report
  - b. Metro COG Q4/Final Report
3. Regular Agenda
  - a. Public Comment Opportunity Public Input
  - b. 2024-2027 Transportation Improvement Program Amendment 3 **Action Item**
  - c. Funding Designation for Transportation Alternatives (TA) Projects **Action Item**
  - d. Funding Designation for Carbon Reduction Program (CRP) Projects **Action Item**
  - e. Funding Designation for Surface Transportation Block Grant Projects **Action Item**
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, February 15, 2024 at 4:00 p.m.

Metro COG is encouraging citizens to provide their comments on agenda items via email to [leach@fmmetrocog.org](mailto: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\\_-nXG9D41Qg-4niFMGMulmQ](https://us02web.zoom.us/webinar/register/WN_-nXG9D41Qg-4niFMGMulmQ)**

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

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Metro COG Office Manager, at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

**To:** Executive Committee members  
**From:** Ben Griffith, AICP, Executive Director  
**Date:** January 11, 2024  
**Re:** **Election of Metro COG Chair and Vice Chair**

Each year, the Metro COG Policy Board is required to elect a Chair and Vice-Chair. Based on the Bylaws, a rotation was established, alternating between North Dakota and Minnesota. The chart below is from page A-1 of the Policy Board Bylaws.

Year(s)	Chair Representative	Vice Chair Representative
2022, 2029, 2036, 2043	City of Fargo	City of Moorhead
2023, 2030, 2037, 2044	City of Moorhead	Cass County
2024, 2031, 2038, 2045	Cass County	Clay County
2025, 2032, 2039, 2046	Clay County	City of West Fargo
2026, 2033, 2040, 2047	City of West Fargo	City of Horace
2027, 2034, 2041, 2048	City of Horace	City of Dilworth
2028, 2035, 2042, 2049	City of Dilworth	City of Fargo

Appendix A. – Metro COG Policy Board Chair and Vice Chair Rotation Schedule

Per the rotation, Mr. Hendrickson (Moorhead) would be stepping down as Chair, Mr. Breitling (Cass County) would move from Vice Chair to Chair and Ms. Mongeau (Clay County) would become Vice-Chair. The Policy Board Bylaws acknowledge that the order of the rotation may need to be changed from time to time, to accommodate members' ability to serve in this capacity.

Metro COG staff wishes to thank Mr. Hendrickson for serving as Chair and also thank Mr. Breitling for serving as Vice Chair this past year. Their hard work and dedication to our organization is greatly appreciated.

**Requested Action:** Nominate and elect a Policy Board Chair and Vice Chair for 2024, based on the rotation schedule in the Policy Board Bylaws.

**622nd Policy Board Meeting  
Fargo-Moorhead Metropolitan Council of Governments  
Thursday, December 21, 2023 – 4:00 pm**

**Members Present:**

John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Denise	Kolpack	Fargo City Commission
Sebastian	McDougall	Moorhead City Council
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Thomas	Schmidt	Fargo Planning Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission
Jeff	Trudeau	Horace City Council
Deb	White	Moorhead City Council

**Members Absent:**

Duane	Breitling	Cass County Commission
Amanda	George	West Fargo City Commission
Jenny	Mongeau	Clay County Commission
Aaron	Murra	NDDOT – Fargo District (ex-officio)
Shiloh	Wahl	MnDOT – District 4 (ex-officio)

**Others Present:**

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Jaron	Capps	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Savanna	Leach	Metro COG
Chelsea	Levorsen	Metro COG
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ
Ayden	Schaffler	Metro COG

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

The meeting was called to order at 4:00 pm, on December 21, 2023 by Chair Hendrickson, noting a quorum was present. Introductions were made.

**1b. Approve Order and Contents of Overall Agenda, approved**

Chair Hendrickson asked for approval for the overall agenda.

**MOTION: Approve the contents of the Overall Agenda of the December 21, 2023 Policy Board Meeting.**

**Mr. Olson moved, seconded by Mr. Gunkelman**

**MOTION, passed**

**Motion carried unanimously.**

**1c. Past Meeting Minutes, approved**

Chair Hendrickson asked for approval of the Minutes of the November 16, 2023 Meeting.

**MOTION: Approve the November 16, 2023 Policy Board Meeting Minutes.  
Ms. Kolpack moved, seconded by Mr. Piepkorn  
MOTION, passed  
Motion carried unanimously.**

**1d. Monthly Bills, approved**

Chair Hendrickson asked for approval of the December 2023 Bills as listed on Attachment 1d.

**MOTION: Approve the December 2023 Bills List.  
Ms. Nash moved, seconded by Mr. Piepkorn  
MOTION, passed  
Motion carried unanimously.**

**2. CONSENT AGENDA**

Chair Hendrickson asked for approval of Items a-i on the Consent Agenda.

- a. November Month End Report
- b. 2024 NDDOT-Metro COG Contract
- c. 2024 MnDOT-Metro COG Contract
- d. Rural Transportation Alternatives Applications
- e. Balance Accounting Contract Addendum
- f. 2024 Meeting Schedule
- g. Executive Director 6-Month Performance Evaluation
- h. Approval of Proposed HSIP Projects
- i. NDDOT Urban Grant Program Approval of Proposed Projects

**MOTION: Approve Items a-i on the Consent Agenda.  
Mr. Strand moved, seconded by Mr. McDougall  
MOTION, passed  
Motion carried unanimously.**

**3. REGULAR AGENDA**

**3a. Public Comment Opportunity**

No public comments were made or received.

**3b. 2023-2024 UPWP Amendment #5**

Mr. Griffith presented Amendment 5 to the 2023-2024 Unified Planning Work Program (UPWP). Metro COG staff hours were approximately 300 hours under what was budgeted due to a resignation leaving an unfilled position vacant for thirteen weeks, as well as a one-week vacancy between Executive Directors. There were differences in staff hours on various projects in various programming categories, which have been reconfigured into other categories, maintaining a budget neutral approach to the reconfiguring of these staff hours.

The total amount of this “carryover” project funding amount is \$812,273.62 and should be included in this year-end UPWP amendment.

With NDDOT's new single-year contract policy and no written procedures in place, there appears to be no orderly process in place for the carryover of these funds. Therefore, Metro COG staff requests that the Policy Board approve the carryover amounts for the planning projects listed on the attached spreadsheet as part of the year-end amendment to the 2023-2024 UPWP. Until such time as NDDOT develops and shares their process for funding incomplete projects, Metro COG staff has no other alternative available at this time.

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 2023-2024 UPWP to include the \$812,273.62 in carryover funding for the projects listed on the attached spreadsheet.

**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 2023-2024 UPWP to include the \$812,273.62 in carryover funding for the projects listed on the attached spreadsheet.

**Ms. White moved, seconded by Mr. Olson**

**MOTION, passed**

**Motion carried unanimously.**

### **3c. Horace Core Neighborhoods Plan Request for Proposals**

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

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: Approval of the Horace Core Neighborhood Plan RFP and its subsequent release.**

**Mr. Gunkelman moved, seconded by Ms. Kolpack.**

**MOTION, passed**

**Motion carried unanimously.**

**3d. 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: Approve the final draft of the 2023 Metropolitan Profile.**

**Mr. Schneider moved, seconded by Ms. White**

**MOTION, passed**

**Motion carried unanimously.**

**3e. 25<sup>th</sup> Street 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.

Ms. Preston asked about implementation timing after this study is approved. Mr. Middaugh said that according to the city traffic engineer,

**MOTION: Approval of the 25th Street Corridor Study Final Report.**

**Ms. Nash moved, seconded by Mr. Gunkelman**

**MOTION, passed**

**Motion carried unanimously.**

**3f. 2024 Salary Adjustment**

Mr. Griffith presented a 3% salary adjustment for staff, starting January 1, 2024. COG's jurisdictions are offering their staff 2%, 3%, and 4%. Mr. Griffith noted that the 2024 budget did allow for a 3% salary adjustment. At their regularly scheduled meeting on December 4, the Executive Committee voted unanimously to recommend the Policy Board approve a 3% salary adjustment for Metro COG staff for 2024.

**MOTION: Recommend approval of 2024 Metro COG salary adjustment of 3%.**

**Mr. Piepkorn moved, seconded by Ms. Preston**

**MOTION, passed**

**Motion carried unanimously.**

### **3g. Preview of Received Projects**

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
- 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

CRP

- Construction of a new shared use path along Governor's Drive (8th St S - 37 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

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)

### **3h. Summary of Benefits Presentation**

Mr. Griffith presented the annual summary of benefits presentation.

### **4. Additional Business**

NDDOT approved Metro COG's indirect rate at 100.637%

NDDOT has approved Metro COG's Adjusted Urbanized Boundary.

MnDOT sent out the MPO contracts excluding the updated language that was being contested by the MPOs.

NDDOT has presented a new 3C agreement to Metro COG.

NDDOT RMA mandates a \$2M liability policy, staff is working with the insurance provider.

TMA transition going slowly with NDDOT oversight.  
Office closures December 25 and January 1.  
Mr. Griffith thanked Mr. Hendrickson for his service as chair in 2023.  
Mr. Hendrickson thanked the rest of the board for their patience with a difficult year for Metro COG.

**5. Adjourn**

***MOTION: Adjourn the 622nd Meeting of the FM Metro COG Policy Board  
Ms. Nash moved, seconded by Mr. Gunkelman  
MOTION, passed.  
Motion carried unanimously.***

The 622nd Meeting of the FM Metro COG Policy Board held Thursday, December 21, 2023 was adjourned at 5:26 pm.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD JANUARY 18, 2024,  
4:00 P.M.**

Respectfully Submitted,

Savanna Leach  
Executive Assistant

**To:** Policy Board  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** January 12, 2024  
**Re:** **2024-2027 Transportation Improvement Program (TIP) Amendment 3**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held 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 FM 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 comment regarding the proposed amendment. Public comments were accepted until 12:00 noon on Thursday, January 11, 2024. As of the writing of this memo, no written or verbal comments were received.

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

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

Metro COG staff presented the information contained in Amendment #3 to the TTC at their regularly scheduled meeting on January 11, 2023. The TTC did not have any comments and unanimously recommended the Policy Board approve the amendment.

