

Final 2026-2029 Transportation Improvement Program (TIP)

For the Fargo-Moorhead Metropolitan Area

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

September
25, 2025

Prepared by the Fargo-Moorhead Metropolitan Council of Governments
(Metro COG)

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In association with:
City of Dilworth, City of Fargo, City of Horace, City of Moorhead, City of West Fargo,
Cass County, Clay County, MATBUS, MnDOT, NDDOT, FHWA, and FTA

Approved by the Metro COG Policy Board September 25, 2025



Disclaimer

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The contents of this document reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal departments of transportation

**A RESOLUTION CONFIRMING THE METROPOLITAN TRANSPORTATION PLAN
AS BEING CURRENTLY HELD VALID**

WHEREAS, the U.S. Department of Transportation (DOT) requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

WHEREAS, the DOT further requires that the MPO annually review this transportation plan, and confirm that it is currently held valid and consistent with current transportation and land use issues; and

WHEREAS, Metro COG adopted its Metropolitan Transportation Plan, *Metro 2050: Transportation Moving Ahead* in September of 2024, as well as detailed ancillary modal documents including the Metropolitan Bikeway and Pedestrian (adopted October 2022), a Metropolitan Transit Development Plan (adopted July 2021), a Metropolitan Comprehensive ITS Plan (adopted January 2023); and

WHEREAS, the *Metro 2050: Transportation Moving Ahead* Fargo-Moorhead Metropolitan Transportation Plan includes a transportation management element, a short-and mid-term and a long-term transportation project prioritization element, providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of Metro COG recommends that the *Metro 2050: Transportation Moving Ahead* Metropolitan Transportation Plan be considered valid and consistent with current transportation and land use issues.

NOW, THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board certifies that the *Metro 2050: Transportation Moving Ahead* Metropolitan Transportation Plan is currently held valid and consistent with current transportation and land use considerations.

Approved this 25th day of September, 2025.



Jenny Mongeau
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

**A RESOLUTION ENDORSING THE FY 2026 - FY 2029
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

WHEREAS, the members of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and

WHEREAS, Metro COG is the designated Metropolitan Planning Organization (MPO) for the greater Fargo- Moorhead metropolitan area; and

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the greater Fargo-Moorhead metropolitan area; and

WHEREAS, the Fiscal Year 2026- 2029 Transportation Improvement Program, dated August 2025, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

WHEREAS, the Metro COG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

WHEREAS, the Fiscal Year 2026 - 2029 Transportation Improvement Program has been given due consideration by the public and Metro COG Policy Board; therefore, be it

RESOLVED, that Metro COG approves the Fiscal Year 2026- 2029 Transportation Improvement Program, dated August 2025, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

RESOLVED, that Metro COG certifies that the transportation planning process complies with applicable federal laws and regulations as required in 23 CFR 450.336.

PASSED this 25th day of September, 2025



Jenny Mongeau, Chair
Metro COG Policy Board

TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

The Fargo-Moorhead Metropolitan Planning Organization (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with all applicable requirements as outlined in 23 CFR 450.336 including:


- 1) 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- 2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

The aforementioned applicable requirements are reflective of 23 CFR 450.336 as of August 18, 2025. Metro COG is compliant to the extent all applicable requirements, or portions thereof, are in effect.

Full documentation of Metro COG.s federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrococog@fmmetrococog.org or by visiting in person at 1 – 2nd Street North, Case Plaza, Suite 232, Fargo, North Dakota 58102.

**Fargo-Moorhead Metropolitan
Council of Governments**

**North Dakota
Department of Transportation**

 9/25/25
Signature Date

 9/26/2025
Signature Date

Policy Board Chair
Title

Local Government Engineer
Title

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Glossary

3-C Planning Process: Congress requires that the metropolitan transportation planning process be continuous, cooperative, and comprehensive. Also known as the 3-C planning process.

Administrative Adjustment: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment as described in Section 10 of this document.

Advance Construction: Federal law allows jurisdictions to request and receive approval to construct federal-aid projects prior to receiving apportionment or obligation authority for the federal-aid funds. This allows local jurisdictions to commit future federal funds to a project through the normal FHWA approval and authorization process. With AC, typically local or state funds are used to pay all or a majority of the project cost up-front, then federal-aid reimburses local or state funds in a following year after construction may be complete.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the Metro COG Policy Board prior to becoming part of the TIP as described in Section 10 of this document. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2024 Federal Fiscal Year (September 30, 2024). The annual listing will represent 2024 projects as part of the 2025-2028 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. Metro COG's TIP projects in Minnesota fall under the ATIP for MnDOT District 4. All projects listed in the TIP are required to be listed in the ATIP.

Dynamic Traffic Assignment (DTA): The process by which travelers' routes may vary depending upon the time of day and congestion on the transportation system.

Environmental Review Group (ERG): A sub-committee facilitated by Metro COG which consists of local, state, and Federal agencies responsible for environmental protection and stewardship.

FAST Act: Fixing America's Surface Transportation Act, also known as the FAST Act, was signed into effect on December 4, 2015 as the transportation bill to replace MAP-21. The FAST Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. As the original bill expired, the FAST Act was reauthorized for one year on October 1, 2020. The FAST Act reauthorization expired on September 30, 2021 at the end of Federal Fiscal Year 2021.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 13.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Illustrative Project: An illustrative project is a project which does not have federal funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project. In most cases, federal funding is being pursued for illustrative projects.

Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law" (BIL), was signed into effect on November 15, 2021 as the transportation bill to replace FAST Act. The IIJA is a bipartisan, bicameral, four-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure.

Intelligent Transportation Systems (ITS): Technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure or vehicles. ITS includes a broad range of wireless and traditional communications-based information and other electronic technologies.

Jurisdictions: The member units of government which are within Metro COG's planning area. The member jurisdictions include Fargo, West Fargo, Horace, and Cass County in North Dakota including NDDOT; and Moorhead, Dilworth, and Clay County in Minnesota including MnDOT.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Locally Funded Project (LFP): Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note are listed in Appendix C of this document and may be included in the TIP project listing section for information and coordination purposes only.

MAP-21: Moving Ahead for Progress in the 21st Century, was a previous surface transportation act that was signed into effect on July 6, 2012 and expired September 30, 2014.

Metro COG ID: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process as required by CFR. Metro COG is the MPO for the Fargo- Moorhead Metropolitan Area.

Metropolitan Transportation Initiative (MTI): A sub-committee facilitated by Metro COG that was formed to ensure the development of a coordinated human service public transportation plan.

Metropolitan Transportation Plan (MTP): The official multimodal transportation plan addressing no less than a 20-year planning horizon that Metro COG develops, adopts, and updates through the metropolitan planning process pursuant to CFR.

Other Revenue Source: In the project tables, this column indicates the amount of funding that will be provided for the project from the local jurisdiction(s). Generally, the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, special funding sources, or other federal sources not tabulated elsewhere.

Pending Project: A project designated as "pending" in the project tables is programmed for the pending fiscal year in which it is shown. Pending projects are the first projects that would be shifted to the following year if Congress does not provide sufficient obligation authority to fund said project in the pending fiscal year.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: In the project tables, this column further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: In the project tables, these columns define the physical limits of the said project listed "from" said location "to" said location.

Project Location: In the project tables, this column places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which Metro COG and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. Metro COG then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: In the project tables, this column is the year in which the project is funded, or the federal fiscal year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

Public Participation Plan (PPP): This is a required plan that defines Metro COG's public participation approach to provide all interested parties with reasonable opportunities to be involved in the metropolitan planning process. The Metro COG PPP, adopted in 2022, identifies the public input process used for all types of projects including adopting and maintaining the TIP.

Regionally Significant Project: A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users was signed into effect on August 10, 2005 and expired July 5, 2012. SAFETEA-LU was replaced by MAP-21.

Safety Management Systems (SMS): A formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. SMS includes systematic procedures, practices, and policies for the management of safety risk.

State Transportation Improvement Program (STIP): The STIP is a compilation of significant surface transportation improvements scheduled for implementation with a state (North Dakota or Minnesota) during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.

Transit Asset Management (TAM): Required by CFR for agencies that receive federal financial assistance to provide transit service, the TAM outlines how people, processes, and tools come together to address asset management policy and goals; provides accountability and visibility for furthering understanding of leveraging asset management practices; and supports planning, budgeting, and communicating with internal and external stakeholders.

Transit Development Plan (TDP): The plan addresses no less than a 5-year planning horizon and is intended to support the development of an effective multi-modal transportation system for the FM Area. Metro COG develops, adopts, and updates the TDP through the metropolitan planning process pursuant to CFR.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the FM Metropolitan Area is MATBUS.

Transportation Improvement Program (TIP): The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead Metropolitan area during the next four years.

Transportation Management Area (TMA): An urbanized area with a population over 200,000 as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Unified Planning Work Program (UPWP): Metro COG's statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Acronyms

AC	Advance Construction
ACS	American Community Survey
ALOP	Annual Listing of Obligated Projects
ATIP	Area Transportation Improvement Program (Minnesota)
ATP	Area Transportation Partnership (Minnesota)
BIL	Bipartisan Infrastructure Law
CAV	Connected and Autonomous Vehicles
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CSAH	County State Aid Highway Minnesota)
CR	County Road (North Dakota)
DOT	Department of Transportation
DTA	Dynamic Traffic Assignment
ELLE	Early Let Late Encumbrance
EPA	Environmental Protection Agency
ERG	Environmental Review Group
FAA	Federal Aviation Association
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration FFY Federal Fiscal Year
IDIQ	Indefinite Delivery Indefinite Quantity
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
LFP	Locally Funded Project
LOTTR	Level of Travel Time Reliability
MAP-21	Moving Ahead for Progress in the 21st Century
MATBUS	Metro Area Transit of Fargo-Moorhead
Metro COG	Fargo-Moorhead Metropolitan Council of Governments
MnDOT	Minnesota Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standard
NBI	National Bridge Inventory
NDDOT	North Dakota Department of Transportation
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program

NHPP	National Highway Performance Program
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
O&M	Operations and Maintenance
PCI	Pavement Condition Index
PL	Public Law
PM	Performance Management
PM1	Performance Measure Rule 1 - Safety
PM2	Performance Measure Rule 2 - Pavement and Bridge Condition
PM3	Performance Measure Rule 3 - System Performance, Freight, and CMAQ
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
RS	Regionally Significant
RTAP	Rural Transit Assistance Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy
	for Users
SFY	State Fiscal Year
SHSP	State Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	Safety Management Systems
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
TAM	Transit Asset Management
TAM	Transit Asset Management Plan
TDM	Travel Demand Model TDP Transit Development Plan
TH	Trunk Highway (Minnesota)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TTC	Transportation Technical Committee
TTI	Travel Time Index
TTTR	Truck Travel Time Reliability
UGP	Urban Grant Program (North Dakota)
UPWP	Unified Planning Work Program
URP	Urban Roads Program (North Dakota)
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
YOE	Year of Expenditure

Funding Sources

BR	Bridge
BRU	Bridge - Urban
BROS	Bridge Replacement - County Off-System Project
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CMAQ	Congestion Management Air Quality
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CRP	Carbon Reduction Program
DEMO	Demonstration Project
FTA 5307	FTA Section 5307 - Urbanized Area Formula
FTA 5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities
FTA 5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas
FTA 5339	FTA Section 5339 - Bus and Bus Related Facilities
HBP	Highway Bridge Program
HPP	High Priority Projects Designated by Congress
HSIP	Highway Safety Improvement Program
NDSTREET	ND Small Town Revitalization Endeavor For Enhancing Transportation
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
HBP	Highway Bridge Program
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems
NHS	National Highway System
NHS-U	National Highway System - State Urban Project
Non NHS-S	Non-National Highway System - State Rural Project
RRS	Highway/Railroad Grade Crossing Safety Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STBG-R	Surface Transportation Block Grant Program - Regional
STBG-U	Surface Transportation Block Grant Program - Urban
TA	Transportation Alternatives
TCSP	Transportation & Community System Preservation Program
UGP	Urban Grant Program (North Dakota)

Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP, working closely with various planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information of Metro COG's transportation planning partners is included on the following page. Please contact as applicable for additional information that may not be included in the TIP.

Cass County	City of Dilworth	City of Fargo
Kyle Litchy, PE	Peyton Mastera	Jeremy M. Gorden, PE
Cass County Engineer	Dilworth City Administrator	Division Engineer - Transportation
phone: (701) 298-2380	phone: (218) 287-2313	phone: (701) 241-1529
email: litchyk@casscountynd.gov	email: peyton.mastera@ci.dilworth.	email: jgorden@fargond.gov
City of Horace	City of Moorhead	City of West Fargo
Jim Dahlman	Bob Zimmerman	Jerry Wallace, PE
City Engineer	Engineer Director	West Fargo City Engineer
phone: (701) 532-0438	phone: (218) 299-5399	phone: (701) 515-5104
email: jim.dahlman@interstateeng.com	email: bob.zimmerman@ ci.moorhead.mn.us	email: jerry.wallace@ westfargond.gov
Clay County	MATBUS	MATBUS
Justin Sorum, PE	Julie Bommelman	Jordan Smith
County Engineer	Transit Director	Assistant Transit Director
phone: (218) 299-5099	phone: (701) 476-6737	phone: (701) 476-5940
email: justin.sorum@claycountymn.gov	email: jbommelman@fargond.gov	email: jmsmith@matbus.com
Federal Highway Administration - ND Division	Federal Transit Administration - Region 5	Federal Transit Administration - Region 8
Kristen Sperry	William Wheeler	Ranae Tunison
Planning and Environment Program	Community Planner	Transportation Program Analyst
phone: (701) 221-9464	phone: (312) 353-3879	phone: (303) 362-2397
email: kristen.sperry@dot.gov	email: william.wheeler@dot.gov	email: ranae.tunison@dot.gov
Metro COG	Minnesota DOT	
Adam Altenburg, AICP	Jason Gottfried	
Community & Transp. Analyst	MPO Coordinator	
phone: (701) 532-5105	phone: (651) 296-3000	
email: altenburg@fmmetrocog.org	email: jason.gottfried@state.mn.us	
North Dakota DOT	West Central Initiative	Federal Highway Administration - MN Division
Will Hutchings, AICP	Wayne T. Hurley, AICP	Scott M. Mareck, AICP
MPO Coordinator / Urban Projects Coordinator	Planning Director	Technical Services Team Leader
phone: (701) 328-6421	phone: (218) 739-2239	phone: (651) 291-6114
email: hutchingswill@nd.gov	email: wayne@wcif.org	email: scott.mareck@dot.gov

Section 1 | Introduction

Section 1 – Introduction

Transportation Improvement Program (TIP)

The Fargo-Moorhead Metropolitan Council of Governments, hereafter referred to as Metro COG, as part of the metropolitan area's comprehensive, coordinated, and continuous transportation planning process (3-C process), develops the TIP annually. It is also developed in cooperation with the multiple Metro COG planning partners; the Minnesota Department of Transportation (MNDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local municipal and county jurisdictions, and other organizations and agencies eligible for project sponsorship.

The Transportation Improvement Program (TIP) is a compilation of surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area, hereafter referred to as the FM area, during the next four Federal Fiscal Years (FFY). The FFY begins October 1st and ends September 30th of the following year. The TIP provides a staged, multiyear, multimodal program of transportation projects, which is consistent with the most current Metro COG Metropolitan Transportation Plan (MTP).

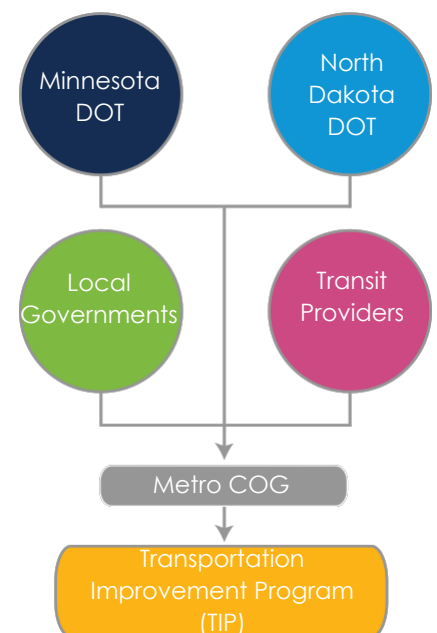
The TIP document includes an Annual Listing of Obligated Projects (ALOP) component for projects obligated in FFY 2025. The ALOP constitutes the agreed-to listing of Federal-Aid projects and Regionally Significant Projects (RSPs) approved by the Metro COG Policy Board.

TIP Development

In general terms, development of the TIP for the FM area involves the following steps:

1. Reviewing and updating projects that were prioritized, programmed, and listed in previous TIPs;
2. Solicitation of new projects eligible for federal aid funding;
3. Receiving applications from local jurisdictions for eligible federal aid projects, Metro COG staff will evaluate projects for consistency with the Metropolitan Transportation Plan (MTP);
4. Providing a Technical Evaluation of the projects through applicable sub-committees and Transportation Technical Committee (TTC);

Figure 1. 1: TIP Development

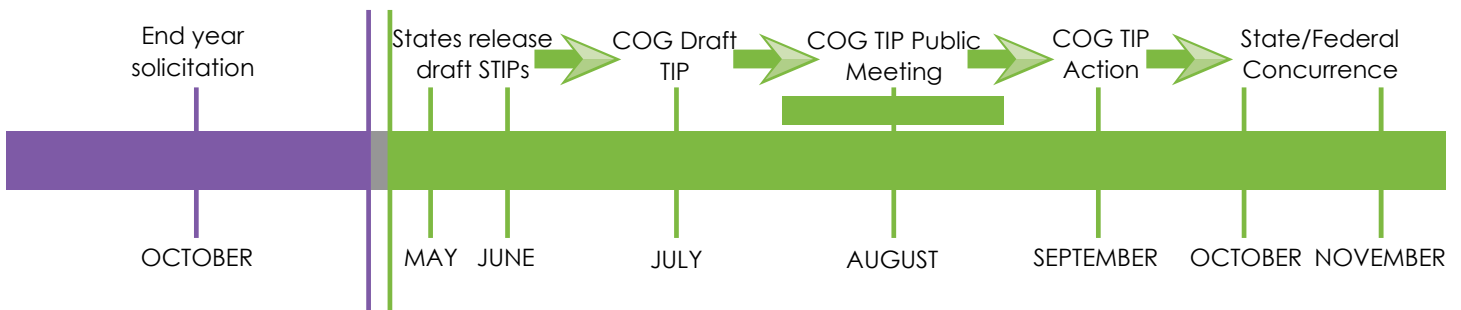


Source: Metro COG

5. Selecting project and determining funding allocation for each by the Policy Board;
6. Soliciting public comment on projects to be included within the TIP;
7. Reviewing local jurisdictions' Capital Improvement Plans (CIPs) to ensure that all RSPs are identified within the first two years of the TIP; and
8. Working cooperatively with MNDOT and NDDOT to integrate Statewide Transportation Improvement Program projects within the Metropolitan Planning Area.

Typically, the TIP development starts with the solicitation of projects in the fall of each year. Notification of projects selected for federal funding occurs prior to the release of the draft STIP by each respective state DOT. Draft STIPs are typically released between May and July. Metro COG begins drafting the TIP document coinciding with the release of the NDDOT and MNDOT Draft STIPs. Final TIP approval through Metro COG's Transportation Technical Committee (TTC), Policy Board, NDDOT, FTA, and FHWA typically occurs in August or September, which occurs before the States have approved their final STIPs. See Figure 1-2 below for the typical TIP/STIP development cycle.

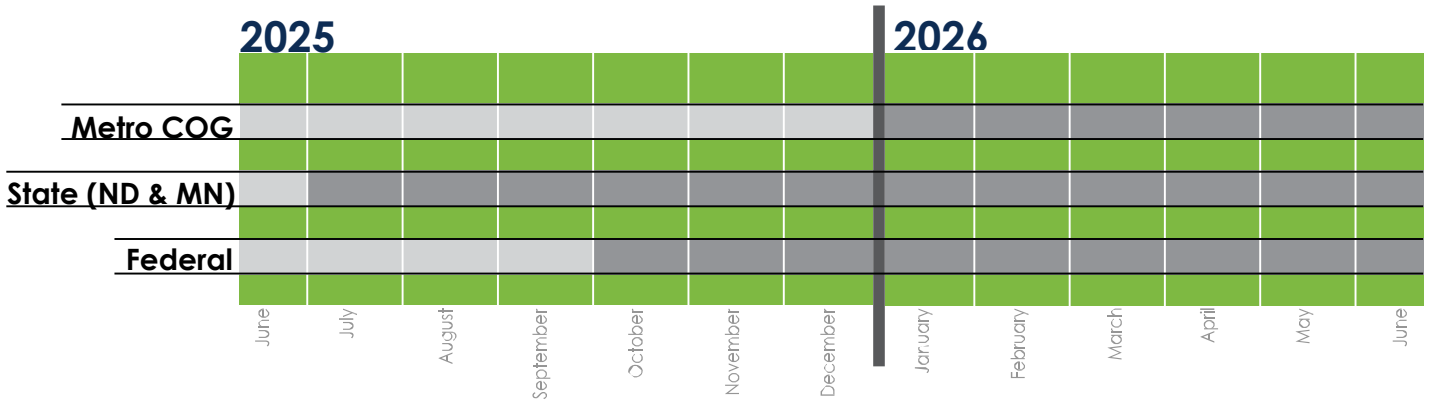
Figure 1. 2: TIP Development Timeline



Source: Metro COG

The fiscal year is also an important component taken into consideration with TIP development. Projects are listed by FFY however, Metro COG, NDDOT, and MNDOT have different fiscal years. Metro COG's fiscal year begins January 1st and ends December 31st, the state (MN & ND) fiscal year, or SFY, begins July 1st and ends June 30th, and as stated earlier, the FFY begins October 1st and ends September 30th. Despite the varying fiscal years, TIP development occurs much earlier than the next calendar year (2026). Figure 1-3, below, shows the variation in agency fiscal years.

Figure 1. 3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained TIP, that outlines funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR), and other federal legislation and guidance. Current regulations defining TIP content are included in the current federal transportation law, the Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The legislation requires that all transportation projects that are authorized under 23 USC or 49 USC Chapter 53 within the Metropolitan Planning Area (MPA) be included in the region’s TIP.

Oversight of the TIP

FHWA and FTA provide funding for roadways and trails, and public transit projects that is matched with state and/or local funding. The Metro COG TIP includes basic project information such as the lead agency, Metro COG ID & State Number, project year, length, project limits (from-to), project description, improvement type, total project cost, federal revenue source, and other revenue source. Non-federally funded, local projects are shown with less-detailed listings that provide project information.

Federal legislation requires a TIP be updated every four years however, Metro COG updates the TIP annually. After approval by the Metro COG Policy Board, the TIP is forwarded for approval by the governors of Minnesota and North Dakota (or their representatives) and is incorporated, by reference or verbatim, into the respective Statewide Transportation Improvement Program (STIP). The FHWA and FTA review each STIP for conformity with federal transportation laws and confirms that each project within the Metropolitan Planning Area is included in the STIP.

Consistency with Other Plans

The Metro COG MTP documents the ongoing, multi-modal, short-term, and long-term transportation planning process in the Fargo-Moorhead MPA. The current Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan, hereafter referred to as Metro 2050, was adopted in April 2025 by the Metro COG Policy Board and has a planning horizon of 2050. Metro 2050 sets the regional transportation policy for all of Metro COG's planning area and identifies major, long-range transportation investments. Major projects contained in the TIP must first be identified in the MTP while minor projects of the TIP must meet the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a minimum of a 20-year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent with other plans developed by Metro COG.

Relationship to the Transportation Planning Process

Table 1. 1: Transportation Plans

Transportation Plan	Date Approved
Metropolitan Transportation Plan	2025
Intelligent Transportation Systems (ITS)	2023
Metropolitan Transit Development	2021
Metropolitan Bikeway and Pedestrian	2022
Public Participation Plan (PPP)	2022

Source: Metro COG

As the designated Metropolitan Planning Organization (MPO) for the FM area, Metro COG is responsible for developing and maintaining several key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the following documents:

- The MTP, Metro 2050, directs the transportation decision-making process in ways that help achieve regional goals. The plan is a policy document that provides the basis for transportation system infrastructure funding decisions in Metro COG's MPA through the year 2050. The MTP also analyzes the transportation system forecasting conditions to the year 2050. Metro 2050 analyzes the true amount of money spent on the transportation system by focusing on a holistic vision of funding spent on the system, rather than just federal funding. Metro COG and its local partners know that there is not enough money to accomplish all of the region's goals, but strives to find high-value, low-cost ways of accomplishing them. The plan describes the current and evolving surface transportation investment strategies ranging from road and transit improvements, to projects that enhance bike, pedestrian, and freight movement. With the integration of data about

local sources of funding, the plan strives to seek a balance between preservation and expansion.

- The Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for Metro COG and funding agencies in scheduling major transportation planning activities, milestones, and products. Studies listed within the UPWP typically become future programmed projects in the TIP.

The Infrastructure Investment and Jobs Act (IIJA) reaffirmed the planning factors from the FAST Act, which added two planning factors that all MPOs must provide consideration and implementation for in their projects, strategies, and services such as plans and studies. The original eight planning factors established by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU were re-established into ten factors in the FAST Act. Those ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Table 1. 2: Schedule of Key Metro COG Products in the Metropolitan Planning Process

Document Timeframe	MTP	PPP	TIP	UPW
	25-years	N/A	4-years	2-
Contents	Identifies regional transportation goals, policies, strategies, performance measures, and major projects from which TIP projects are selected.	Framework which guides the public participation process in transportation planning projects at Metro COG.	Identifies programmed transportation improvements.	Planning activities, studies, and tasks to be undertaken within a two-year timeframe
Update Requirements	Every five years (four years if in nonattainment for air quality)	Examined and updated when necessary	Every four years (Metro COG typically updates the TIP annually)	Annually

Source: Metro COG

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

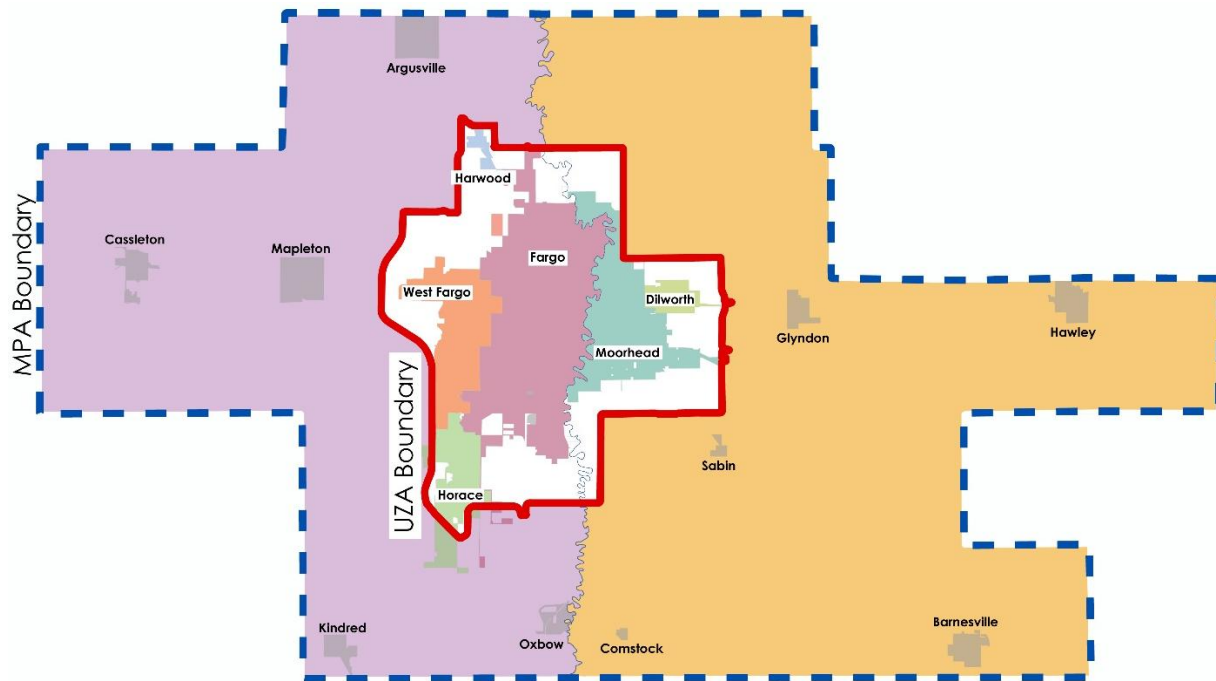
Metro COG serves as the designated MPO for the FM Area. MPOs are mandated to exist by federal transportation legislation for Urbanized Areas (UZAs) with greater than 50,000 population and serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

1. Establish a fair and impartial setting for regional decision-making in the metropolitan area;
2. Evaluate the transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options;
3. Develop and maintain a fiscally constrained, metropolitan transportation plan for the jurisdictions with a planning horizon of at least twenty years that fosters mobility and access for people and goods, efficient system performance, and preservation and quality of life;
4. Develop a fiscally constrained TIP based on the metropolitan transportation plan and designed to serve regional goals; and
5. Involve the general public and all significantly affected sub-groups in each of the four functions as shown above.

Metropolitan Planning Area (MPA)

The Metro COG MPA (dashed blue line outside border of the map seen in Figure 1-4) consists of portions of Cass County in North Dakota and Clay County in Minnesota. All transportation projects, as well as federal transportation funds included in the Metro COG TIP are limited to projects occurring in the Metro COG MPA. The TIP may contain projects outside of the MPA, for instance if a portion of that project crosses the MPA boundary, has a potential impact on the MPA transportation planning processes, or is a regional or state project in which the MPO is a participant.

Figure 1. 4: Urbanized Area (UZA) and Metropolitan Planning Area (MPA)



Urbanized Area (UZA)

The Metro COG UZA (solid red line seen in Figure 1-4) consists of the majority of Fargo, West Fargo, Horace, and Harwood in North Dakota and Moorhead and Dilworth in Minnesota. This boundary is examined for necessary updates after each Decennial Census. Several of Metro COG's funding sources are bound by this boundary (UZA), STBG and TA (See Section 6 for more information on funding sources). There is an exception to this requirement, CRP can be spent outside of the UZA but within the MPA (See Section 6 for more information on funding sources).

Policy Board

The current Metro COG Policy Board is comprised of 17 voting members, comprised of elected officials and officials of public agencies that administer or operate major modes of transportation. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

The Policy Board certifies that the 3-C planning process used within the MPA is in compliance with federal requirements. It reviews and adopts the TIP and has the authority to forward the TIP to the relevant agencies for review and approval. It approves all TIP amendments and is informed of all administrative adjustments as may occur through ongoing TIP maintenance.

The Policy Board is responsible to select and provide a funding allocation for projects solicited with Metro COG's TMA funding sources, STBG, TA, and CRP (See section 6 for more information on funding sources).

Transportation Technical Committee (TTC)

The Metro COG TTC advises the Policy Board on technical matters associated with Metro COG's work activities, mission, and on specific transportation planning issues. The committee is comprised of professional engineering, planning, and transit staff from the local jurisdictions, and includes freight, higher education, public health and other representatives who deal with surface transportation. There are also representatives from other planning partners such as FHWA, FTA, NDDOT, and MNDOT. The TTC reviews projects to be included in the TIP and provides a technical evaluation for these projects. The TTC's evaluation and review is presented to the Policy Board.

Project Solicitation, Prioritization, and Selection

Metro COG, in cooperation with NDDOT, MNDOT, and MATBUS cooperatively implement a process for solicitation, technical evaluation, and selection of transportation improvements which are eligible for federal aid. These procedures may be reviewed and modified annually as needed, in cooperation with MNDOT, NDDOT, and other Metro COG planning partners.

Transportation Management Area (TMA) Designation Impacts

After the 2020 Decennial Census, Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation has been in effective since June 5, 2023. Upon completion of the process, the region was designated as a TMA. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG coordinates with local jurisdictions and state agencies for continuing, cooperative and comprehensive solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with

TMA designation and must follow a consistent and well documented process. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, the excess funding will be allocated to a project that has capacity.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, and selection/funding allocation for three (3) direct allocation funding sources FHWA STBG, TA, and CRP and MATBUS is responsible for three (3) direct allocation funding sources FTA 5307, 5310, and 5339. The solicitation process starts with a meeting of the Prioritization Committee, a sub-set of the TTC, to review the currently available funding picture. This group reviews the Metro 2050 document to see what projects are a good match for the current available funding and regional priorities. The Prioritization Committee meets again to review the technical merits, Metro 2050 analysis, and any planning studies of projects purposed by the local jurisdictions. The proposed projects are reviewed with the respective DOT to verify the DOT does not have any major concerns with a proposed project. The Prioritization Committee then provides a funding recommendation or project prioritization to TTC. At their meeting, the TTC has the opportunity to amend or recommend approval of the Prioritization Committee's recommendation. The TTC's recommendation is then presented to the Policy Board who ultimately selects the funding levels for projects taking into consideration the Prioritization Committee's recommendation, the TTC's recommendation, the Public Ranking of Projects, as well as other factors. Metro COG will continue to coordinate with its member jurisdictions to streamline the application process. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

All other funding sources follow each state's competitive and formula-based project solicitation and are driven by NDDOT and MNDOT through a traditional process in which all MPOs go through. NDDOT and MNDOT will solicit projects from local jurisdictions, however, Metro COG oversees the solicitation. Projects are developed by Metro COG's local jurisdictions and submitted to Metro COG for prioritization and submittal to the respective agency. For competitive project solicitations, projects are first prioritized by their respective Metro COG committees such as the Metropolitan Bicycle and Pedestrian Committee and the Metro Area Transit Coordinating Board (for transit). Final project prioritization is recommended by Metro COG's TTC and Policy Board, which approves the final prioritized list of projects for submittal to the respective DOT.

MTP Prioritization

Project Technical Evaluation comes directly from the policies, goals, and objectives of the currently adopted Metropolitan Transportation Plan (MTP), Metro 2050. The MTP references other core modal plans such as the Fargo-Moorhead Bicycle and Pedestrian Plan (2022), and the Transit Development Plan (2021). Within the MTP, projects are prioritized based upon policy level direction, time frame, prioritization metrics derived from MTP goals and objectives, and need. The MTP prioritization metrics are used to score and rank projects.

Figure 1. 5: Metro 2025 Transportation Goals

METRO 2050 TRANSPORTATION GOALS

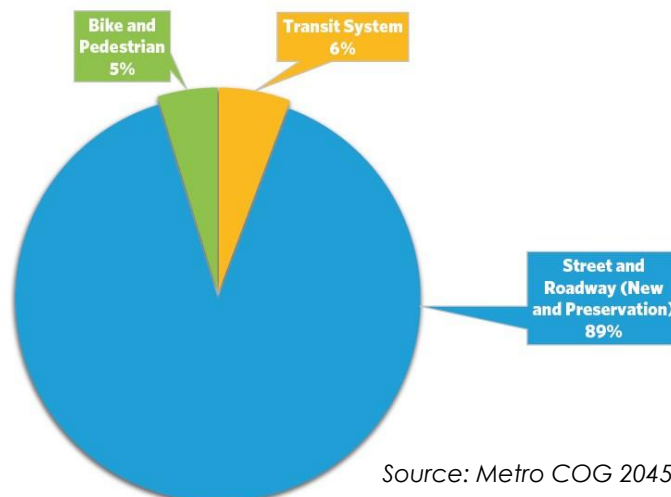


Source: Metro COG

STBG funds are a flexible funding source eligible for a range of transportation improvements, including roadway, bicycle and pedestrian, and transit capital. For many years, STBG funds in the FM Region were used mainly for roadway maintenance and improvement projects. Since 2019, some STBG funding has gone towards capital purchases for MATBUS, with the allocation being split up to 94 percent (94%) roadway and six percent (6%) transit in some years. The use of STBG funds on the North Dakota side compared to the Minnesota side had historically differed in expansion versus preservation, respectively. However, the rate of development and the future Fargo-Moorhead Diversion has shifted more focus to preservation for the entire region. Metro COG established an overall spending goal for the STBG allocation of 89 percent (89%) street and roadway projects, five percent (5%) bike and pedestrian projects, and six percent (6%) transit capital projects. This overall goal was reexamined through development of Metro 2050, to support key goals of Maintaining Transportation Infrastructure and Walking, Biking, and Rolling. Funding allocations will move Metro COG closer to system performance, policy, and congestion management goals by providing a more extensive, connected, and safe bicycle and pedestrian system. At the same time, funding allocations allow Metro COG to continue meeting system preservation targets as demonstrated in Chapter 2, with local jurisdictions having stable financial resources to meet system preservation needs and operate and maintain the system in a state of good repair. Metro 2050's project review and refinement utilized screening processes to identify projects that advanced the goals of the MTP, aligned with local priorities, and advanced the regional transportation system. The process supports the identification of projects that meet modal needs.

Currently there are separate competitive funding sources for bicycle, pedestrian, and transit projects although, Metro COG has selected some competitive STBG funding sources for transit capital purchases. Metro 2050 emphasizes the importance of multi-modal transportation within the plan, as bicycle/pedestrian and transit themes are carried throughout the document from policy level direction, future STBG spending priorities, and most importantly the project implementation tables.