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

**Requested Action:** Approval of Amendment 3 of the Metro COG 2024-2027 Transportation Improvement Program (TIP).

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From                  To		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
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:** Metro COG Policy Board  
**From:** Dan Farnsworth, Transportation Planner  
**Date:** January 12, 2024  
**Re:** **Funding Designation of Transportation Alternatives (TA) Projects**

On October 6<sup>th</sup> Metro COG opened solicitation for the Transportation Alternatives (TA) grant funding. Metro COG has the following amounts of ND urban TA funding: **\$850,000** in fiscal year (FY) 2026 and **\$860,000** in FY 2027.

Metro COG received a total of nine TA projects within the Fargo-Moorhead urbanized area. On December 13<sup>th</sup> the Bicycle & Pedestrian Committee reviewed and scored the TA projects using the pre-approved TA scoring matrix. At the January 11<sup>th</sup> TTC meeting, the TTC reviewed the TA scoring and recommended forwarding the scoring to the Policy Board to assist the Board with TA funding prioritization. Below are the urban TA projects received, the requested funding amounts and associated scores as determined by the Bicycle & Pedestrian Committee.

Metro COG staff is asking the Policy Board to prioritize funding amounts for the received TA projects for both FY 2026 and FY 2027. The project scoring is provided to assist the Policy Board in evaluating the technical merits of each project as they consider funding amounts.

**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 54<sup>th</sup> Ave S to 88<sup>th</sup> Ave S
  - TA funding requested: \$790,334 (FY 2026)  
\$809,354 (FY 2027)  
\$850,000 & \$768,700 (FY 2026 & 2027)
  - Total project cost: \$2,023,400
  
- 45 pts: Fargo - Construction of a new shared use path near the Water Reclamation Facility (near 35<sup>th</sup> Ave N)
  - TA funding requested: \$296,000 (FY 2027)
  - Total project cost: \$370,000

- 45 pts: Horace - Construction of a new shared use path along County Road 17 from 76<sup>th</sup> Ave S to 81<sup>st</sup> Ave S
  - TA funding requested: \$413,464 (FY 2026)  
\$442,189 (FY 2027)
  - Total project cost: \$692,736
  
- 45 pts: Horace - Construction of a new shared use path along 76<sup>th</sup> Avenue from County Road 17 to Brink Dr
  - TA funding requested: \$331,202 (FY 2027)
  - Total project cost: \$519,002
  
- 35 pts: Fargo - Construction of a new shared use path along Drain 27 in the Deer Creek area from 52<sup>nd</sup> Ave S to 59<sup>th</sup> Ave S (Phase 1)
  - TA funding requested: \$742,767 (FY 2026)
  - Total project cost: \$928,459
  
- 35 pts: West Fargo - Construction of a new path and pedestrian crossing at the Sheyenne River in the River's Bend area (near 23<sup>rd</sup> Ave E)
  - TA funding requested: \$500,000 (FY 2026)  
\$500,000 (FY 2027)
  - Total project cost: \$1,000,000
  
- 30 pts: Fargo - Construction of a new shared use path in the Deer Creek area from Drain 27 to 63<sup>rd</sup> St S (Phase 2)
  - TA funding requested: \$487,556 (FY 2027)
  - Total project cost: \$609,445
  
- 25 pts: Fargo - Construction of a low-level pedestrian crossing at Drain 53 (near 58<sup>th</sup> Ave S)
  - TA funding requested: \$751,057 (FY 2027)
  - Total project cost: \$938,821

- 25 pts: Fargo - Construction of a new shared use path along Drain 53 from 64<sup>th</sup> Ave S to 73<sup>rd</sup> Ave S
  - TA funding requested: \$713,075 (FY 2027)
  - Total project cost: \$891,344

Please see the **attachments** for a summary of the projects and the scoring matrix as evaluated by the Bicycle & Pedestrian Committee and vetted through the TTC.

**Requested Action:** Designate funding amounts for the received Transportation Alternatives (TA) project applications.

## 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.

Funding Year	2026	2027	2026 & 2027
Requested Funding	\$790,333.92	\$809,353.73	\$850,000 & \$768,700



**BIKE-PED COMMITTEE  
SCORE**

**45**

ROAD PAVEMENT CONDITIONS	SERIOUS/FATAL INJURIES	PUBLIC RANKING
Fair	0	1

TA

## 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.



## 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.



## 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.



## 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 offers 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.



## 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.



### 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 &lt;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.
<b>Total Points</b>				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 &lt;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.
<b>Total Points</b>				45	-	25	-	45	-	45	-	35	-

**To:** Policy Board  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** January 12, 2024  
**Re:** **Funding Designation of Carbon Reduction Program (CRP) Projects**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) opened a solicitation for Carbon Reduction Program (CRP), October 6, 2023. The project applications were due on Thursday, November 30, 2023. Metro COG received the following CRP applications. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted.

### **Minnesota Funding Year 2025**

- 34<sup>th</sup> Street North Reconstruction of Shared Use Path (4<sup>th</sup> Ave S – 3<sup>rd</sup> Ave N) Moorhead, MN and Dilworth, MN
  - Funding Requested: \$120,000

### **Minnesota Funding Year 2026**

- LED Lighting on 1<sup>st</sup> Avenue North (Red River – 8<sup>th</sup> St N) Moorhead, MN
  - Funding Requested: \$120,000

### **Minnesota Funding Year 2027**

- No Applications Received.

### **North Dakota Funding Year 2026**

- University Drive Reconstruction of Shared Use Path from (54<sup>th</sup> Ave - 88<sup>th</sup> Ave) Fargo, ND
  - Funding Requested: \$1,505,400
  - Split Year Funding Request: \$1,160,000
- County Road 17 Construction of a new shared use path (76<sup>th</sup> Ave - 81<sup>st</sup> Ave) Horace, ND
  - Funding Requested: \$413,464
- Governor's Drive Construction of a new shared use path along (8<sup>th</sup> St S – 37<sup>th</sup> St SE) Casselton, ND

- Funding Requested: \$300,000
- River's Bend area Construction of a new pedestrian crossing at the Sheyenne River (near 23<sup>rd</sup> Ave E) West Fargo, ND
  - Funding Requested: \$800,000

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

- 45th Street Adaptive Traffic Signal Corridor (9<sup>th</sup> Ave S - 44<sup>th</sup> Ave S) Fargo, ND
  - Funding Requested: \$1,200,600
- University Drive Reconstruction of Shared Use Path from (54<sup>th</sup> Ave - 88<sup>th</sup> Ave) Fargo, ND
  - Funding Requested: \$1,618,600
  - Split Year Funding Request: \$458,700
- 76<sup>th</sup> Avenue Construction of a new shared use path (County Road 17 - Brink Drive) Horace, ND
  - Funding Requested: \$331,200
- County Road 17 Construction of a new shared use path (76<sup>th</sup> Ave - 81<sup>st</sup> Ave) Horace, ND
  - Funding Requested: \$442,190
- River's Bend area Construction of a new pedestrian crossing at the Sheyenne River (near 23<sup>rd</sup> Ave E) West Fargo, ND
  - Funding Requested: \$855,000
- Drain 53 Construction of a new shared use path (64<sup>th</sup> Ave - 73<sup>rd</sup> Ave) Fargo, ND
  - Funding Requested: \$713,074

The TTC was asked to score the following projects based on criteria developed from the 2045 Metropolitan Transportation Plan (MTP). The results of the TTC's Technical Scoring Activity were then compiled for each project. The project scores and requested federal funds are listed below. For more information about the projects see the attachment to this memo.

### Minnesota Funding Year 2025

Technical Score	Project	Limits	Requested 2025
23.1	34 <sup>th</sup> Street North Reconstruction of Shared Use Path	4 <sup>th</sup> Ave S to 3 <sup>rd</sup> Ave N	\$120,000

### Minnesota Funding Year 2026

Technical Score	Project	Limits	Requested 2026
13.2	LED Lighting on 1st Avenue North	Red River to 8 <sup>th</sup> St N	\$120,000

### North Dakota Funding Year 2026

Technical Score	Project	Limits	Requested 2026
19.2	University Drive Reconstruction of Shared Use Path	54 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	\$1,505,400
19.2	University Drive Reconstruction of Shared Use Path	54 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	\$1,160,000 Split Year Request
17.3	County Road 17 Construction of a new shared use path	76 <sup>th</sup> Ave to 81 <sup>st</sup> Ave	\$413,464
17.2	Governor's Drive Construction of a new shared use path	8 <sup>th</sup> St S to 37 <sup>th</sup> St SE	\$300,000
15.2	River's Bend area Construction of a new pedestrian crossing	At the Sheyenne River (near 23 <sup>rd</sup> Ave E)	\$800,000

## North Dakota Funding Year 2027

Technical Score	Project	Limits	Requested 2026
19.3	45th Street Adaptive Traffic Signal Corridor	9 <sup>th</sup> Ave S to 44 <sup>th</sup> Ave S	\$1,200,600
19.2	University Drive Reconstruction of Shared Use Path	54 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	\$1,618,600
19.2	University Drive Reconstruction of Shared Use Path	54 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	\$458,700 Split Year Request
18.2	76th Avenue Construction of a new shared use path	County Road 17 to Brink Drive	\$331,200
17.3	County Road 17 Construction of a new shared use path	76 <sup>th</sup> Ave to 81 <sup>st</sup> Ave	\$442,190
15.2	River's Bend area Construction of a new pedestrian crossing	At the Sheyenne River (near 23 <sup>rd</sup> Ave E)	\$855,000
13.9	Drain 53 Construction of a new shared use path	64 <sup>th</sup> Ave to 73 <sup>rd</sup> Ave	\$713,074

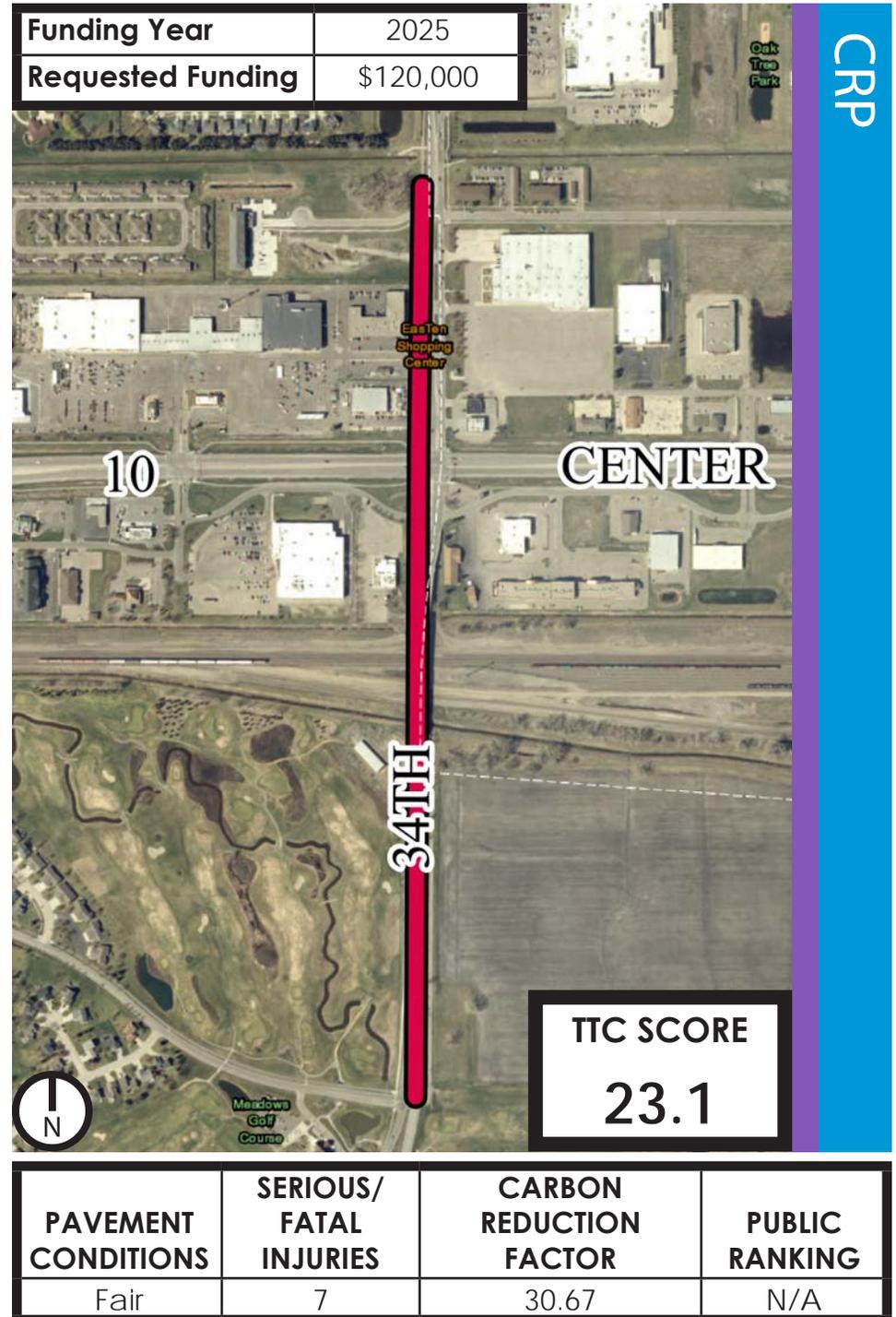
Metro COG staff led the TTC through the Technical Scoring Activity. The TTC accepted the results from the Technical Scoring Activity and unanimously voted to forward the compiled Technical Score to the Policy Board to assist in determining funding designation for the projects.

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

**Requested Action:** Approval of projects to be funded by Carbon Reduction Program (CRP) funding in FY2025, FY 2026, and FY 2027.

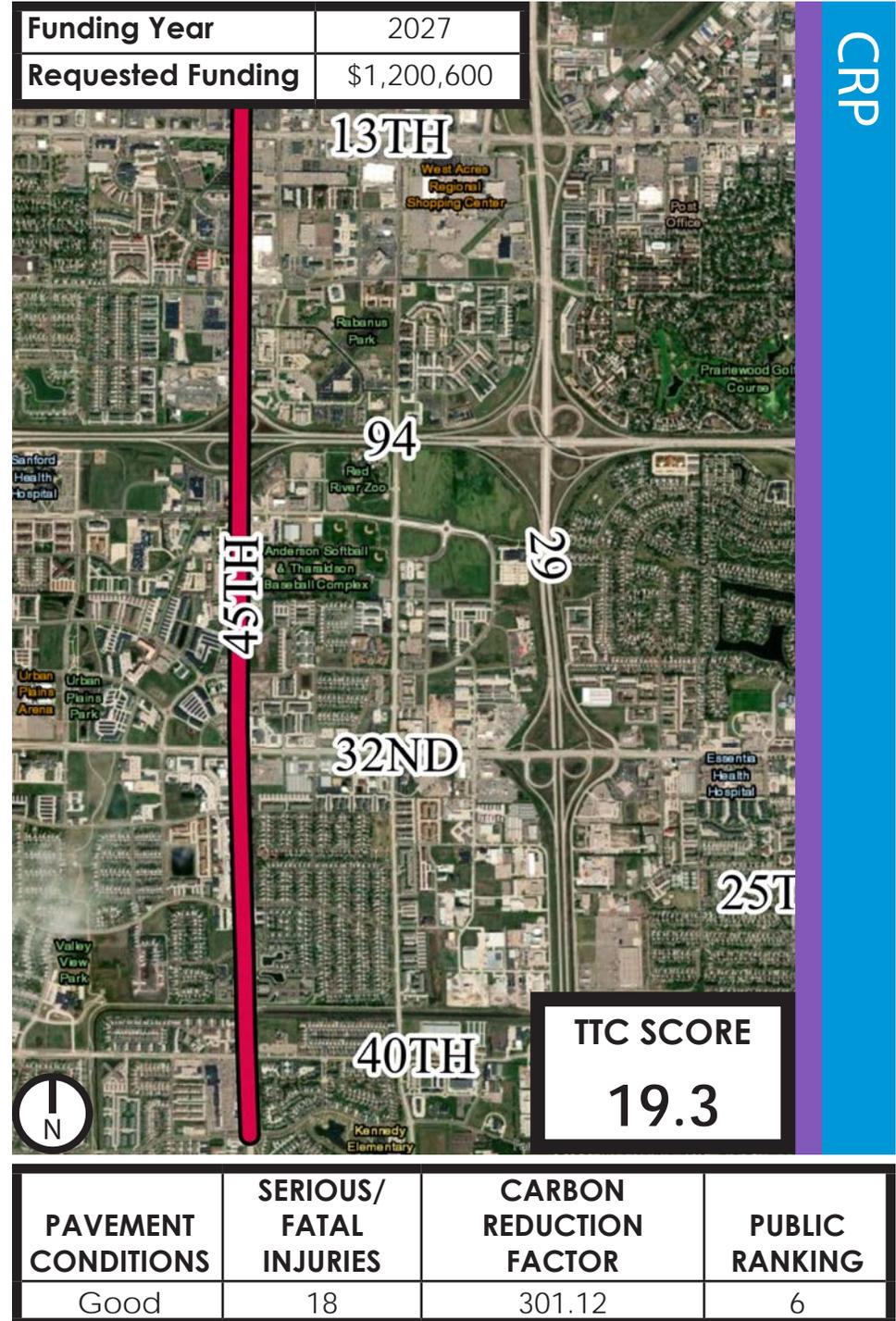
## 34th Street Shared Use Path

- **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.



# 45th Street Adaptive Traffic Signal Corridor

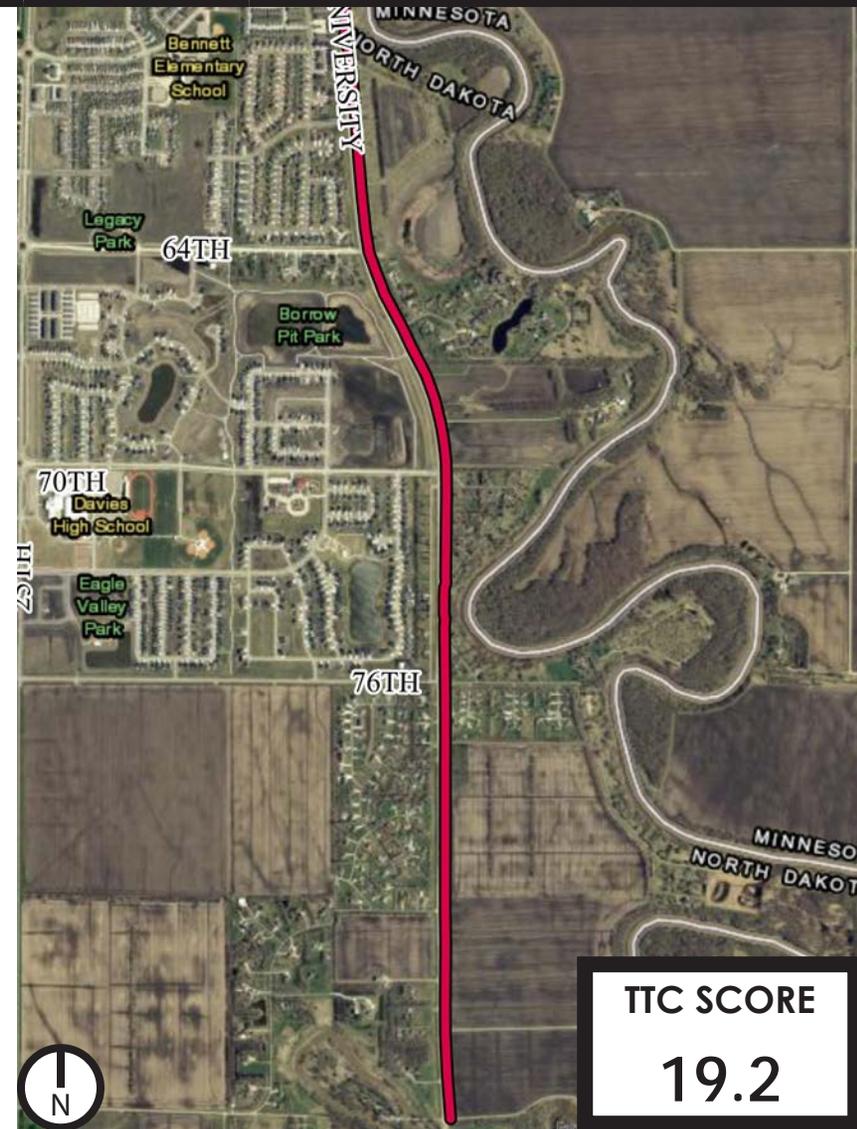
- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 44th Ave S to 9th Ave S
- **SCOPE:** This project would allow for the operation of the traffic signals on 45th Street in a 'traffic responsive' way, or adaptive signal control. There are 15 traffic signals on this corridor, 13 owned and operated 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.