Figure 1. 6: Metro 2050 Future Metro COG STBG Spending Allocation Goal



Source: Metro COG 2045 MTP

Within the project implementation tables of the MTP, all projects are listed by time-frame as either short-, mid-, or long-term implementation priorities for the FM Area. The development of the short-, mid-, and long-term implementation tables was based upon how projects met not only the goals and objectives of the MTP but also upon applicable formal score or ranking as derived from the prioritization metrics. Projects were placed within time-frame bins to allow individual projects to move forward or backward within the defined time-frame based upon need and unique characteristics of the project. The time-frames identify needs while allowing flexibility to move things forward or backward when soliciting projects each year. An addition listing of projects is the Reserve List, which exists for every time period. The Reserve List is composed of projects that do not meet the fiscal constraint of a time period but local jurisdictions would like to complete the project within that time period. If a project does not fit into one of the above mentioned groups, but the local jurisdictions want to keep the project in mind, these projects will be included in the “Illustrative” project list and are generally large multi-year, multi-jurisdictional projects.

Technical Evaluation

The projects in the Metro 2050 underwent an extensive scoring that factored in the 10 goals and 63 objectives. All the 10 different goals were weighted to give higher scores to those projects that address priority goals (Safety and System Security; Walking, Biking, and Rolling; and Maintain Transportation Infrastructure). These projects were then placed into time buckets (Near Term, Mid Term, and Long Term). The projects in these buckets were then collectively prioritized by local jurisdictions into a fiscally constrained list and a reserve list. This scoring and prioritization is considered in the TIP solicitation process.

Metro COG and local jurisdictions will continue refining the process with the help of local technical staff and policy-makers to ensure the process is transparent and working for the area. This process is not anticipated to change drastically. Through the development of the currently adopted and forthcoming MTP(s), local jurisdictions will have ample opportunity to influence and participate in the creation of a formal prioritization process that not only works for said local jurisdiction but also works for the MPA. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

Selection

According to the 2020 Decennial Census, the Fargo Moorhead region surpassed the 200,000-population threshold required to become a TMA. As such, Metro COG was designated a TMA before Federal Fiscal Year 2024 (October 1, 2023). Metro COG has been working with both NDDOT and MNDOT in transition to a TMA. A major responsibility of a TMA is to solicit, provide technical evaluation/prioritization, and select projects that will be funded by its direct suballocation. Metro COG has instituted this process in the 2026-2029 TIP. Federal fiscal year 2024 was the first year that Metro COG selected projects.

This has changed for applicable program solicitations when TMA designation occurred and Metro COG received the direct suballocation of federal funding. State DOTs still administer the funding sources however, Metro COG will be able to select directly from the list of projects that underwent technical evaluation for applicable programs. Funding considerations, fiscal constraint, and maintaining the project development schedule are much larger factors in the selection process after TMA designation. For more detailed information on the solicitation process see Appendix D: Solicitation Process.

Regionally Significant Projects (RSP)

An RSP is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

All projects identified as RSPs appear within the project listings of the TIP document and are highlighted as being “RSP” in the project description. RSPs have been identified within the MPA as defined above. In addition, RSPs shall have all project phases broken out by fiscal year and may not be included in the Lump Sum project tables. RSPs also need to be included in the financial plan and fiscal constraint section of the TIP, included in the STIP, and are subject to formal TIP and STIP modification procedures at the Metro COG and State level, respectively.

Significant Locally Funded Project (LFP)

With direction from the TTC and Policy Board, Metro COG is continuing to help coordinate future construction projects within the MPA. LFPs are typically added to the TIP through coordination with local jurisdictions and are typically also found in the relevant Capital Improvement Program (CIPs) by local units of government (timeframes vary throughout the year). LFPs to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. Select LFPs have been copied from the CIPs with coordination from local jurisdictions and are included within the project listings for informational and coordination purposes only. Metro COG is also including all local and state funded projects through an appendix of local CIPs in Appendix C. The goal of including LFPs is to identify overlapping project timeframes and mitigate impacts from projects in a localized area or on parallel corridors and to inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

Illustrative Project

Illustrative Projects are those projects that were not included in the fiscally-constrained project list due to limited transportation funds. These projects are first to be considered

when funds become available and may or may not have an associated total estimated cost. Upon the notice of funding availability for an individual illustrative project, Metro COG will amend such project into the TIP at that time through TIP modification processes pursuant to Section 10 of this document. There has been a concerted effort not to list illustrative projects within the TIP unless there is strong potential to have a regional impact. An example of illustrative projects listed in the TIP due to their potential regional impact, are projects that have been programmed in response to the FM Diversion project and other projects that are pursuing federal funding. These projects are shown in the TIP as illustrative projects and are highlighted as such in the project description.

Advance Construction (AC) Projects

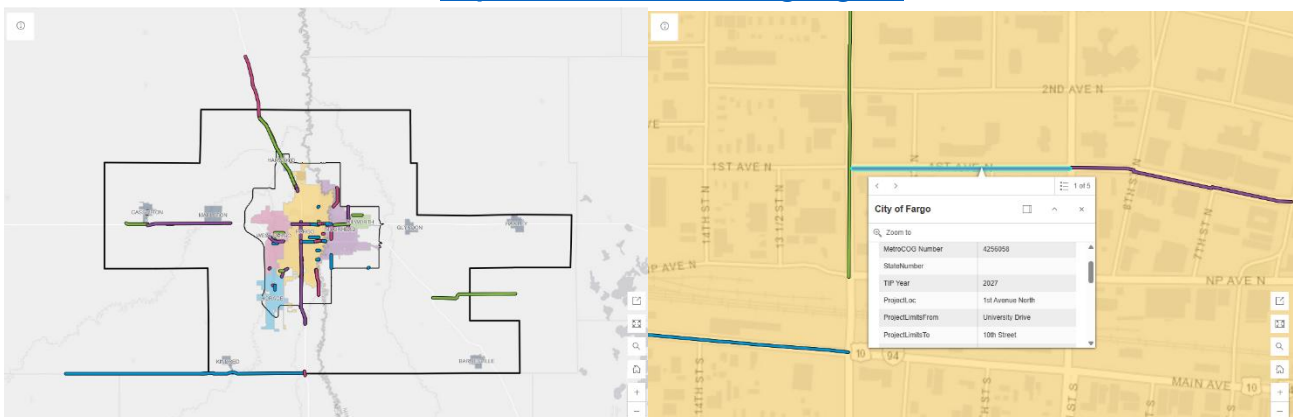
A practice referred to as AC may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FFY and be reimbursed with federal funds in one or more later FFYs. When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FFY with local or state funds. The project may then be included in subsequent FFY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

Section 2 – Project Locator Map

For the development of the 2026-2029 TIP, Metro COG has created an interactive dashboard to easily view projects included in the TIP. This dashboard allows users to separate projects by year and offers various layering tools to make viewing the project locator maps more accessible and user-friendly. The dashboard also includes charts displaying the lead agency, federal funding source, and improvement type for the projects. Users can zoom in on the map to see specific projects and related information as well. The dashboard is located on the Metro COG website and can be found by scanning the QR code or by clicking the link below. If you would like a printed copy of these maps, please contact Metro COG at 701-532-5100 or visit Metro COG's office at 1 2nd Street North Suite 232, Fargo, 58102. Metro COG is committed to ensuring all individuals regardless of race, color, gender, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Alternative participation options will be accommodated upon request.



<https://www.fmmetrocog.org/TIP>



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2026-2029. Maps display projects by TIP project typologies. The project typologies include:

- Bridge (grey)
- Capacity Improvement/Expansion (red)
- Intersection Improvement (teal)
- Maintenance (yellow)
- New Construction (pink)
- Reconstruction (purple)
- Rehabilitation (green)
- Safety (orange)
- Bicycle/Pedestrian (blue)
- Land Acquisition (brown)

The project tables are also listed by year and include the following information, as applicable:

- 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 (cost split by source)

The following pages highlight how to read the project tables and where to find the critical information.

READING THE TABLES

Lead Agency

Typical Agencies include Moorhead Transit, Fargo Transit, City of Fargo, City of Moorhead, City of West Fargo, North Dakota Department of Transportation (NDDOT), Cass County, Minnesota Department of Transportation (MnDOT), Clay County, and other applicable agencies that may receive Federal transportation funds.

Metro COG ID (Project Number) and State Number

Metro COG ID	State #
9162667	22599-8007

As shown directly to the left, the Metro COG ID is the unique seven-digit project number that is assigned to projects whenever they are added to the TIP. The first digit is unique to the lead agency; the second and third digits represent when the project was programmed into the TIP (e.g. X24XXXX = project was added in the development of the 2026-2029 TIP); the fourth digit indicates if the project was added in an amendment (e.g. X241XXX = added project in the first amendment to the 2024-2027 TIP); and the last three digits are the numerical project number as the projects are added to the Draft TIP. State Project numbers are subject to change and are included for informational purposes only.

Project Year

This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year; however, it is typical that first year TIP projects are bid before the next annual TIP is developed.

Length

If applicable, the length of the project is included in miles.

Project Description

This section further identifies the project to be carried out on the previously stated "facility" by describing the limits and types of improvements.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162667	22599-8007	2023	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
NDDOT	9230001	23052	2023	8 th Ave N	0.7	2 nd St N	11 th St N	Reconstruction of 8 th Ave N	Reconstruction	\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-
Cass County																
Cass County	1210023		2023	CR 17 and 64 th Ave S		Intersection of CR 17 & 64 th Ave S		Grading and Surfacing, New Roundabout at CR 17 and 64 th Ave S ***LFP*** Included for information and coordination only	Reconstruction	\$2,000,000	-	-	-	\$2,000,000	-	-
MnDOT																
MnDOT	8220031	1480-186	2023	I-94		Downer	Fergus Falls	***ELLE*** On I-94, From Downer to Fergus Falls, Installation of Snow Fence	Safety	\$708,082	NHFP	\$637,274	\$70,808	-	-	-

Project Location
I-94

Project Limits From	Project Limits To
Downer	Fergus Falls

Project Location and Project Limits

The project location places the project within the legal boundaries of the stated lead agency or jurisdiction. In cases where the project shares land with another jurisdiction, the project location or description will list all of the effect governmental units. Project location and project limits give an accurate reference to where a project will be occurring. The above example indicates that there will be a project on I-94 (Interstate I-94 in Minnesota) from Downer to Fergus Falls.

Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-

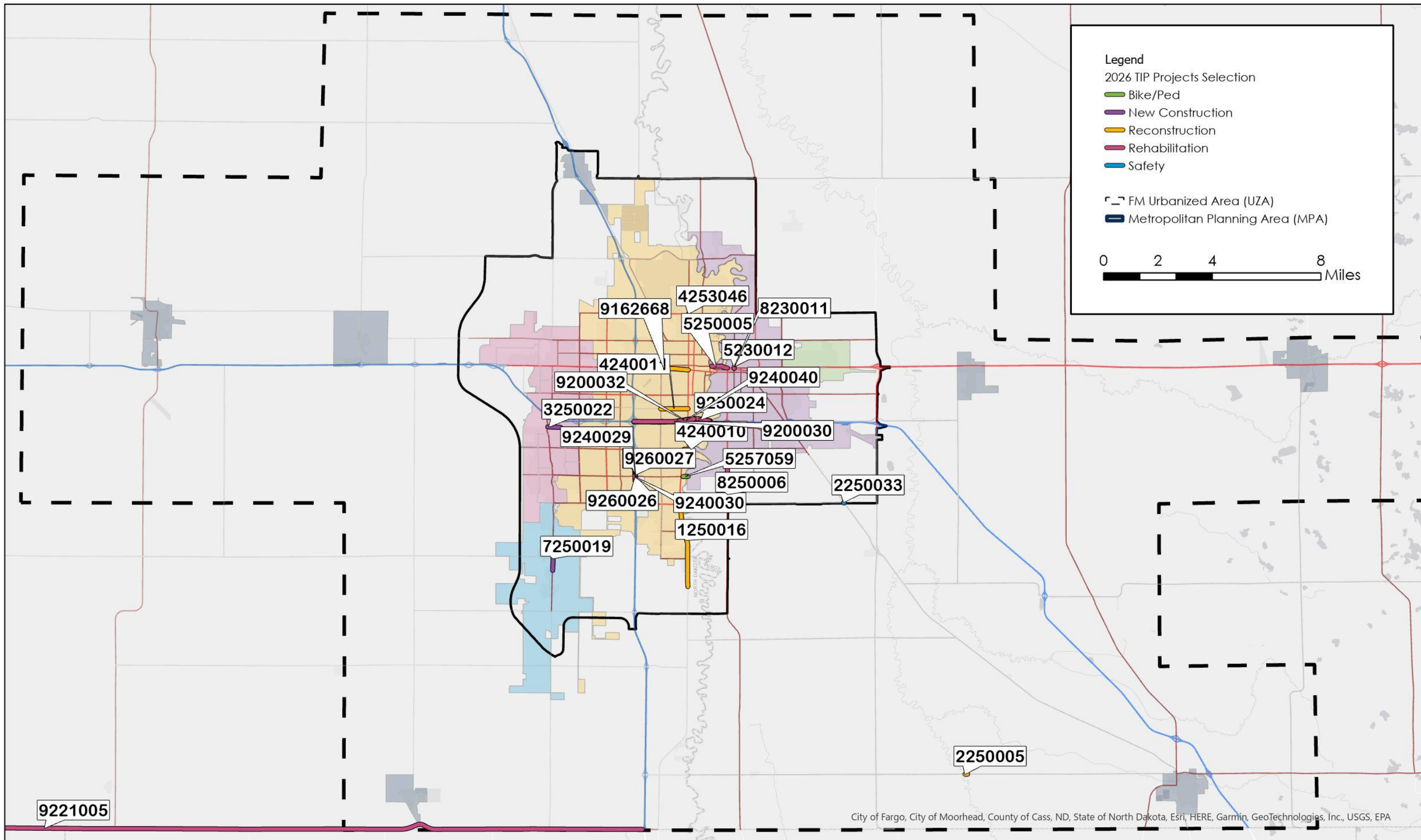
Total Project Cost and Revenue Sources

Among the most critical information in the TIP document are the Total Project Cost, Federal, State, Local, Other Revenue Sources, and Other Revenue columns. The total project cost is the estimated total project cost of the project and all listed revenue sources should equal the total project cost. There may be instances where only one revenue source is listed. For instance, if an LFP or RSP is included in the listing. Vice versa, there may be instances where several revenue sources are listed. For instance, federal projects requiring local matches or other project involving multiple jurisdictions.

The Federal Revenue Source column, as shown above, indicates the program from which federal funding has been identified for the project. Typically, the source is listed by its acronym – a list of federal funding acronyms is available on page 14. The federal funding dollar amount is then listed in the same row under the Revenue column (e.g. IM = Interstate Maintenance – State program funds). All federal funds shown in the project tables are fiscally constrained (see Section 6 – Overview of Federal Aid Programs).

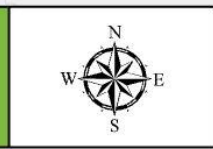
The State, Local, and Other Revenue columns, also shown above, indicate where other funds are coming from. A vast majority of federal funds require a local match which may vary from 10 to 20 percent of the total project cost. Some projects may not be eligible for federal fundings to cover the entire total project cost, in which case more local funds may be shown to cover ineligible expenses.

The revenue sources must equal the total project cost and shall meet all local match requirements of applicable federal funding sources.



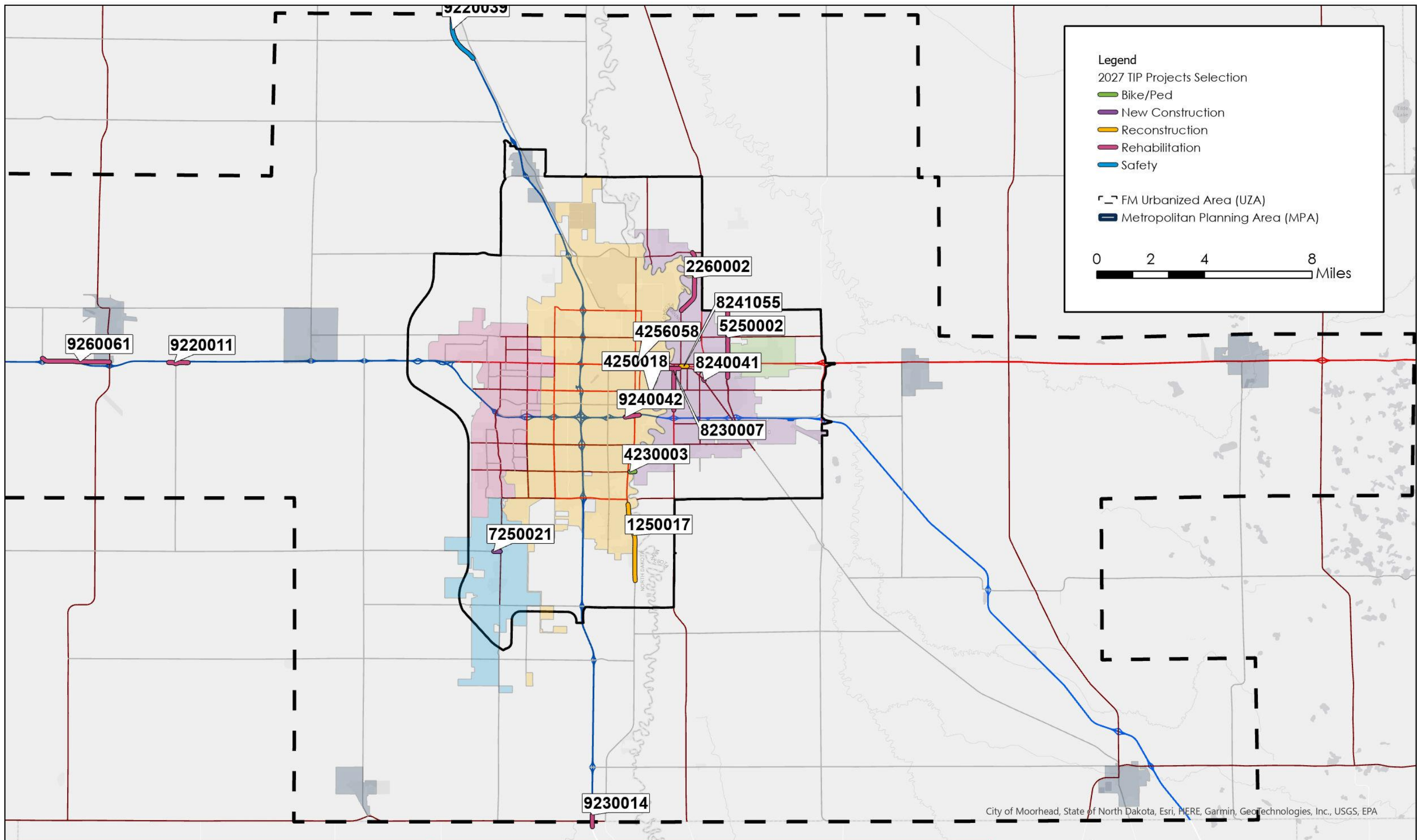
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2026 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162668	23199	2026	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$33,683,000	NHU	\$20,548,000	\$2,316,000	\$10,819,000		
NDDOT	9200030	24112	2026	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,168	IM	\$1,601,251	\$177,917			
NDDOT	9200032	24112	2026	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,920	IM	\$1,601,928	\$177,992			
NDDOT	9221005		2026	ND 46	30.0	East of Enderlin E	I-29	Chip Seal Coat	Rehabilitation	\$1,740,000	Non NHSS	\$1,408,000	\$332,000			
NDDOT	9240029	23773	2026	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240030	23773	2026	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101			
NDDOT	9240040	24112	2026	94 E		I-94-US81 Interchange Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000			
NDDOT	9240053	24052	2026	Various Locations				Remove Negative Left Turn Offsets at various locations. (9th St E & 19th Ave E, 32nd Ave E & 4th St E, Sheyenne St & 38th Ave W)	Safety	\$462,000	HEU	\$415,000		\$47,000		
NDDOT	9250024	24112	2026	I-94 E		1 mile East of US-81		Spall Repair, Approach Slabs, Structural Incidental	Rehabilitation	\$1,083,000	IM	\$975,000	\$108,000			
NDDOT	9260026	23773	2026	I-29N		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
NDDOT	9260027	23773	2026	I-29N		2 SOUTH OF I-94		Deck Overlay	Rehabilitation	\$411,008						\$411,008
NDDOT	9260028	23773	2026	I-29S		2 SOUTH OF I-94 INT		Spall Repair	Rehabilitation	\$55,000	IM	\$49,500	\$5,500			
Cass County																
Cass County	1250016	24418	2026	South University Drive		54th Avenue South	88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250017.	Reconstruction	\$2,023,400	TA	\$850,000		\$468,400	2027 TA Project	\$705,000
City of Fargo																
City of Fargo	4240010	24150	2026	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685		
City of Fargo	4240011	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$9,960,000	STBG	\$5,400,000		\$4,560,000		
City of Fargo	4253046	24053	2026	Intersection		19th Avenue North	University Drive	Remove Negative Left Turn Offsets	Safety	\$351,000	HUE	\$315,900		\$35,100		
Fargo Transit																
Fargo Transit	4230005		2026	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,812,000	FTA 5307	\$3,778,000		\$2,034,000		
Fargo Transit	4230018		2026	Transit				Mobility Manager	Transit Capital	\$108,243	FTA 5310	\$86,594		\$21,649		
Fargo Transit	4230019		2026	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240024		2026	Transit				GTC Deck Overlay	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260044		2026	Transit				Replace Bus Surveillance System	Transit Capital	\$1,500,000	FTA 5339	\$1,200,000		\$300,000		
Fargo Transit	4260045		2026	Transit				Fargo Concrete and Bus Shelter Replacement	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260046		2026	Transit				Replacement of 2 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		
Fargo Transit	4260047		2026	Transit				2 Expansion Vehicles <30Ft. Bus	Transit Capital	\$440,000	FTA 5339	\$352,000		\$88,000		
Fargo Transit	4260048		2026	Transit				Pedestrian Avoidance System	Transit Capital	\$630,000	FTA 5339	\$504,000		\$126,000		
City of West Fargo																
City of West Fargo	3250022	24260	2026	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$1,070,000	CRP	\$746,536		\$323,464		
City of Horace																
City of Horace	7250019	24432	2026	County Road 17	0.3	76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$646,830	CRP	\$413,464		\$233,366		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8230011	1401-177AC	2026	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS**B2020**CMGC**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)	Reconstruction	\$1,902,000	STBG	\$1,902,000				
MNDOT	8250006	1406-79	2026	Highway 75		County Road 12	46th Avenue South	ON US 75, FROM SOUTH OF CSAH 12 TO SOUTH OF 46TH AVE, GRADING, MILL AND OVERLAY, ADA IMPROVEMENTS	Rehabilitation	\$1,300,000	STBG	\$1,058,460	\$241,540			
MNDOT	8256053	8824-261RW	2026	DISTRICTWIDE				WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) RIGHT OF WAY	Safety	\$1,900,000	Protect	\$1,520,000	\$380,000			
MNDOT	8256054	8824-261PE26	2026	DISTRICTWIDE				WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) PRELIMINARY ENGINEERING	Safety	\$1,400,000	Protect	\$1,120,000	\$280,000			
Clay County																
Clay County	2250005	014-598-080	2026	County Road 51		Replace bridge #90901 on CR 51		**BFP**: ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 OVER STREAM 0.8 MILES WEST OF CSAH 21, 5.5 MILES WEST OF BARNESVILLE (ASSOCIATED TO 084-604-021, 084-620-007)	Reconstruction	\$1,252,400	BFP	\$875,000		\$377,400		
Clay County	2250033	014-070-016	2026			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000		
City of Moorhead																
City of Moorhead	5230012	144-090-019AC	2026	US 10 & 11th St		8th St	14th St	**AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK, 1 OF 1	Bike/Ped	\$450,000	TA	\$450,000				
City of Moorhead	5250005		2026	1st Avenue North		Red River	8th Street North	REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$232,650	CRP	\$170,000		\$62,650		
City of Moorhead	5257059	144-090-020	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257060, 5260001 .	Bike/Ped	\$7,100,000	STBG	\$2,312,000		\$888,000	Other MN and ND Sources	\$3,900,000
City of Moorhead	5257060	144-090-020CRP	2026	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. (AC PAYBACK IN 2028). CONNECTED TO 4230003, 5257059, 5260001 .	Bike/Ped	\$50,000	CRP	\$50,000				
Moorhead Transit																
Moorhead Transit	5230003	TRF-0034-26A	2026	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,038,000	FTA 5307	\$581,000		\$4,457,000	ARA	\$841,436
Moorhead Transit	5230004	TRF-0034-26B	2026	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$918,000	FTA 5307	\$187,000		\$731,000		
Moorhead Transit	5230005	TRF-0034-26C	2026	Transit				Sect 5307: City of Moorhead Replacement of two (2) Bus Shelters	Transit Capital	\$72,000	FTA 5307	\$57,600		\$14,400		
Moorhead Transit	5230006	TRF-0034-26D	2026	Transit				Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment	Transit Capital	\$714,000	FTA 5307	\$606,900		\$107,100		
Moorhead Transit	5230008	TRF-0034-26F	2026	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Technology Equipment - Cameras, Radios, etc.	Transit Capital	\$70,000	FTA 5307	\$56,000		\$14,000		
Moorhead Transit	5250036	TRF-0034-26G	2026	Transit				SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5192)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		
Moorhead Transit	5250037	TRF-0034-26H	2026	Transit				SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5193)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		



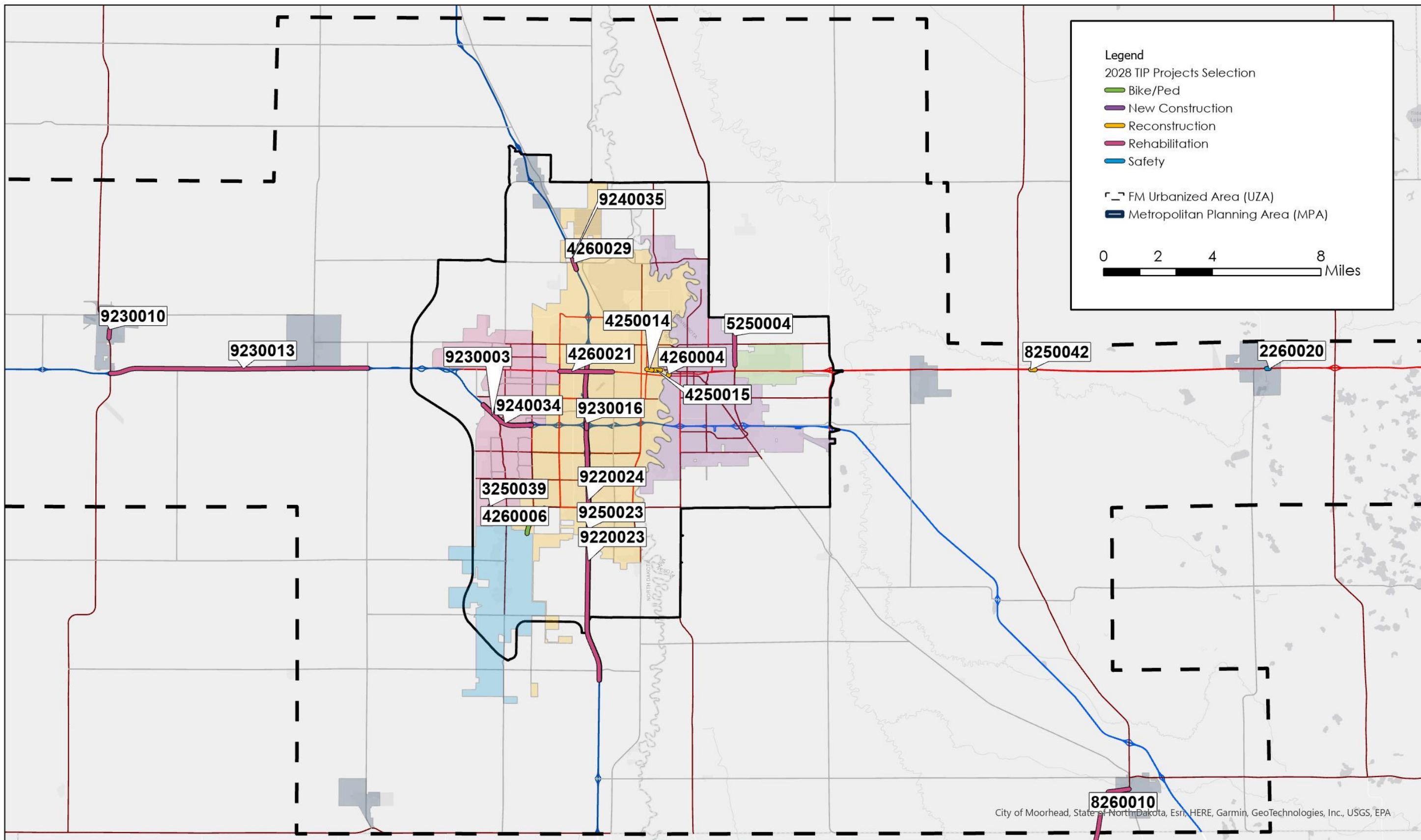
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2027 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9210005	22888	2027	I-29	8.1	CR 20	S of Argusville Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$4,373,269	HEN	\$3,935,942	\$437,327			
NDDOT	9220011	23774	2027	ND 10E		4.0 East of ND 18		Deck overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$132,128	Non NHSS	\$106,931	\$25,197			
NDDOT	9220039	23330	2027	I-29	8.6	S of Argusville Interchange	Gardner Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$5,532,469	HEN	\$4,979,222	\$553,247			
NDDOT	9230014	23905	2027	I-29N		Junction ND 46 & I-29		Deck Replacement	Rehabilitation	\$1,637,802	IM	\$1,474,022	\$163,780			
NDDOT	9240042	24196	2027	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	STBGP	\$494,000	\$55,000	\$61,000		
NDDOT	9260061		2027	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	CPR, Mill/Overlay 2" Max	Rehabilitation	\$1,199,977	SS	\$971,141	\$228,836			
Cass County																
Cass County	1250017	24418	2027	South University Drive				Reconstruction of shared use path along University Drive South Connected to MID 1250016.	Reconstruction	\$705,000	TA	\$564,000		\$141,000		
City of Fargo																
City of Fargo	4230003	24429	2027	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem Connected to 5257059, 5257060, and 5260001	Bike/Ped	\$3,400,000	STBG	\$2,720,000		\$680,000		
City of Fargo	4250018		2027					Construction of a shared use path south of the water reclamation facility.	New Construction	\$370,000	TA	\$296,000		\$74,000		
City of Fargo	4256058		2027	1st Avenue North		University Drive	10th Street	Reconstruction of 1st Avenue North	Reconstruction	\$11,515,888	STBG	\$6,324,210		\$5,191,678		
Fargo Transit																
Fargo Transit	4240025		2027	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$5,986,360	FTA 5307	\$3,891,340		\$2,095,020		
Fargo Transit	4240026		2027	Transit				Mobility Manager	Transit Capital	\$108,243	FTA 5310	\$86,594		\$21,649		
Fargo Transit	4240027		2027	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240028		2027	Transit				Replacement Fixed Route Large Bus & Related Equipment (replace 2-2015 vehicles)	Transit Capital	\$1,250,000	FTA 5339	\$1,000,000		\$250,000		
Fargo Transit	4260049		2027	Transit				Expansion <30ft. Bus for Paratransit	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260050		2027	Transit				Bus Equipment for Expansion	Transit Capital	\$15,000	FTA 5339	\$12,000		\$3,000		
Fargo Transit	4260051		2027	Transit				Replacement of 4 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		
City of Horace																
City of Horace	7250021	24433	2027	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$519,002	CRP	\$415,201		\$103,801		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8230007	1406-76	2027	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous & Concrete Paving, ADA Improvements and Signals	Rehabilitation	\$5,500,000	NHPP	\$3,948,870	\$901,130	\$650,000		
MNDOT	8241055	1401-177AC	2027	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS**B2020**CMGC**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)	Reconstruction	\$200,000	STBG	\$200,000				
MNDOT	8250041	14-00128	2027					OTVR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M11, OAK WAY, MOORHEAD, CLAY COUNTY	Rehabilitation	\$240,000	RRS	\$240,000				
MNDOT	8260025	8824-261	2027					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)	Safety	\$13,400,000	PROTECT	\$10,720,000	\$2,680,000			
Clay County																
Clay County	2260002	014-603-015	2027	CSAH 3		CSAH 18	CSAH 22	Mill and overlay	Rehabilitation	\$1,426,250	STBG	\$1,141,000		\$285,250		
City of Moorhead																
City of Moorhead	5250002	144-135-020	2027	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2028) CONNECTED TO 5250004	Rehabilitation	\$2,443,260	STBG			\$1,350,220	2028 STBG SC	\$1,093,040
Moorhead Transit																
Moorhead Transit	5240012	TRF-0034-27A	2027	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,239,000	FTA 5307	\$598,000		\$4,641,000		
Moorhead Transit	5240013	TRF-0034-27B	2027	Transit				SECT 5307: CITY OF MOORHEAD; PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$954,000	FTA 5307	\$200,000		\$754,000		
Moorhead Transit	5240014	TRF-0034-27C	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE (1) CLASS 200 REPLACEMENT SENIOR RIDE VANS AND RELATED EQUIPMENT	Transit Capital	\$53,000	FTA 5307	\$45,050		\$7,950		
Moorhead Transit	5240015	TRF-0034-27D	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT #2151)	Transit Capital	\$736,000	FTA 5307	\$625,600		\$110,400		
Moorhead Transit	5240016	TRF-0034-27E	2027	Transit				SECT 5307: CITY OF MOORHEAD; REPLACEMENT OF ONE (1) BUS SHELTER	Transit Capital	\$50,000	FTA 5307	\$40,000		\$10,000		
Moorhead Transit	5240017	TRF-0034-27F	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - A/C RECOVERY (1/3 SHARED COST WITH FARGO TRANSIT)	Transit Capital	\$2,200	FTA 5307	\$1,760		\$440		