## 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.

Funding Year	2026	2027	2026 & 2027
Requested Funding	\$1,505,397.94	\$1,618,707.46	\$1,160,000 & \$458,700

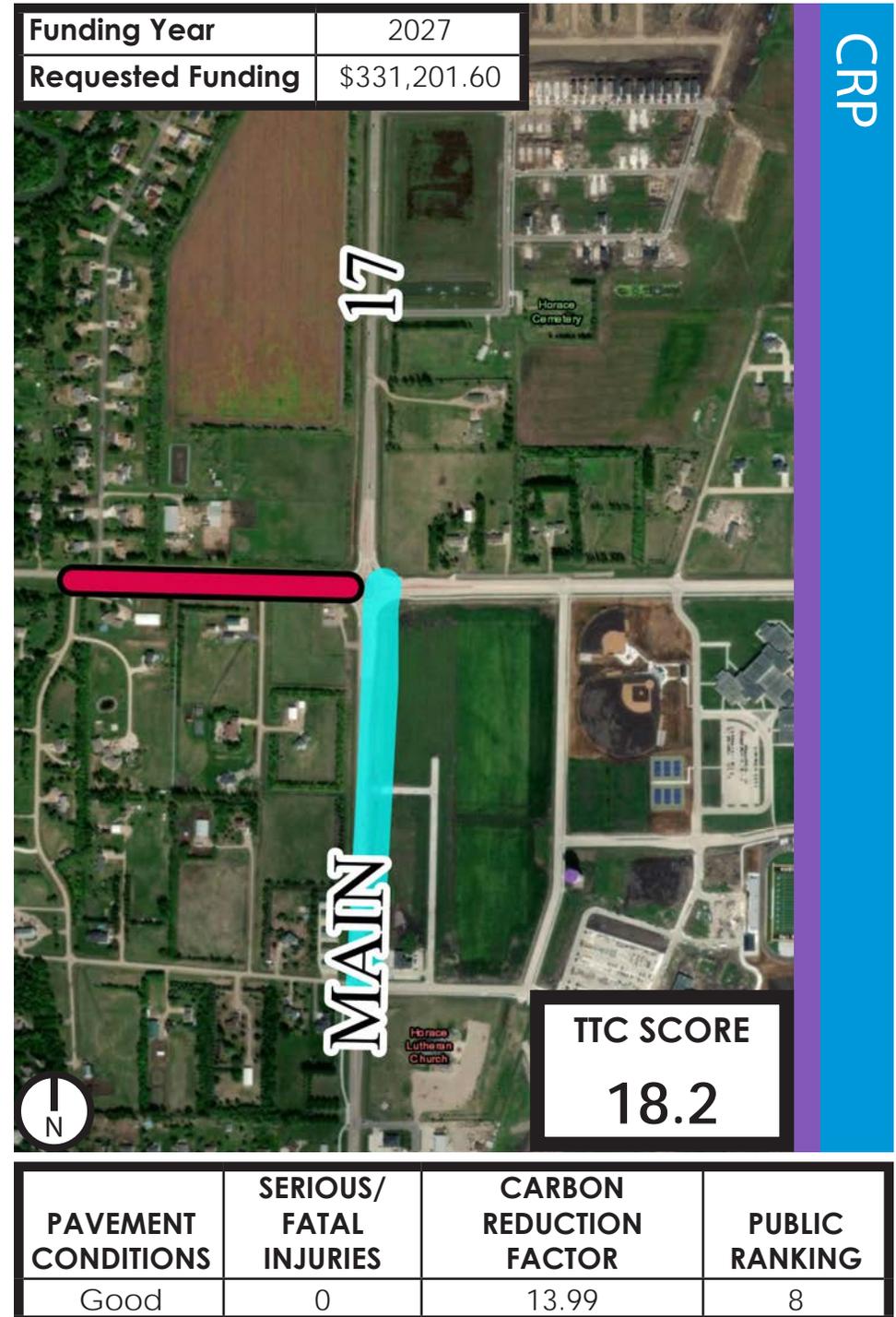


**TTC SCORE**  
**19.2**

PAVEMENT CONDITIONS	SERIOUS/FATAL INJURIES	CARBON REDUCTION FACTOR	PUBLIC RANKING
Fair	0	5.12	1

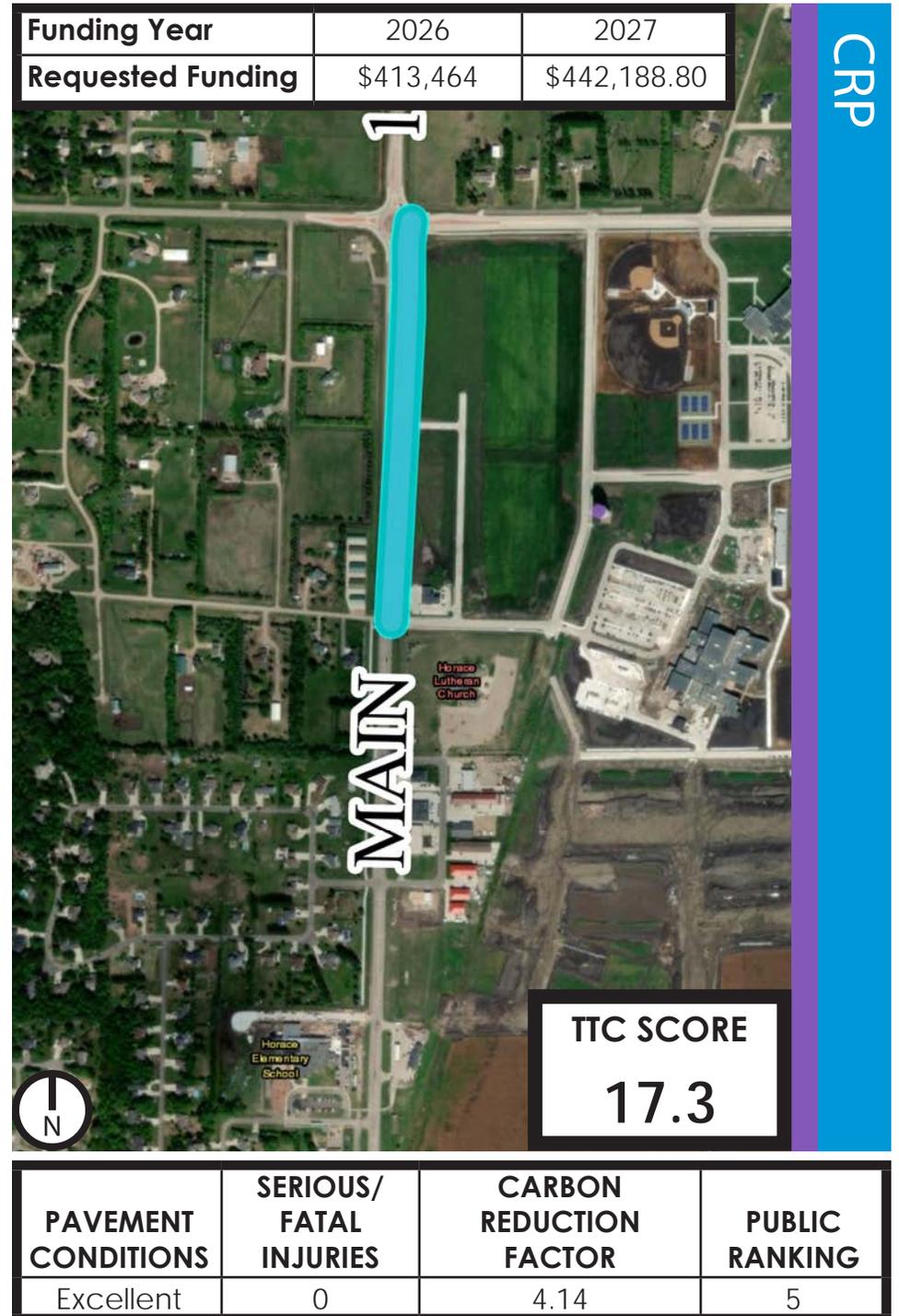
## 76th Ave S Shared Use Path

- **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.



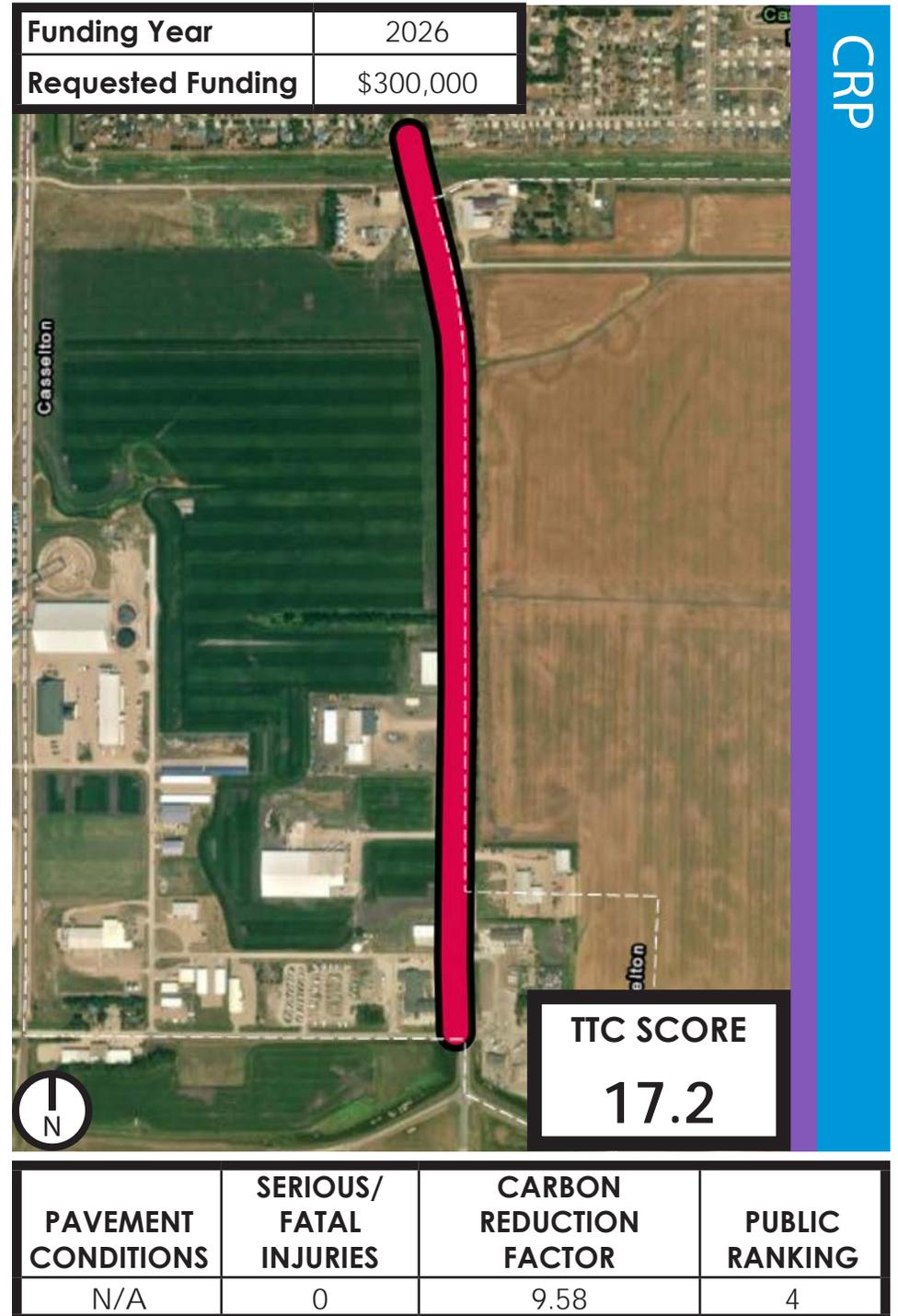
## CR 17 Shared Use Path

- **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.



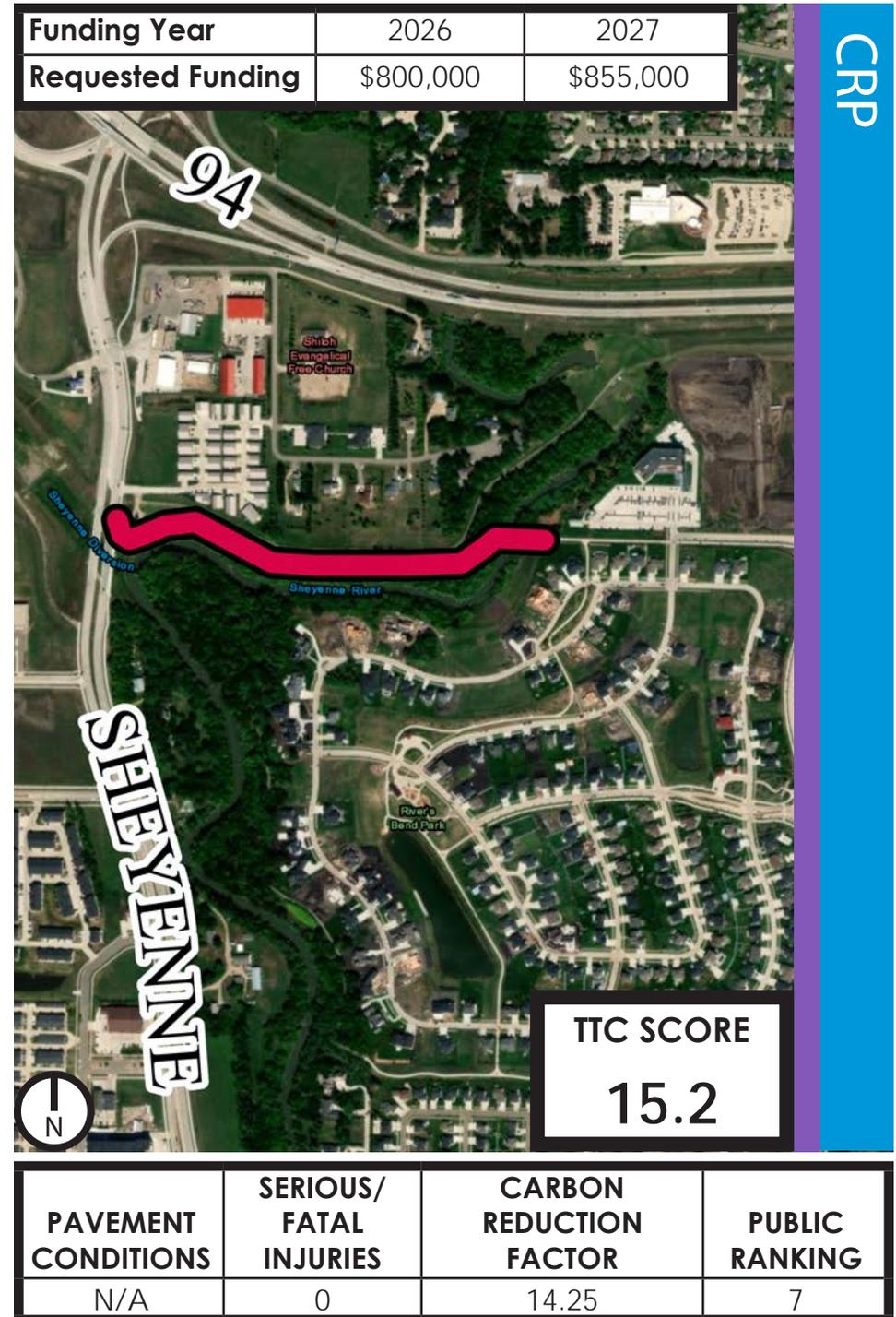
## Governor's Drive Shared Use Path (Phase 2)

- **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.



## 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 offers 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.



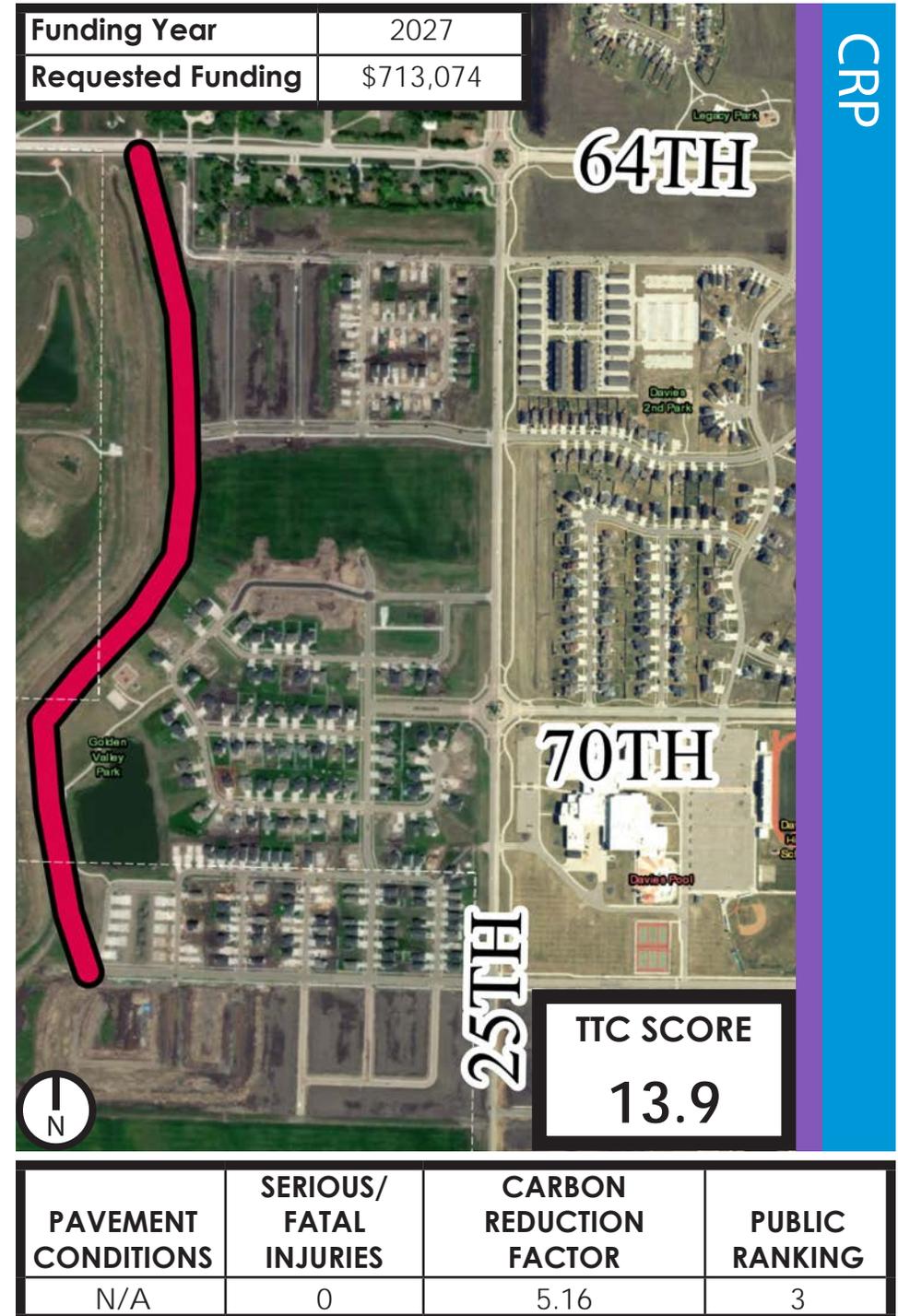
## Drain 27/Deer Creek Shared Use Path - Phase 1

- **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.