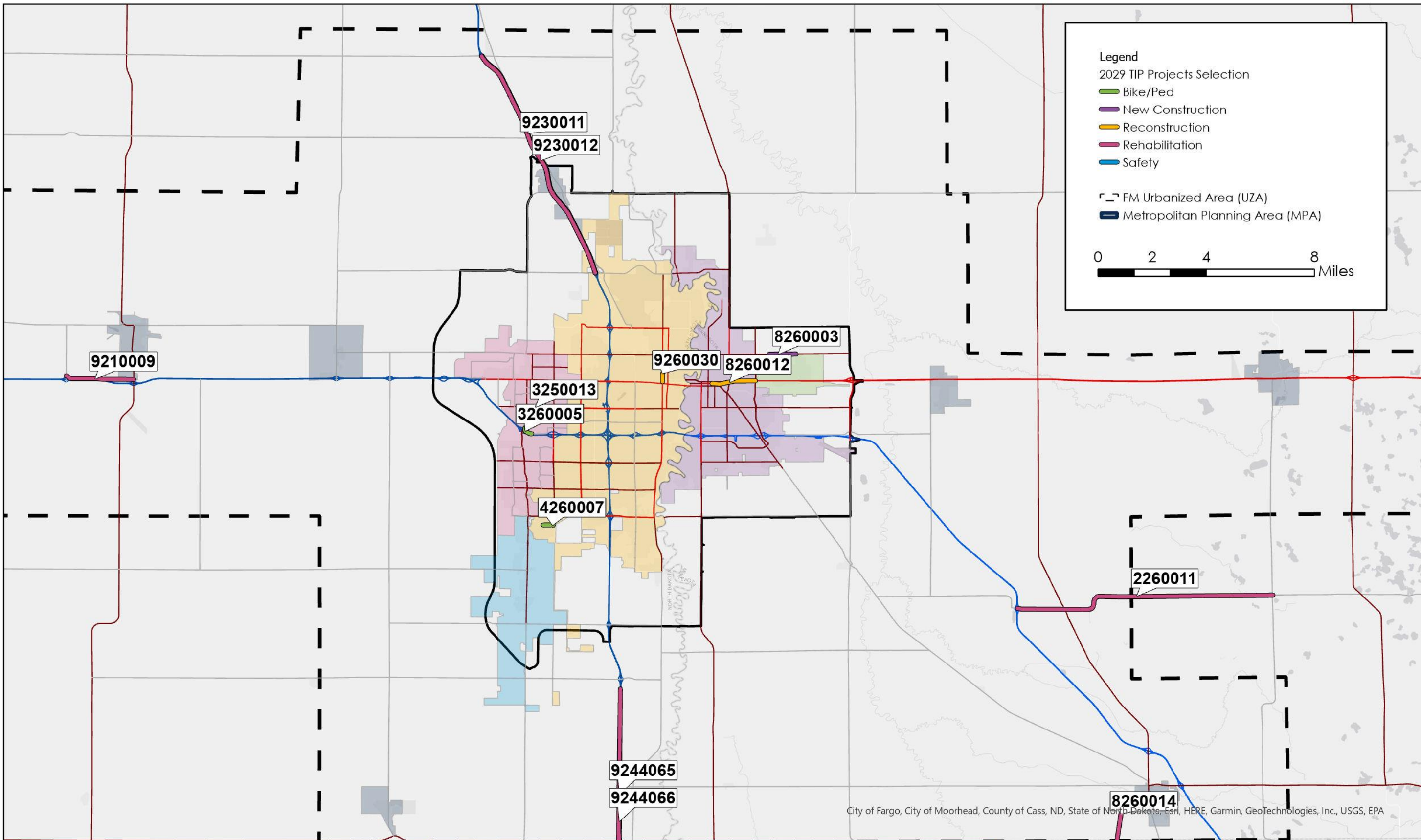


Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2028 TIP Projects

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9220023		2028	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000			
NDDOT	9220024		2028	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000			
NDDOT	9230003		2028	I-94E	2.0	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$353,000	IM	\$318,000	\$35,000			
NDDOT	9230010		2028	ND 18	0.8	7th St S	3rd St N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,644,915	SS	\$1,331,230	\$313,685			
NDDOT	9230013		2028	I-94E	7.7	E Casselton	Raymond Interchange	Concrete Pavement Repair	Rehabilitation	\$1,336,000	IM	\$1,202,000	\$134,000			
NDDOT	9230016	23907	2028	I-29N		I-29 & I-94 Interchange		Structure Paint, Structural Incidental	Rehabilitation	\$729,992	IM	\$656,993	\$72,999			
NDDOT	9240034		2028	I-94W	2.0	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$352,000	IM	\$317,000	\$35,000			
NDDOT	9240035	23596	2028	29 N		3 Miles South of Harwood		Struct Replace, Approach Slabs	Rehabilitation	\$5,839,934	IM	\$5,255,941	\$583,993			
NDDOT	9250023	24477	2028	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$19,739,000	IM	\$17,765,000	\$1,974,000			
City of Fargo																
City of Fargo	4250014	24430	2028	1st Avenue North		10th Street North	Roberts Street	Reconstruction of 1st Avenue North	Reconstruction	\$13,634,516	STBG	\$5,613,716		\$8,020,800		
City of Fargo	4250015	24431	2028	1st Avenue North		Roberts Street	3rd Street North	Reconstruction of 1st Avenue North	Reconstruction	\$9,799,808	STBG	\$5,080,178		\$4,719,630		
City of Fargo	4260004		2028	Red River		Main Avenue	NP Avenue	Reconstruction of shared use path	Reconstruction	\$1,375,000	CRP	\$1,100,000		\$275,000		
City of Fargo	4260006		2028	Drain 27		52nd Avenue South	64th Avenue South	Construction of a shared use path.	Bike/Ped	\$1,297,000	TA	\$870,000		\$427,000		
City of Fargo	4260021	24436	2028	Main Avenue	2.0	45th Street	25th Street	Concrete Pavement Repair and Expansion Joint Modification	Rehabilitation	\$17,244,000	NHU	\$13,956,000	\$1,564,000	\$1,724,000		
City of Fargo	4260029	23596	2028	I-29N		40TH AV NW AT BNRR(E OF N FARGO INT)		Struct Replace	Reconstruction	\$5,839,934				\$5,839,934		
Fargo Transit																
Fargo Transit	4250025		2028	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$6,106,000	FTA 5307	\$3,969,000		\$2,137,000		
Fargo Transit	4260022		2028	Transit				Mobility Manager	Transit Capital	\$136,000	FTA 5310	\$88,000	\$48,000			
Fargo Transit	4260023		2028	Transit				Misc. Support Equipment	Transit Capital	\$132,000	FTA 5339	\$86,000	\$46,000			
Fargo Transit	4260053		2028	Transit				4 Replacement <30ft Bus (8201,8211-8213)	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260054		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$45,000	FTA 5339	\$36,000		\$9,000		
Fargo Transit	4260055		2028	Transit				Replacement Fixed Route Bus >30ft (2161)	Transit Capital	\$740,000	FTA 5339	\$592,000		\$148,000		
Fargo Transit	4260056		2028	Transit				Concrete and Bus Shelter Replacement - 6	Transit Capital	\$200,000	FTA 5339	\$160,000		\$40,000		
Fargo Transit	4260057		2028	Transit				5 Replacement <30ft Bus (8191, 8231-8234)	Transit Capital	\$1,400,000	FTA 5339	\$1,120,000		\$280,000		
Fargo Transit	4260058		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$20,000	FTA 5339	\$16,000		\$4,000		
Fargo Transit	4260059		2028	Transit				Purchase 4 Shelters	Transit Capital	\$90,000	FTA 5339	\$72,000		\$18,000		
Fargo Transit	4260060		2028	Transit				Concrete and Bus Shelter Replacement - 4	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
City of West Fargo																
City of West Fargo	3250039		2028			52nd Avenue West	9th Street West	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.	New Construction	\$2,260,000	HSIP	\$2,034,540		\$226,060		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8250042	1401-179	2028					On US 10, replace/redeck westbound old bridge #5854 and new bridge #14015.	Reconstruction	\$5,000,000	NHPP	\$4,071,000	\$929,000			
MNDOT	8260010	8409-26	2028	MN Highway 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY AND REPLACE/EXTEND BOX CULVERTS (8783, 8784, 91425) AC PROJECT, PAYBACK IN 2029	Rehabilitation	\$11,824,376	STBGP	\$6,127,407	\$2,196,969		AC 2029 STBGP	\$3,500,000
Clay County																
Clay County	2260020	1401-208	2028	Hawley, Mn 8th Street				**PROTECT**: ON US 10, AT 8TH STREET IN HAWLEY, CULVERT REPLACEMENT/DRAINAGE REPAIR, ASSOCIATED TO 014-596-003	Rehabilitation	\$600,000	Protect	\$480,000		\$120,000		
City of Moorhead																
City of Moorhead	5250004	144-135-020AC	2028	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PAYBACK 1 OF 1) CONNECTED TO 5250002.	Rehabilitation	\$1,093,040	STBG	\$1,093,040				
City of Moorhead	5260001	144-090-020	2028	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.	Bike/Ped	\$450,000	TA	\$450,000				
Moorhead Transit																
Moorhead Transit	5250008	TRF-0034-28A	2028	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5250009	TRF-0034-28B	2028	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5250010	TRF-0034-28C	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250011	TRF-0034-28D	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250012	TRF-0034-28E	2028	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
Moorhead Transit	5250034	TRF-0034-28F	2028	Transit				SECTION 5307: REPLACE ONE (1) BUS SHELTER	Transit Capital	\$52,000	FTA 5307	\$41,600		\$10,400		



Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2029 TIP Projects



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9210009		2029	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	Chip Seal Coat	Rehabilitation	\$157,481	SS	\$127,449	\$30,032			
NDDOT	9230011		2029	I-29N	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,711,737	IM	\$1,540,563	\$171,174			
NDDOT	9230012		2029	I-29S	9.9	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,787,111	IM	\$1,608,400	\$178,711			
NDDOT	9240038	24204	2029	94 E		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$759,192	IM	\$683,273	\$75,919			
NDDOT	9240041		2029	94 W		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$759,192	IM	\$683,273	\$75,919			
NDDOT	9244065		2029	I-29 N	9.3	Christine Interchange	Wild Rice River	Concrete Pavement Repair	Rehabilitation	\$1,613,000	IM	\$1,452,000	\$161,000			
NDDOT	9244066		2029	I-29 S	9.7	Christine Interchange	Wild Rice River	Concrete Pavement Repair, Mill and Overlay 2" Max	Rehabilitation	\$4,586,000	IM	\$4,127,000	\$459,000			
NDDOT	9250026		2029	94 E	4.1			East of Casselton SHRP Section Crack and Seat, Structural OI>3	Rehabilitation	\$8,669,000	IM	\$7,802,000	\$867,000			
NDDOT	9260030		2029	Hwy 81 N		NP Avenue	4th Avenue N	Reconstruction of 10th Street North, Sanitary Sewer	Reconstruction	\$11,216,325	NHU	\$6,349,686	\$711,623	\$4,155,016		
City of Fargo																
City of Fargo	4260007		2029	Deer Creek Area		Drain 27	Deer Creek Elementary	Construction of a shared use path.	Bike/Ped	\$580,000	TA	\$460,828		\$119,172		
Fargo Transit																
Fargo Transit	4260031		2029	Transit				5307 Operating Funds for Fixed Route, ADA Paratransit, Planning and Preventive Maintenance	Transit Operations	\$7,562,500	FTA 5307	\$4,850,000		\$2,712,500		
Fargo Transit	4260032		2029	Transit				Misc Support Equipment	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260033		2029	Transit				Replacement 2 >30ft Bus for Fixed Route (4171-4172)	Transit Capital	\$1,500,000	FTA 5339	\$1,200,000		\$300,000		
Fargo Transit	4260034		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260035		2029	Transit				3 Replacement <30ft Bus for Paratransit (8241-8243)	Transit Capital	\$900,000	FTA 5339	\$720,000		\$180,000		
Fargo Transit	4260036		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000		
Fargo Transit	4260037		2029	Transit				Concrete and Bus Shelter Replacement	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260038		2029	Transit				Replacement <30ft Bus for Paratransit (8233)	Transit Capital	\$300,000	FTA 5339	\$240,000		\$60,000		
Fargo Transit	4260039		2029	Transit				Marriot Hub Shelter Improvements	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260040		2029	Transit				Moorhead Shelter Replacement	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260041		2029	Transit				Mobility Manager	Transit Capital	\$175,500	FTA 5310	\$140,400		\$35,100		
Fargo Transit	4260042		2029	Transit				Replacement <30ft Bus for Paratransit (8234)	Transit Capital	\$300,000	FTA 5310	\$240,000		\$60,000		
Fargo Transit	4260043		2029	Transit				Fargo Shelter Replacement	Transit Capital	\$120,000	FTA 5310	\$96,000		\$24,000		
City of West Fargo																
City of West Fargo	3250013		2029	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$15,405,473	STBG	\$10,907,772		\$4,497,701		
City of West Fargo	3260005		2029	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008	Bike/Ped	\$1,580,160	CRP	\$1,220,000		\$360,160		
City of West Fargo	3260008		2029	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005	Bike/Ped	\$523,965	TA	\$419,172		\$104,793		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8260012	1401-190	2029	US 10		13th Street	West of 34th Street	**AC**: ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD, RECONSTRUCTION, AC PAYBACK IN 2030	Reconstruction	\$21,000,000	NHPP	\$10,284,000	\$3,716,000		AC 2030 NHPP	\$7,000,000
MNDOT	8260013	1480-195	2029	I-94 EB		0.0 Mi East of TH 336	0.1 Mile West of CSAH 10	**AC**: ON I-94 EB, 0. MI EAST TH 336 - 0.1 MI WEST CSAH 10 , MILL AND OVERLAY (AC PAYBACK IN 2030)	Rehabilitation	\$16,000,000	NHPP	\$8,500,000	\$1,500,000		AC 2030 NHPP	\$6,000,000
MNDOT	8260014	8409-26AC	2029	CSAH 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY AND REPLACE/EXTEND BOX CULVERTS (8783, 8784, 91425) AC PROJECT, PAYBACK1 OF 1	Rehabilitation	\$3,500,000	STBGP	\$3,500,000				
Clay County																
Clay County	2260011	014-610-035	2029	CSAH 10		CSAH 10 to CSAH 52	MN 9 to CSAH 31	ON CSAH 10, FROM CSAH 10 TO CSAH 52 AND FROM MN 9 TO CSAH 31 IN NORTH MOORHEAD, BITUMINOUS MILL AND OVERLAY	Rehabilitation	\$4,500,000	STBGP	\$1,027,890		\$3,472,110		
Moorhead Transit																
Moorhead Transit	5260015	TRF-0034-29A	2029	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5260016	TRF-0034-29B	2029	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5260017	TRF-0034-29C	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5260018	TRF-0034-29D	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5260019	TRF-0034-29E	2029	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
City of Dilworth																
City of Dilworth	8260003	098-080-056	2029	15th Avenue North		40th Street North	7th Street Northeast	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING	New Construction	\$3,182,430	STBG	\$1,149,000		\$2,033,430		

LUMP SUM PROJECTS

Metro COG and NDDOT are including the following tables and associated project phase lump sum projects in an effort to make federal funding authorization more efficient. The lump sum projects apply only to the North Dakota side of the MPA, because NDDOT and MnDOT operate in different ways. For example, NDDOT will use federal funds for Preliminary Engineering (PE), Right-of-way (ROW), and Utilities whereas MnDOT uses federal funds less often for said project phases. Lump sum projects are shown for all North Dakota projects within the MPA. Projects are included in the tables below for project phase authorization. Some projects may not be in a bid opening until 2028 but phases of the project may occur as soon as 2025. Lump sum tables are rounded to the nearest \$1,000. The lump sum projects are subject to normal TIP revision procedures as identified in Section 10 - TIP Revisions.

Lump Sums - 2026						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2026	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2026	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2026	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2027						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2027	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2027	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2027	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2028						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2028	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2028	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2028	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2029						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2029	\$1,475,000	\$1,100,000	\$200,000	\$175,000
	Right-of-Way (ROW)	2029	\$950,000	\$600,000	\$175,000	\$175,000
	Utilities	2029	\$170,000	\$100,000	\$35,000	\$35,000

Section 4 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2026-2029 TIP is reflective of projects that have been bid or let in 2025. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. LFPs and Illustrative projects are included as applicable.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
Metro COG																
Metro COG	0232073		2025					Flex to Metro COG Planning	Planning	\$404,948	STBG	\$323,958		\$80,990		
NDDOT																
NDDOT	9220025	23520	2025	I-94 W		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
NDDOT	9231002	23774	2025	I-94 frontage road bridge 4 miles east of ND 18				DECK OVERLAY, BR RAIL RETRO, APPR SLAB REP, SPALL REPAIRS, EROSION REPAIR (#0010-006.645)	Rehabilitation	\$122,000	SS	\$99,000	\$23,000			
NDDOT	9231004	23800	2025	West Fargo	Intersection	9th Street	Veterans Boulevard	WEST FARGO 9TH ST/VETERANS(4AV-40AV) SIGNAL REVISION	Safety	\$637,818	HEU	\$574,036		\$63,782		
NDDOT	9240032	23520	2025	I-94 E		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
NDDOT	9240051	24036	2025		21.5	ND 46	Exit 69	SIGNING, PAVEMENT MARK, DYNAMIC MSG SGN CONC SURF GRIND, ITS	Safety	\$8,953,586	HEN	\$8,058,226	\$894,360			
NDDOT	9240052	24051	2025	Various Locations				Remove Negative Left Turn Offsets at various locations. (Veterans Blvd & 36 Ave E, Veterans Blvd & 40th Ave E)	Safety	\$784,042	HEU	\$705,638		\$78,404		
NDDOT	9242074	24496	2025	Fargo District				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	\$1,440,000		\$160,000		
NDDOT	9253047	24223	2025	Various				Camera Sites, Dynamic Message Signs & Intelligent Transportation Systems	Safety	\$1,524,287	ITS	\$1,233,605	\$290,682			
NDDOT	9255050	24567	2025					WIM, AUTO TRAFFIC RE, PREVENTIVE MAINTENANCE	Rehabilitation	\$1,111,950	SS	\$889,560	\$222,390			
NDDOT	9256055	24579	2025	Intersection		ND 18	Railroad	Railroad crossing signal radar install DOT-AAR NO. 071103U	Rehabilitation	\$202,415	RRS	\$182,174	\$20,243			
NDDOT	9256056	24580	2025	Intersection		ND 18	Railroad	Rail road crossing hazard elimination improvements DOT-AAR NO. 071103U	Rehabilitation	\$286,570	RRS	\$143,285		\$143,285		
NDDOT	9256057	24582	2025	Intersection		Broadway	Railroad	Rail road crossing hazard elimination improvements DOT-AAR NO. 070809N	Rehabilitation	\$155,483	RSU	\$82,842		\$72,642		
Cass County																
Cass County	1220039		2025	CR 81		CR 20	CR 32	Grading and Surfacing ***LFP*** Included for Information and Coordination Only	Reconstruction	\$5,200,000				\$5,200,000		
City of Fargo																
City of Fargo	4220019	23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail. Previous Metro COG ID Number 9231001.	Rehabilitation	\$470,761	STBG	\$342,711		\$128,050		
City of Fargo	4232022	23946	2025	Drain 27 Crossing	0.2			Construction for new shared use path and crossing connecting two existing trail networks at Drain 27.	Bike/Ped	\$562,302	TA	\$455,071		\$107,231		
City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South	Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North	Bike/Ped	\$1,357,919	CRP	\$1,086,335		\$271,584		
Fargo Transit																
Fargo Transit	4220018		2025	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,698,000	FTA 5307	\$3,704,000		\$1,994,000		
Fargo Transit	4230016		2025	Transit				Mobility Manager	Transit Capital	\$106,121	FTA 5310	\$84,897		\$21,224		
Fargo Transit	4230017		2025	Transit				Misc. Support Equipment	Transit Capital	\$145,000	FTA 5339	\$116,000		\$29,000		
Fargo Transit	4240022		2025	Transit				Transit Development Plan - Fargo Share of \$34,485 grand total	Transit Capital	\$34,485	FTA 5339	\$27,588		\$6,897		
Fargo Transit	4240023		2025	Transit				Replacement Fixed Route Large Bus & Related Equipment (replace 5-2013 vehicles)	Transit Capital	\$3,000,000	FTA 5339	\$2,400,000		\$600,000		
City of West Fargo																
City of West Fargo	3220021	23537	2025	9th St NE		Main Ave	12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$1,900,000	Fargo Local Funding	\$3,500,000
City of West Fargo	3250040	23537	2025	9th St NE		Main Ave	12th Ave NE	Railroad grade separation for the urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$29,770,684	Raise	\$23,816,550		\$5,954,134		
City of West Fargo	3254048		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254049	Reconstruction	\$275,889	CRP	\$220,711		\$55,178		
City of West Fargo	3254049		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	Reconstruction of Shared Use Path and Pedestrian Ramps. Connected to 3254048	Reconstruction	\$472,419	TA	\$377,935		\$94,484		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8230006	14-00127	2025	CSAH 17		CSAH 17, 100th St S, Glyndon, Clay County		BNSF RR, Replace Existing Signal System at CSAH 17, 100th St S, Glyndon, Clay County	Safety	\$400,000	RRS	\$200,000	\$200,000			
MNDOT	8230010	1401-177AC1	2025	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3	New Construction	\$830,000	STBG	\$830,000				
MNDOT	8240044	1401-177PROAC	2025	US 10				**PROTECT**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$1,451,856	PROTECT	\$1,451,856				
MNDOT	8240045	1480-187	2025	I-94				**BFP** : ON I94, RED RIVER BRIDGE IMPROVEMENTS #9066 (EB) AND 9067 (WB), MILL AND OVERLAY	Rehabilitation	\$5,593,600	BFP	\$5,034,240	\$559,360			
MNDOT	8240050	1480-190	2025					**ITS** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8250032 and 8241072.	Safety	\$1,794,445	NHPP	\$950,000	\$105,556		2025 MnDOT CRP and HSIP Project	\$738,889
MNDOT	8241072	1480-190	2025					**HSIP** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8240050 and 8250032.	Safety	\$488,889	HSIP	\$440,000	\$48,889			
MNDOT	8247070	8824-259	2025	I-94		EXIT 1A OR 2A/B		**NEVI** DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 1A OR 2A/B ON I94	New Construction	\$867,000	NEVI	\$693,600	\$86,700	\$86,700		
MNDOT	8250032	1480-190	2025					**CRP** ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8240050 and 8241072.	Safety	\$250,000	MnDOT CRP	\$200,000	\$50,000			
MnDOT	8250038	8824-261PE	2025					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (PRELIMINARY ENGINEERING FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS). AC PROJECT, PAYBACK IN 2026	Preliminary Engineering	\$900,000	Protect	\$720,000		\$180,000		
MnDOT	8251043	8824-235	2025	Various Locations				ON US 10 AND I-94, DISTRICTWIDE GUARDRAIL REPAIR, VARIOUS LOCATIONS	Safety	\$500,000	STBGP	\$407,100	\$92,900			
MnDOT	9251044	8824-260	2025	I-94				**NEVI** DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 22, 24, OR 38 ON I94	New Construction	\$820,000	NEVI	\$656,000	\$82,000	\$82,000		
Clay County																
Clay County	2244064	014-611-055	2025	CSAH 11	5.1	CSAH 18	CSAH 26	**PROTECT** : ON CSAH 11, FROM CSAH 18 TO CSAH 26, CONCRETE REHABILITATION	Rehabilitation	\$930,020	PROTECT	\$539,498		\$390,522		
City of Moorhead																
City of Moorhead	5245068	144-135-021	2025	34th Street		4th Avenue S	3rd Avenue N	RECONSTRUCTION OF 34TH STREET (ASSOCIATED TO SP 144-135-021CRP) Connected to 5245069.	Reconstruction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000
City of Moorhead	5245069	144-135-021CRP	2025	34th Street		4th Avenue S	3rd Avenue N	**CRP** : RECONSTRUCTION OF 34TH STREET SHARED USE PATH ON WESTSIDE OF ROADWAY. CONSTRUCTION OF NEW SIDEWALK ON EASTSIDE OF ROADWAY (ASSOCIATED TO SP 144-135-021) Connected to 5245068.	Reconstruction	\$150,000	CRP	\$120,000	\$30,000			
Moorhead Transit																
Moorhead Transit	5220013	TRF-0034-25A	2025	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$4,306,000	FTA 5307	\$564,000		\$3,742,000		
Moorhead Transit	5220017	TRF-0034-25G	2025	Transit				SECT 5339: CITY OF MOORHEAD, PURCHASE MISCELLANEOUS SUPPORT/FACILITY EQUIPMENT (SCRUBBER/WASHER, PRESS AND PRESSURE WASHER) (SPLIT COST OF 96,000 WITH 1/3 COMING FROM MOORHEAD AND 2/3 COMING FROM FARGO)	Transit Capital	\$33,000	FTA 5339	\$26,400		\$6,600		
Moorhead Transit	5220034	TRF-0034-25B	2025	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$883,000	FTA 5307	\$175,000		\$708,000		
Moorhead Transit	5250035	TRF-0034-25J	2025	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 400 BUS AND RELATED EQUIPMENT	Transit Capital	\$225,000	FTA 5310	\$191,250		\$33,750		

Lump Sums - 2025						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2025	\$1,451,000	\$1,285,000	\$159,000	\$7,000
	Right-of-Way (ROW)	2025	\$700,000	\$500,000	\$100,000	\$100,000
	Utilities	2025	\$4,145,000	\$3,354,000	\$376,000	\$415,000

Section 5 | Financial Plan and Fiscal Constraint

Section 5 – Financial Plan and Fiscal Constraints

Financial Plan

Metro COG accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the greater Fargo-Moorhead Metropolitan area. The 2026-2029 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBG, TA, and CRP funding sources). It is assumed that MnDOT and NDDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant Projects (RSPs) are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to collect revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

Metro COG is required under federal legislation to develop a financial plan that takes into account federally funded projects and RSPs. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

Year of Expenditure

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both NDDOT and MnDOT pre-inflate projects by 4%. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves Metro COG of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

Operations and Maintenance (O&M)

MPOs have been required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act reinforced the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP. Metro COG staff estimated 2019 O&M expenses for each jurisdiction as part of the 2045 Metropolitan Transportation Plan (MTP) update. The O&M costs were developed by reviewing current local budgets and CIPs where available, using budgeted and historic pavement and bridge spending levels. All subsequent O&M cost estimates were calculated by assuming a 4% increase in costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2026-2029 TIP. Table 5-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2025-2029) based on methodology in the 2050 MTP. Costs associated with this TIP (current program year) are

identified in gray. Those years outside of the time frame covered by this TIP are in yellow. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction’s ability to collect revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding. Additional information on O&M, and the methodology used to calculate the estimates, may be found in the 2045 MTP, Metro Grow (2019).

Table 5. 1 - Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2025-2029

Jurisdiction	2025	2026	2027	2028	2029	Total
Minnesota						
MnDOT	\$ 4,853,764	\$ 5,047,914	\$ 5,249,831	\$ 5,459,824	\$ 5,678,217	\$ 26,289,550
Clay County	\$ 3,732,691	\$ 3,881,999	\$ 4,037,279	\$ 4,198,770	\$ 4,366,721	\$ 20,217,459
Moorhead	\$ 8,629,476	\$ 8,974,655	\$ 9,333,641	\$ 9,706,987	\$ 10,095,266	\$ 46,740,024
Dilworth	\$ 751,599	\$ 781,663	\$ 812,930	\$ 845,447	\$ 879,265	\$ 4,070,905
North Dakota						
NDDOT	\$ 3,213,910	\$ 3,342,467	\$ 3,476,165	\$ 3,615,212	\$ 3,759,820	\$ 17,407,575
Cass County	\$ 11,170,236	\$ 11,617,046	\$ 12,081,728	\$ 12,564,997	\$ 13,067,597	\$ 60,501,603
Fargo	\$ 10,901,989	\$ 11,338,068	\$ 11,791,591	\$ 12,263,255	\$ 12,753,785	\$ 59,048,687
West Fargo	\$ 3,669,425	\$ 3,816,202	\$ 3,968,850	\$ 4,127,604	\$ 4,292,708	\$ 19,874,790
Horace	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,061	\$ 1,713,344

Source: Metro COG

Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate funding for projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state, local governments, and public transit operators to create a TIP that prioritizes and lists all federally-funded projects and RSPs programmed for at least the next four years. The projects listed in the TIP must be financially realistic and achievable. All federal transportation funds, excluding the Metro COG’s TMA direct suballocation of federal transportation funds (STBG, TA, and CRP), are provided to the region and are administered by MnDOT and NDDOT. As such, this TIP is fiscally-constrained for those funding sources for fiscal years 2026 through 2029 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas. At the beginning of FFY 2024 (October 1, 2023), Metro COG was officially designated a TMA. Metro COG is responsible for the direct suballocations of federal transportation funds (STBG, TA, and CRP). Fiscal Constraint is demonstrated in this report. Each funding source is reassessed for fiscal constraint at the solicitation process. All projects that are programmed using these funding sources (STBG, TA, and CRP) are tracked through project development to ensure obligation of the funds within the assigned federal fiscal year.

Fiscal Constraint Analysis

Total Expenditures

The total expenditures shown within this chapter only represent programmed projects (excludes LFPs and Illustrative projects) within the 2026-2029 TIP and projected O&M costs of each jurisdiction's transportation system. Jurisdictions are not expected to show fiscal constraint for their illustrative projects, because the illustrative status identifies that the project is desired but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved MTP, illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions' projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual O&M. Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP (local capital projects).

Roadway, Facility, and Transit Projects within the TIP – Expenditures

This information was used in the preparation of the programmed projects presented in Section 3. All costs estimates are in YOY; dollar amounts have been calculated by assuming a 4% annual increase in construction costs unless otherwise specified by a member jurisdiction

Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the MTP, Metro Grow, to show that the 2026-2029 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local jurisdiction dollars

Table 5. 2 - Fiscal Constraints

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2026	2027	2028	2029	2026	2027	2028	2029	2026	2027	2028	2029
National Highway Performance Program (NHPP)*	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195	\$0	\$0	\$0	\$0
Surface Transportation Grant – Urban (STBG-U)	\$15,550,524	\$11,825,210	\$11,786,934	\$12,056,772	\$15,550,524	\$10,385,210	\$11,786,934	\$12,056,772	\$0	\$1,440,000	\$0	\$0
Surface Transportation Grant – Other (STBGP)	\$0	\$494,000	\$12,254,814	\$4,527,890	\$0	\$494,000	\$12,254,814	\$4,527,890	\$0	\$0	\$0	\$0
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carbon Reduction Program (CRP)	\$1,380,000	\$1,288,000	\$1,308,000	\$1,328,000	\$1,380,000	\$415,201	\$1,100,000	\$1,220,000	\$0	\$872,799	\$208,000	\$108,000
Highway Safety Improvement Program (HSIP)	\$1,480,900	\$8,915,164	\$2,034,540	\$0	\$1,480,900	\$8,915,164	\$2,034,540	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives (TA)**	\$1,300,000	\$860,000	\$1,320,000	\$880,000	\$1,300,000	\$860,000	\$1,320,000	\$880,000	\$0	\$0	\$0	\$0
National Highway Freight Program (NHFP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Urban Area Formula (Section 5307)	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350	\$0	\$0	\$0	\$0
Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)	\$126,594	\$126,594	\$88,000	\$476,400	\$126,594	\$126,594	\$88,000	\$476,400	\$0	\$0	\$0	\$0
Formula Grants for Other than Urbanized Areas (Section 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus and Bus Related Facilities (Section 5339)	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000	\$0	\$0	\$0	\$0
Other Federal Funds***	\$3,515,000	\$10,960,000	\$1,811,230	\$127,449	\$3,515,000	\$10,960,000	\$1,811,230	\$127,449	\$0	\$0	\$0	\$0
TOTAL FEDERAL FUNDS	\$63,909,911	\$46,696,541	\$87,002,402	\$71,965,056	\$63,909,911	\$44,383,742	\$86,794,402	\$71,857,056	\$0	\$2,312,799	\$208,000	\$108,000

*NHPP funds include but are not limited to NHS, NHS-U, Non-NHS-S, and IM

**TA total may include legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds

***Other federal funds include but are not limited to those administered at CRRSA, NDSTREET, Urban Grant Program (UGP), and MnDOT CIMS funds

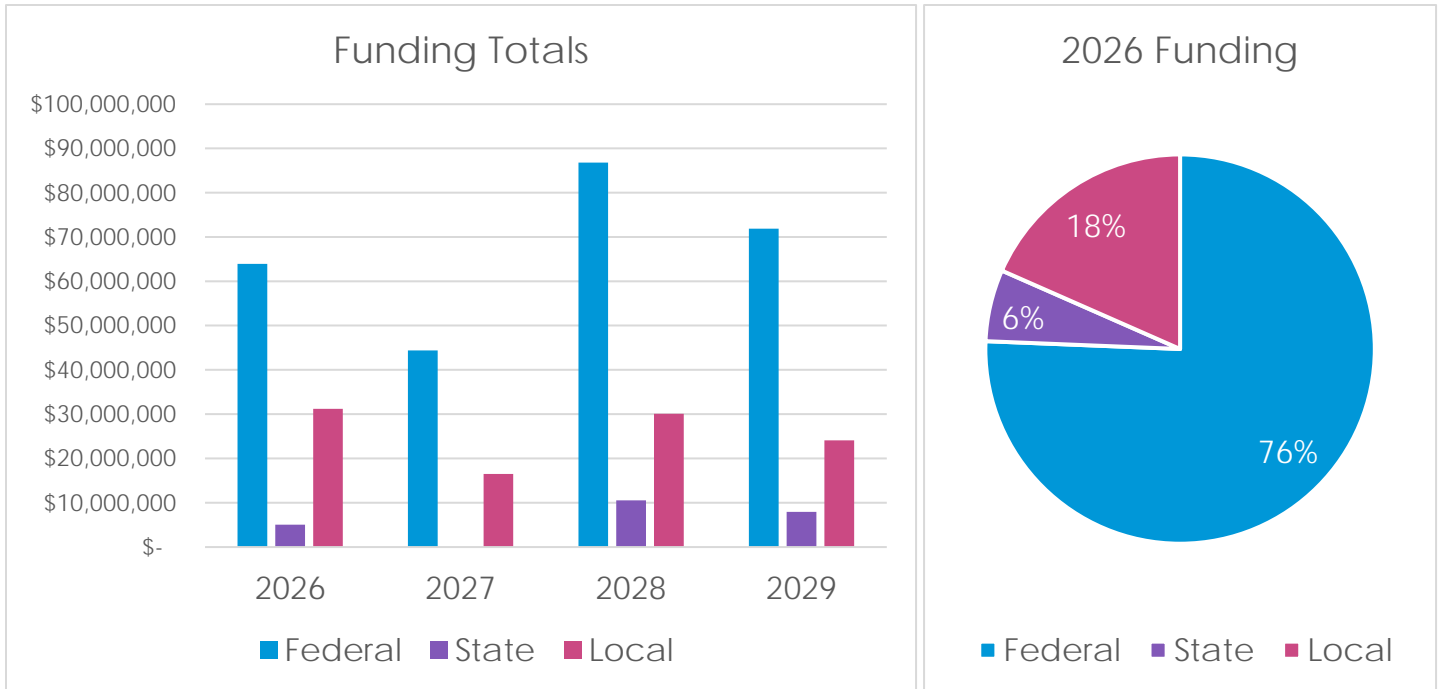
Table 5. 3 - Federal Funding Totals

Jurisdiction	2026			2027			2028			2029		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total MN Side	\$10,207,460	\$901,540	\$2,528,050	\$16,249,870	\$3,581,130	\$2,285,470	\$18,348,854	\$5,322,938	\$120,000	\$24,460,890	\$5,216,000	\$5,505,540
City of Dilworth										\$1,149,000		\$2,033,430
City of Moorhead	\$2,982,000		\$950,650			\$1,350,220	\$1,543,040					
Clay County	\$1,625,000		\$1,577,400	\$1,141,000		\$285,250	\$480,000		\$120,000	\$1,027,890		\$3,472,110
MnDOT	\$5,600,460	\$901,540		\$15,108,870	\$3,581,130	\$650,000	\$16,325,814	\$5,322,938		\$22,284,000	\$5,216,000	
Total ND Side	\$45,058,957	\$4,127,111	\$20,473,015	\$21,309,528	\$1,234,551	\$6,251,479	\$59,272,598	\$5,132,677	\$21,232,424	\$37,381,416	\$2,730,378	\$9,236,842
City of Fargo	\$10,593,964		\$8,581,785	\$9,340,210		\$5,945,678	\$26,619,894	\$1,564,000	\$21,006,364	\$460,828		\$119,172
City of West Fargo	\$746,536		\$323,464				\$2,034,540		\$226,060	\$12,546,944		\$4,962,654
City of Horace	\$413,464		\$233,366	\$415,201		\$103,801						
Cass County	\$850,000		\$468,400	\$564,000		\$141,000						
NDDOT	\$32,454,993	\$4,127,111	\$10,866,000	\$10,990,117	\$1,234,551	\$61,000	\$30,618,164	\$3,568,677		\$24,373,644	\$2,730,378	\$4,155,016
Transit Total	\$8,643,494		\$8,201,749	\$6,824,344		\$7,974,459	\$9,172,950	\$94,000	\$8,719,750	\$10,014,750		\$9,328,950
Fargo Transit (MATBUS)	\$7,044,594		\$2,850,649	\$5,313,934		\$2,450,669	\$7,059,000	\$94,000	\$2,866,000	\$7,942,400		\$3,485,600
Moorhead Transit (MATBUS)	\$1,598,900		\$5,351,100	\$1,510,410		\$5,523,790	\$2,113,950		\$5,853,750	\$2,072,350		\$5,843,350
Total Funding	\$63,909,911	\$5,028,651	\$31,202,814	\$44,383,742	\$4,815,681	\$16,511,408	\$86,794,402	\$10,549,615	\$30,072,174	\$71,857,056	\$7,946,378	\$24,071,332

Table 5. 4 – Total Expenditures (Programmed Projects: Federal, State, and Local Funds)

Jurisdiction	2026	2027	2028	2029	Total
Total – MN Side	\$17,537,050	\$23,209,510	\$30,791,792	\$48,182,430	\$119,720,782
City of Dilworth				\$3,182,430	\$3,182,430
City of Moorhead	\$7,832,650	\$2,443,260	\$1,543,040		\$11,818,950
Clay County	\$3,202,400	\$1,426,250	\$600,000	\$4,500,000	\$9,728,650
MnDOT	\$6,502,000	\$19,340,000	\$28,648,752	\$40,500,000	\$94,990,752
Total – ND Side	\$70,775,091	\$28,795,558	\$85,637,099	\$49,348,636	\$234,556,384
City of Fargo	\$19,175,749	\$15,285,888	\$49,190,258	\$580,000	\$84,231,895
City of West Fargo	\$1,070,000		\$2,260,000	\$17,509,598	\$20,839,598
City of Horace	\$646,830	\$519,002			\$1,165,832
City of Casselton					
Cass County	\$2,023,400	\$705,000			\$2,728,400
NDDOT	\$47,859,112	\$12,285,668	\$34,186,841	\$31,259,038	\$125,590,659
Total – Transit	\$16,845,243	\$14,798,803	\$17,986,700	\$19,343,700	\$68,974,446
Fargo Transit	\$9,895,243	\$7,764,603	\$10,019,000	\$11,428,000	\$39,106,846
Moorhead Transit	\$6,950,000	\$7,034,200	\$7,967,700	\$7,915,700	\$29,867,600

Figure 5. 1 – Funding Totals



Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2026-2029 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained project costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2026-2029 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2026-2029 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

State and Local Revenues

The state and local revenues available for each year are more difficult to identify. The available state and local revenues were updated for the development of the 2050 MTP, and are being used to identify revenues available to the states, counties, cities, and transit departments within the FM area. The assumptions used to determine the revenues can be found in Chapter 5: Future Transportation System of the 2050 MTP.

Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. All projects included in the TIP are drawn from the 2050 MTP, as each jurisdiction underwent a fiscal constraint analysis during the MTP's development. The analysis for each jurisdiction may also be found in Chapter 5: Future Transportation System of the 2050 MTP.

TMA Direct Suballocations and Monitoring

The United States Census Bureau recently completed processing the 2020 Decennial Census data. Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation has been in effective since the start of FFY 2024, October 1, 2023. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, the excess funding will be allocated to a project that has capacity.

Metro COG is directly driving the solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with TMA designation and must follow a consistent and well documented process. In the years leading up to TMA designation, Metro COG closely monitored funding sources that were impacted by the transition from competitive allocations administered by the respective States, as well as direct suballocations as formulated by applicable FHWA and FTA programs. Metro COG must be cognizant of what projects are submitted for discretionary STBG, Section 5307, Section 5310, and Section 5339. Metro COG will need to continue to monitor discretionary funding from the States after being designated as TMA. Metro COG has been preparing to be designated as a TMA by collaborating with NDDOT and MNDOT to generate realistic projected federal funds available for each state's portion of the MPA. NDDOT has provided an initial set of projected federal funding values for STBG, TA, and CRP as seen below. MNDOT and Metro COG are still collaborating on the exact amounts of the projected federal funding.