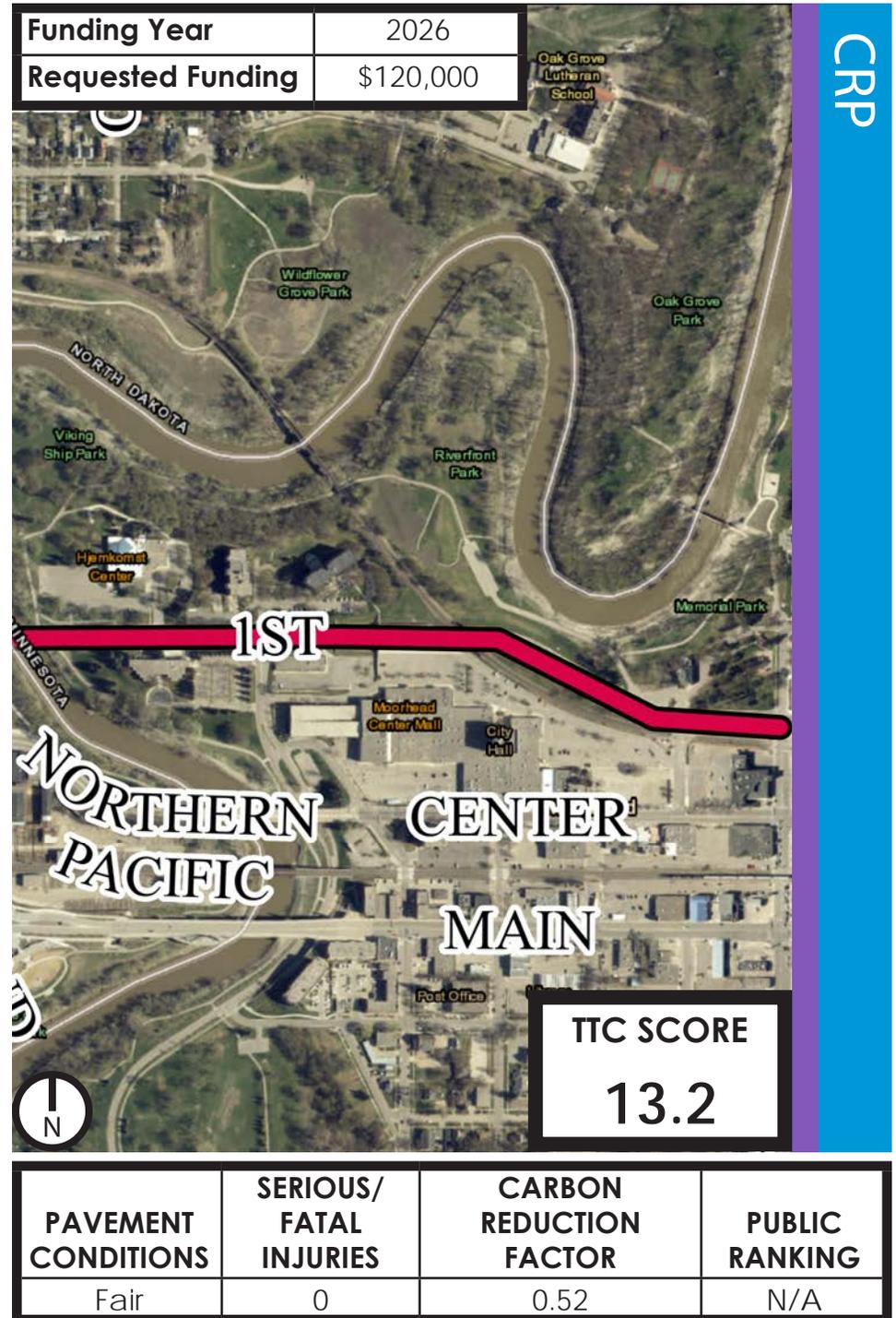
## Drain 53 Shared Use Path

- **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.



# 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.



**To:** Policy Board  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** January 12, 2024  
**Re:** **Funding Designation 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), October 6, 2023. The project applications were due on Thursday, November 30, 2023. Metro COG received the following STBG applications. Metro COG staff thoroughly reviewed the applications and worked with the project sponsors to address any concerns that arose from the proposed projects submitted.

### **Minnesota Funding Year 2028**

- 34th Street North Mill and Overlay (28<sup>th</sup> Ave S – 3<sup>rd</sup> Ave N) Moorhead, MN and Dilworth, MN
  - Funds Requested: \$1,093,040

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

- 13<sup>th</sup> Avenue South Reconstruction from (Sheyenne Street - 9<sup>th</sup> Street) West Fargo, ND
  - Funds Requested: \$10,480,000
- 1<sup>st</sup> Avenue North Reconstruction from (Roberts Street - 3<sup>rd</sup> Street) Fargo, ND
  - Funds Requested: \$7,231,840

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

- 13<sup>th</sup> Avenue South Reconstruction from (Sheyenne Street - 9<sup>th</sup> Street) West Fargo, ND
  - Funds Requested: \$10,690,000
- 1<sup>st</sup> Avenue North Reconstruction from (Roberts Street - 3<sup>rd</sup> Street) Fargo, ND
  - Funds Requested: \$7,810,388
- 1<sup>st</sup> Avenue North Reconstruction from (10<sup>th</sup> Street - Roberts Street) Fargo, ND
  - Funds Requested: \$5,613,716

- 17<sup>th</sup> Avenue South Reconstruction and Roundabout from (38<sup>th</sup> Street - 42<sup>nd</sup> Street) Fargo, ND
  - Funds Requested: \$7,178,641
- Broadway Bridge Reconstruction– Out of the Floodplain (Crossing the Red River) Fargo, ND and Moorhead, MN
  - Funds Requested: \$5,400,000
- Broadway Bridge Reconstruction - Floodable (Crossing the Red River) Fargo, ND and Moorhead, MN
  - Funds Requested: \$5,400,000

The TTC was asked to score the following projects based on criteria developed from the 2045 Metropolitan Transportation Plan (MTP). The results of the TTC's Technical Scoring Activity were then compiled for each project. The project scores and requested federal funds are listed below. For more information about the projects see the attachment to this memo.

#### **Minnesota Funding Year 2028**

Technical Score	Project	Limits	Requested 2028
19.6	34 <sup>th</sup> Street North Mill and Overlay	28 <sup>th</sup> Ave S to 3 <sup>rd</sup> Ave N	\$1,093,040

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

Technical Score	Project	Limits	Requested 2027
20.0	13 <sup>th</sup> Avenue South Reconstruction	Sheyenne Street to 9 <sup>th</sup> Street	\$10,480,000
19.8	1 <sup>st</sup> Avenue North Reconstruction	Roberts Street to 3 <sup>rd</sup> Street	\$7,231,840

## North Dakota Funding Year 2028

Technical Score	Project	Limits	Requested 2028
20.1	1 <sup>st</sup> Avenue North Reconstruction	10 <sup>th</sup> Street to Roberts Street)	\$5,613,716
20.0	13 <sup>th</sup> Avenue South Reconstruction	Sheyenne Street to 9 <sup>th</sup> Street	\$10,690,000
19.8	1 <sup>st</sup> Avenue North Reconstruction	Roberts Street to 3 <sup>rd</sup> Street	\$7,810,388
19.7	17 <sup>th</sup> Avenue South Reconstruction	38 <sup>th</sup> Street to 42 <sup>nd</sup> Street	\$7,178,641
12.3	Broadway Bridge Reconstruction – Out of the Floodplain	Crossing the Red River	\$5,400,000
7.4	Broadway Bridge Reconstruction - Floodable	Crossing the Red River	\$5,400,000

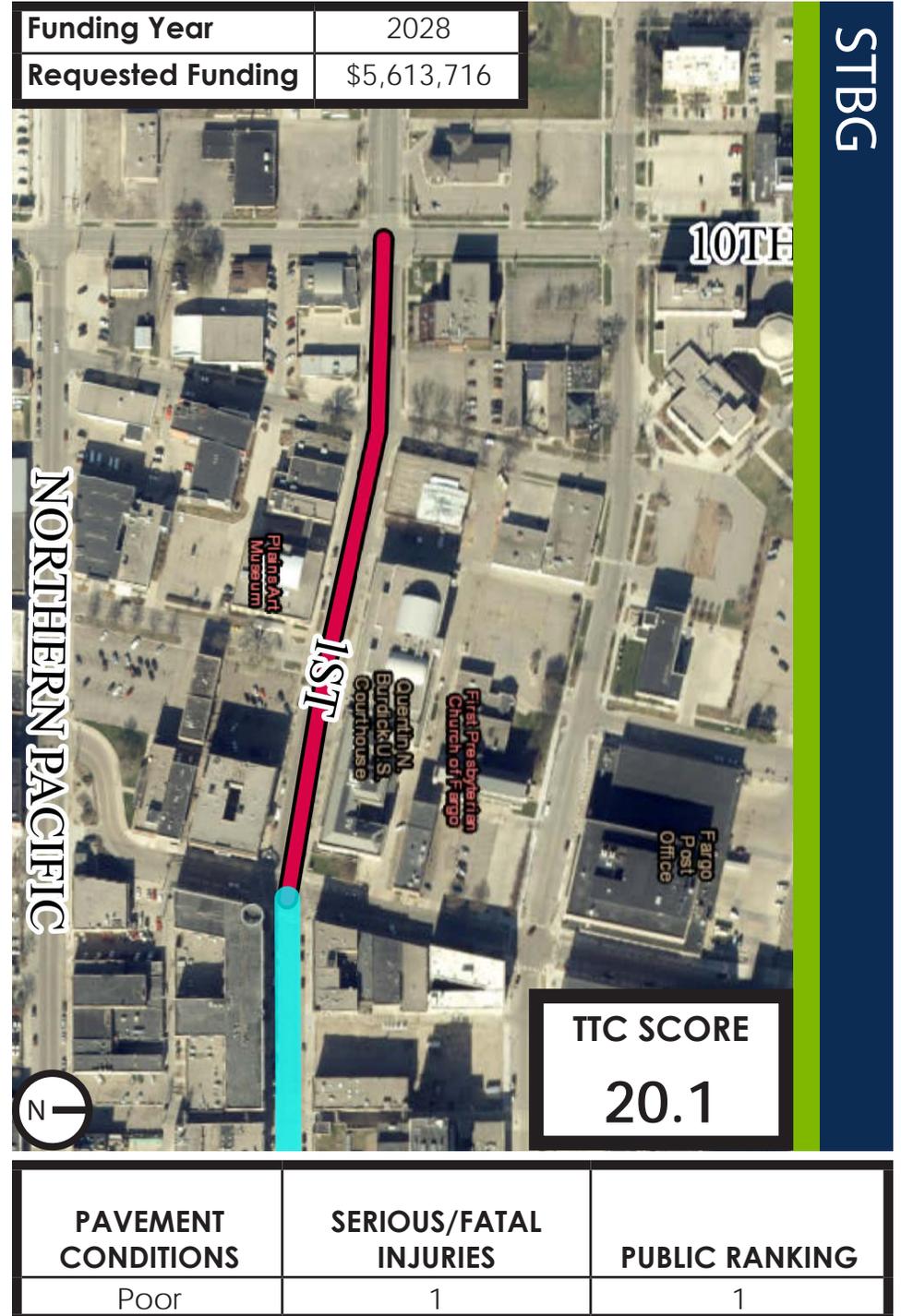
Metro COG staff led the TTC through the Technical Scoring Activity. The TTC accepted the results from the Technical Scoring Activity and unanimously voted to forward the compiled Technical Scores to the Policy Board to assist in determining funding designation for the projects.

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

**Requested Action:** Approval of projects to be funded by Surface Transportation Block Grant (STBG) program funding in FY2027 and FY 2028.

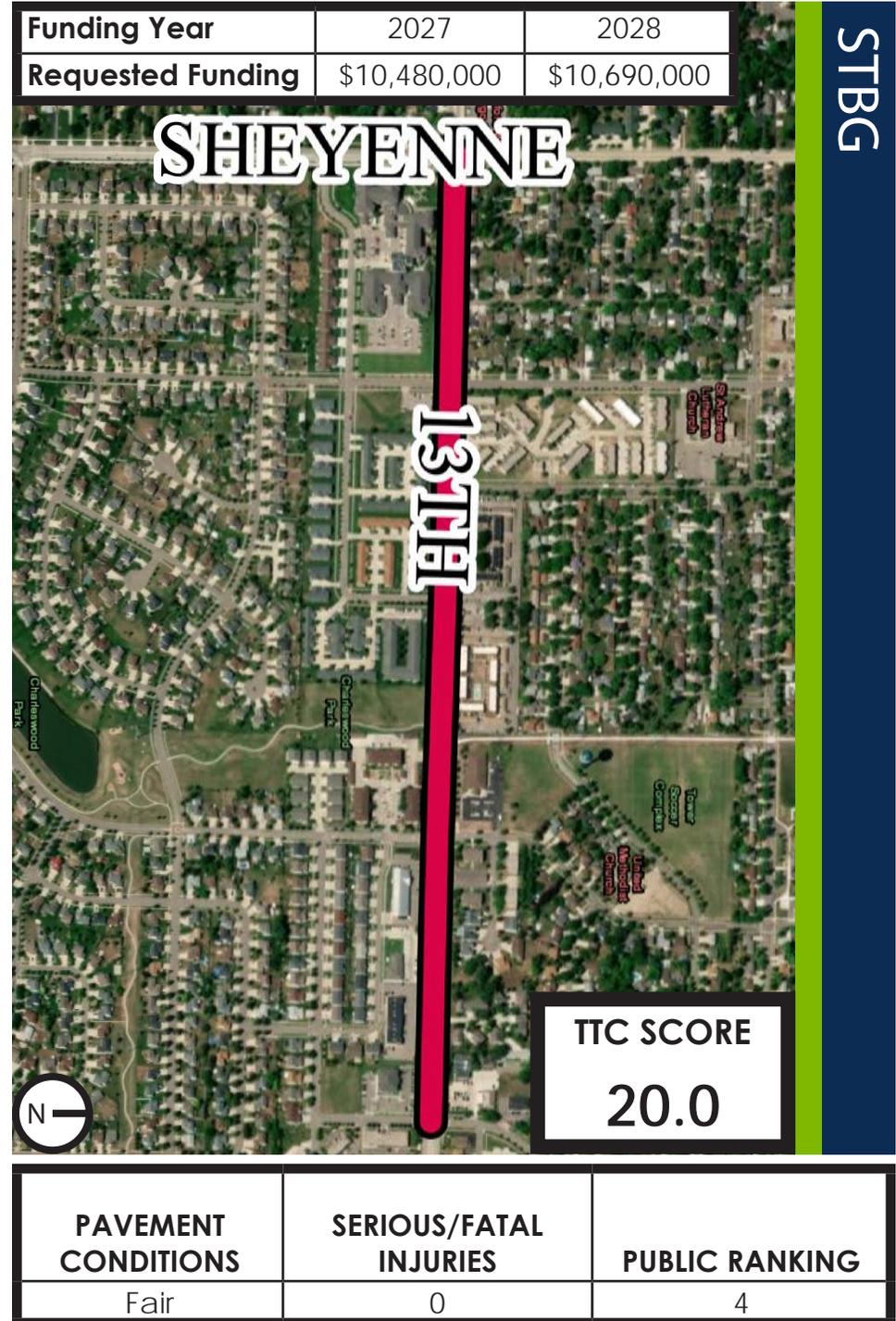
## 1st Ave N Reconstruction - 2

- **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.



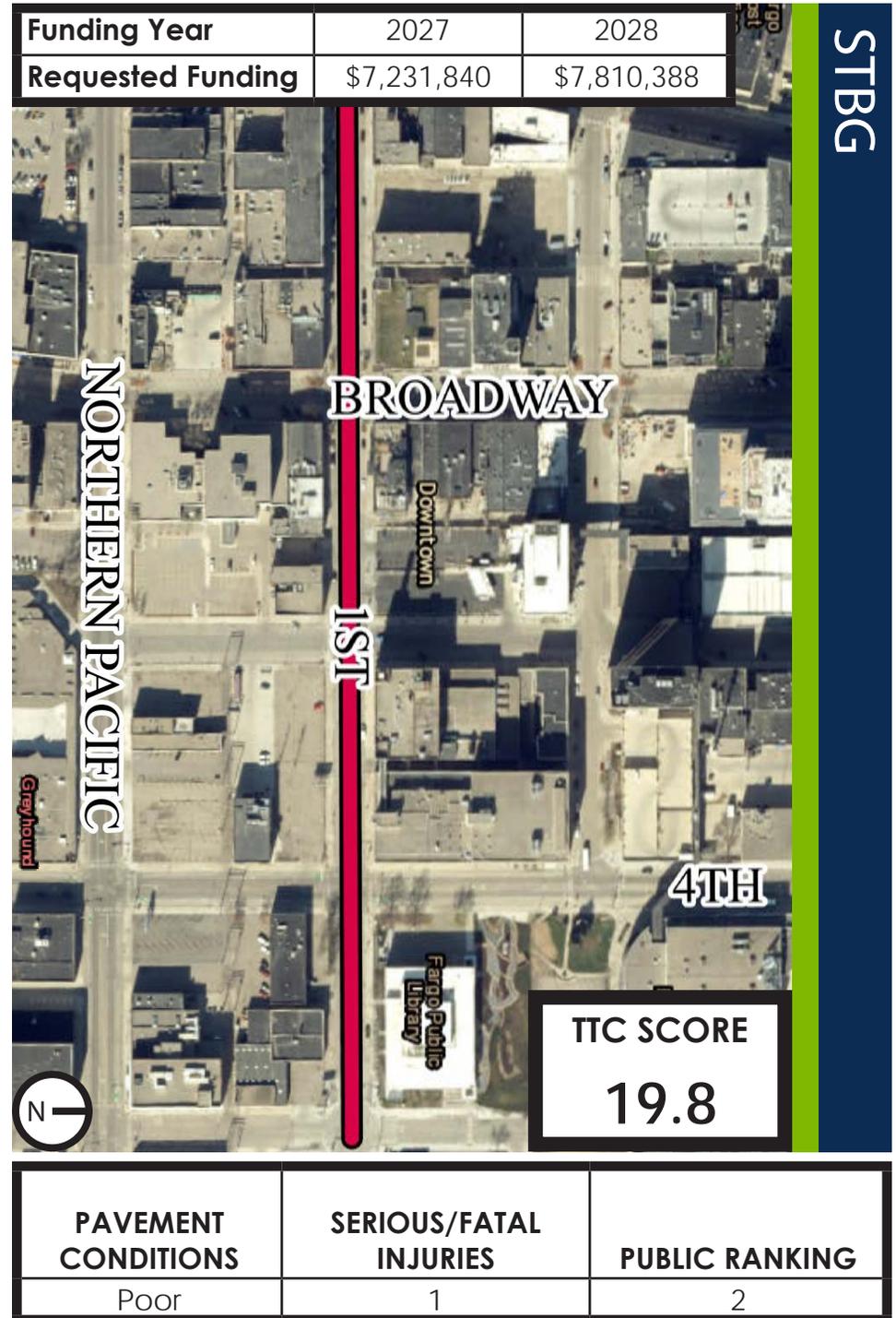
# 13th Ave E Reconstruction

- **JURISDICTION:** City of West Fargo
- **PROJECT LIMITS:** Sheyenne St to 9th Street East
- **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.