Table 5. 5 – Projected Direct Suballocation Amounts by Federal Funding Sources

North Dakota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026 Projected Federal Revenue	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
2027 Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
2028 Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
2029 Projected Federal Revenue	\$10,907,772	\$880,000	\$1,220,000	\$13,007,772

Minnesota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026 Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
2027 Projected Federal Revenue	\$900,000		\$108,000	\$1,008,000
2028 Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
2029 Projected Federal Revenue	\$1,149,000		\$108,000	\$1,257,000

Table 5. 6 – Programmed Projects by Federal Funding Sources

North Dakota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	4240010	\$4,878,064	\$10,278,064
	4240011	\$5,400,000	
2027	4230003	\$4,160,000	\$9,044,210
	4256058	\$6,324,210	
2028	4250014	\$5,613,716	\$10,693,894
	4250015	\$5,080,178	
2029	3250013	\$10,907,772	\$10,907,772

Minnesota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5257059	\$2,312,000	\$5,272,460
	8230011	\$1,902,000	
	8250006	\$1,058,460	
2027	2260002	\$1,141,000	\$1,341,000
	8241055	\$200,000	
2028	5250004	\$1,093,040	\$1,093,040
2029	8260003	\$1,149,000	\$1,149,000

North Dakota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	1250016	\$850,000	\$850,000
2027	1250017	\$564,000	\$860,000
	4250018	\$296,000	
2028	4260006	\$870,000	\$870,000
2029	4260007	\$460,828	\$880,000
	3260008	\$419,172	

Minnesota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5230012	\$450,000	\$450,000
2027			
2028	5260001	\$450,000	\$450,000
2029			

North Dakota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	3250022	\$746,536	\$1,160,000
	7250019	\$413,464	
2027	7250021	\$415,201	\$415,201
2028	4260004	\$1,100,000	\$1,100,000
2029	3260005	\$1,220,000	\$1,220,000

Minnesota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2026	5250005	\$170,000	\$220,000
	5257060	\$50,000	
2027			
2028			
2029			

Table 5. 7 – Fiscal Constraint Analysis by Federal Funding Source

North Dakota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026	Projected Federal Revenue	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Programmed Funding	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2027	Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
	Programmed Funding	\$9,044,210	\$860,000	\$415,201	\$10,319,411
	Difference (Excess/[Deficit])	\$1,440,000	\$ -	\$764,799	\$2,204,799
2028	Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
	Programmed Funding	\$10,693,894	\$870,000	\$1,100,000	\$12,663,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$100,000	\$100,000
2029	Projected Federal Revenue	\$10,693,894	\$880,000	\$1,220,000	\$12,793,894
	Programmed Funding	\$10,693,894	\$880,000	\$0	\$11,573,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -

Minnesota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2026	Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
	Programmed Funding	\$5,272,460	\$450,000	\$220,000	\$5,942,460
	Difference (Excess/[Deficit])	[\$4,372,460]*	\$ -	[\$100,000]*	[\$4,472,460]*
2027	Projected Federal Revenue	\$900,000	\$0	\$108,000	\$1,008,000
	Programmed Funding	\$1,341,000	\$0	\$0	\$1,341,000
	Difference (Excess/[Deficit])	[\$441,000]*	\$ -	\$108,000	[\$333,000]*
2028	Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
	Programmed Funding	\$1,093,040	\$450,000	\$0	\$1,543,040
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000
2029	Projected Federal Revenue	\$1,149,000	\$0	\$108,000	\$1,257,000
	Programmed Funding	\$1,149,000	\$0	\$0	\$1,149,000
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000

*Balance above and beyond Metro COG's direct suballocation is being provided by the respective state's directed spending.

Table 5. 8 – 2050 MTP Funding Goal TIP (STBG) Monitoring 2021-2025 (5 year rolling chart.)

STBGP	2021	2022	2022	2024	2025	Total
Total – MN Side	\$145,600	\$2,184,200	\$7,152,000	\$4,672,733	\$1,237,100	\$15,391,633
STBGP-U	\$145,600	\$28,800		\$4,672,733	\$830,000	\$5,677,133
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA						
Total – ND Side	\$4,500,000	\$11,176,260	\$14,152,091	\$9,747,756	\$10,266,669	\$49,842,776
STBGP-U	\$4,500,000	\$10,700,000	\$14,152,091	\$9,747,756	\$10,266,669	\$49,366,516
STBGP-R						
STBGP-TA		\$476,260				\$476,260
Total – MPA	\$4,645,600	\$13,360,460	\$21,304,091	\$14,420,489	\$11,503,769	\$65,234,409
STBGP-U	\$4,645,600	\$10,728,800	\$14,152,091	\$14,420,489	\$11,096,669	\$55,043,649
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA		\$476,260				\$476,260

STBGP	2021	2022	2023	2024	2025	Total
New or Reconstruction	\$4,500,000	\$9,700,000	\$13,777,091	\$14,365,289	\$14,077,000	\$56,419,380
Rehabilitation		\$2,155,400	\$7,527,000		\$342,711	\$10,025,111
Transit Capital	\$145,600	\$1,028,800		\$55,200		\$1,229,600
Bicycle and Pedestrian		\$47,260				\$47,260
Planning					\$323,958	\$323,958

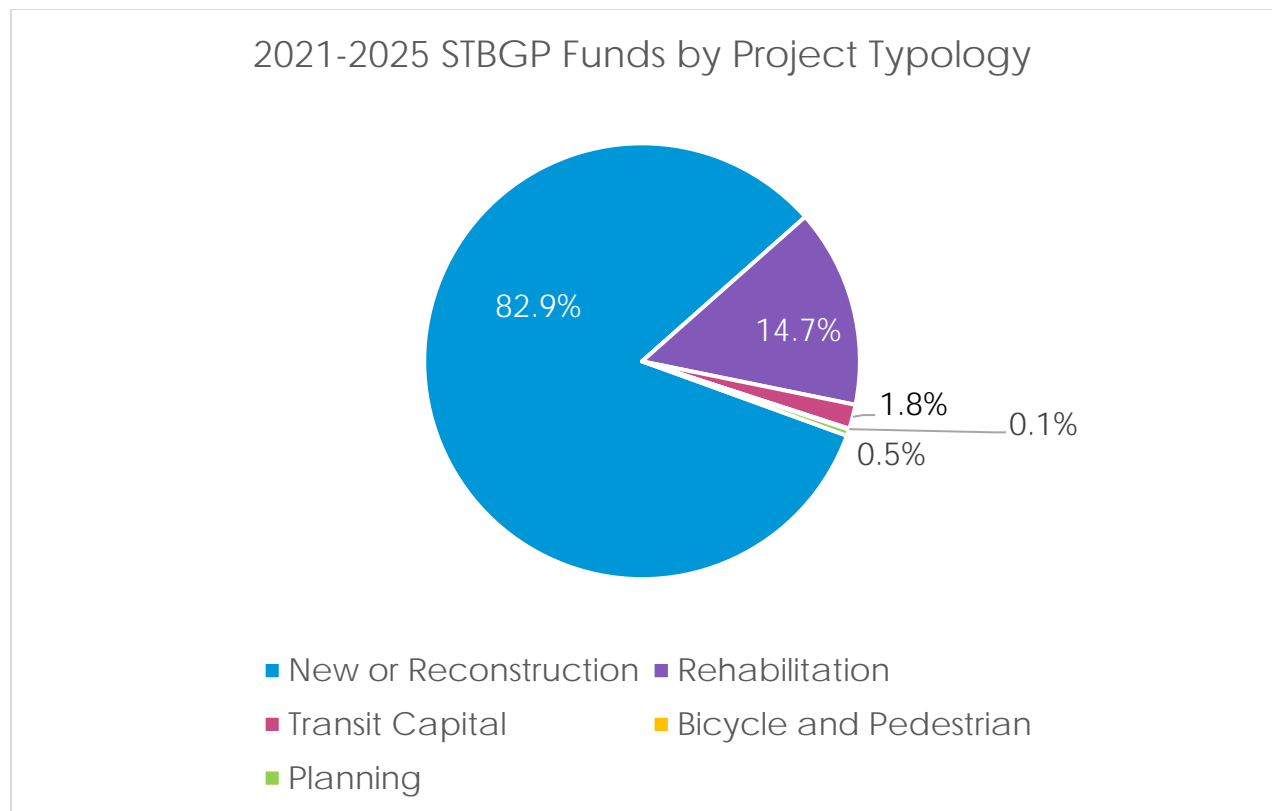
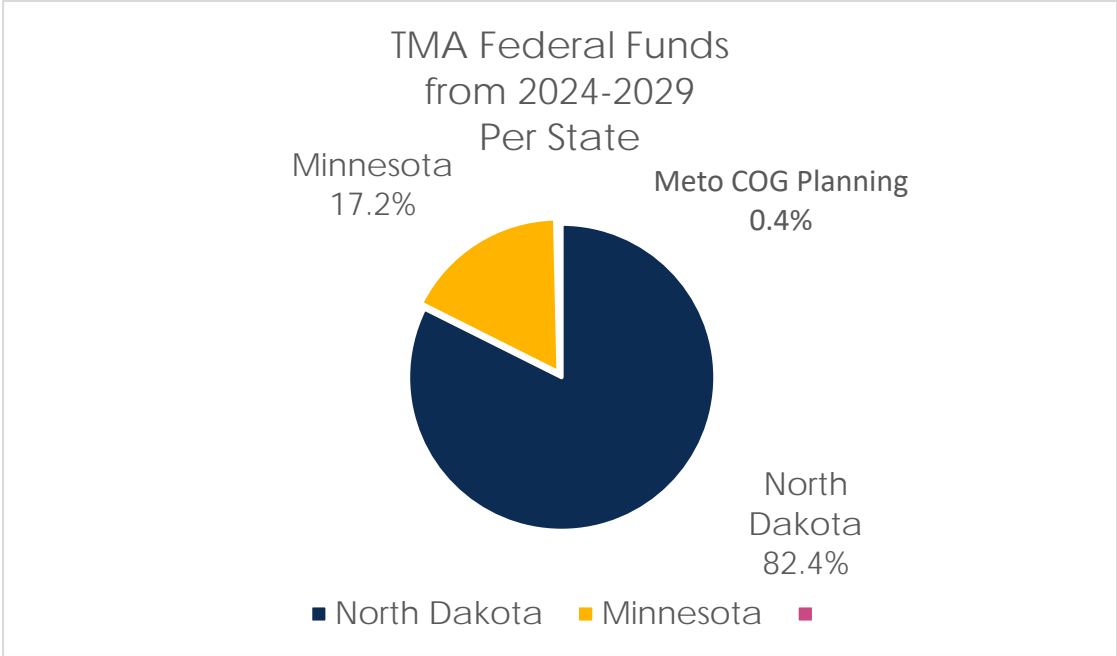
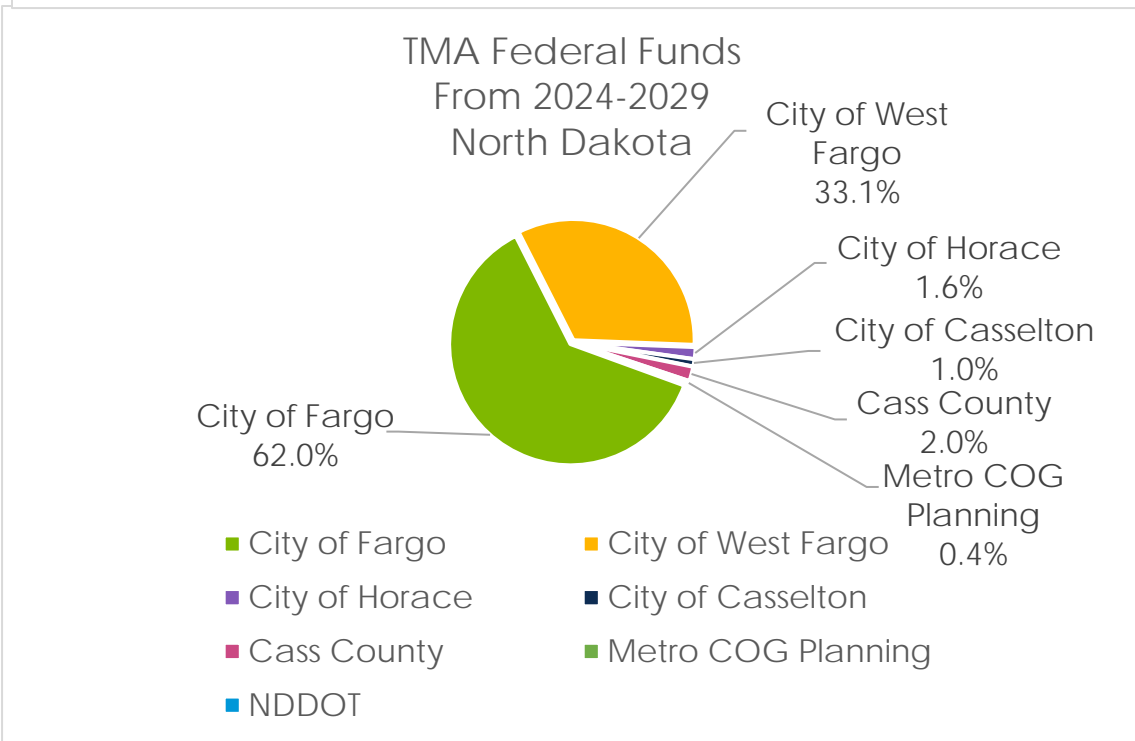
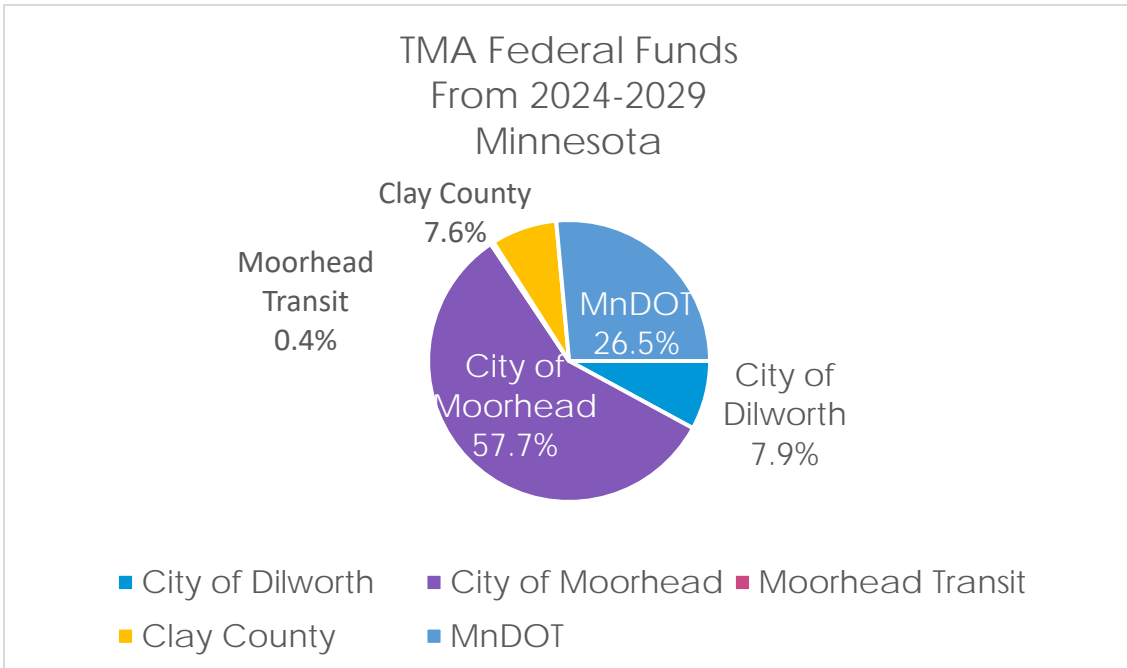


Table 5. 9 – Distribution Analysis of TMA Allocated Funding Sources (STBG, TA, CRP) Historical and Current Program

Jurisdiction	Actual TMA Since 2024	Currently Programmed in the TIP	Total
Total – Minnesota	\$5,110,000	\$9,975,500	\$15,085,500
City of Dilworth	\$44,000	\$1,149,000	\$1,193,000
City of Moorhead	\$4,180,800	\$4,525,040	\$8,705,840
Moorhead Transit	\$55,200		\$55,200
Clay County		\$1,141,000	\$1,141,000
MnDOT	\$830,000	\$3,160,460	\$3,990,460
Total – North Dakota	\$23,788,535	\$48,279,141	\$72,067,676
City of Fargo	\$12,124,338	\$32,742,996	\$44,867,334
City of West Fargo	\$10,648,139	\$13,293,480	\$23,941,619
City of Horace	\$321,388	\$828,665	\$1,150,053
City of Casselton	\$694,670		\$694,670
Cass County		\$1,414,000	\$1,414,000
NDDOT			
Metro COG Planning	\$323,958		\$323,958





Distribution Analysis

Metro COG followed the solicitation process laid out in Appendix D of this report. Projects were submitted by local jurisdictions, ranked by the public, reviewed by the Prioritization Committee, reviewed by TTC, and ultimately the Policy Board took all factors into consideration before selecting funding levels for the received projects. There is no consideration to jurisdictional populations and past funding amounts when deliberating funding levels for future projects as expressly called out in 23 CFR 450.326.m.

Historical TMA Funded Projects

Historical TMA Funded Projects North Dakota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the North Dakota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Casselton	1240005	24113	2024	Governor's Drive		37th Street Southeast	8th Street South	Construction of a new shared use path along Governor's Drive and a pedestrian bridge crossing the Swan Creek Diversion between 8th Street South and 37th Street Southeast	Bike/Ped	\$1,881,930	CRP	\$694,670	\$750,000	\$437,260
City of West Fargo	3240003		2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$551,000	CRP	\$309,493		\$241,507
City of West Fargo	3240004		2024					Purchase electric vehicle and associated charging infrastructure	Capital Purchase	\$175,000	CRP	\$140,000		\$35,000

Total ND 2024 CRP: \$1,144,163

City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South	Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North	Bike/Ped	\$1,357,919	CRP	\$1,086,335		\$271,584
City of West Fargo	3254048		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$275,889	CRP	\$220,711		\$55,178

Total ND 2025 CRP: \$1,307,046

Total ND CRP: \$2,451,209

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Fargo	4210002	22925	2024	32nd Ave S		22nd St	15th St	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	\$9,747,756		\$10,846,749

Total ND 2024 STBG: \$9,747,756

Metro COG	0232073		2025					Flex to Metro COG Planning	Planning	\$404,948	STBG	\$323,958		\$80,990
City of Fargo	4220019	23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		"Deck Overlay, Rail Retrofit, Reset Approach Guardrail.	Rehabilitation	\$470,761	STBG	\$342,711		\$128,050
City of West Fargo	3220021	23537	2025	9th St NE		Main Ave	12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$5,400,000

Total ND 2025 STBG: \$10,266,669

Total ND STBG: \$20,014,425

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Fargo	4232020	23945	2024	Red River Trail	0.8	35th Ave S	40th Ave S	Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232021.	Bike/Ped	\$475,000	TA	\$347,985		\$127,015
City of Horace	7232023	23947	2024	County Road 17	0.5	3rd Ave N	81st Ave S	Construction for new shared use path along east side of County Road 17.	Bike/Ped	\$397,119	TA	\$321,388		\$75,729

Total ND 2024 TA: \$813,853

City of Fargo	4232022	23946	2025	Drain 27 Crossing	0.2			Construction for new shared use path and crossing connecting two existing trail networks at Drain 27.	Bike/Ped	\$562,302	TA	\$455,071		\$107,231
City of West Fargo	3254049		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$472,419	TA	\$377,935		\$94,484

Total ND 2025 TA: \$833,006

Total ND TA: \$1,646,859

Historical TMA Funded Projects Minnesota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the Minnesota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Moorhead	5240001	144-080-011	2024	Citywide				REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$98,500	CRP	\$78,800		\$19,700		
City of Dilworth	8240002	098-080-054	2024	Intersection		County Road 9	4th Ave Northwest	CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH	Safety	\$60,000	CRP	\$44,000		\$16,000		

Total CRP: \$122,800

City of Moorhead	5245069	144-135-021 CRP	2025	34th Street		4th Avenue S	3rd Avenue N	**CRP**: RECONSTRUCTION OF 34TH STREET SHARED USE PATH ON WESTSIDE OF ROADWAY. CONSTRUCTION OF NEW SIDEWALK ON EASTSIDE OF ROADWAY (ASSOCIATED TO SP 144-135-021) Connected to 5245068.	Reconstruction	\$150,000	CRP	\$120,000	\$30,000			
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Total Mn CRP: \$120,000

Total Mn CRP: \$242,800

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
Moorhead Transit	5200005	TRS-0034-24E	2024	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5191)	Transit Capital	\$69,000	STBG	\$55,200		\$13,800		

Total STBG: \$55,200

MNDOT	8230010	1401-177A C1	2025	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSY**S**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3	New Construction	\$830,000	STBG	\$830,000				
City of Moorhead	5245068	144-135-021	2025	34th Street		4th Avenue S	3rd Avenue N	"RECONSTRUCTION OF 34TH STREET (ASSOCIATED TO SP 144-135-021CRP)	Reconstruction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000

Total Mn STBG: \$4,477,000

Total Mn STBG: \$4,532,200

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Moorhead	5230009	144-090-019	2024	US 10 & 11th St		8th St	14th St	**AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK IN 2026)	Bike /Ped	\$981,250	TA	\$335,000	\$196,250		2026 AC Funding	\$450,000

Total Mn 2024 TA: \$335,000

Total Mn 2025 TA: \$0

Total Mn TA: \$335,000

Section 6 | Overview of Federal Aid Programs

Section 6 – Overview of Federal Aid Programs

The IJA continues five core formula programs and created a new formula program impacting the MPA that are administered by MnDOT and NDDOT:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Congestion Mitigation Air Quality (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Carbon Reduction Program (CRP);
- Metropolitan Planning Program.

The following tables are the combined total programmed funding for both North Dakota and Minnesota. Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified below. Additionally, a description of how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at each agency’s respective websites:

www.dot.nd.gov
www.dot.state.mn.us

Federal Highway Administration (FHWA)

FHWA annually apportions federal funding from numerous programs as guided by the IJA. The following provides an overview of relevant FHWA programs included in Metro COG’s TIP.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s and MPO’s asset management plan for the NHS.

Table 6. 1 - NHPP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$32,039,993	\$1,580,953	\$43,242,934	\$24,246,195
Minnesota		\$3,948,870	\$4,071,000	\$18,784,000
TOTAL	\$32,039,993	\$5,529,823	\$47,313,934	\$43,030,195

Source: Metro COG

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. The enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate Highway System;
- Most existing principal arterials and border crossings on those routes;
- Intermodal connectors – highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;
- Strategic Highway Network (STRAHNET) – The network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporates the funding prior to Moving Ahead for Progress in the 21st Century Act (MAP-21) programs including the Interstate Maintenance (IM) Program, the National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS. The IJA continues the NHPP, which was established under MAP-21.

Surface Transportation Block Grant Program (STBG)

The IJA continued STBG that was reworked in The FAST Act from the original Surface Transportation Program (STP) to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

Table 6. 2 - STBG Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$10,278,064	\$9,538,210	\$10,693,894	\$10,907,772
Minnesota	\$5,272,460	\$1,341,000	\$13,347,854	\$5,676,890
TOTAL	\$15,550,524	\$10,879,210	\$24,041,748	\$16,584,662

Source: Metro COG

The IJA apportioned roughly 55% of the STBG Program (after mandatory set-asides) to be obligated in the following areas in proportion to their relative shares of the State's population areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000 (Direct allocation);
- Area with population greater than 5,000 but no more than 200,000 (STBG-U);
- Areas with population 5,000 or less (STBG-R).

The remaining 45% may be used in any area of the State.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in the IJJA to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Both the states of Minnesota and North Dakota are currently in attainment for air quality standards and as such, CMAQ funds may be used at the discretion of each respective DOT as STBG funding.

Table 6. 3 - CMAQ Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Highway Safety Improvement Program (HSIP)

The IJJA continued the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven strategic approach to improving highway safety on all public roads that focuses on performance. An HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Table 6. 4 - HSIP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$730,900	\$8,915,164	\$2,034,540	\$0
Minnesota	\$750,000			\$0
TOTAL	\$1,480,900	\$8,915,164	\$2,034,540	\$0

Source: Metro COG

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are consistent with the SHSP.

Carbon Reduction Program (CRP)

The IJA established the Carbon Reduction Program (CRP) to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Program oversight is a FHWA responsibility. Funds are apportioned to States through formula.

Table 6. 5 - CRP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$1,160,000	\$415,201	\$1,100,000	\$1,220,000
Minnesota	\$220,000			
TOTAL	\$1,380,000	\$415,201	\$1,100,000	\$1,220,000

Source: Metro COG

Per the IJA, roughly 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000;
- In urbanized areas with a population of not less than 50,000 and not more than 200,000;
- In urban areas with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The remaining 35 percent of funds may be obligated in any area of the State. Carbon Reduction Program funds are allowed to be programmed within the MPA.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Transportation Alternatives (TA)

The IJA continued this program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TA Program replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TA is funded via set asides from the NHPP, STBG, CMAQ, and HSIP.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Table 6. 6 - TA Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$850,000	\$860,000	\$870,000	\$880,000
Minnesota	\$450,000		\$450,000	
TOTAL	\$1,300,000	\$860,000	\$1,320,000	\$880,000

Source: Metro COG

National Highway Freight Program (NHFP)

The IJA continued NHFP that was established by The FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and

- Reducing the environmental impacts of freight movement on the NHFN. NHFP funds are apportioned to each State as a lump sum. Funds are administered by each respective State through their applicable programs.

Table 6. 7 - NHFP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5310, 5311, and 5339. The following provides an overview of relevant FTA programs included in Metro COG’s TIP.

Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds through urbanized area (UZA) formula available to UZAs having populations over 50,000 for transit capital and operating assistance. In UZAs it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds. The funds lapse five years after the time of apportionment if not obligated by the UZAs within the time frame.

Table 6. 8 - 5307 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$3,778,000	\$3,891,340	\$3,969,000	\$4,850,000
Minnesota	\$1,598,900	\$1,510,410	\$2,113,950	\$2,072,350
TOTAL	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350

Source: Metro COG

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides formula funding to the states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided are not able to meet these needs. Program funds may be used for capital and operating expenses however, at least 55 percent of the program funds must be used on capital or “traditional” projects as described in Circular 9070.1G, Chapter III. States receive both an urban and rural apportionment of Section 5310 funds.

Table 6. 9 - 5310 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$126,594	\$126,594	\$88,000	\$476,400
Minnesota				
TOTAL	\$126,594	\$126,594	\$88,000	\$476,400

Source: Metro COG

Section 5311 Formula Grants for Other than Urbanized Areas

Section 5311 formula funds are provided to the states for the purpose of supporting public transportation in rural areas with populations of less than 50,000. The formula for apportionment is based on land area, population, revenue vehicle miles, and low-income individuals in rural areas. The purpose of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. These funds are also used for capital, operating and administrative assistance to local public bodies, tribal governments, nonprofit organizations, and operators of public transportation services or intercity bus service.

Table 6. 10 - 5311 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

Section 5339 provides formula and competitive federal funds for transit capital projects in both urban and rural areas of the country. Section 5339 funds are apportioned to each State based on population. The FAST Act apportions Section 5339 to each state for both a "statewide" program and an urbanized area program. Eligible recipients include public or private nonprofit organizations engaged in public transportation.

Table 6. 11 - 5339 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000
Minnesota				
TOTAL	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000

Source: Metro COG

North Dakota Federal Aid Process

Urban Roads Program (URP)

The North Dakota Urban Roads Program (URP) consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBG) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation is based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

Regional Roads Program

The Regional Highway System encompasses the state jurisdictional highways in urbanized areas. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System. The following criteria were used in designating the Primary Regional System:

- State routes serving the greatest amount of through traffic, and in the most efficient manner.
- Truck routes.
- Where parallel routes exist which serve the same purpose, only one route will be included on the Primary Regional System.
- Where the interstate systems serve the same purpose as the state highway from a traffic carrying perspective, the parallel state highway routes will not be designated as a Primary Regional Route.

The Regional Roads Program is funded with 50% of STBG available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The Regional Roads program is solicited competitively statewide for any eligible Regional Roadway. Metro COG leads project solicitation and prioritization for the Regional Roads Program, in cooperation with the NDDOT - Fargo District Engineer. Project solicitation is based on an NDDOT application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of

Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

ND Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program

The NDSTREET Program provides an opportunity for cities with less than 5,000 population, that have a state highway within their corporate boundaries, to improve that roadway. Projects are intended to improve or add multimodal transportation facilities through that community. Metro COG leads the project solicitation and prioritization process with NDDOT's application. Metro COG submits local projects to NDDOT for selection.

Rural Roads Program

For the Rural Roads Program, Cass County is allocated approximately \$1,000,000 per year, and it selects specific roadway projects, some of which are within the Metropolitan Planning Area (MPA), and subject to the TIP process. Cass County typically "banks" the federal money for several years or "borrows" from future year Federal Funds in order to do one project with Federal Funds every two or three years. Metro COG does not have a formalized solicitation and prioritization process regarding the County Rural Roads Program. Metro COG does coordinate with Cass County regarding the programming of Rural Roads funds within the MPA; and involves Cass County in discussions on Urban and Regional Roads programming which may impact County Roads.

Transportation Alternatives (TA)

The TA program provides funding to jurisdictions for programs and qualified projects as defined by the FAST Act as transportation alternatives. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however, Metro COG has a parallel evaluation tool that allows projects to be evaluated by the Metropolitan Bicycle and Pedestrian Committee, TTC, and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT. NDDOT, via the TA Project Selection Committee, makes project selection, in cooperation with Metro COG.

Section 5307 Urbanized Area Formula Program

Section 5307 funds are provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with NDDOT and Metro COG. No formal solicitation process or applications for Section 5307 funded projects are required; however, Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NDDOT receives two (2) separate statewide apportionments for Section 5310.

These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. Projects submitted through Metro COG will be locally evaluated by the MAT Coordinating Board, TTC, and prioritized by the Metro COG Policy Board.

Table 6. 12 - Project Solicitation and Programming Matrix for North Dakota

Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
North Dakota Urban Roads (STBG)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	Metro COG
North Dakota Regional Roads (STBG)	Metro COG	Metro COG + NDDOT Scoring Sheet	Metro COG	NDDOT
Transportation	Metro COG	NDDOT	Metro COG	Metro COG
Carbon Reduction	Metro COG	NDDOT	Metro COG	Metro COG
FTA Section 5307	Metro COG	No application required	No application required	MATBUS
FTA Section 5310	Metro COG	NDDOT	Metro COG	MATBUS
FTA Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	*	**

* Some Federal funding solicitations (e.g. HSIP) would be prioritized by Metro COG Prior to submittal to NDDOT

** Cooperatively developed priorities and project selection procedures per 23 CFR 450; and NDDOT STIP guidance

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

NDDOT receives two (2) separate statewide apportionments for Section 5339.

These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 200,000 in population;
- Statewide (urbanized or rural).

North Dakota State Aid for Public Transit

NDDOT annually provides State Aid for Public Transit to public transit operators throughout the State of North Dakota, which are apportioned at the county level based on formula. The City of Fargo annually receives approximately \$500,000 in State Aid for Public Transportation. Additional recipients of State Aid for Public Transportation in Cass County include Valley Seniors Services and Handi Wheels Transportation. As non-federal and non-regionally significant projects, these State Aid funds for Valley Senior Services and Handi-Wheels do not appear in Metro COG's TIP.

Other Federal Funding

Metro COG will cooperatively work with NDDOT and the Fargo District Engineer to develop a candidate project list for which Federal aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), etc. These are programs for which the NDDOT has project selection authority; however, through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent being to provide Metro COG an opportunity to comment on emerging project priorities of NDDOT. Other information and specific details regarding the NDDOT Federal aid process is available by reviewing the NDDOT Local Government Manual at www.dot.nd.gov. The programming process as described above is summarized in Table 7-1 below.

Minnesota Federal Aid Process

The Minnesota Department of Transportation (MnDOT) uses a decentralized transportation investment process guided by eight Area-wide Transportation Partnerships (ATPs) serving each District across the State of Minnesota. The ATP assists MnDOT in identifying and prioritizing federally-funded transportation investments in their respective Districts, within the Federal and state guidelines, through the development of the Area Transportation Improvement Program (ATIP). The ATIP, when finalized, is incorporated into the STIP. The MnDOT District 4 ATP is responsible for investment priorities in a twelve-county area of West Central Minnesota, covering the Minnesota portion of the Fargo-Moorhead Metropolitan Planning Area. The ATP consists of a diverse eighteen-member body representing the transportation interests throughout the district area. Metro COG's Executive Director is a permanent voting member of the ATP, as well as several of its subcommittees. The development of the Metro COG TIP is done in cooperation with MnDOT ATP 4 through the development of the ATIP. Following the passage of the FAST Act, MnDOT updated the statewide distribution formula for how Federal aid is allocated to each of its Districts. As part of this process, MnDOT established new sub target funding levels for ATP Managed Funds. ATP Managed funds are STBG, HSIP, and TA funds which are

left to the discretion of the ATP for project solicitation and selection. For MnDOT ATP 4 there are five (5) programs which make up the ATP Managed Funds:

- City Roads - (cities over 5,000)
- County Roads – (cities under 5,000 and rural areas)
- Transit Capital
- HSIP
- TA

Metro COG leads solicitation and prioritization for ATP Managed funds which support City projects and/or County projects which would fall within the Metropolitan Planning Area (MPA). Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP for additional review and vetting, as per normal procedures. Project selection is to be done in cooperation with the ATP through the development of the ATIP.

Transportation Alternatives (TA)

Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical MnDOT application; however, Metro COG will develop a parallel evaluation tool that allows projects to be evaluated and prioritized by the Metropolitan Bicycle and Pedestrian Committee, TTC, and Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP. Project selection is made in cooperation with the ATP through the development of the ATIP.

Safe Routes to School

SRTS was eliminated under MAP- 21 and consolidated into TA. MnDOT maintains an SRTS funding program through legislatively appropriated state funds and federal aid set asides including but not limited to the TA program. MnDOT will lead project solicitation of SRTS funds, in cooperation with Metro COG. Metro COG will use a project evaluation form that assists in determining eligibility and prioritization of the projects; and will require that SRTS applications be routed through Metro COG prior to submission to MnDOT.

Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with MnDOT and Metro COG. No formal applications for Section 5307 funded projects are required, however Metro COG request a listing of project activities to be funded

with Section 5307 for each year of the TIP. The City of Moorhead receives an annual apportionment of approximately \$885,000 in Section 5307 formula funds.

Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5310. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);
- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Section 5339 Bus and Bus Related Facilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5339. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);
- Urbanized Areas between 50,000 and 200,000 in population;
- Statewide (urbanized or rural).

Transit Capital (ATP Managed STBG)

Metro COG works in cooperation with MATBUS and the ATP regarding the development of priority projects for funding with the ATP Managed STBG funds for transit capital. No formal applications are used for these funds, however project identification starts early on in the TIP development process based on existing 10-year capital planning needs developed cooperatively between Metro COG, MATBUS, and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

Public Transit Participation Program (Minnesota State Aid for Public Transit)

MnDOT annually disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers currently apply biannually for operating, capital, and planning activities. Eligibility is determined by state statute with the City of Moorhead annually receiving approximately \$2,000,000 for fixed route operations and \$500,000 for paratransit operations providing service to Moorhead and Dilworth. Other providers for the area include Transit Alternatives which serves Clay, Otter Tail, and Wilkin Counties. As non-federal and non-regionally significant projects, these State Aid funds for Transit Alternatives typically do not appear in Metro COG's TIP.

Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as HSIP, NHPP, STBG Statewide, etc. The required

metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as described previously is summarized in Table 7-2 on the previous page.

Table 6. 13 - Project Solicitation and Programming Matrix for Minnesota

Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
City/County Road (ATP Managed)	Metro COG	Metro COG	Metro COG/ ATP	ATP
Surface	Metro COG	Metro COG	Metro COG	Metro COG
Transportation	Metro COG	MnDOT	Metro COG	Metro COG
Carbon Reduction	Metro COG	MnDOT	Metro COG	Metro COG
Transit Capital (ATP)	Metro COG	N/A	N/A	ATP
MN Safe Routes to	MnDOT	X	X	MnDOT
FTA Section 5307	Metro COG	No application required	No application required	MATBUS
FTA Section 5310	Metro COG	MnDOT	Metro COG	MATBUS
FTA Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP,	MNDOT	MnDOT	*	**

* Some Federal funding solicitations (e.g. HSIP) would be prioritized by Metro COG Prior to submittal to MNDOT

** Cooperatively developed priorities and project selection procedures per 23 CFR 450; and MNDOT STIP guidance

Source: Metro COG

Coronavirus Pandemic Relief Funds

Some of the following federal funding sources may not be required to be delineated in the TIP however, Metro COG will include federal funding sources in the TIP as required by each specific federal law. For those funds not required to be in the TIP, Metro COG has included as much detail as possible in the TIP for informational purposes.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act

The CARES Act is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic.

The CARES Act allocated \$25 billion to FTA recipients of urbanized area (Section 5307) and rural area (Section 5311) formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at 100-percent federal share, with no local match requirement and is available to support capital, operating, and other expenses generally eligible under said programs to prevent, prepare for, and respond to COVID-19.

Moorhead Transit (MATBUS) received an apportionment of \$2,503,844 and Fargo Transit (MATBUS) received an apportionment of \$7,936,636 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. MATBUS can use FTA 5307 CARES Act funding for expenses traditionally eligible under Section 5307. Eligible expenses must occur on or after January 20, 2020.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

The CRRSAA is a \$900 billion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on December 27, 2020, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The CRRSAA provided supplemental appropriations for COVID-19 relief.

The CRRSAA allocated \$14 billion to FTA recipients of urbanized area (Section 5307), rural area (Section 5311), and enhanced mobility funds (Section 5310), with \$13.26 billion to large and small urban areas, \$678.2 million for rural areas and tribes, and \$50 million for enhanced mobility of seniors and individuals with disabilities. Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses eligible under the relevant program. CRRSAA direction is to prioritize payroll and operational needs.

Although the State of Minnesota received an apportionment of FY 2021 FTA 5307 Urbanized Area Formula Funds, the State of North Dakota and therefore MATBUS, did not receive an apportionment of FY 2021 FTA 5307 Urbanized Area Formula funds through CRRSAA. Minnesota received an apportionment of \$120,611 and North Dakota received an apportionment of \$74,762 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The CRRSAA also allocated \$10 billion to FHWA for Highway Infrastructure Programs (HIP). Funding is provided at 100-percent federal share, with no local match requirement and is available for expenses typically eligible under the STBG.

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Fargo received an apportionment of \$808,620 and West Fargo received an apportionment of \$386,710 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2026-2029 TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. Moorhead) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024 or through FY 2024.

American Rescue Plan Act of 2021 (ARP)

The ARP is a \$1.9 trillion economic stimulus bill passed by the 117th U.S. Congress and signed into law by President Joe Biden on March 11, 2021, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The ARP includes supplemental appropriations allocated to support COVID-19 relief.

The ARP allocated \$30.5 billion to FTA recipients of urbanized (Section 5307)/rural area and tribal governments (Section 5311) formulas (\$26.6 billion), areas hit hardest by the COVID-19 pandemic (\$2.2 billion), Capital Investment Grants (CIG) Program (\$1.675 billion), enhanced mobility of seniors and individuals with disabilities (Section 5310) formula program (\$50 million), competitive planning grants (\$25 million), and competitive tribal grants (\$5 million). Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses generally eligible under said programs to continue recovering from the COVID-19 pandemic.

Moorhead Transit (MATBUS) received an apportionment of \$992,279 and Fargo Transit (MATBUS) received an apportionment of \$3,130,087 in FY 2021 FTA 5307 Urbanized Area Formula funds as allocated through the ARP. Minnesota received an apportionment of \$120,613 and North Dakota received an apportionment of \$74,763 FY

2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The Inflation Reduction Act of 2022 (IRA)

The Inflation Reduction Act of 2022 will make a historic down payment on deficit reduction to fight inflation, invest in domestic energy production and manufacturing, and reduce carbon emissions by roughly 40 percent by 2030. The bill will also finally allow Medicare to negotiate for prescription drug prices and extend the expanded Affordable Care Act program for three years, through 2025. Additionally, the agreement calls for comprehensive Permitting reform legislation to be passed before the end of the fiscal year. Permitting reform is essential to unlocking domestic energy and transmission projects, which will lower costs for consumers and help us meet our long-term emissions goals.

Inflation Reduction Act:

1. Expands Medicare benefits: free vaccines (2023), \$35/month insulin (2023) and caps out-of-pocket drug costs to an estimated \$4,000 or less in 2024 and settling at \$2,000 in 2025
2. Lowers energy bills: cuts energy bills by \$500 to \$1,000 per year

3. Makes historic climate investment: reduces carbon emissions by roughly 40% by 2030
4. Lowers health care costs: saves the average enrollee \$800/year in the ACA marketplace, allows Medicare to negotiate 100 drugs over the next decade, and requires drug companies to rebate back price increases higher than inflation
5. Creates manufacturing jobs: more than \$60 billion invested will create millions of new domestic clean manufacturing jobs
6. Invests in disadvantaged communities: cleaning up pollution with \$60 billion for environmental impacts
7. Closes tax loopholes used by wealthy: a 15% corporate minimum tax, a 1% fee on stock buybacks and enhanced IRS enforcement
8. Protects families and small business making \$400,000 or less

Section 7 | Performance Measures

Section 7 – Performance Measures

Introduction

Performance based goal setting is key to improving safety of our surface transportation and roadways. Under the 2012 law, Moving Ahead for Progress in the 21st Century (MAP-21 Act), reporting requirements became mandatory to assess performance based on qualitative data that could be used for goal setting to increase safety of public roads covered by the Highway Safety Improvement Program (HSIP). This law was then expanded under the 2015 law, Fixing American Surface Transportation (FAST Act), with additional reporting requirements for DOTs and MPOs to establish a baseline and report on progress of set targets. Additionally, the funding was then continued in 2021 with the Infrastructure Investment and Jobs Act (IIJA).

By using performance-based outcomes, including reporting requirements, it provides transparency, accessibility and increased accountability for allocation of transportation funds. Implemented by rulemakings, the performance outcomes are administered by different agencies within the U.S. Department of Transportation (USDOT), which includes Federal Highway Administration (FHWA). These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals.

Regional Performance Management

Performance management and continuously collecting transportation data has been an emphasis of planning and programming philosophies since Metro COG began in the early 1970's. However, tracking baseline data and setting annual, mid-period and 4-year period targets to report on was adopted in 2018. The establishment of safety performance measures presents unique challenges for our Metropolitan Planning Area. Specifically, Fargo is the largest metro in North Dakota whereas Moorhead is a relatively small city in Minnesota. By using Vehicle Miles Traveled (VMT) as a common denominator to adjust the rate, staff can better determine if the targets are met or significant progress is made towards meeting the target.

Similarly, system reliability data is collected, but highly unreliable for the Fargo-Moorhead urbanized area. With unreliable data, Metro COG has found it challenging to set and implement the use of safety and system reliability performance targets in the project decision-making process.

Conversely, the dataset for pavement condition reliability is readily available from the National Performance Management Research Data Set (NPMRDS). Travel time and speed data is collected in aggregated increments across the National Highway System (NHS). Thus, the implementation of pavement condition data can be easily implemented into the project decision-making processes.

Our Metropolitan Planning Area (MPA) is the area that FM Metro COG sets targets for. The MPA is a unique bistate area located in both North Dakota and Minnesota. This requires coordination with both the North Dakota Department of Transportation (NDDOT) and the Minnesota Department of Transportation (MnDOT) when developing performance measure targets. Federal regulations allow Metro COG to establish targets based on one (1) of three (3) approaches:

1. Agree to plan and program projects so that they contribute toward the accomplishment of each State's DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area; or
3. A combination of 1. and 2.

Each state has its own set of targets and baselines regarding the performance metric targets.

Latest Action

In February 2025, Metro COG set PM1 – Safety targets for the seventh time. For the seventh year in a row, Metro COG reviewed crash data and VMT and decided to support each respective state's DOT targets in the applicable portions of the MPA. The MnDOT column represents the state and MN-side of the MPA, while the NDDOT column represents the state and ND-side MPA adopted Targets.

Table 7. 1 – 2024 Adopted PM1 - Safety Performance Target

Target	MnDOT 2024 Targets	NDDOT 2024 Targets
Number of Fatalities	352.4	95.8
Rate of Fatalities (per 100M VMT)	0.582	1.053
Number of Serious Injuries	1463.4	398.1
Rate of Serious Injuries (per 100M VMT)	2.470	4.250
Number of Non-motorized Fatalities & Non-motorized	258.4	34.5

Source: Transportation Performance Management – State Dashboards

In February 2023, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures for the Performance Period. Both these targets are effective for a four-year term. During the Mid-Performance Period, the targets can be adjusted to better reflect the performance monitored in the first half of the Performance Period. Metro COG reviewed pavement condition data and chose to support the re-adoption of each of the respective state DOT’s targets in the applicable portions of the MPA for the next two years. MnDOT adjusted their performance targets for Non-Interstate NHS in GOOD condition and Percent of NHS Bridges in GOOD condition.

The MnDOT column represents the state and MN-side MPA-adopted targets, while the NDDOT column represents the state and ND-side MPA-adopted targets. MnDOT and NDDOT adopt PM2 and PM3 every four years, covering a four-year performance period. At the two-year mark (2025) of the performance period, the DOTs have the opportunity to adjust the target. MnDOT made minor adjustments to their targets in 2025, which are reflected in the table below.

Table 7.2 – 2023 Four-Year Targets and 2025 Two-Year Targets

PM 2 Target	MnDOT		NDDOT	
	2023 Four-Year Target	2025 Two-Year Target	2023 Four-Year Target	2025 Two-Year Target
Percent Interstate Pavement in GOOD Condition	60%	60%	75.6%	75.6%
Percent Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent Non-Interstate Pavement in GOOD Condition	55%	40%	58.3%	58.3%
Percent Non-Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent NHS Bridges in GOOD Condition	30%	20%	50%	50%
Percent NHS Bridges in POOR Condition	5%	5%	10%	10%

*Source: Metro COG Staff Memo February 2025
 Performance Period – 4-year period from 2023 – 2026
 Mid-Performance Period – 2-year period set in 2025*

Table 7. 2 - 2023 Adopted PM3 - System Reliability Performance Targets

4-Year Target	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that ARE Reliable	82.0	85.5
Percentage of Person Miles Traveled on the Non-Interstate NHS that ARE reliable	90.0	85.0
Truck Travel Time Reliability Index	1.40	2.00

Source: Transportation Performance Management – State Dashboards

After a significant review of datasets, Metro COG decided to readopt PM3 targets for the entire MPA that aligned with MnDOT's PM3 statewide targets. The purpose was to create consistent system reliability across the MPA. Neither North Dakota nor Minnesota chose to adjust their System Reliability Targets during the Mid-Performance Period.

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS.

Metro COG updated its Metropolitan Transportation Plan (MTP) in April 2025 and incorporated the Transportation Performance Measurement philosophy throughout the guiding document. The MTP designates the region's transportation priorities for the upcoming five-year period. The MTP carries forward performance-based planning and programming that supports Metro COG's performance targets through project selection and prioritization processes.

PM1 - Safety

The Safety Performance Measure (PM1) incorporates five key targets:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each of these individual targets is based on a five-year rolling average. Thus, 2025 targets were based on the total for 2019, 2020, 2021, 2022 and 2023 then divided by five (5) to calculate the average number of fatalities or serious injuries. Hence with each year, the average can change based on new data but remain focused on overall performance measure of safety without effects from outliers.

$$\frac{\text{year 1} + \text{year 2} + \text{year 3} + \text{year 4} + \text{year 5}}{5} = \text{avg \# of fatalities or serious injuries}$$

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance measure targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area (MPA). For this reason, Metro COG has chosen, in 2025, to support and adopt the PM1 – Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2025 PM1 – Safety performance targets can be found in Table 7-4. Metro COG participates in safety planning on the state and county levels, mainly through highway safety plans. Safety improvements are also taken into consideration as part of all the plans and studies that Metro COG performs. Metro COG also encourages safety as a high consideration when prioritizing projects to be implemented at a local and regional level.

In regard to the 2026-2029 TIP, Highway Safety Improvement Program (HSIP) funds have been programmed towards median barrier improvements along Interstate 94 and Interstate 29 as well as the installation of roundabouts through the MPA. This is to reduce the severity of crashes, working towards Metro COG's PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Not only federal projects but locally funded projects are also making safety improvements to the transportation system.

The rate of fatalities and serious injuries is calculated using Vehicle Miles Traveled within the Metropolitan Planning Area (MPA). This is to help determine how our region compares to the state's performance.

Table 7. 3 - 2025 FM Region PM1 - Safety Numbers (2019-2023 rolling average)

Target	MN Portion of MPA*	MnDOT 2025 Targets	ND Portion of MPA*	NDDOT 2025 Targets
Number of Fatalities	3.6	352.4	7.4	100.2
Rate of Fatalities (per 100M VMT)	0.588	0.582	0.522	1.075
Number of Serious Injuries	8.4	1463.4	45.2	405.2
Rate of Serious Injuries	0.883	2.470	2.993	4.335
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	1.0	258.4	6.4	35.1

*Numbers are calculated using a 5-year rolling average with crash dates from 2019-2023

Source: Metro COG

PM2 - Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates six key targets:

- Percentage of NHS Bridges in **GOOD** Condition
- Percentage of NHS Bridges in **POOR** Condition
- Percentage of Interstate Pavement in **GOOD** Condition
- Percentage of Interstate Pavement in **POOR** Condition
- Percentage of Non-Interstate NHS Pavement in **GOOD** Condition
- Percentage of Non-Interstate NHS Pavement in **POOR** Condition

Each of these individual targets is established every four years, but State DOTs are required to report on each target annually. These six performance measures can be broken into two categories: bridge condition and pavement condition.

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge’s deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

- Good 7-9
- Fair 5-6
- Poor 0-4

The Fargo-Moorhead region is meeting and exceeding some of the bridge condition performance targets in both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Despite not meeting the Bridges in **GOOD** Condition target for Minnesota, Metro COG chose, on February 2023, to support Minnesota and North Dakota targets by adopting the PM2 – Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. Additionally, during the Mid Performance Period Review in February 2025, Metro COG chose to readopt the targets set in 2023 by NDDOT while readopting the adjusted targets set by MnDOT. Because Metro COG does not fund the maintenance of the bridges on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met. One contributing factor for bridge condition performance targets for the FM Area within Minnesota is lower than the State’s targets may be due to the quantity, or lack thereof, of bridges on the NHS. In this case, the percentage of bridges in good and poor condition may only include a few.

Some of the programming is identified in the 2026-2029 TIP through projects for bridge maintenance, bridge deck repair, painting, and other bridge rehabilitation. With these projects completed over the next four years, the bridge condition percentages within the ND-side of the MPA are expected to increase and meet the NDDOT’s targets. However, Metro COG should collaborate on programming necessary bridge rehabilitation projects within the MN-side of the MPA over the next four FFY to meet MnDOT targets.

In the table on the next page, the PM2 – Bridge Condition targets for each state and the subsequent portions of each state within the MPA are identified.

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement Condition Targets are only set every four years, with the option to update them after two years during the Mid Performance Period Review. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined, and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent: 86-100
- Good: 71-85
- Fair: 56-70
- Poor: 0-55

Table 7. 4 – 2023 FM Region PM2 - Pavement Condition Numbers

Bridge Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of NHS Bridges in Good Condition	11.87%	30%	54.05%	50%
Percentage of NHS Bridges in Poor Condition	5.95%	5%	2.03%	10%

Source: Metro COG

The Fargo-Moorhead region is meeting and/or exceeding most of the pavement condition performance targets in on both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Based on this information, in February 2023, Metro COG chose to support Minnesota and North Dakota targets by adopting the PM2- Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA.

Even with the high percentage of Good or Excellent condition rating for the pavement within the MPA, there are still several pavement repair, replacement, and maintenance projects programmed in the 2026-2029 TIP. The projects are programmed in every FFY of the TIP to keep some of the Good condition roadways from falling into the Fair condition category. Through this proactive planning approach, the States and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the NHS roadways in

the MPA keeping the NHS in a state of good repair. Because Metro COG does not fund the maintenance of the interstates on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met.

Table 7.5 - 2023 FM Region PM2 - Pavement Condition Numbers

Pavement Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Interstate Pavement in Good Condition	67.42%	60%	77.35%	75.6%
Percentage of Interstate Pavement in Poor Condition	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	52.94%	55%	15.55%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	0%	2%	0.87%	3%

Source: Metro COG

PM3 - System Reliability

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on the Interstate that is reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that is reliable
- Truck Travel Time Reliability Index

Each of these individual targets is established every four years, but State DOTs are required to report on each target annually. These three performance targets can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) to calculate the travel

reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes the average travel times that are reported every 5 minutes when data is available on the NHS.

Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTTR) can be calculated for four (4) analysis periods using the following ratio:

$$\frac{\text{Longer travel times (80th percentile of travel times)}}{\text{Normal travel times (50th percentile of travel times)}}$$

The analysis periods are:

- Morning Weekday (6am-10am)
- Midday Weekday (10am -4pm)
- Afternoon Weekday (4pm-8pm)
- Weekends (6am-8pm)

Reliable segments of roadways are considered to have a ratio of 1.50 or less, whereas segments of roadways with a ratio above 1.50 are considered unreliable.

Below is the Travel Time Reliability by roadway segment for the entire NHS system in the Metropolitan Planning Area. For each segment, the worst Level of Travel Time Reliability (LOTTR) of the four (4) analysis periods is shown. It is important to note that when the reliability index is higher number, the less reliable the roadway segment is. For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive

travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

- Good 7-9
- Fair 5-6
- Poor 0-4

Figure 7. 1 is the Truck Travel Time Reliability (TTTR) map discerning which roadway segments have a reliability index of 1.5 or less across the entire Interstate system in the MPA. It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.



Figure 7. 1 – 2018 FM Region PM3 – Travel Time Reliability Index

**Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.*

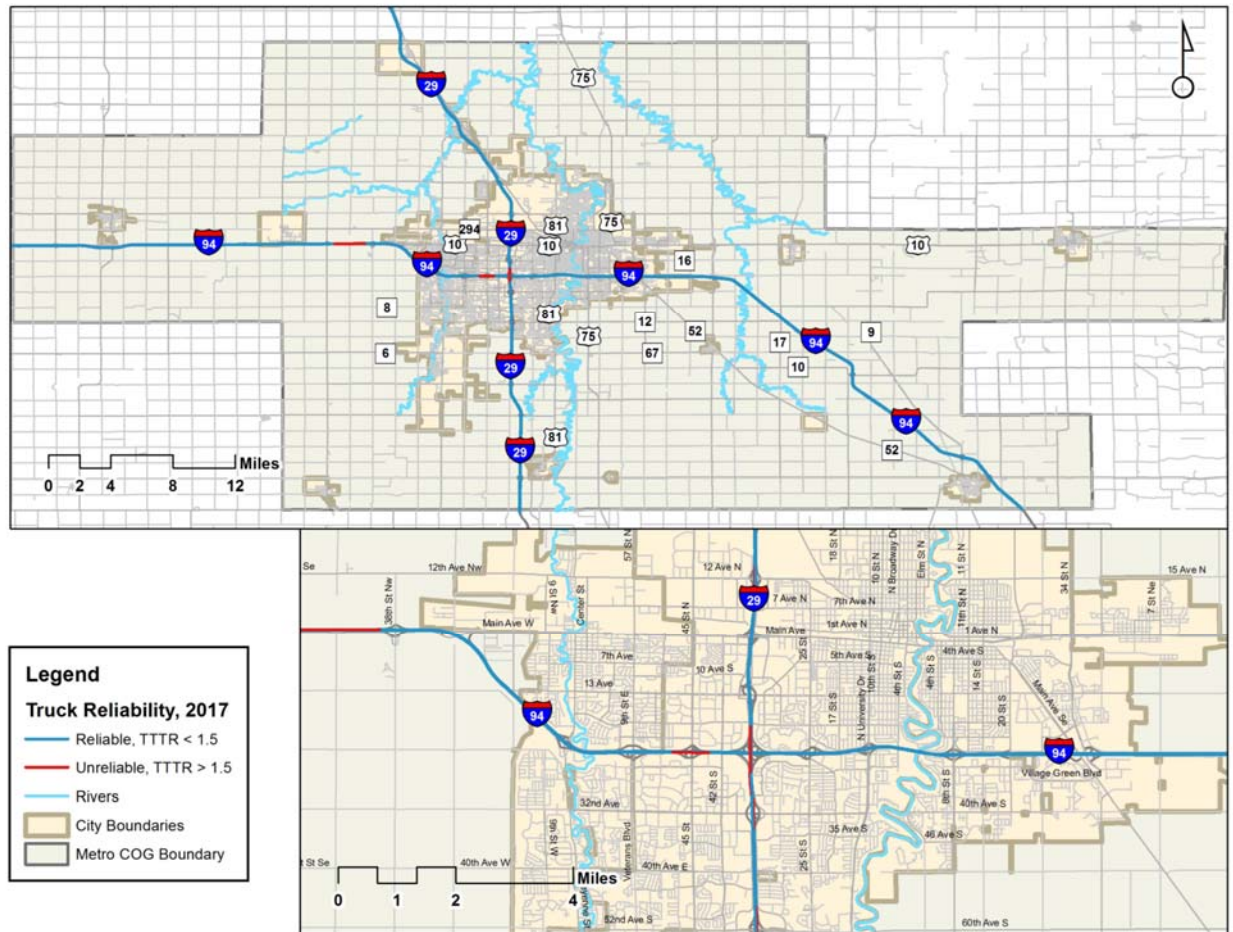


Figure 7.2 – 2018 FM Region PM3 – Truck Travel Time Reliability Index

**Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.*

Because the PM3 maps cannot be updated at this time with current data from NPMRDS, Metro COG was unable to identify if the MPA is meeting and/or exceeding the targets set by each state at a granular level. However, similar to the 2018 PM3 adoption, Metro COG decided to adopt, for the second time, consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA – this can be seen in **Table 7.7**, where PM3 met or exceeded all targets except for Percentage of Person Miles Traveled on the Non-Interstate NHS on the ND-side of the MPA. Metro COG followed the Minnesota adopted targets because as an urban area, the reliability of the system could be lower for Non-Interstate NHS travel and

Interstate travel could be slightly more reliable. In order to improve and maintain system reliability across the MPA, there are numerous new constructions, reconstruction, and rehabilitation projects in the 2026-2029 TIP that will help to ensure that Metro COG meets its PM3 targets.

Table 7. 6 - 2025 Adopted PM3 - System Reliability Performance Targets

Target	Minnesota Portion of MPA*	MnDOT 2025 Targets	North Dakota Portion of MPA*	NDDOT 2025 Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	100%	82%	93%	85.5%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	99.3%	90%	76%	85%
Truck Travel Time Reliability Index (TTTRI)	1.22	1.4	1.22	2.00

Source: Metro COG

**Targets from 2023 were readopted during the Mid-Performance Period of 2025*

Transit Asset Management (TAM)

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS. Although MATBUS updates TAM targets on an annual basis, Metro COG continues to maintain the targets adopted in 2022 by consulting and coordinating with MATBUS that both agencies' targets are in alignment. Metro COG is required to adopt new targets at least once every four years, in conjunction with when MATBUS is required to update the Transit Asset Management Plan (TAM).

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of projects in the 2026-2029 TIP. Fargo and Moorhead Transit projects consist typically of operating funds for fixed-route and paratransit services however, there are numerous vehicle replacement and other capital purchase projects.

Through the most recent **2021-2025** Transit Development Plan (TDP), if all projects come to fruition, MATBUS will remain up to date on bus replacement. In order to maintain bus replacements, Metro COG has agreed to solicit a bus replacement project using STBG flexible funds every other year. The flexing of FHWA STBG funding for transit capital purchases started in **2017**. This expenditure involves one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match for capital bus purchases. MATBUS may be caught up on their fixed-route bus replacement by **2021**, however, a proactive planning approach will ensure the transit system operates in a state of good repair. Metro COG has conveyed the need for this prioritization to NDDOT when soliciting STBG-funded projects. MnDOT has also recently started flexing FHWA STBG for transit vehicle purchases for MATBUS, which helps make more FTA Section 5307 funding available for other capital bus purchase needs, should they arise.

In **2017**, Metro COG requested and NDDOT agreed, to the prioritization of STBG funds for capital bus purchases, which has significantly helped meet the needs of MATBUS. Even more recently, MnDOT seems to have opened up more flexible STBG spending on capital bus purchases, which is reflected in the number of STBG bus replacement projects in the TIP. To solidify this regional goal of continuing to operate and maintain MATBUS in a state of good repair, the currently adopted MTP, Metro Grow, explicitly lays out a policy directive to spend a certain percentage of flexible FHWA dollars on transit-related capital purchases moving forward.

Public Transportation Agency Safety Plan (PTASP)

In addition to TAM plans, FTA requires some public transportation system operators that receive FTA Section 5307 Urbanized Area Formula funds to develop safety plans that include a Safety Management System (SMS) framework. MATBUS, the FM Area's public transportation system operator that receives Section 5307 Urbanized Area Formula funds, has adopted an SMS framework as an explicit element of the agency's responsibility by establishing safety policy; identifying hazards and controlling risks; goal setting, planning, and measuring performance. To ensure transit safety and in order to comply

with FTA requirements, MATBUS has developed and adopted a PTASP to comply with FTA regulations and establish safety performance targets as identified in the National Public Transportation Safety Plan (URL below):

www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

The SMS components of MATBUS' PTASP must include the following:

1. Safety Management Policy
 - » Safety Management Policy Statement
 - » Safety Accountabilities and Responsibilities
 - » Integration with Public Safety and Emergency Management
 - » SMS Documentation and Records
2. Safety Risk Management
 - » Safety Hazard Identification
 - » Safety Risk Assessment
 - » Safety Risk Mitigation
3. Safety Assurance
 - » Safety Performance Monitoring and Measurement
 - » Management of Change
 - » Continuous Improvement
4. Safety Promotion
 - » Safety Communication
 - » Competencies and Training

The PTASP establishes safety performance targets to address safety performance measures that will assist MATBUS in identifying and addressing safety concerns or hazardous conditions. The PTASP also guides MATBUS on the necessary processes required to mitigate said risks with minimal impact on the agency's passengers, employees, and equipment.

Transit safety performance measures include:

- Injuries
 - » Number of Injuries (Fixed Route)
 - » Number of Injuries (On Demand)
 - » Number of Injuries per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Injuries per 100,000 vehicle revenue miles (On Demand)
 - » Employee work days lost to injuries per specific time period
- Fatalities
 - » Number of Fatalities (Fixed Route)
 - » Number of Fatalities (On Demand)
 - » Number of Fatalities per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Fatalities per 100,000 vehicle revenue miles (On Demand)
 - » Work-related fatalities per specific time period
- Safety Events
 - » Total Number of Safety Events (Fixed Route)
 - » Total Number of Safety Events (On Demand)
 - » Number of Safety Events per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Safety Events per 100,000 vehicle revenue miles (On Demand)
- System Reliability
 - » Mean distance between major mechanical failure (Fixed Route)

- » Mean distance between major mechanical failure (On Demand)
- » Percent of preventative maintenance inspections completed within 10% of scheduled mileage
- Safety Culture
 - » Number of training hours for staff per specified time period
 - » Results of employee survey
 - » Percentage of staff participating in hazard reporting

The following tables list the safety targets set for MATBUS. The Cities of Fargo, ND, and Moorhead, MN will officially transmit targets in writing to the States of North Dakota and Minnesota by July 31st of each year. The following targets are based on a five year rolling average of NTD reportable safety events.

Table 7. 7 – 2025 PTASP Injury Targets

Mode of Service	Injuries (Total)	Injuries (Per 100,000 VRM)
Fixed Route Bus	0	0
On Demand/ADA	0	0
Valley Senior Services	0	0

Source: MATBUS

Table 7. 8 - 2025 PTASP Fatality Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Work-Related employee
Fixed Route Bus	0	0	0
On Demand/ADA Paratransit	0	0	0

Source: MATBUS

Table 7. 9 - 2025 PTASP Safety Event Targets

Mode of Service	Safety Event (Total)	Safety Event (Per 100,000 VRM)
Fixed Route Bus	4	.31
On Demand/ADA	.2	.06

Source: MATBUS

Table 7. 10 - 2025 PTASP System Reliability Targets

Mean distance between major mechanical failures (Fixed Route)	Mean distance between major mechanical failures (On Demand)	Percentage of PM completed within 10% of scheduled mileage
9,000	12,000	90

Source: MATBUS

There are several programmed projects in the 2026-2029 TIP that will help MATBUS achieve PTASP performance targets. Numerous vehicle replacement projects are anticipated to positively impact system reliability for both fixed routes and on-demand services. Metro COG will continue to support MATBUS in achieving PTASP performance targets in other ways as well, not just through TIP-programmed projects.

MATBUS and other transit operators who receive FTA Section 5310 or Section 5311 funds will be required to certify that they have a safety plan in place meeting the requirements of the rule (49 CFR Part 673) and will be required to update the PTASP on an annual basis. Metro COG is not required to adopt PTASP targets on an annual basis however, must adopt PTASP targets when a new PTASP is adopted by MATBUS (at least once every four years).

MPO Investment Priorities

Due to the FM Area’s high growth rate over the last three decades, most of Metro COG’s priorities in the MPA have been expanding the transportation network into new growth areas. The focus of Metro COG’s corridor studies has been on increasing safety, multimodal accessibility, quality of infrastructure, and system reliability of the network. This has become increasingly important as

demands on the transportation system have increased with population growth and added strain to the system. However, even with the historic and projected growth of the region, the direction of Metro COG's MTP has shifted from prioritizing the expansion of roadways to prioritizing the preservation and maintenance of existing roadways and infrastructure as the top priority for the transportation system in the MPA. This is a big change in the way Metro COG and local jurisdictions think about where federal dollars should be spent; focusing on the infrastructure that is already in place rather than the continual expansion of the network.

Metro COG's MTP also analyzes where funds are being allocated to the transportation system. The plan focuses on a holistic vision of funding that includes local, state, and federal funding. Metro COG and its local partners acknowledge that in order to achieve the region's goals, project prioritizations must be based on value and

available funding. By integrating performance measure data with funding source matrices, Metro COG is better able to prioritize projects and investment areas throughout the region.

Conclusion

Metro COG has adopted the federally required performance measure targets and continues to update them as needed. The Fargo-Moorhead MPA is currently programming and planning toward the achievement of each of the above targets.

As Metro COG moves forward, performance measure targets, data collection efforts, and strategies will be continuously integrated into future plans and studies. Maintaining a reliable and safe transportation system is of the highest priority to the agency, which continues to focus on creating a multimodal transportation system that meets regional goals.

Metro COG's investment strategies focus on safety, reliability, roadway conditions, and transit. Metro COG continues to work conscientiously and deliberately aligning project prioritization with performance targets while focusing on creating livability through the transportation network, managing risk in investments, and tracking changes in local funding sources and projects carried out with local funding.

Section 8 | Environmental Considerations

Section 8 – Environmental Considerations

Title VI Analysis

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As President John F. Kennedy said in 1963:

Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.

If a recipient of federal assistance is found to have discriminated and voluntary compliance cannot be achieved, the federal agency providing the assistance should either initiate fund termination proceedings or refer the matter to the Department of Justice for appropriate legal action. Aggrieved individuals may file administrative complaints with the federal agency that provides funds to a recipient, or the individuals may file suit for appropriate relief in federal court. Title VI itself prohibits intentional discrimination. However, most funding agencies have regulations implementing Title VI that prohibit recipient practices that have the effect of discrimination on the basis of race, color, or national origin.

Metro COG is committed to preventing discrimination, and recognizes the key role that transportation facilities and services provide to the community. Metro COG assures that no person shall on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100-259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Metro COG further assures that every effort will be made to ensure nondiscrimination in all of its federally funded program activities. Metro COG adopted its first Title VI Non-Discrimination Program in 2012. MPOs are required to update their Title VI program every three years. See the Metro COG website for a copy of Metro COG's current effective Title VI plan adopted on November 21, 2023 (<https://www.fmmetrocog.org/titlevi>).

The maps on the following pages show projects that are part of the 2026-2029 TIP that have project footprints in areas with significant minority or elderly

populations. A Title VI project is defined as having the potential to have an impact on the Title VI area if any portion of a project intersects with the defined boundaries of either a minority population area or an elderly population area or if any portion of a project ran directly adjacent to said area. The Title VI areas within the metropolitan planning area were defined by the 2020 Decennial Census. With the use of the Census and the most current American Community Survey (2017-2021 5-yr estimates), Metro COG was able to visualize the 2026-2029 TIP Projects that ran adjacent to a Title VI area. FIGURE 8.1 shows TIP Projects that are located in proximity to a Title VI area. The subsequent table (TABLE 8.1) lists the mapped projects. Title VI prohibits discrimination on the basis of race, color, and national origin with respect to the development, implementation and enforcement of laws, regulations and policies.

Air Quality

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or designated by the FHWA or the FTA in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen oxide. These areas are known as nonattainment areas or maintenance areas, respectively. Regulations governing transportation conformity are found in 40 CFR 51 and 93. Both Minnesota and North Dakota are in attainment for all air quality standards and no additional consideration is required in the development of the TIP.

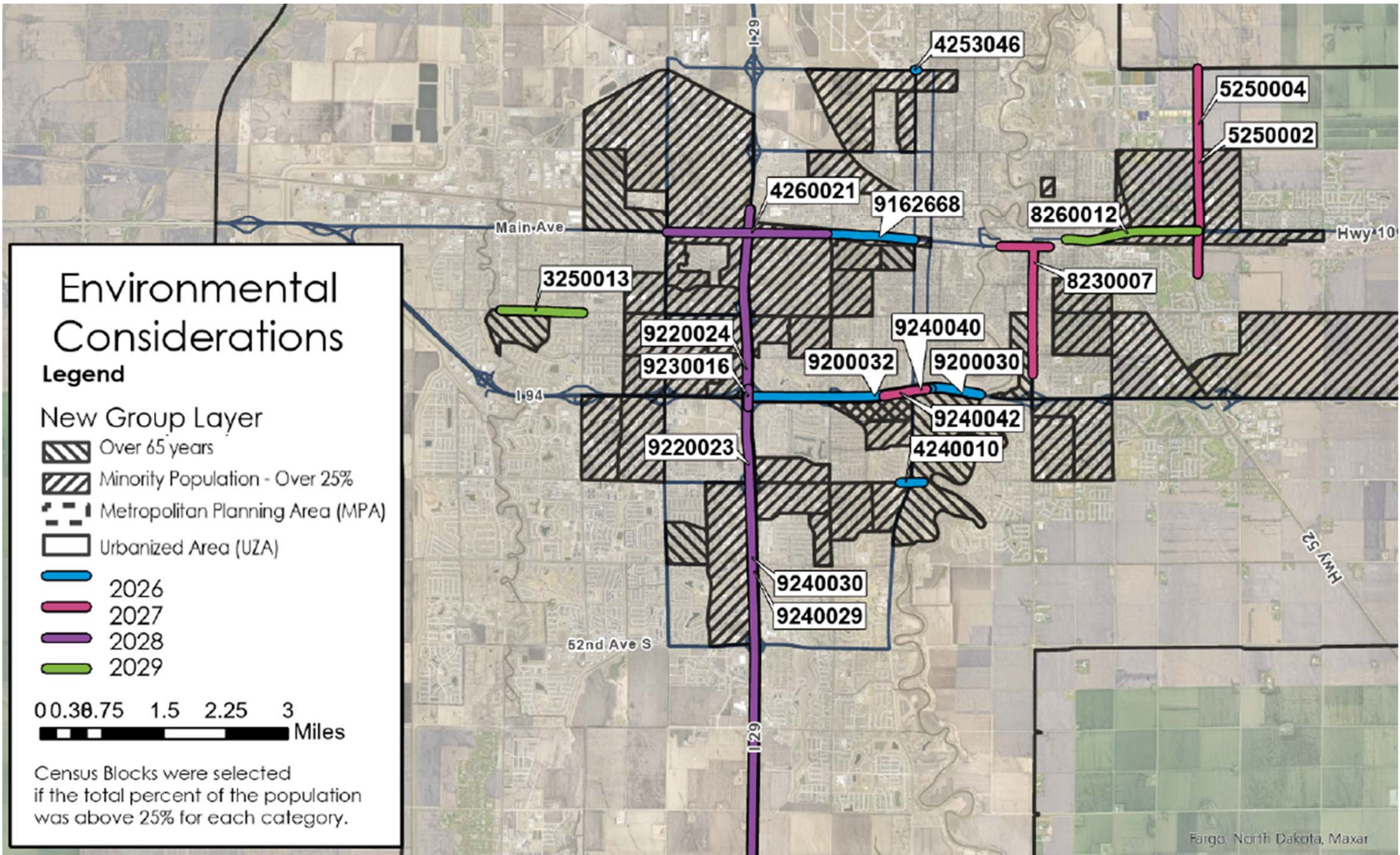
National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality. A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

A State Implementation Plan (SIP) must be submitted to EPA for nonattainment areas. Through this plan a state will design its approach to reducing the pollutant levels in the air and if appropriate, any emissions of precursor pollutants.

The Clean Air Act (CAA) requires areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. In some areas, this process has forced State and local transportation officials to make tough decisions in order to meet both air quality and mobility goals. Where CAA goals were not being met, some State and local

transportation officials have been challenged to find ways to reduce vehicle emissions by developing transportation plans, TIPs and projects that will alter travel patterns, reduce the number of single occupancy vehicles and make alternate modes of transportation (such as bicycle and transit) an increasingly important part of the transportation network.

Although the FM Areas is in attainment for air quality, Metro Grow outlines a proactive planning approach for the FM Area, making alternative modes of transportation such as bicycles and transit, a priority for future transportation network investments to maintain air quality.