# 1st Ave N Reconstruction - 1

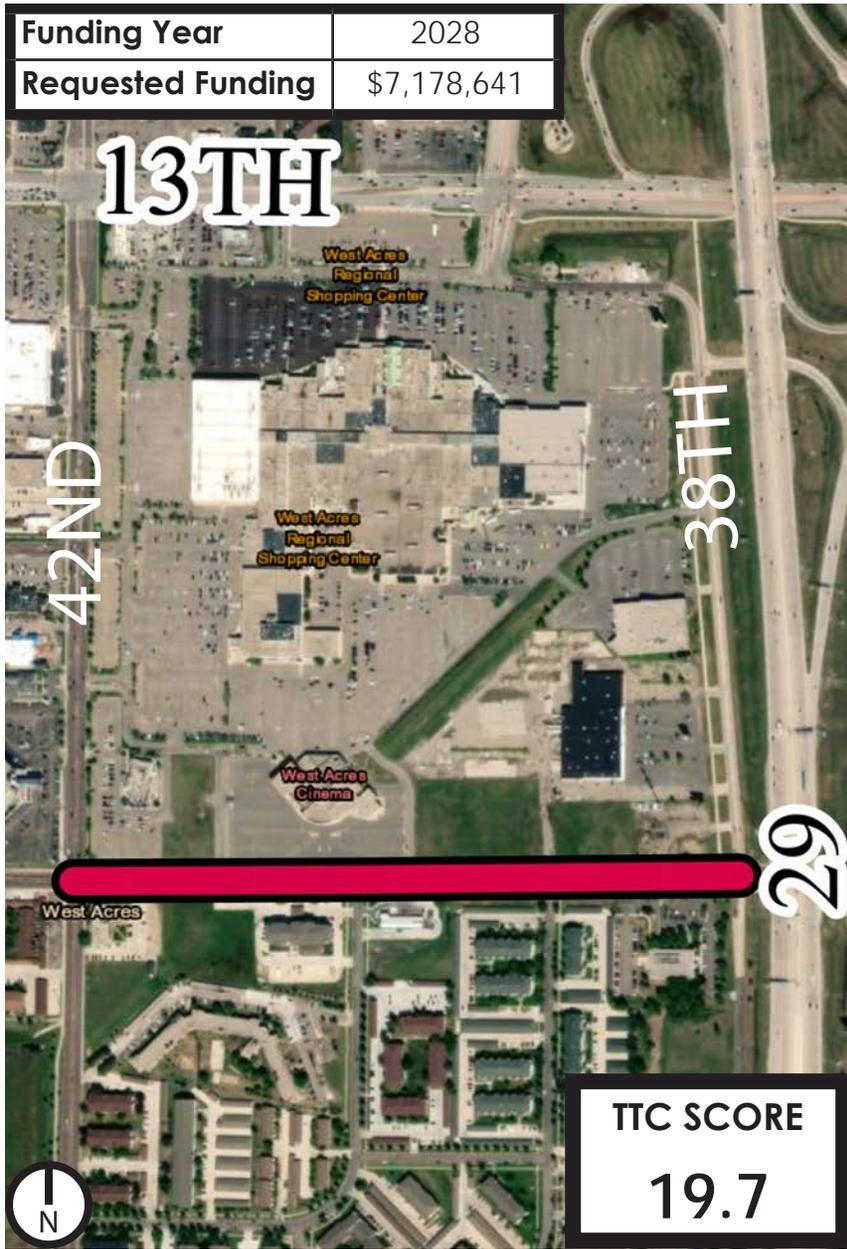
- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 3rd St to Roberts St
- **SCOPE:** 1st Ave N from 3rd Street to Roberts Street was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The half block on each side of Broadway was reconstructed in 2002 with 10" 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.



# 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.

Funding Year	2028
Requested Funding	\$7,178,641



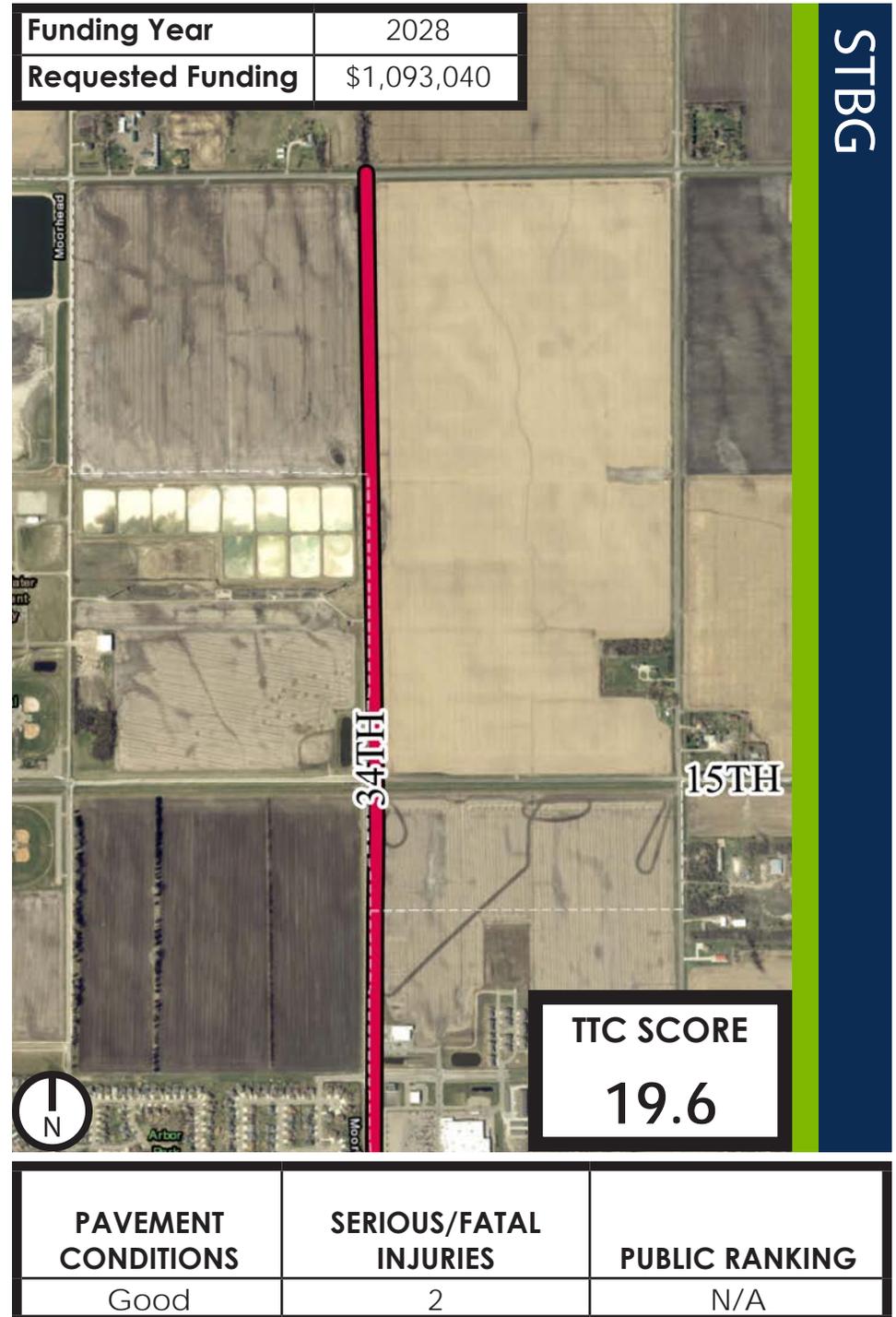
**STBG**

<b>TTC SCORE</b>
<b>19.7</b>

PAVEMENT CONDITIONS	SERIOUS/FATAL INJURIES	PUBLIC RANKING
Good	0	3

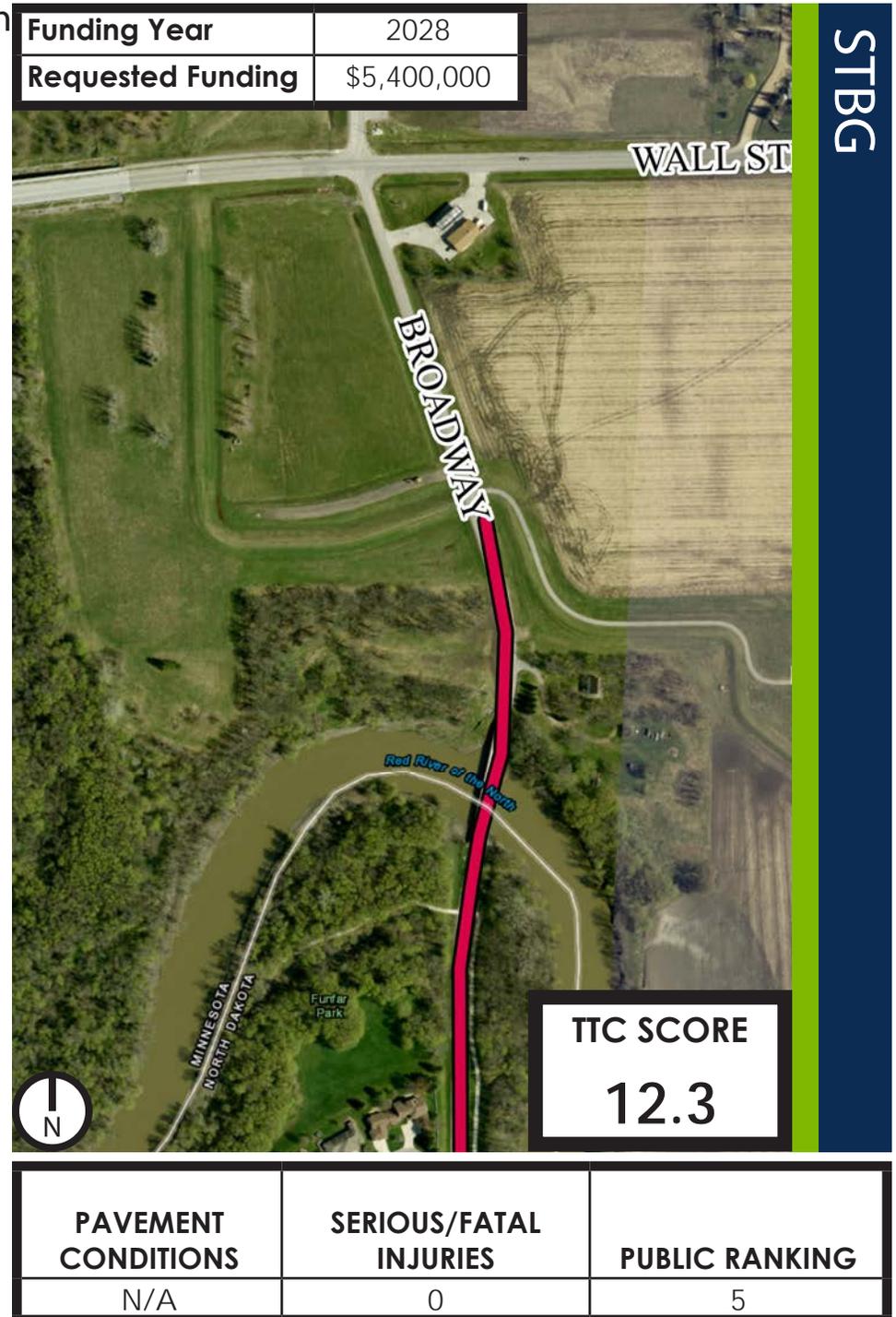
## 34th St N Mill & Overlay

- **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.



## Broadway Bridge Reconstruction - Out of the Floodplain

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 37th Ave N to 57th Ave N
- **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.
- **TOTAL PROJECT COST:** \$38,000,000 - \$51,000,000



## Broadway Bridge Reconstruction - Floodable

- **JURISDICTION:** City of Fargo
- **PROJECT LIMITS:** 37th Ave N to 57th Ave N
- **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.
- **TOTAL PROJECT COST:** \$19,500,000