Lead Agency	Metro COG ID	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue	Title VI
Clay County	2250033			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000			
City of West Fargo	3250013	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$15,405,473	STBG	\$10,907,772		\$4,497,701			65 and Over
City of West Fargo	3250022	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$1,070,000	CRP	\$746,536		\$323,464			
City of West Fargo	3250039			52nd Avenue West	9th Street West	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.	New Construction	\$2,260,000	HSIP	\$2,034,540		\$226,060			
City of West Fargo	3260005	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008	Bike/Ped	\$1,580,160	CRP	\$1,220,000		\$360,160			
City of West Fargo	3260008	Beaton Drive		Sheyenne Street	0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005	Bike/Ped	\$523,965	TA	\$419,172		\$104,793			
City of Fargo	4230003	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem Connected to 5257059, 5257060, and 5260001	Bike/Ped	\$3,400,000	STBG	\$2,720,000		\$680,000			
City of Fargo	4240010	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685			Minority 65 and Over
City of Fargo	4240011	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$9,960,000	STBG	\$5,400,000		\$4,560,000			
City of Fargo	4250018					Construction of a shared use path south of the water reclamation facility.	New Construction	\$370,000	TA	\$296,000		\$74,000			
City of Fargo	4253046	Intersection		19th Avenue North	University Drive	Remove Negative Left Turn Offsets	Safety	\$351,000	HUE	\$315,900		\$35,100			Minority
City of Fargo	4260006	Drain 27		52nd Avenue South	64th Avenue South	Construction of a shared use path.	Bike/Ped	\$1,297,000	TA	\$870,000		\$427,000			
City of Fargo	4260007	Deer Creek Area		Drain 27	Deer Creek Elementary	Construction of a shared use path.	Bike/Ped	\$580,000	TA	\$460,828		\$119,172			
City of Fargo	4260021	Main Avenue	2.0	45th Street	25th Street	Concrete Pavement Repair and Expansion Joint Modification	Rehabilitation	\$17,244,000	NHU	\$13,956,000	\$1,564,000	\$1,724,000			Minority
Moorhead Transit	5230006	Transit				Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment	Transit Capital	\$714,000	FTA 5307	\$606,900		\$107,100			
City of Moorhead	5250002	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2028) CONNECTED TO 5250004	Rehabilitation	\$2,443,260	STBG			\$1,350,220	2028 STBG SC	\$1,093,040	Minority
City of Moorhead	5250004	34th Street	1.8	3rd Avenue North	28th Avenue North	**AC**: ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY (AC PAYBACK 1 OF 1) CONNECTED TO 5250002.	Rehabilitation	\$1,093,040	STBG	\$1,093,040					Minority
City of Moorhead	5260001	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.	Bike/Ped	\$450,000	TA	\$450,000					
City of Horace	7250019	County Road 17	0.3	76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$646,830	CRP	\$413,464		\$233,366			

Lead Agency	Metro COG ID	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue	Title VI
City of Horace	7250021	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$519,002	CRP	\$415,201		\$103,801			
MNDOT	8230007	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous & Concrete Paving, ADA Improvements and Signals	Rehabilitation	\$5,500,000	NHPP	\$3,948,870	\$901,130	\$650,000			Minority
City of Dilworth	8260003	15th Avenue North		40th Street North	7th Street Northeast	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING	New Construction	\$3,182,430	STBG	\$1,149,000		\$2,033,430			
MNDOT	8260012	US 10		13th Street	West of 34th Street	**AC** ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD, RECONSTRUCTION, AC PAYBACK IN 2030	Reconstruction	\$21,000,000	NHPP	\$10,284,000	\$3,716,000		AC 2030 NHPP	\$7,000,000	Minority
MNDOT	8260025					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)	Safety	\$13,400,000	PROTECT	\$10,720,000	\$2,680,000				
NDDOT	9162668	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$33,683,000	NHU	\$20,548,000	\$2,316,000	\$10,819,000			Minority
NDDOT	9200030	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,168	IM	\$1,601,251	\$177,917				65 and Over
NDDOT	9200032	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,779,920	IM	\$1,601,928	\$177,992				Minority 65 and Over
NDDOT	9220023	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000				Minority
NDDOT	9220024	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000				Minority
NDDOT	9230010	ND 18	0.8	7th St S	3rd St N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,644,915	SS	\$1,331,230	\$313,685				
NDDOT	9230016	I-29N		I-29 & I-94 Interchange		Structure Paint, Structural Incidental	Rehabilitation	\$729,992	IM	\$656,993	\$72,999				Minority
NDDOT	9240029	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101				Minority
NDDOT	9240030	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$411,008	IM	\$369,907	\$41,101				Minority
NDDOT	9240040	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000				Minority 65 and Over
NDDOT	9240042	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	STBGP	\$494,000	\$55,000	\$61,000			Minority 65 and Over
NDDOT	9250023	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$19,739,000	IM	\$17,765,000	\$1,974,000				

Community Impact Assessment

Below is a non-exhaustive listing of potential impacts from the 2026-2029 TMA funding sources (STBG, TA, and CRP). The below information does not take the place of NEPA analysis, which is already integrated into project development for all federally funded projects.

	Project Description	Title VI	Congestion Management	Potential Impact of Project
2250033	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead		Yes	The Project facilitates network connectivity between modes. The project widens existing roadways. The project adds new roadways.
3250013	Reconstruction of 13th Avenue East	65 and Over		Project occurs within right-of-way and improves travel experience.
3250022	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.		Yes	The Project facilitates network connectivity between modes.
3250039	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods. The Project facilitates network connectivity between modes. The project improves roadway safety operations.
3260005	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
3260008	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.

4230003	Construction of 40th Ave S Bike Ped Bridge at Bluestem		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4240010	Reconstruction of 32nd Ave S in Fargo	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
4240011	Reconstruction of 17th Ave S in Fargo			The Project facilitates network connectivity between modes.
4250018	Construction of a shared use path south of the water reclamation facility.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4253046	Remove Negative Left Turn Offsets	Minority		
4260006	Construction of a shared use path.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods. The Project facilitates network connectivity between modes.
4260007	Construction of a shared use path.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
4260021	Concrete Pavement Repair and Expansion Joint Modification	Minority		Project occurs within right-of-way and improves travel experience.
5230006	Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
5250002	Mill and overlay on 34th street, from 3rd ave north to 28th ave north	Minority		Project occurs within right-of-way and improves travel experience.
5250004	Mill and overlay on 34th street, from 3rd ave north to 28th ave north	Minority		Project occurs within right-of-way and improves travel experience.

5260001	**AC** : TAP PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUESTEM AMPHITHEATER IN MOORHEAD. AC PROJECT, PAYBACK 1 OF 1. CONNECTED TO 4230003, 5257059, AND 5257060.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
7250019	Construction of a shared use path on the on the east side of County Road 17.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
7250021	Construction of a shared use path on the on the south side of 76th Avenue South.		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
8230007	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous & Concrete Paving, ADA Improvements and Signals	Minority		Project occurs within right-of-way and improves travel experience.
8260003	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
8260012	ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD	Minority		Project occurs within right-of-way and improves travel experience.
8260025	WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY		Yes	The project enhances existing roadway operations.

FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS)				
9162668	Reconstruction of Main Ave Watermain, Sanitary Sewer	Minority		Project occurs within right-of-way and improves travel experience.
9200030	Concrete Pavement Repair	65 and Over		Project occurs within right-of-way and improves travel experience.
9200032	Concrete Pavement Repair	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9220023	Concrete Pavement Repair, Grinding	Minority		Project occurs within right-of-way and improves travel experience.
9220024	Concrete Pavement Repair, Grinding	Minority		Project occurs within right-of-way and improves travel experience.
9230010	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking		Yes	The project encourages modal shifts from single-occupancy vehicle trips to transit and active transportation methods.
9230016	Structure Paint, Structural Incidental	Minority		Project occurs within right-of-way and improves travel experience.
9240029	Deck Overlay, Approach Slabs	Minority		Project occurs within right-of-way and improves travel experience.
9240030	Deck Overlay, Approach Slabs	Minority		Project occurs within right-of-way and improves travel experience.
9240040	Deck Overlay, Spall Repair, Expansion Joint Mod, Structural/Incidental	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9240042	Joint Repair, Structure Repair, Spall Repair, Structure Paint	Minority 65 and Over		Project occurs within right-of-way and improves travel experience.
9250023	Construction of interchange ramps at I-29 and 64th Avenue South		Yes	The Project facilitates network connectivity between modes. The project widens existing roadways. The project adds new roadways.

Section 9 | Public Involvement

Section 9 – Public Involvement

Public involvement and participation are necessary to ensure a vibrant and meaningful planning process. Involving the public early and often in the planning and implementation process helps to ensure that decisions are made in consideration of public opinion and preference to meet the needs of the public. The public involvement process creates a collaborative environment which builds trust and understanding between the public and those who serve them.

Public Participation Plan Requirements

Metro COG produces a Public Participation Plan (PPP) from which public involvement activities and actions for the TIP are identified. Public notice requirements for public input opportunities are listed within the PPP.

Announcements for public notices and meetings related to the TIP, as well as a summary of public comments received are included in Appendix A.

The COVID-19 pandemic shifted the way public engagement was conducted. Metro COG's PPP is built with some flexibility for public engagement regarding a hybrid public comment period and public engagement approach.

Metro COG's PPP requires the following for TIP adoption:

- Minimum 30 calendar day Public Comment Period
- Legal notice at least 7 calendar days prior to Public Meeting
- Public meeting at least 15 days prior to Policy Board Action
- Public notifications are to include
 - Website
 - Newsletter (if applicable)
 - Public Notification List (email subscribers)
 - Public Meeting/Open House
 - Public Postings (if applicable)
 - Newspaper Legal Ad (Forum of Fargo-Moorhead)
 - Public Presentations

Public Process to Support TIP Development

Early Input to Support TIP Development and Final Approval

Metro COG developed the 2026-2029 TIP in coordination with its 2022 Public Participation Plan (PPP). According to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested or affected stakeholders are given an opportunity to comment on and participate in the development of critical aspects, policies, and products of the Metropolitan Planning Program as implemented by Metro COG.

On August 13, 2025, Metro COG advertised the release of the Draft 2026-2029 TIP and subsequently opened the public comment period including timeline for formal TIP approval. The legal ad was published in the Forum of Fargo-Moorhead (official newspaper) and information was also included on the Draft TIP webpage as well as the public input meeting being posted to Metro COG's website calendar.

Metro COG held a public open house on Tuesday, September 2, 2025 from 4:30 - 6:30 pm to present the final draft document and garner feedback on the final draft TIP. In total, there were 14 participants involved in the public open house comprised of staff representing Metro COG and including 11 participants from the general public.

These public input opportunities were advertised in the Forum of Fargo-Moorhead and press releases were sent out regarding the public input opportunity to Metro COG's known local media contacts. Metro COG made all relevant material regarding the 2026-2029 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarizes the meetings and comments received for the TTC and Policy Board for consideration prior to final action on the 2026-2029 TIP on September 25, 2025. The summarization of comments received can be found in Appendix A.

Section 10 | Revision

Section 10 – Revision

Metro COG, at the request of its member jurisdictions and planning partners, will accept proposed revisions to the TIP. The types of revisions are either amendments or administrative modifications depending on the nature of the revision. Amendments and administrative modifications are incorporated into the TIP at any time during the program year according to those procedures which have been cooperatively developed through the metropolitan planning process. Amendments may be for the purpose of adding projects, advancing projects, revising the funding levels or funding source of projects or modifying the scope or termini of projects. Amendments and administrative modifications will be referenced in Appendix B and will also be posted on the Metro COG website. For projects listed in an amendment or administrative modification, the information listed is the most current and replaces any and all instances of the project as may be listed in the project table section of the TIP.

No amendment or administrative modification will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriations Bill). Proposed amendments will not be approved unless the TIP is fiscally constrained. Changes to fiscal constraint should be demonstrated prior to the amendment approval process.

In general, changes to the text or body of the document are not subject to the formal TIP amendment or administrative modification procedures. Major modifications to the text or body of the TIP document may be discussed at the TTC and Policy Board at the time of final document action.

Metro COG Amendment and Administrative Modification Procedures

Metro COG has procedures regarding how amendments and administrative modifications are conducted for the purpose of maintaining the TIP for the MPA. At a minimum, all revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board. The Metro COG Public Participation Plan (PPP) includes further guidance on the required public notification process necessary to administer an amendment to an approved TIP. According to 23 CFR 450.328 “An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval.” The requirements listed later in this section in part selected to assist Metro COG in carrying out the requirements of 23 CFR 450.326.

Amendment Process

To conduct an amendment to an approved TIP, Metro COG requires a 10-day public comment period, holds a public meeting, and must receive TTC and Policy Board action, all according to the PPP. Metro COG staff prepare a memorandum highlighting the process described above and highlighting any changes to the project(s) that require an amendment. After the TIP amendment goes through the process and is approved by the Policy Board, the amendment is sent to the applicable cognizant agencies thoroughly describing the amendment and action taken by the Policy Board. After the formal Metro COG process, the applicable State agency (NDDOT or MnDOT) may begin their process of revising their respective STIP which may or may not also require a formal amendment. Metro COG typically receives a letter from the applicable State DOT when the amendment has been formally approved at the State level. The process to formally amend a project within the TIP can take 30-60 days at Metro COG and sometimes longer because the amendment typically has to go through the respective State's modification processes before FHWA/FTA approval.

Administrative Modification Process

To conduct an administrative modification to an approved TIP, Metro COG requires a minimal process in which the administrative modification be announced at the TTC and Policy Board. No formal approval process or public comment period is required. Metro COG staff prepare a memorandum highlighting the changes to the project(s) that require an administrative modification and send said memo to the applicable cognizant agencies. The administrative modification is then announced at the TTC and Policy Board; this step may occur before or after a memo is sent to applicable cognizant agencies. When an applicable state agency (NDDOT or MnDOT) receives an administrative modification memo, they may begin their process of amending their respective STIP which may or may not also require an administrative modification. The procedure to process an administrative modification to the TIP can take up to 5-10 days at Metro COG and even longer at the State level depending upon which modification threshold (administrative modification or amendment) said changes meet. Metro COG reserves the discretion to choose to process a TIP revision in more stringent manner than what is required by the below requirements if it decides to do so.

Metro COG Amendment and Administrative Modification Requirements

The Metro COG Policy Board has adopted procedures regarding how amendments and administrative modifications are defined by Metro COG for the purposes of maintaining the TIP. Determination shall be made in cooperation with the NDDOT, MnDOT, and FHWA when there is a question about a project change being considered for an amendment or administrative modification.

Amendment Required:

1. The change adds new individual FHWA funded, FTA funded, or RSP project or funding source;
2. Total cost or federal funding change meets the formal TIP Amendment threshold as shown in Table 10.1;
3. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project;
4. The change results in project scope change including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/ lane/intersection/route;
5. The change in project limit/termini is greater than 0.3 miles in any direction;
6. The change impacts air quality conformity for projects in an MPO in non-attainment (the FM Area is in attainment);
7. Removing a project currently programmed in the TIP;

Table 10. 1 - FHWA & FTA Project Cost Increase Thresholds

Cost of Project	Amendment needed if the change is more than
Any	20%

Source: Metro COG

Administrative Modification Required:

1. The change in total project cost estimate or federal funding is greater than 5% and less than 20%;
2. The change consists of revising the program year (FFY) of a project with no changes to cost or scope;
3. The change adds a locally funded project that is associated with an existing federally funded project in the TIP if the project cost is greater than \$2,000,000. This applies to both DOT let and local let projects. No action required if the revised total project cost is less than \$2,000,000;
4. The change corrects a de-minimis technical error;
5. Adding or removing Advance Construction (AC) - includes adding new AC or increasing existing AC amount (subject to table 11-1 increase threshold), or taking an existing AC off of a project;

Discretion for Determining if an Amendment or an Administrative Modification is Required

Metro COG reserves the discretion to choose to process a TIP revision in a more stringent manner than the above requirements.

Appendix A | Public Input

Appendix A – Public Input

Outreach Methods

Metro COG utilized the local newspaper, The Forum of Fargo-Moorhead, to publish all TIP related public notices and engagement opportunities. Draft TIP materials and information about public meetings are also included on the Metro COG website throughout the TIP development process. In addition, Metro COG utilizes an email list-serve to disseminate information to interested citizens, local agencies/jurisdictions, and others. As an additional outreach method, the Metro COG Facebook page was utilized to inform the public about upcoming engagement opportunities related to the 2026-2029 TIP.

Public Notices, Hearings, and Meetings

The first public notice was published on August 13, 2025 to inform the public that Metro COG would be releasing the Draft 2026-2029 TIP, opening a public comment period, and holding a public meeting on September 2, 2025 at 4:30 pm.

Metro COG released the Final Draft 2026-2029 TIP and held a public open house on September 2, 2025 from 4:30 to 6:30 pm at the Hjemkomst Center. In total, there were 14 participants involved in the public open house comprised of staff representing Metro COG and including 11 participants from the general public.

Metro COG's public comment period for the development of the 2026-2029 TIP ended on September 15, 2025. However, due to the volume of comments received, Metro COG continued to accept public comments up through the adoption of the Final 2026-2029 TIP by Metro COG's Policy Board on September 25, 2025.

Notice	Activity	Publication Date	Comments Received
Comment Period & Public Meeting # 1	Begin Comment Period –Draft TIP	July 3, 2024	0
Public Open House	Public Open House – Debut/Final Draft TIP	July 16, 2024	0
End Public Comment Period	End Public Comment Period	September 15, 2025	14 (emails plus individual comments at TTC)
Policy Board Action	Policy Board Action on the Final Draft TIP	September 25, 2025	14 (emails plus individual comments at Policy Board)

Comments Received

Below are official comments received from the public and Metro COG’s planning partners. The comments are shown by jurisdiction as they were received with Metro COG’s official responses represented below.

Origin of Comment	Date (YYYYMMDD)	Metro COG ID	Description of Update
City of Fargo	20250902	9250023	Public comment in opposition to project
City of Fargo	20250906	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in opposition to project
City of Fargo	20250907	9250023	Public comment in support of project (2 signatories)
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250908	9250023	Public comment in opposition to project
City of Fargo	20250909	9250023	Public comment in opposition to project
City of Fargo	20250911	9250023	Public comment in opposition to project

Origin of Comment	Date (YYMMDD)	Metro COG ID	Description of Update
City of Fargo	20250911	9250023	Transportation Technical Committee meeting public comment period (4 in opposition to project)
City of Fargo	20250919	9250023	Public comment in opposition to project (Attached petition (36 signatories) and opposition letters (9))
City of Fargo	20250920	9250023	Public comment in opposition to project
City of Fargo	20250923	9250023	Public comment in support of project (5 signatories)
City of Fargo	20250924	9250023	Public comment in support of project
City of Fargo	20250925	9250023	Public comment in opposition to project
City of Fargo	20250925	9250023	Public comment in opposition to project
City of Fargo	20250925	9250023	Policy Board meeting public comment period (7 in opposition to project and additional petition submitted (16 signatories))
City of Fargo	20250925	9250023	Policy Board meeting public comment period (1 in support of project)

**Public Comment Period: Metro
COG 2026-2029 Transportation
Improvement Program (TIP)**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the development of its 2026-2029 Transportation Improvement Program (TIP). Metro COG is releasing a draft version of the TIP that includes all federally funded and locally funded regionally significant multi-modal transportation projects that will occur in federal fiscal year 2026 through 2029. A draft version of the TIP will be available for review on Metro COG's website www.fmmetrocog.org/TIP on August 13, 2025. The comment period will end on September 15, 2025 at 5:00pm. The draft will be presented at the Metro COG Policy Board Meeting on August 21, 2025. All comments received during the public comment period will be considered and presented to the Policy Board prior to the accepting of the Final Metro COG 2026-2029 TIP tentatively scheduled for Thursday, September 25, 2025 at 4:00 pm.

Metro COG will hold a public input meeting on **Tuesday, September 2, 2025 from 4:30 pm until 6:30 pm** at the **Hjemkomst Center** located at **202 1st Ave N, Moorhead, MN 56560** to showcase the 2026-2029 Transportation Improvement Program and allow opportunity for public comment before the TIP is finalized. All are encouraged to attend and provide their feedback on the projects listed within the document.

The purpose of this public engagement process is to provide the opportunity to participate in the development of the Metro COG 2026-2029 TIP. The TIP programs transportation projects (e.g., road, bridge, bikeway, pedestrian, transit, safety enhancements, etc.) utilizing federal funds in the FM Area over the next four years.

A copy of the Draft Metro COG 2026-2029 TIP can be reviewed on Metro COG's webpage starting August 13, 2025 at www.fmmetrocog.org/TIP, and will be continuously updated during the entirety of the public comment period, which ends on September 15, 2025 at 5:00pm. Physical copies of the Draft TIP are available at Metro COG's offices, located at 1 2nd Street North (Case Plaza) Suite 202, Fargo, ND 58102.

The public is invited to attend a public meeting on **Tuesday, September 2, 2025 from 4:30 pm until 6:30 pm** at the **Hjemkomst Center** located at **202 1st Ave N, Moorhead, MN 56560**. Written comments, or requests for additional information can be mailed to Metro COG's physical address above, or emailed to Paul Bervik, Assistant Transportation Planner (contact information is listed at the end of this notice).

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, 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 meetings proceedings and related materials. Please contact Paul Bervik, Assistant Transportation Planner, with the contact information listed below, 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.

Contact: Paul Bervik, Assistant Transportation Planner, direct: (701) 532-5107, email: bervik@fmmetrocog.org



metrocog.org
(Aug. 13, 2025)

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ___ of ___

Division/District/Consultant FM Metropolitan Council of Governments			
Meeting Location Dilworth City Dept HJEMKOMST CENTER	Meeting Type Public Open House Public Input OPPORTUNITY	Meeting Date 04/24/25 9/2/25	
Project Number		PCN	
Project Description Imagine Dilworth - Dilworth Comprehensive & Transportation Plan Final Draft 26 TIP			
Name (Please print) PAUL BERTVIK		Title/Representing METRO COG	
Address	City	State	ZIP Code
Email Address		Telephone Number	
Name (Please print) Adam Attenberg		Title/Representing	
Address 320 Chicago max.com	City Moorhead	State MN	ZIP Code
Email Address Sams.chase@1071stst.com		Telephone Number 2184438504	
Name (Please print) Arthur Poling		Title/Representing	
Address 1401 Goldenwood Drive	City West Fargo	State ND	ZIP Code 58078
Email Address		Telephone Number	
Name (Please print) Rob Kost		Title/Representing	
Address 6357 27th St S.	City FARGO	State ND	ZIP Code 58104
Email Address rob.kost@yahoo.com		Telephone Number 701-371-8794	
Name (Please print) Ryan Olsen		Title/Representing	
Address 490 Andrew Rd.	City Wampart	State MT	ZIP Code 58160
Email Address lmc2157@gmail.com		Telephone Number 7344971510	
Name (Please print) MAX HAMM		Title/Representing	
Address PO BOX 687	City PORT ORCHARD	State WA	ZIP Code 98966
Email Address		Telephone Number	
Name (Please print) Dani + Seth Lundberg		Title/Representing	
Address 14205 30th Ave S	City Glyndon	State MN	ZIP Code 56547
Email Address		Telephone Number 701-840-2523	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Meeting Location Dilworth City Depot H JEM KOMST CENTER		Division/District/Consultant FM Metropolitan Council of Governments	
Meeting Type Public Open House		Meeting Date 04/24/25 9/2/25	
Project Number		PCN	
Project Description Imagine Dilworth - Dilworth Comprehensive & Transportation Plan Final Draft 26 TIP			
Name (Please print) Elizabeth Bervik, Rhoda, Johanna, Florence		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	

FW: PCN 24477 -64th Ave. Interchange



Ben Griffith

To Jeremy Gorden

Cc Tom Knakmuhs; Paul Bervik; Adam Altenburg



Wed 9/3/2025 8:00 AM

Hi,

As a property owner that has built a new home along 64th Avenue starting the acquisition and building process in 2018-2019, 64th Avenue was designed to only be an underpass or overpass like 40th Avenue. The city engineering communication was the next on/off ramp on I29 will be on 76th Avenue. Knowing this plan we proceeded to build.

Since the current overpass was commissioned in 2022, the traffic and speed has negatively impacted our neighborhood and has raising concerns about the safety of our families. This has been raised by several of us many times to city engineering and police without successful resolution.

Learning about this proposed project will only amplify our current issues driving our property values down and raising our residential neighborhood safety concerns higher.

1. We would like to invite you to our neighborhood to see this issue. Please let me know when a good time will be and we can coordinate.
2. We would like to review the current (during High Schools in session) traffic study performed to monitor speed and traffic flow and results stamped by a Professional Engineer.
3. We have a neighborhood petition already signed by the majority of the residents along 64th Ave. Let me know if a .pdf version of the petition is acceptable to send.

Thanks,

Rob Kost

Sent from my iPhone

FW: PCN 24477 64th Ave Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs
Cc Adam Altenburg



Sun 9/7/2025 6:27 PM

From: Matt Hjelseth <matthjelseth@hotmail.com>

Sent: Saturday, September 6, 2025 7:43 AM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: PCN 24477 64th Ave Interchange

To Whom It May Concern,

My name is Matthew Hjelseth and I reside at 2512 64th Ave S, Fargo. I am writing today to express my concerns with the potential project. Already with the traffic the way it is I sometimes find it difficult to get out of my driveway on 64th Ave. I am concerned with the interchange added it will increase traffic and make it more difficult to get out of my driveway.

I am also concerned with the increased traffic that it will become more dangerous for walking pedestrians and dogs. The speeding on 64th Ave is already getting out of hand especially during the nighttime hours when police patrols are down.

And third, I am concerned with the added cost. When I moved into my house in 2010 my mortgage was approximately \$850 per month. I now pay \$1500 per month because of the taxes and specials I am forced to pay.

This project was told to our community that there would be no on and off ramp when the bridge was placed over the interstate and I don't believe this project should happen.

Thank you for your time,

Matthew Hjelseth
2512 64th Ave S, Fargo
218 368-1950

FW: 64th Ave Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs
Cc Adam Altenburg

Reply Reply All Forward

Sun 9/7/2025 6:29 PM

From: Walter Samuel <walter6samuel@hotmail.com>
Sent: Sunday, September 7, 2025 9:22 AM
To: Ben Griffith <griffith@fmmetrocog.org>
Subject: 64th Ave Interchange

Ben,

I am **OPPOSED** to the 64th Ave Interchange.

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know. The **DIFFERENCE** is there are NO RESIDENTIAL HOUSES on those other two thoroughfares.

64th Ave has residential housing/driveways directly onto the street, homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S is that when the frontage on all property purchased by the city from homeowners, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When does the city have accountability on previous promises made to residents regardless of City Commissioner changes?

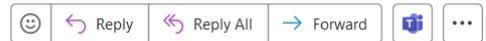
Walter Samuel D.D.S.
6300 27th St. S
 Fargo, ND 5810

FW: 64th Ave Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs
Cc Adam Altenburg



Sun 9/7/2025 6:30 PM

From: Walter Samuel <walter6samuel@hotmail.com>

Sent: Sunday, September 7, 2025 1:48 PM

To: Ben Griffith <griffith@fmmetrocog.org>

Subject: 64th Ave Interchange

Dear Mr. Griffith,

As a former member of the Fargo City Planning Commission representing the extraterritorial (17 yrs) where I lived then and currently on 64th Ave I am OPPOSED to the 64th Ave Interchange.

When we built/planned for expansion on and off ramps/interchanges always leap frogged with overpasses/underpasses. I'm not sure where the change came in for 64th Ave but when I sold my property to develop 64th into the current street it is. The engineering department confirmed with me that there would be no interchange on 64th only an overpass/underpass.

It is disappointing to me that with the promise from the city/engineering department in 2016 when we sold our frontage until now the city has seemed to forget the promises they made.

I strongly encourage you to look back on the agreements the City of Fargo made with residents along 64th Ave when buying the frontage.

C.W. Samuel DVM
6396 27th St S.
Fargo, ND 58104

FW: PCN 24477 64th Avenue I29



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs
Cc Adam Altenburg



Sun 9/7/2025 6:30 PM

From: Bruce Bekkerus <mnskibb@gmail.com>
Sent: Sunday, September 7, 2025 1:52 PM
To: Ben Griffith <griffith@fmmetrocog.org>
Subject: PCN 24477 64th Avenue I29

PCN 24477 64th Ave I 29 exchange.

Greetings from Maple Leaf Loop South. We, Bruce Bekkerus and Rebecca Walters moved to our house in 2023! We are enjoying our new neighborhood! We totally support the new interchange. Since we used to live in Moorhead and personally saw the benefits of the diverging diamond plan we support that the most! This will move the most traffic with the least amount of waiting at traffic lights! It will also have the least amount of left turn conflict!

The interchange could actually reduce the traffic on 64th Ave because this will effectively be a direct access to Horace.

Long before 64th Avenue was ever improved...still a gravel road, there were signs just off University Drive Hwy 81 stating..."Future Arterial Roadway". The future is now!

Bruce Bekkerus

Rebecca Walters

3321 Maple Leaf Loop S

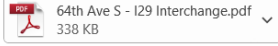
FW: 64th Ave S & I29 Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs

Cc Adam Altenburg



Mon 9/8/2025 5:51 PM

Ben Griffith



From: Carol Harms <c.harms@ymail.com>

Sent: Monday, September 8, 2025 9:15 AM

To: amurra@nd.gov; minneman@nd.gov; rhenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>

Subject: 64th Ave S & I29 Interchange

Good morning, please see attached, I am opposed to the 64th Ave S - I29 Interchange PCN 24477 64th Ave Interchange.

Thank you
Carol Harms
3323 Maple Leaf Loop S
Fargo ND 58104

701-212-5275

Please don't ruin our neighborhood.

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: CAROL HARMS

Signature/Date: Carol Harms 9-8-2025.

Address: 3323 Maple Leaf Loop S Fargo.

Email: c.harms@ymail.com.

FW: PCN 24477 -64th Ave. Interchange - Fargo



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs

Cc Adam Altenburg

This message was sent with High importance.



Mon 9/8/2025 5:52 PM

Good morning,

I am writing to express my strong opposition to the proposed 64th Ave / I-29 Interchange – PCN 24477. Since the current overpass was commissioned in 2022, our neighborhood has experienced a dramatic increase in traffic volume and speed, creating serious safety concerns for our families. Despite multiple attempts by residents to engage with City Engineering and the Fargo Police Department, these issues remain unresolved.

The current proposal—to transform 64th Ave S into a major thoroughfare similar to 32nd Ave S or 52nd Ave S—poses unacceptable risks to our residential community. Unlike those roads, **64th Ave S is lined with residential homes and driveways that open directly onto the street.**

Key Points of Concern:

- **No residential homes exist on 32nd or 52nd Ave S**, yet 64th Ave S is a fully residential corridor.
- **Homeowners regularly back out of driveways**, and delivery drivers (mail, FedEx, Amazon) operate along this street. This does not occur on the other proposed comparison roads.
- **Traffic is projected to increase 2–3x**, which will significantly heighten the risk to residents.
- **Property values are expected to decline**, and we do not need additional special assessments.
- **The engineering study failed to include our residential area**, stopping at the dike near 64th Ave and excluding the 25th St S roundabout.
- **We were explicitly told by the City and Engineering Department that this overpass would never include on/off ramps.** This reversal is deeply frustrating and undermines public trust.

The current traffic conditions have already made it extremely dangerous for my family to back out of our driveway. With vehicles speeding through the area, it's a daily hazard—and if this project moves forward, that danger will only escalate.

We've gathered a petition signed by the majority of residents in the area. Many were unaware of the project until Rob Kost explained it, and the recent public meeting held just before Labor Day was poorly timed, excluding many voices—including mine.

We respectfully request the following actions:

1. **Visit our neighborhood** to witness the traffic and safety issues firsthand.
2. **Provide a stamped traffic study** conducted during the school year, including current and projected data.
3. **Extend the impact study area** to include the 25th St S roundabout and our residential neighborhood.
4. **Ensure accurate public representation** and engagement for those most affected.
5. **Accelerate the planned 76th Ave / I-29 Interchange**, which offers a safer and more appropriate solution.

If the 64th Ave Interchange proceeds, the project must include budget provisions for the buyout of homes along 64th Ave to safely accommodate the traffic flow.

Correspondence regarding this matter has been sent to Senator Hoven, Governor Armstrong, Mayor Mahoney, Fargo City Commissioners, Fargo City Engineering, Metro COG, and Bolton & Menk.

We ask for your support in protecting our neighborhood and holding the city accountable to its original commitments.

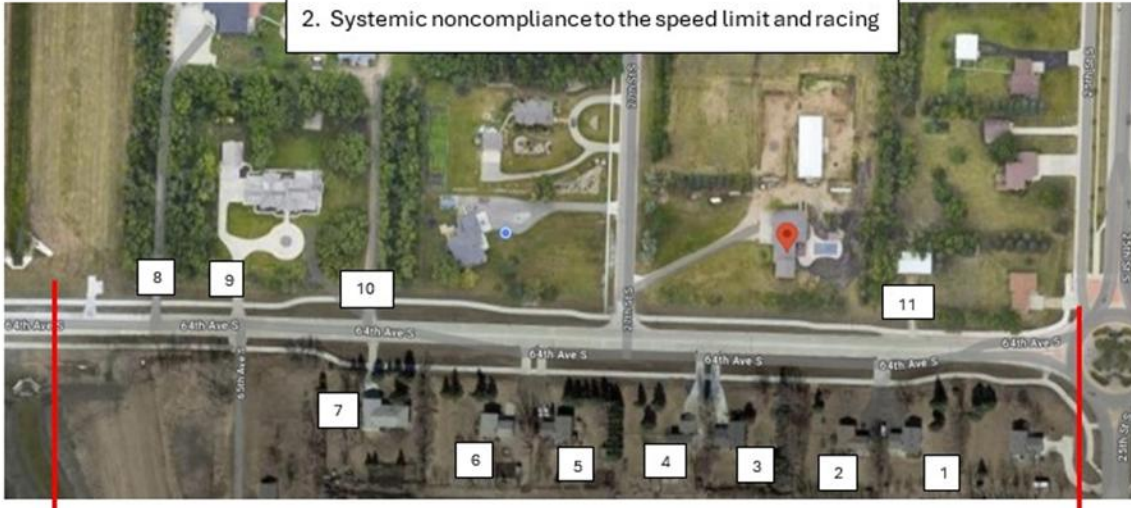
Sincerely,

Lindsey Fraase
2616 64th Avenue S, Fargo 58104 (Home 4 on map below)

11 driveways enter 64th Ave S. like other residential areas with lower speed limits.

Dangerous to back onto 64th Ave due to:

1. High speed limit
2. Systemic noncompliance to the speed limit and racing



FW: PCN 24477 64th Ave Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs
Cc: Adam Altenburg



Tue 9/9/2025 7:52 AM

From: Jan Zaeske <jdzaeske@gmail.com>
Sent: Monday, September 8, 2025 9:40 PM
To: blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>; ammurra@nd.gov; mlinneman@nd.gov; rhenke@nd.gov
Subject: PCN 24477 64th Ave Interchange

Dear Bolton&Menk, NDDOT, MetroCOG
I am **opposed** to the 64th Ave South/I-29 interchange.

The current proposition is to make 64th Ave S like 32nd ave s or 52nd Ave s with on off ramps as you know.

A few key points I would like to state:

1. There are no residential houses directly on 32nd or 52nd avenues
2. 64th Ave has residential houses with driveways directly onto the street
3. I have to directly back my vehicle onto 64th I live on the south side of 64th ave. for 40 years as well as many of my neighbors. Also mail, and delivery (FedEx and Amazon drivers are delivering to my house and my neighbors.
4. The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. Safety should be a #1 concern to an existing development.
5. The engineering study as discussed on August 28 did not include the residential neighborhood. I question why?
6. We do not need any more special assessments
7. We expect our property values to significantly decrease from this project due to increased traffic.

The frustrating part regarding this proposal of an interchange vs overpass on 64th Ave S was that we were **guaranteed** by the city/engineering department that this overpass would never have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of city commissioner changes or other business driven motives?

Please accelerate the planned 76th Ave/I-29 interchange to solve the situation versus ruining our residential neighborhood with this unplanned project.

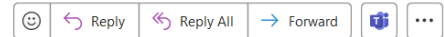
Janet D. Zaeske
9/8/2025
2716 64th Ave south
jdzaeske@gmail.com

FW: OPPOSED to the 64th Ave / I-29 Interchange - PCN 24477 64th Ave. Interchange



Ben Griffith

To: Jeremy Gorden; Tom Knakmuhs
Cc: Adam Altenburg



Tue 9/9/2025 12:46 PM

From: malaika.ebert@gmail.com <malaika.ebert@gmail.com>

Sent: Tuesday, September 9, 2025 9:59 AM

To: amurra@nd.gov; minneman@nd.gov; rhenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; Ben Griffith <griffith@fmmetrocog.org>;
mike.bittner@bolton-menk.com; ehodgson@fargond.gov

Subject: OPPOSED to the 64th Ave / I-29 Interchange - PCN 24477 64th Ave. Interchange

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

I own the house that is right at the bridge/overpass and if there had been ANY plans about building a 64th/I-29 interchange back then, I would not have purchased this house.

The situation on 64th is already extremely infuriating. Since the bridge/overpass opened, I am kept up at night (7 days a week) because people use it as a race track. Furthermore, it is downright dangerous now as it has happened before that people lose control over their car and end up in my backyard. My neighbors' kids play in those backyards and I do not want to think about what could happen. To add insult to injury, I have to pay for this race track via specials because according to officials it increases the value of my property, when in reality I will have problems selling as it is very hard to find someone who wants to live next to such a race track. Making 64th Ave / I-29 an interchange will make the current problems even worse.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

Kind regards,
Malaika Ebert, PhD

FW: Letter Template - PCN 24477 64th Ave. Interchange



Ben Griffith

To Jeremy Gorden; Tom Knakmuhs; ehodgson@fargond.gov
Cc Adam Altenburg

Reply Reply All Forward

Mon 9/15/2025 8:05 AM

From: Ken Ohnell <kenohnell15@gmail.com>

Sent: Thursday, September 11, 2025 6:24 PM

To: amurra@nd.gov; mynneman@nd.gov; rhenke@nd.gov; blue.weber@bolton-menk.com; chris.dahl@bolton-menk.com; mike.bittner@bolton-menk.com; ehodgson@fargond.gov; Ben Griffith <griffith@fmmetrocog.org>; robkost@yahoo.com

Subject: Fwd: Letter Template - PCN 24477 64th Ave. Interchange

To Whom:

I am in full support of the neighborhood with this concern being brought forward!

Doing the right thing for the neighborhood is better for everyone than doing what some want to accomplish their agenda!

Ken Ohnell

Fw: Formal Opposition Letter to PCN 24477 64th Ave. Interchange and Petition

Rob Kost <robkost@yahoo.com>
To: Adam Altenburg

☺ Reply Reply All Forward 📧 ⋮
Fri 9/19/2025 5:50 AM

PDF PCN 24477 Petition 10SEPT2025.pdf 4 MB
PDF PCN 24477 Opposition Letters 10SEPT2025.pdf 4 MB

----- Forwarded Message -----

From: Rob Kost <robkost@yahoo.com>
To: amurra@nd.gov <amurra@nd.gov>; mlinneman@nd.gov <mlinneman@nd.gov>; rhenke@nd.gov <rhenke@nd.gov>; blue.weber@bolton-menk.com <blue.weber@bolton-menk.com>; chris.dahl@bolton-menk.com <chris.dahl@bolton-menk.com>; mike.bittner@bolton-menk.com <mike.bittner@bolton-menk.com>; ehodqson@fargond.gov <ehodqson@fargond.gov>; griffith@fmmetrocog.org <griffith@fmmetrocog.org>; TMahoney@FargoND.gov <Imahoney@fargond.gov>; dmorton@ndlegis.gov <dmorton@ndlegis.gov>
Sent: Wednesday, September 10, 2025 at 05:53:59 PM CDT
Subject: Formal Opposition Letter to PCN 24477 64th Ave. Interchange and Petition

Hi,

Attached are 2 PDF documents.

- One with the signed petition to stop the 64th Ave. Interchange project
- One with signed letters from neighbors

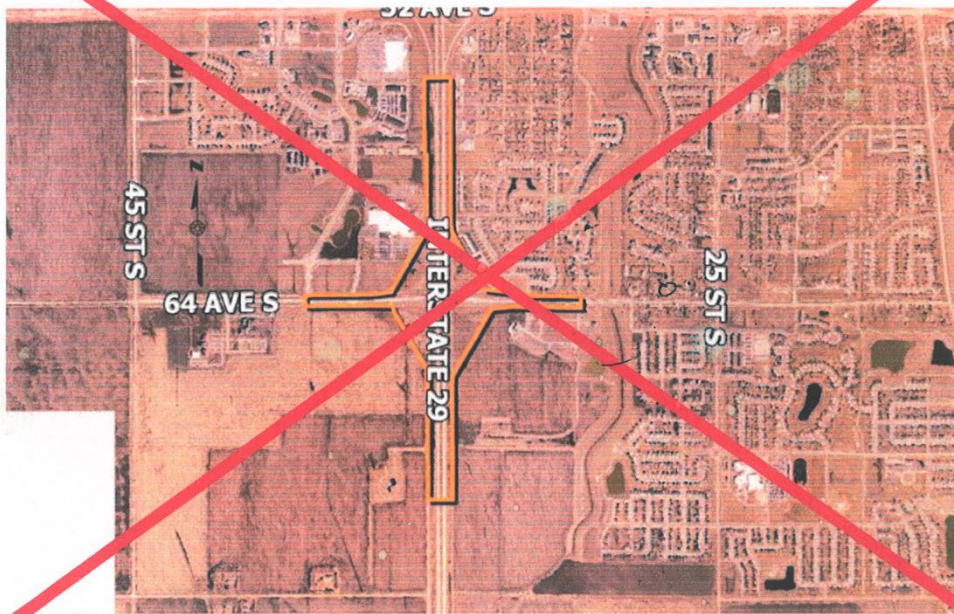
There may be duplicates on the petition, signed letters and emails being sent. I just wanted to ensure there was no gaps.

Thanks for your support in stopping the 64th Ave. Interchange Project,

Rob Kost
6357 27th St. S.
Fargo, ND 58104

We raise a Petition as concerned home owners to:

Stop the Interstate 29 & 64th Ave South Interchange project. PCN 24477



Homeowners Name (printed) Robert Kost

Homeowners Name (Signed/Date) [Signature] 8/26/2025

Address 6357 27th St. S. Fargo, ND


2 Homeowners Name (printed) Eliana Gill
Homeowners Name (Signed/Date) [Signature] 8/26/25
Address 6357 27th St S Fargo, ND 58104

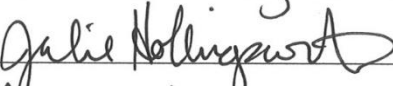
3 Homeowners Name (printed) Clarence Samuel
Homeowners Name (Signed/Date) 8-27-25 [Signature]
Address 6210 27th St S. Fargo, ND 58104

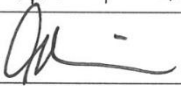
4 Homeowners Name (printed) Clarence Samuel
Homeowners Name (Signed/Date) [Signature] 8-27-25
Address 6396 27th St S, Fargo, ND 58104


5 Homeowners Name (printed) Tonya McCray
Homeowners Name (Signed/Date) [Signature]
Address 6396 27th St S Fargo ND 58104

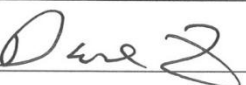
6 Homeowners Name (printed) Lindsey Fraase
Homeowners Name (Signed/Date) [Signature]
Address 2616 164th Ave S Fargo ND 58104


7 Homeowners Name (printed) Justin Fraase
Homeowners Name (Signed/Date)  8-27-25
Address 2616 64th Ave So Fargo ND 58104


8 Homeowners Name (printed) Julie Hollingsworth
Homeowners Name (Signed/Date)  8-27-25
Address 2704 64th Ave S. Fargo, ND 58104

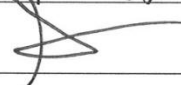
9 Homeowners Name (printed) Adam Hollingsworth
Homeowners Name (Signed/Date) 
Address 2704 64th Ave. S Fargo, ND 58104

10 Homeowners Name (printed) Janet Zaeske
Homeowners Name (Signed/Date)  8/27/25
Address 2716 24th Ave S. Fargo, ND.


11 Homeowners Name (printed) David Zaeske
Homeowners Name (Signed/Date) 
Address 2716 64 Ave S

12 Homeowners Name (printed) TRAVIS & RACHEL OLSON
Homeowners Name (Signed/Date)  09/27/25
Address 2805 64th Ave. S.

13 Homeowners Name (printed) Scott Van Der
Homeowners Name (Signed/Date) 
Address 2730 Samuel Dr S.

14 Homeowners Name (printed) Mike ~~St~~ Stock
Homeowners Name (Signed/Date)  8-27-25
Address 2823 64 Ave S

15 Homeowners Name (printed) Sarah STOCK
Homeowners Name (Signed/Date) Sarah Stock 8/27/25
Address 2823 64th AVE S FARGO ND 58104

16 Homeowners Name (printed) Jamie Steidl
Homeowners Name (Signed/Date)  8/27/25
Address 6314 31st St S

17 Homeowners Name (printed) Kaley Steidl
Homeowners Name (Signed/Date) Kaley Steidl
Address 6314 31st St S Fargo ND

18 Homeowners Name (printed) Brent Hella
Homeowners Name (Signed/Date) [Signature] aug-27-2025
Address 6315 31st St. S Fargo ND

19 Homeowners Name (printed) Sharon Mark Sell
Homeowners Name (Signed/Date) S. Mark Sell 8/27/25
Address 2505-64th Avenue 58104

20 Homeowners Name (printed) Don Kinzler
Homeowners Name (Signed/Date) Don Kinzler 8/27/2025
Address 6313 27th St. South

21 Homeowners Name (printed) Mary Kinzler
Homeowners Name (Signed/Date) Mary Kinzler
Address 6313 27th St. South

22 Homeowners Name (printed) Lee Haugen
Homeowners Name (Signed/Date) Lee Haugen 8-28-25
Address 2608 64th Ave S
FARGO, ND 58104

23 Homeowners Name (printed) CLARENCE WHISMAN
Homeowners Name (Signed/Date) Clarence Whisman
Address 8-28-25 1514 64TH AVE. 50. FARGO, ND
58104

24 Homeowners Name (printed) Malaiika Ebert
Homeowners Name (Signed/Date) Malaiika Ebert
Address 3299 Maple Leaf Loop S, Fargo, ND, 58104

25 Homeowners Name (printed) Casuy Annhoyr
Homeowners Name (Signed/Date) Casuy Annhoyr 9/3/2025
Address 3303 Maple Leaf Loop S

26 Homeowners Name (printed) Kerby Raudin
Homeowners Name (Signed/Date) Kerby Raudin 9-3-25
Address 3315 maple leaf loop S, Fargo ND 58104

27 Homeowners Name (printed) CAROL HARMS,
Homeowners Name (Signed/Date) Carol Harms
Address 3323 Maple Leaf Loop S Fargo ND

28 Homeowners Name (printed) DARVIN BECKER
Homeowners Name (Signed/Date) Darvin Becker 7 Sept 95
Address 6217 25th S Fargo ND 58104

29 Homeowners Name (printed) Marcella Becker
Homeowners Name (Signed/Date) Marcella Becker 9/1/25
Address 6217-25th St. S. Fargo, N.D 58104

30 Homeowners Name (printed) Jonathan Stafford
Homeowners Name (Signed/Date) Stafford Sept 7th, 2025
Address 3302 Maple Leaf Loop S Fargo ND 58104

31 Homeowners Name (printed) Emile Stafford
Homeowners Name (Signed/Date) Emile Stafford 9/7/2025
Address 3302 Maple Leaf Loop S. Fargo, ND 58104

32 Homeowners Name (printed) Alison Macdonald
Homeowners Name (Signed/Date) [Signature]
Address 1456 63rd Ave S, Fargo

33 Homeowners Name (printed) Michael A McCollum
Homeowners Name (Signed/Date) [Signature]
Address 1410 64th AVE N Fargo

34 Homeowners Name (printed) Vitaliy Starosta
Homeowners Name (Signed/Date) [Signature] 09/07/25
Address 6411 15th S Fargo

35 Homeowners Name (printed) Derwood FliFlet
Homeowners Name (Signed/Date) Derwood FliFlet 9/9/25
Address 1504 64th Ave S F

36 Homeowners Name (printed) Lori Whisman
Homeowners Name (Signed/Date) Lori Whisman 9/10/25
Address 1544 64th Ave

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lindsey Fraase

Signature/Date: Lindsey Fraase

Address: 2116 64th Ave S Fargo ND

Email: lfraase@wanzek.com

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Marcella Becker

Signature/Date: Marcella Becker 9/7/25

Address: 6217-25th St.S. Fargo, N.D 58104

Email: marcellabecker@outlook.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: DARVIN BECKER

Signature/Date: Darvin Becker 7 SEPT 25

Address: 6217 25th S Fargo ND 58104

Email: _____

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

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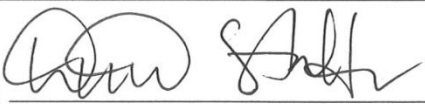
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Name Printed: Emilee Stafford

Signature/Date:  9/7/2025

Address: 3302 Maple Leaf Loop S. Fargo, ND 58104

Email: emilee.stafford@protonmail.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

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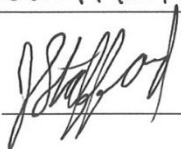
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When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Jonathan Stafford

Signature/Date:  September 7th, 2025

Address: 3302 Maple Leaf Loop S, Fargo ND 58104

Email: jonathan.je.stafford@protonmail.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

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Name Printed: Lee Haugen

Signature/Date: Lee Haugen 9-7-25

Address: 2608 64th Ave S

Email: haugenlee27@gmail.com

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Name Printed: CLARENCE WHISMAN

Signature/Date: Clarence Whisman

Address: 1514 64 TH AVE. SO. FARGO, ND

Email: C.WHISMAN@HOTMAIL.COM

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Name Printed: EDDY BERGLUND

Signature/Date:  9-7-25

Address: 1406 64th Ave S

Email: Post Eddy 38@hot mail. com

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Please accelerate the **PLANNED 76th Ave./I-29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lori Whisman

Signature/Date: Lori Whisman 9/7/25

Address: 1514 64 Av. So. Fargo, ND

Email: WhismanLori@gmail.com

From: arprokop@gmail.com <arprokop@gmail.com>

Sent: Saturday, September 20, 2025 3:30 PM

To: Metro Cog - General Account <metrococ@fmmetrococ.org>

Subject: Interchange

I would like to voice my opinion on the interchange that is being proposed on 64th Ave. I also was told that the interchange would be on 76th Ave. So we bought plots at the Holy Cross South Cemetery, thinking that we would have easy access to it. My husband has passed and is there but I hardly ever go out there as that gravel road leaves a lot to be desired. When I do, there is usually a car coming towards me and I am so afraid of them kicking up a stone and causing windshield damage. Please, put the interchange on 76th! I think that will serve the residents of Fargo much better. Thank you.

Alice Prokop 701-866-3308

From: Nate Vollmuth <nate.vollmuth@goldmark.com>
Sent: Tuesday, September 23, 2025 8:48 AM
To: Angela Brumbaugh <brumbaugh@fmmetrocog.org>
Cc: Nick Dietrich - Dietrich Construction (ndietrich@dietrichfargo.com) <ndietrich@dietrichfargo.com>; ikern50@outlook.com; Brent Dietrich <bdietrich@dietrichfargo.com>; John Gromatka (johngromatka@gmail.com) <johngromatka@gmail.com>; Nate Vollmuth <nate.vollmuth@goldmark.com>
Subject: MetroCOG Meeting

Angela

I am reaching out in **support** of the 3.b item on your MetroCOG agenda this Thursday, September 25th

RE: Installing the 64th Ave Ramps

I will be in attendance to speak to the item if needed.

Dear MetroCOG:

The 64th Avenue project will be a significant benefit to the community. It will ease current congestion on 52nd Avenue by providing additional access to I-29, reducing delays at the existing ramps and traffic signals, and improving overall mobility for residents, businesses, and visitors.

In addition to transportation improvements, this project will unlock growth opportunities around the Fargo Parks Sports Center, Capstone, and NDSCS. Improved access is consistently cited as one of the top priorities for national retailers and major employers when evaluating sites, making this project a key driver for economic development.

Equally important, moving the project forward will give current landowners confidence to pursue annexation, entitlements, and infrastructure extensions. This could bring 1,000's of acres of new tax base into the City of Fargo, supporting long-term fiscal stability and community investment.

Other benefits include:

- Improved safety by reducing traffic pressure on existing corridors (52nd Ave, 45th Street and 25th Street).*
- Enhanced regional connectivity, linking south Fargo to the broader metro area.*
- Increased attractiveness for future residential and commercial development.*
- Support for Fargo's growing role as a hub for sports, education, and business.*

Nate Vollmuth
Jerry Kern
Brent Dietrich
Nick Dietrich
John Gromatka

From: Jace Hellman <jace@dabberthomes.com>
Sent: Wednesday, September 24, 2025 2:37 PM
To: Ben Griffith <griffith@fmmetrocog.org>
Cc: Angela Brumbaugh <brumbaugh@fmmetrocog.org>; Don Dabbert <don@dabberthomes.com>
Subject: 2028 TIP Project Letter of Support

Hello Ben,

I hope all is well! Please see the attached letter of support for the 64th Avenue Interchange to be kept as a project in the 2026-2029 TIP adoption that is before the Policy Board on Thursday. I will be unable to attend the meeting on Thursday, but please let me know if you need anything else from me, or if you have any questions.

Best,



Jace Hellman, AICP

Development Manager
Dabbert Custom Homes

MN# BC639326 | ND# 50168



701-205-4979

jace@dabberthomes.com

5522 36th St S, Fargo, ND 58104



[Leave a Google Review](#)



5522 36th St S | Fargo, ND 58104

701-205-4979 | dabberthomes.com

September 24, 2025

Ben Griffith, AICP
Executive Director
Fargo Moorhead Metropolitan Council of Governments
225 4th St N
Fargo, ND 58104

Attn: Policy Board Members

RE: Support for the 64th Avenue South Interchange Project

Mr. Griffith,

This letter is in response to item 3.b of the Policy Board’s agenda for Thursday, September 24, 2025. While this item pertains to the adoption of the 2026–2029 TIP, we want to emphasize the importance of retaining the 64th Avenue Interchange as a 2028 project.

The interchange is critical to accommodating the projected rapid residential and commercial growth in South Fargo. The 52nd Avenue interchange is overburdened, and additional development in the corridor will only intensify congestion and safety concerns. Advancing the 64th Avenue ramps will provide the necessary infrastructure to alleviate current strain, improve mobility and safety, and support Fargo’s long-term growth strategy.

For families and commuters, the project will deliver safer travel and reduced delays. For the region, it will strengthen connectivity, preserve quality of life, and reinforce Fargo’s reputation as a community that invests in forward-looking infrastructure.

We appreciate the leadership of the City of Fargo, NDDOT, and FHWA in moving discussions forward for this project and strongly encourage MetroCOG to maintain its prioritization within the TIP.

Sincerely,

Jace Hellman, AICP
Development Manager
Dabbert Custom Homes



From: Mike Graalum <mike@drcinfo.com>
Sent: Thursday, September 25, 2025 1:56 PM
To: Metro Cog - General Account <metrocoog@fmmetrocog.org>
Subject: 64th Avenue

Hello

I wanted to provide some feedback for this proposal.

I currently live off 32nd Avenue near Essentia, previously lived along the interstate in Prairiewood, and was raised just north of Interstate near Fargo South. My experience has been me dispositionally anti-interstate. It is a chronic burden on everyone in this community. Interstate is blight. Every interstate interchange is an awful place to be.

I use the 52nd Avenue corridor fairly often, a couple times a month, and I have to say I have seen nothing on that roadway that would have caused me to think there was a traffic problem. In fact, I was say the problem is the complete opposite, that the roads in this area are wildly excessive relative to the light traffic, which is why a year ago we as a community were struggling with the drag racing problem in this same area.

Regarding the 64th avenue roadway, I have driven this three times now since the project was proposed. An interstate interchange is very obviously a bad fit here. On the east of interest there is nothing but light residential, and the area is served by a pair of two lane roads which meet at a small traffic circle. There is no business here, there are no other destinations. To the west of interstate there is nothing, and won't be anything for a long time to come.

The east side of interstate is already well serviced for north-south traffic by 25th Street and University. To the west there are 42nd, 45th, Veterans and Sheyenne. This proposal adds zero value, unless of course this city values blight. Comparing it to my own neighborhood, I go out of my way to use 40th when I can because 32nd is so miserable. I have no idea why the cities think adding blight to this neighborhood benefits anyone. Let these people keep their quiet little commuter street.

--
Michael Graalum
Clean Energy Organizer
Dakota Resource Council
701-388-8264



Adam Hollingsworth <ahollingsworth2010@gmail.com>
To Adam Altenburg



Thu 9/25/2025 4:39 PM

Greetings. My name is Adam Hollingsworth and I live at 2704 64th Avenue S in Fargo. I am asking that you reconsider the idea of an interchange from I-29 to 64th Avenue S. Making 64th Avenue, with all of its homes and driveways, into a main arterial road was a poor decision, initially. Adding an interstate interchange would make it even worse. There are several reasons for this.

For one, many of us have driveways that go directly onto 64th Avenue. We have already seen a dramatic increase in traffic along our road which is making it very difficult and unsafe to enter and exit our homes. Some of this increased traffic is to avoid other problems, like a slow 52nd Avenue or construction on I-94 in Moorhead. Having even more traffic would certainly slow the rampant speeding that happens on our once-quiet road, but would also make it increasingly difficult to get into or out of our homes. I have heard the criticism of us that we are just NIMBYs (Not In My Back Yard). But this is actually an issue with the only way to enter our homes - our driveways. When we were told that the overpass was being added, we were promised that there would be no interchange, and that it would be similar to 40th Avenue S. This was bad enough, given that there are no driveways that open onto 40th Avenue, either. But the city went back on its promise to not add an interchange, and without so much as a conversation about it!

A much better idea would have been to have created 65th Avenue as the main arterial roadway. But, the poor decision has already been made, so we need to do our best to keep from making it worse. And so, we propose a few alternatives.

We recognize that 52nd Avenue S is slowing down and that that issue is spilling over onto the southbound lanes of I-29. One idea is to maintain the 55 mph speed limit until south of the 52nd Avenue interchange.

Another idea is to add an interchange on 76th Avenue S, right now, rather than creating one at 64th Avenue. The distance from 52nd Avenue to 76th Avenue is much more consistent with the distance between 52nd Avenue and 32nd Avenue. Adding an interchange at 64th Avenue would be like adding one at 40th Avenue. No one has proposed this, and that's good - it would be a terrible idea, much like trying to force an interstate off-ramp onto someone's driveway, as we are facing at 64th Avenue. An interchange at 76th Avenue would be ideal since there are already houses and Davies High School nearby at that point. Also, since 76th Avenue is currently a minimum maintenance road through a field, it can be designed, from the outset, as an ideal arterial road. Any obstructions or problems, such as driveways, would be avoided and nothing would need to be redesigned or retrofitted. It could be built once, correctly, and for less money than trying to force a bad idea through on 64th Avenue.

Reconsider the poor decision to add an interchange at 64th Avenue S and instead, move ahead with a much more forward-thinking, sensible, and cost-effective decision to add an interchange at 76th Avenue S.

We raise a Petition as concerned home owners to:
Stop the Interstate 29 & 64th Ave South Interchange project.



Homeowners Name (printed) James Meyer
Homeowners Name (Signed/Date) James A. Meyer 9-19-25
Address 5885 SUNDANCE SQ S., Fargo, ND 58104

Homeowners Name (printed) Melvin Bolton
Homeowners Name (Signed/Date) Melvin Bolton 9-19-25
Address 2209 124th Ave S Horace ND 58047

Homeowners Name (printed) Dwight Boston
Homeowners Name (Signed/Date) Dwight Boston 9-19-25
Address 2910 39th Ave S. Fargo ND 58104

Homeowners Name (printed) Tonya Becker Bolton
Homeowners Name (Signed/Date) Tonya Ann Bosh 9-19-25
Address 2209 124th Ave. S. Horace, ND 58047

Homeowners Name (printed) Sheila Meyer
Homeowners Name (Signed/Date) Sheila Meyer 9/19/25
Address 5885 Sundance Sq. Fargo, ND

Homeowners Name (printed) Julie Wieser
Homeowners Name (Signed/Date) Julie Wieser 9-19-25
Address 4009 25th St. South Fargo, N.D.
58104

Homeowners Name (printed) Matt Wieser
Homeowners Name (Signed/Date) Matt Wieser 9/19/25
Address 5514 Sunflower Lane S Fargo, ND 58104

Homeowners Name (printed) John Sandland
Homeowners Name (Signed/Date) John Sandland 9/19/25
Address 2668 Whispering Creek Cir. S. Fargo, ND
58104

Homeowners Name (printed) Vonnie Sandland
Homeowners Name (Signed/Date) Vonnie Sandland 9/19/25
Address 2668 Whispering Creek Cir. S. Fargo, ND
58104

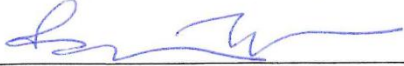
Homeowners Name (printed) Isaac Miranowski
Homeowners Name (Signed/Date) Isaac Miranowski 9/19/25
Address 3510 42nd AVE. S., Fargo, ND 58104

Homeowners Name (printed) Lori Miranowski
Homeowners Name (Signed/Date) Lori Miranowski 9-19-25
Address 6105 25 St. S. Fargo

Homeowners Name (printed) Jerry Miranowski
Homeowners Name (Signed/Date) Jerry Miranowski 9-19-25
Address 6105 25 St. S. Fargo

Homeowners Name (printed) Bonnie Boschee
Homeowners Name (Signed/Date) Bonnie Boschee 9-19-25
Address 5909 25 St. S. Fargo

Homeowners Name (printed) Ellen Nilson
Homeowners Name (Signed/Date) Ellen Nilson 9-19-25
Address 5905 25th Ave S. Fargo


Homeowners Name (printed) Lynn Nilson
Homeowners Name (Signed/Date) 5905 25th Ave S. 9-19-25
Address 

Carol Pinke
2656 Whispering Creek Cir S
Fargo, ND 58104 (D-20) 9-25-25




Appendix B | Amendments
and Administrative
Modifications





Appendix C | Local Capital Improvement Programs (CIPs)



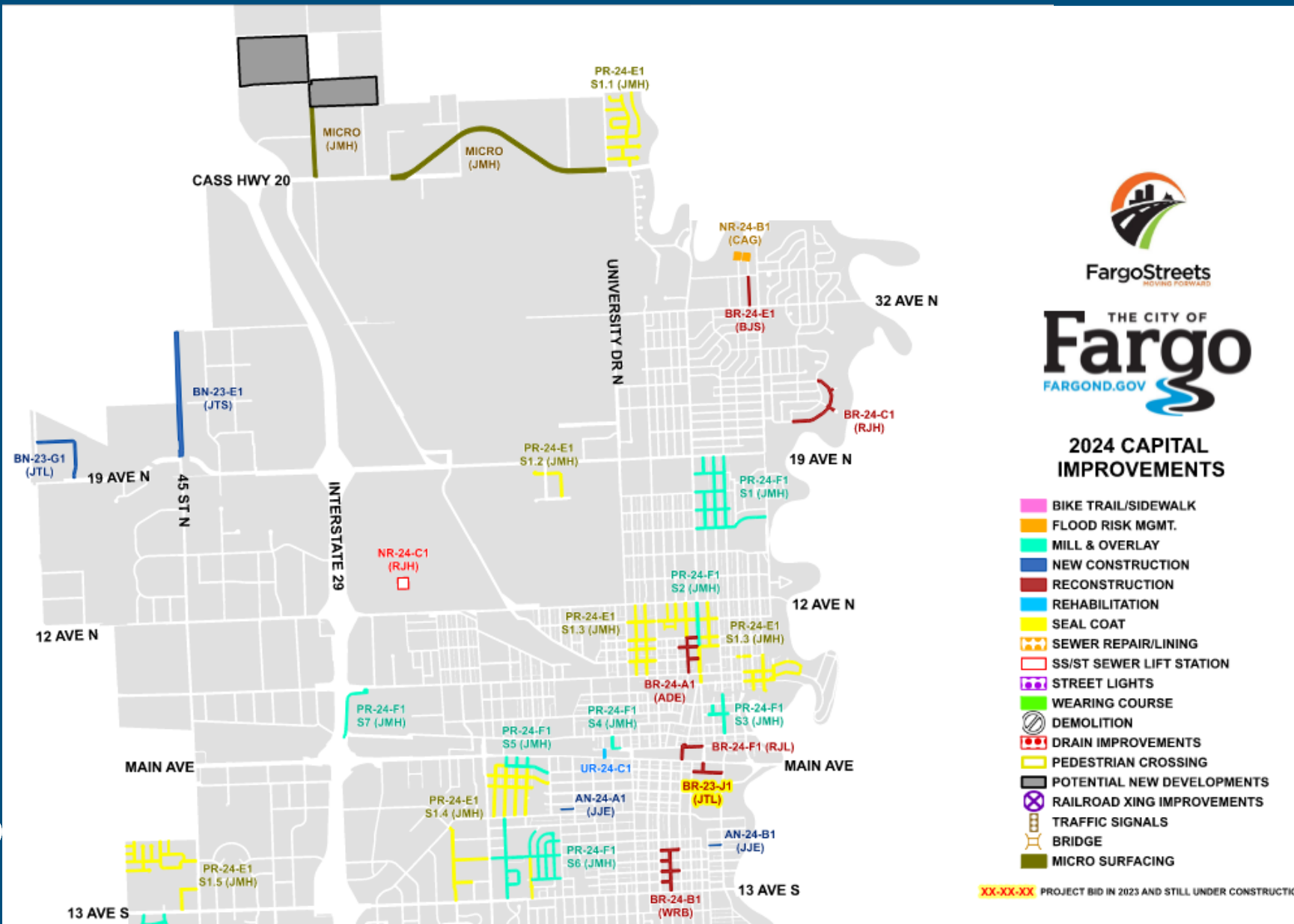


2024
CAPITAL IMPROVEMENT PLAN (CIP)
JANUARY 8, 2024

TIMELINE



2024 CIP – NORTH OF 13TH AVE S



2024 CIP – SOUTH OF 13TH AVE S



PROPOSED INCREASE TO CAPS



Why an increase?

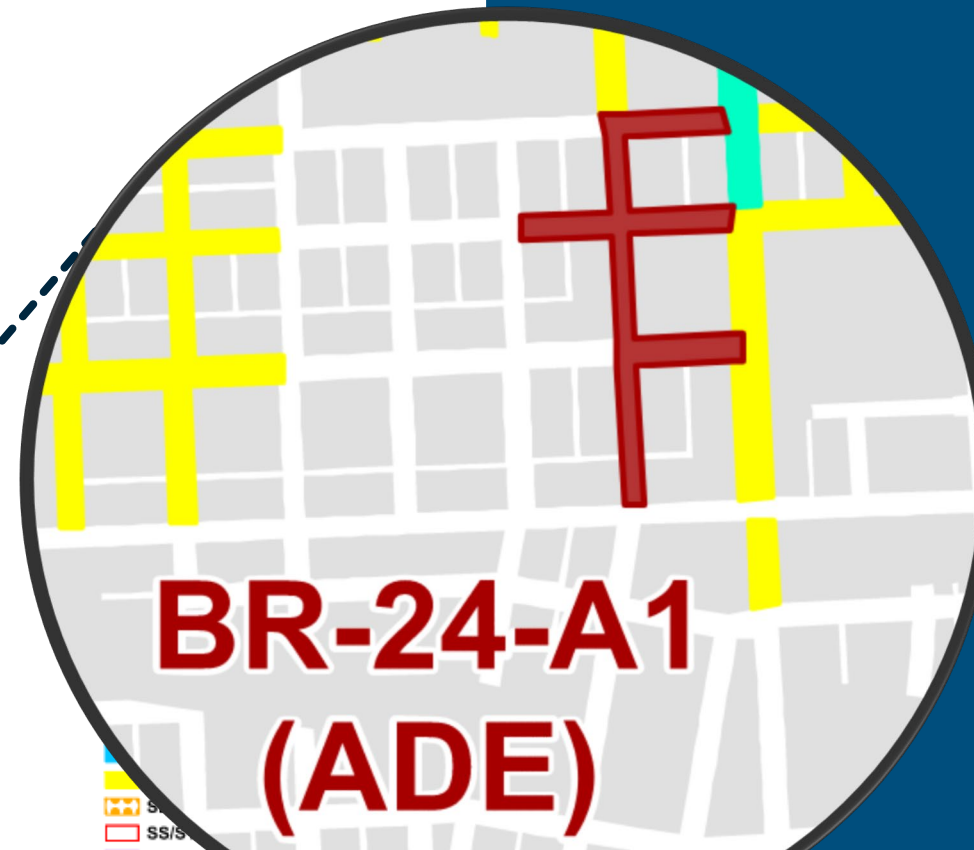
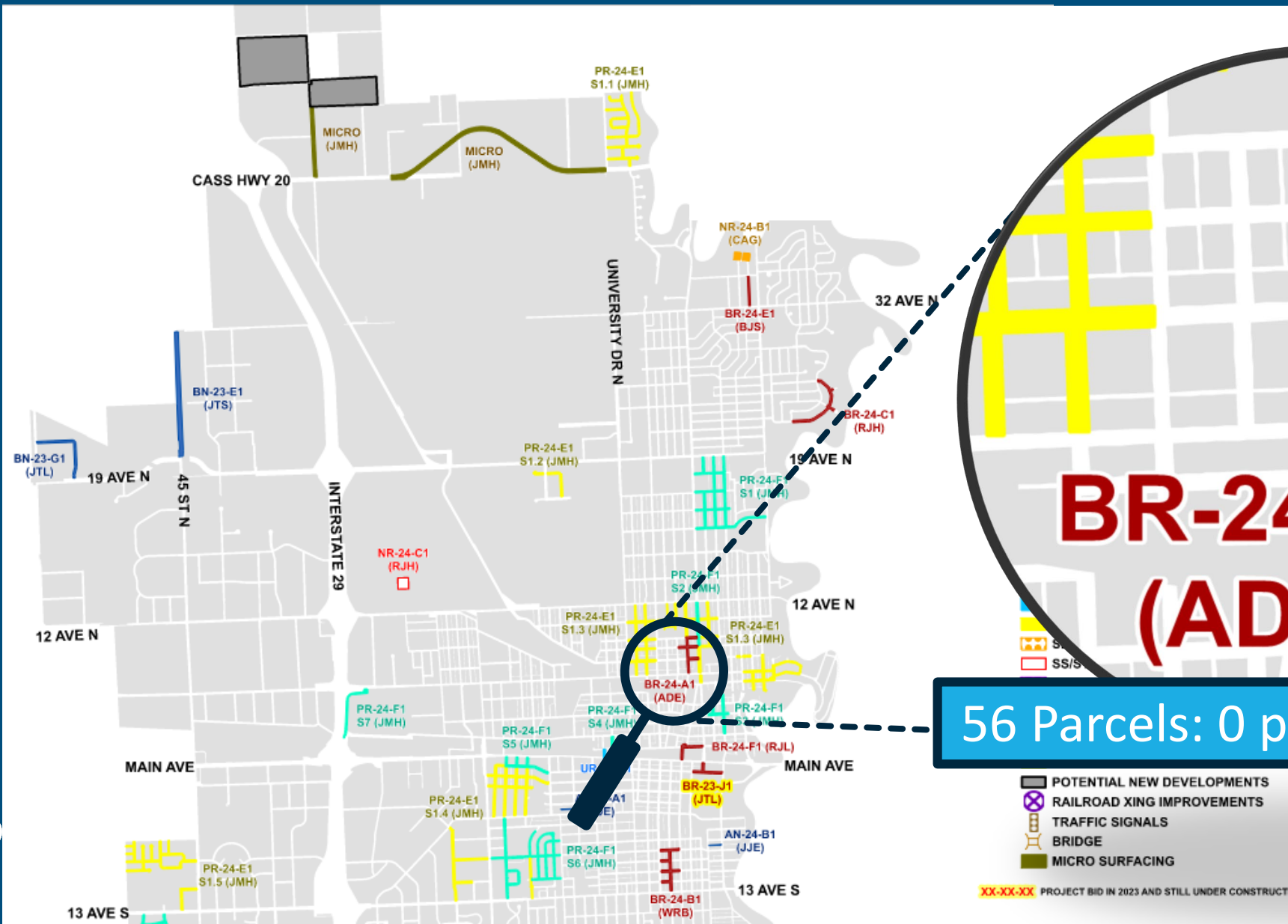
- Revision aims to offset a portion of the revenue shortfall we currently face
- Would result in approximately 20% of local reconstruction projects being special assessed and the remaining 80% covered by city funds



Who is impacted by proposed increase to caps?

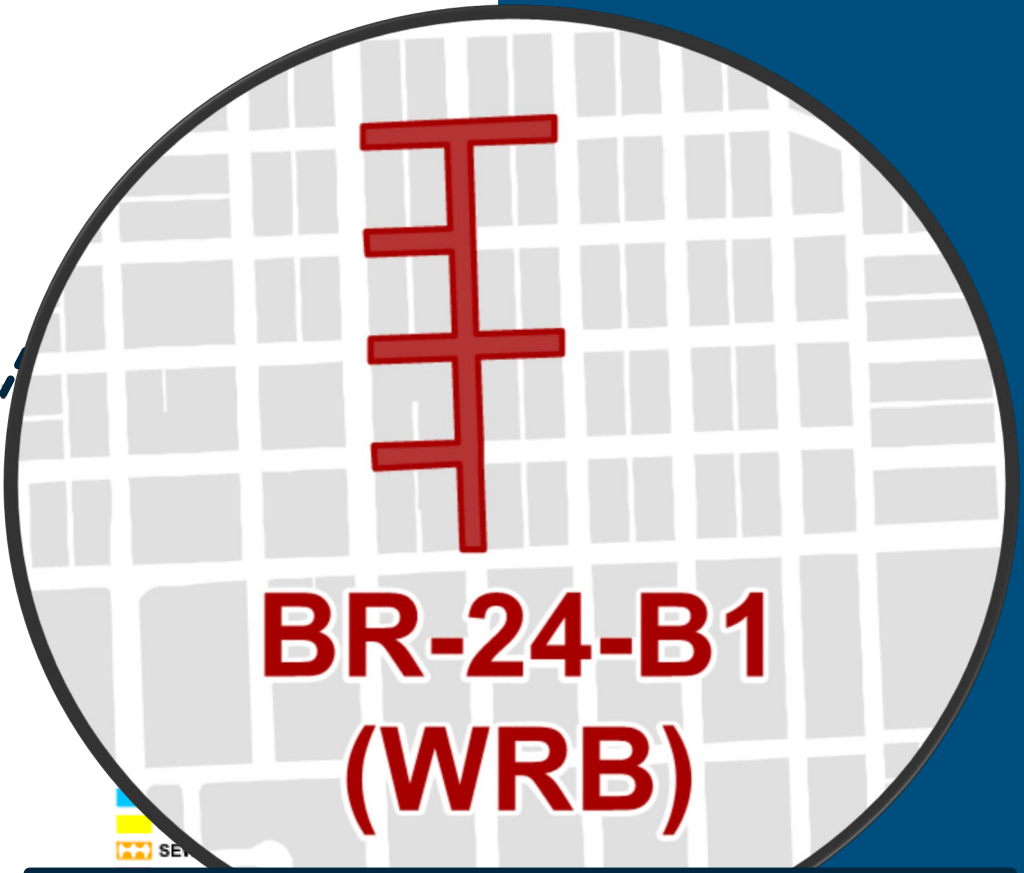
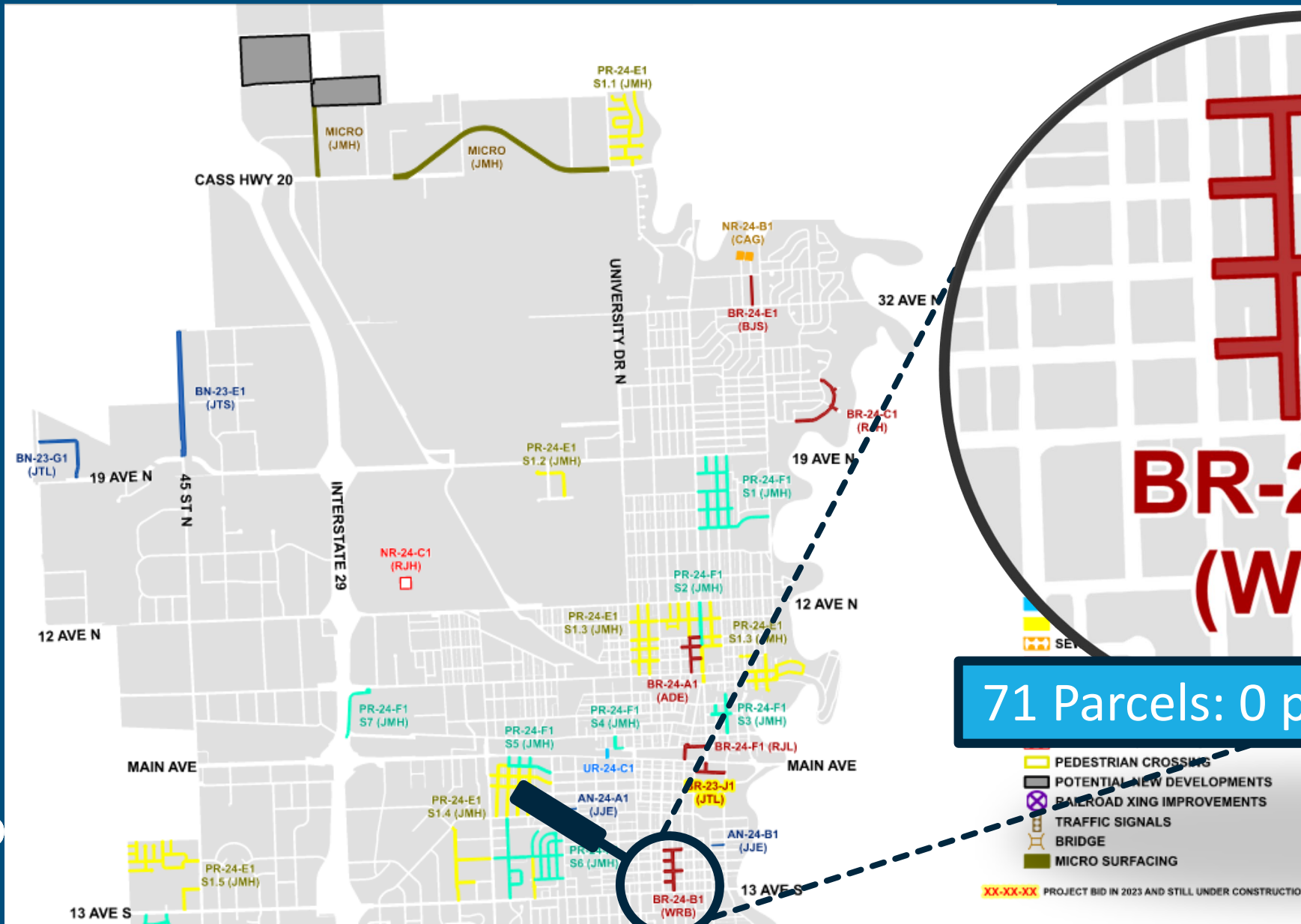
- Does not impact any existing special assessments
- When notifying properties, the proposed increase in special assessment caps has already been taken into account
- Approval of this would not increase the amount to be special assessed beyond what has already been communicated

BR-24-A1 (7TH ST N FROM 7 AVE TO 10 AVE)



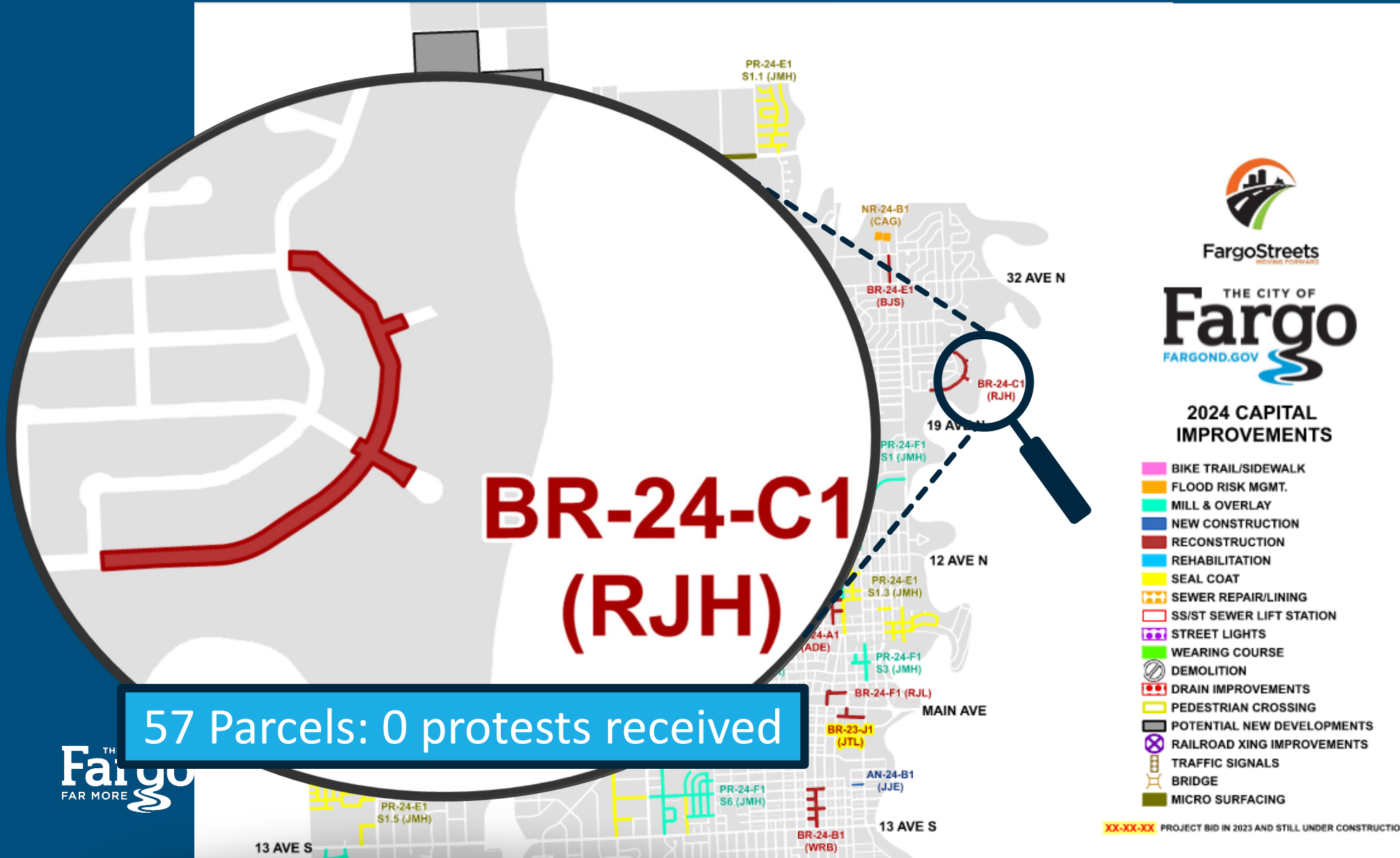
56 Parcels: 0 protests received

BR-24-B1 (9TH ST S FROM 9 AVE TO 13 AVE)

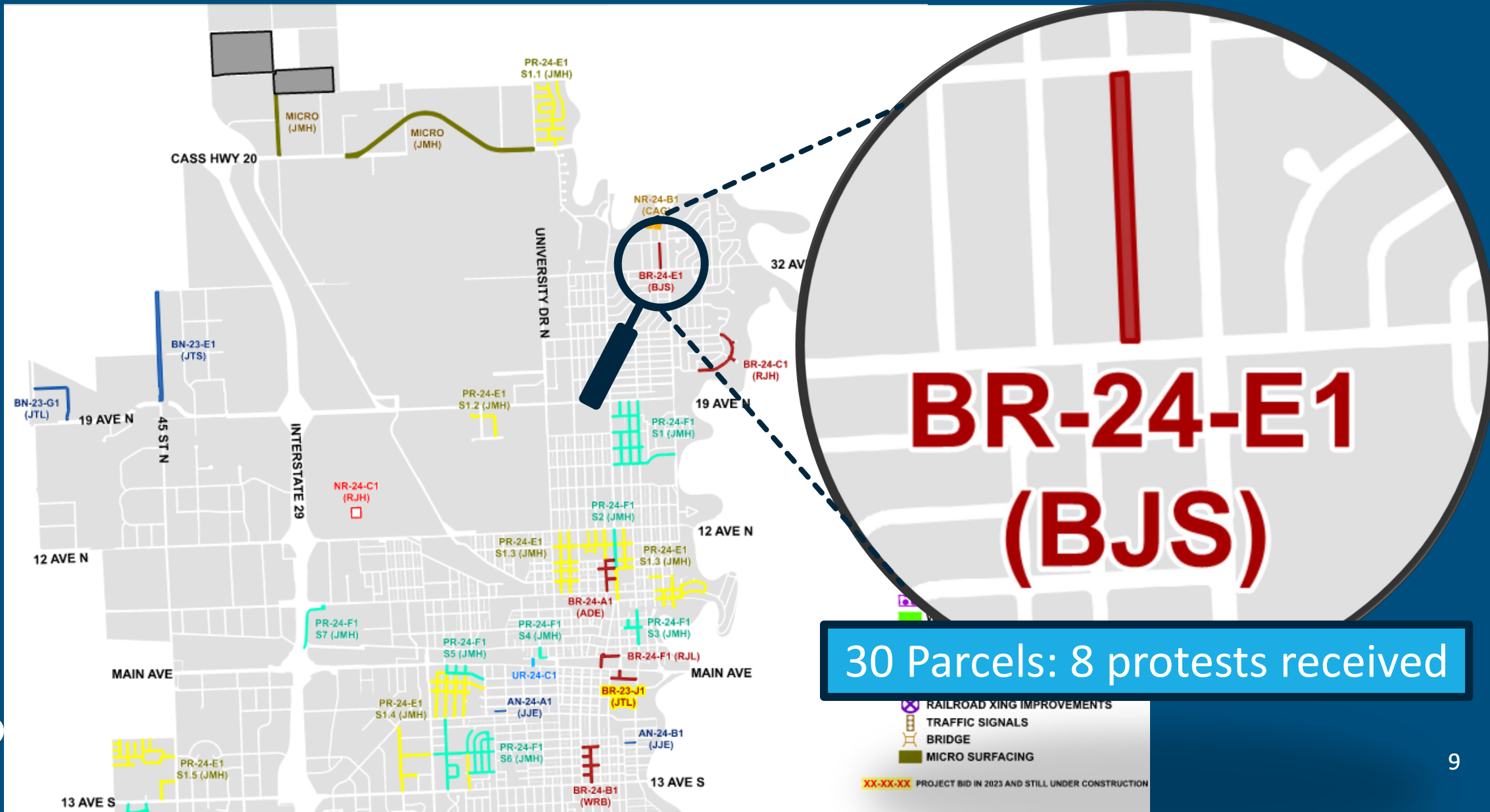


71 Parcels: 0 protests received

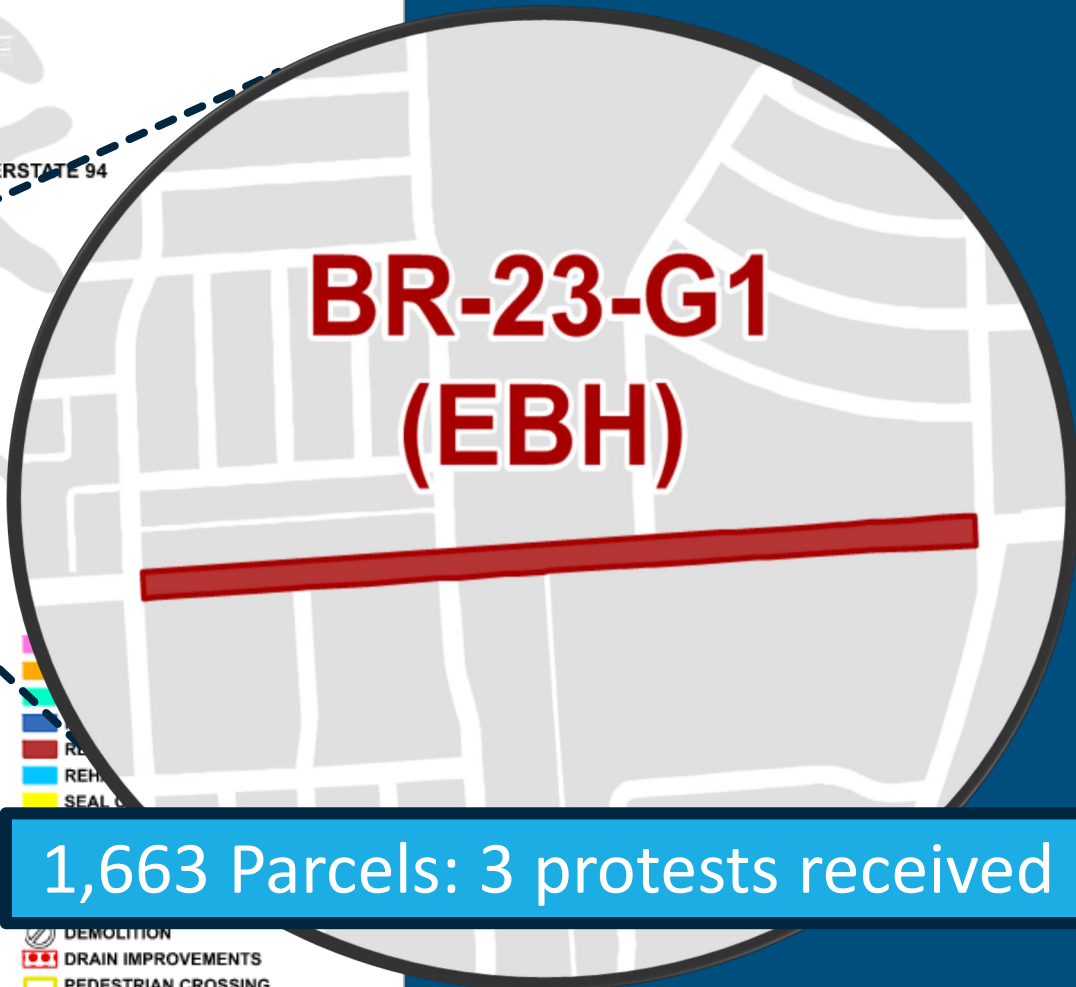
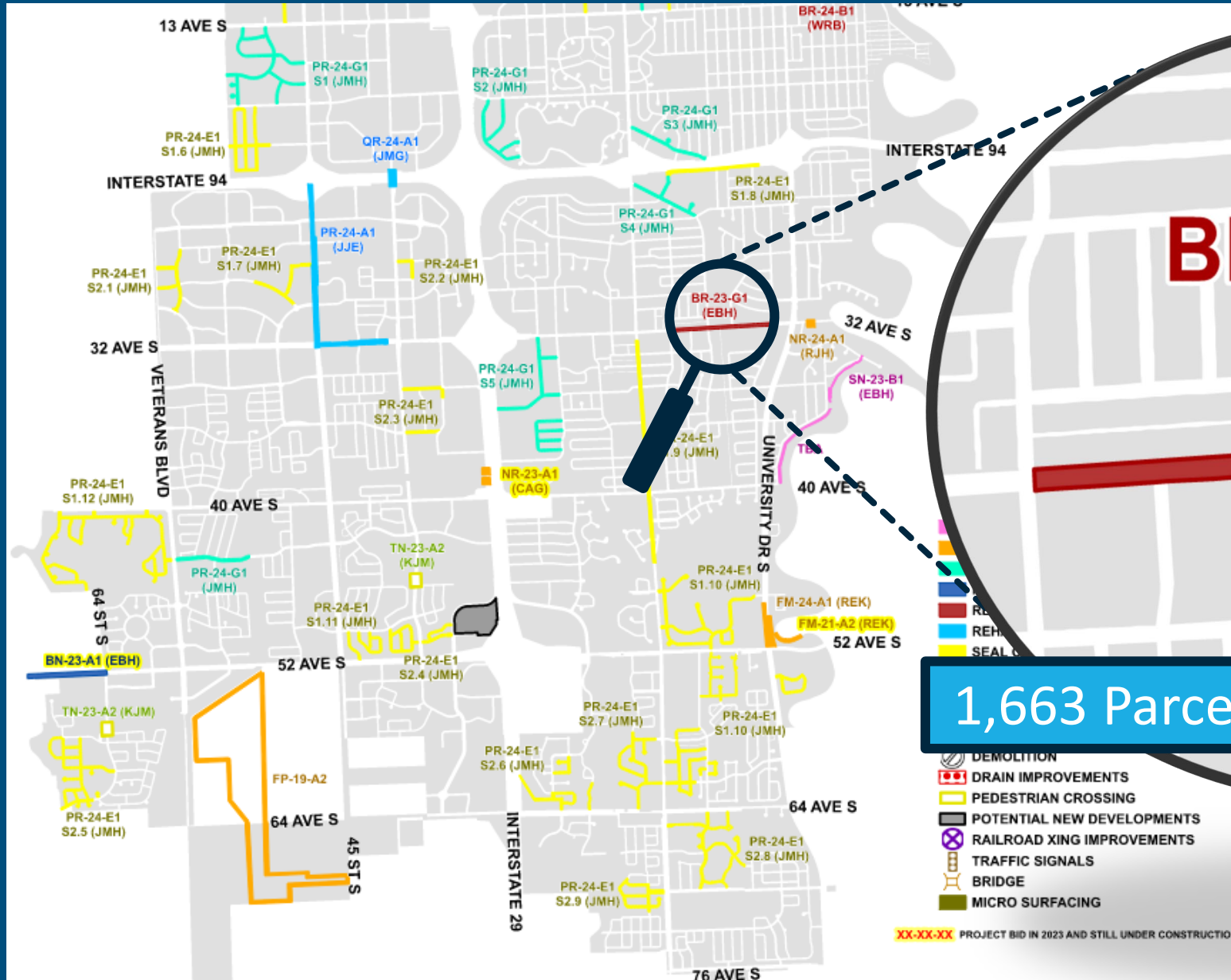
BR-24-C1 (WOODCREST DR N)



BR-24-E1 (1ST ST N FROM 32 AVE TO 35 AVE)



BR-23-G1 (32ND AVE S FROM 22 ST TO 15 ST)



1,663 Parcels: 3 protests received

PROPOSED INCREASE TO CAPS



What has the reaction been?

- 4 – Core Neighborhood Reconstruction Projects for 2024 have been bid and awarded
 - All correspondence has included the 20% increase for 2024 caps
 - Total of 214 parcels
 - 8 protests received (less than 4%)
- 1 – Arterial Reconstruction Project has been created
 - All correspondence has included the 20% increase for 2024 caps
 - Total of 1,663 parcels
 - 3 protests received (0.2%)
- All projects combined
 - Total of 1,877 parcels
 - 11 Protests received (0.6%)

2024 CIP SUMMARY OF COSTS

Cost by Category	2023 CIP	2024 CIP	2025 CIP	2026 CIP	2027 CIP	2024-2027 Average
Core Neighborhood – Utility Repl. and Street Recon.	\$12,589,548	\$10,245,892	\$16,955,330	\$17,356,151	\$21,299,242	\$16,464,153
Pavement Preservation	\$10,142,848	\$10,773,000	\$11,028,150	\$11,137,298	\$11,251,901	\$11,047,587
Storm Sewer Utility	\$1,830,412	\$3,830,000	\$3,780,000	\$3,528,000	\$3,906,000	\$3,761,000
Traffic and Streetlight	\$2,361,683	\$1,310,400	\$1,386,000	\$756,000	\$756,000	\$1,052,100
Safety Improvements	\$1,114,920	\$1,827,000	\$1,921,500	\$2,016,000	\$2,110,500	\$1,968,750
Sidewalk	\$2,668,951	\$1,386,000	\$1,512,000	\$1,701,000	\$1,890,000	\$1,622,250
Miscellaneous	\$2,563,628	\$1,509,000	\$1,366,500	\$1,398,000	\$1,398,000	\$1,417,875
Federal Aid	\$23,371,194	\$25,182,058	\$3,452,325	\$70,513,693	\$28,315,895	\$31,865,993
Prairie Dog Projects	\$12,410,537	\$26,203,868	\$20,466,519	\$12,590,475	\$7,905,515	\$16,791,595
Flood Control	\$13,160,278	\$21,108,842	\$21,110,000	\$11,870,000	\$7,840,000	\$15,482,210
Total CIP:	\$82,214,000	\$103,376,059	\$82,978,323	\$132,866,619	\$86,673,054	\$101,473,514

2024 CIP SUMMARY OF COSTS

Cost by Category	2023 CIP	2024 CIP	2025 CIP	2026 CIP	2027 CIP	2024-2027 Average
Core Neighborhood – Utility Repl. and Street Recon.	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
Pavement Preservation	\$10,142,849	\$10,772,000	\$11,038,150	\$11,127,208	\$11,251,001	\$11,047,587
Storm Sewer Utility	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Traffic and Streetlight	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Safety Improvements	\$1,968,750	\$1,968,750	\$1,968,750	\$1,968,750	\$1,968,750	\$1,968,750
Sidewalk	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Miscellaneous	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Federal Aid	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000
Prairie Dog Projects	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
Flood Control	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000
Total CIP:	\$82,000,000	\$82,000,000	\$82,000,000	\$82,000,000	\$82,000,000	\$82,000,000

Notice that there are no “Alley Paving” projects or “New Development” projects.

“Alley Paving” projects are 100% special assessed and at the request of property owners.

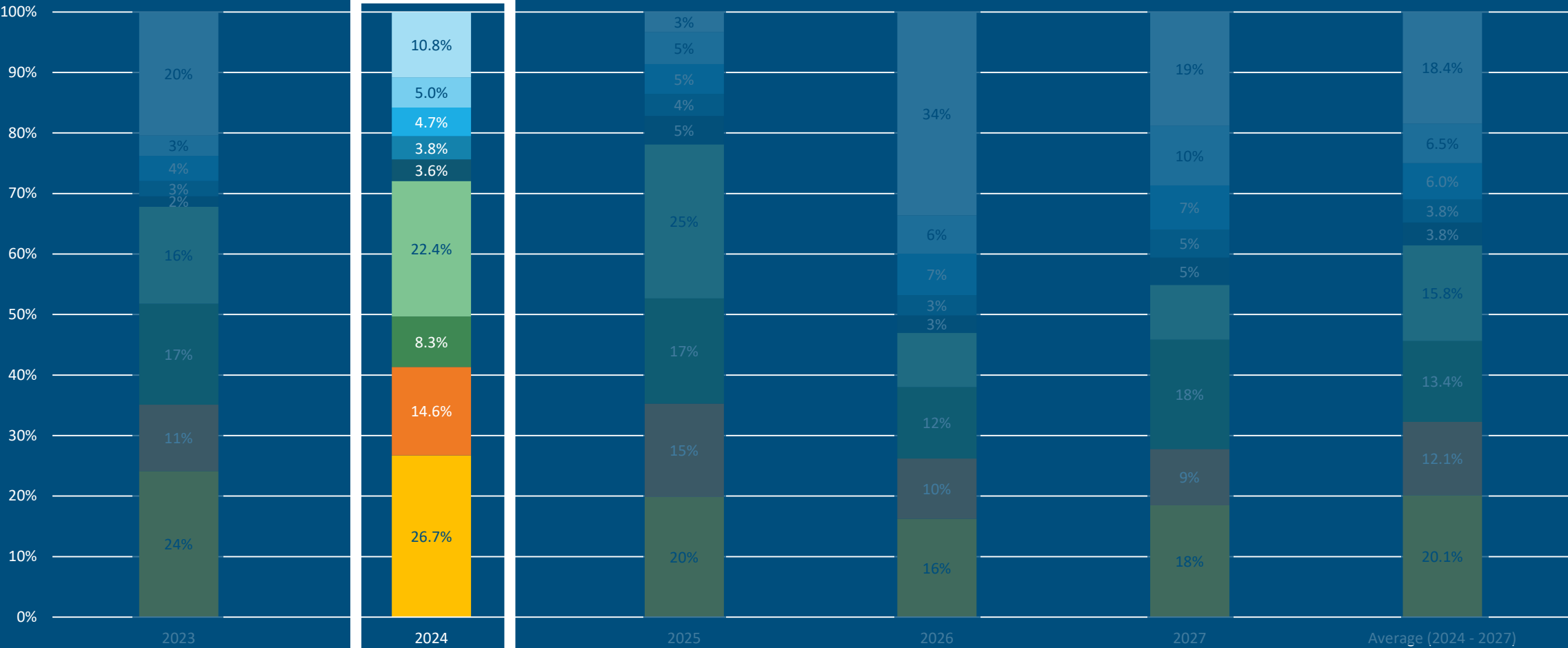
“New Development” projects are 100% special assessed and at the request of developers.

When Engineering receives a request,

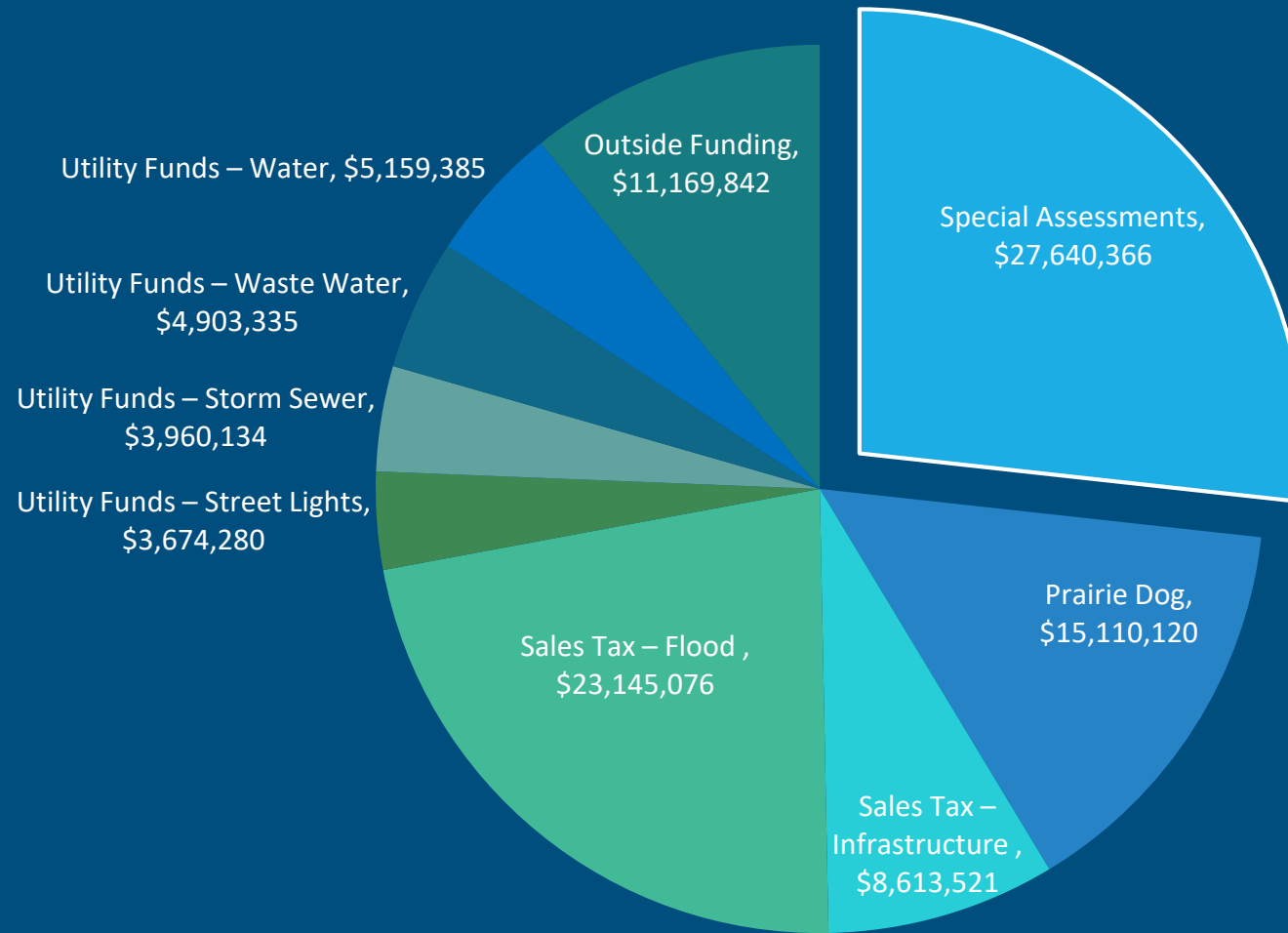
- the request is evaluated by Engineering,
- brought to PWPEC,
- brought to City Commission for addition to CIP

2024 CIP FUNDING SUMMARY

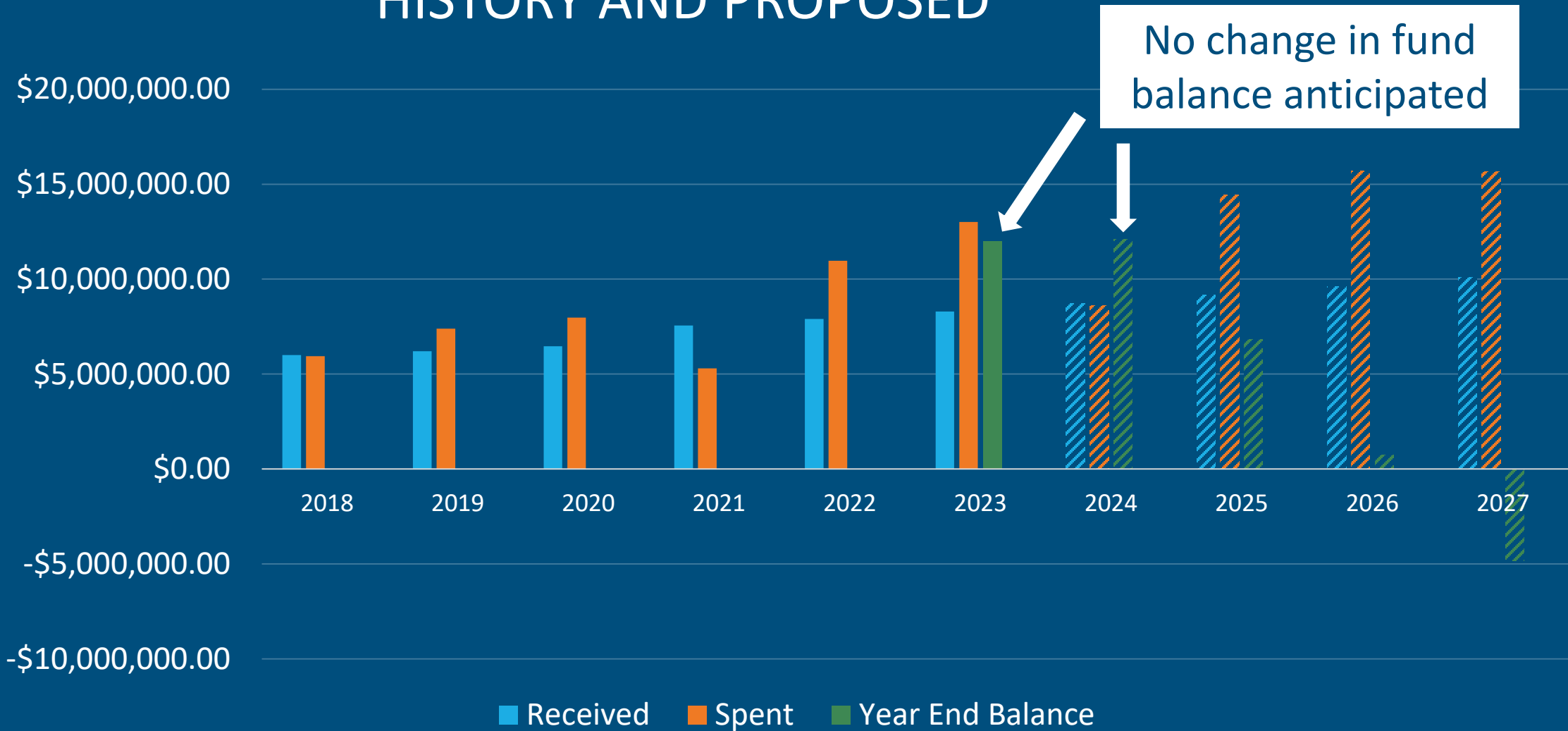
Percent of Funding by Source with Proposed Increases to Caps



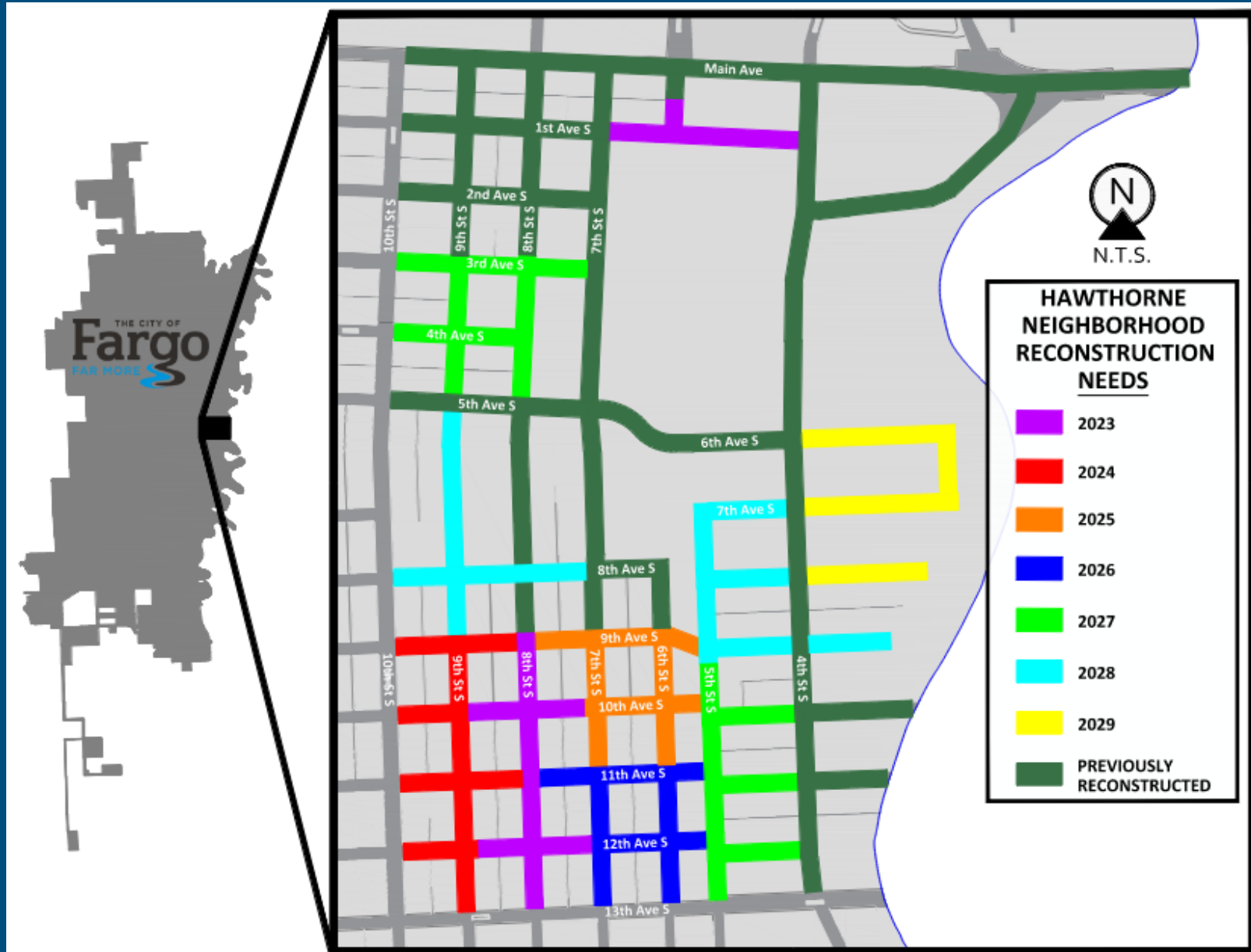
2024 CIP FUNDING SUMMARY – \$ BY FUND



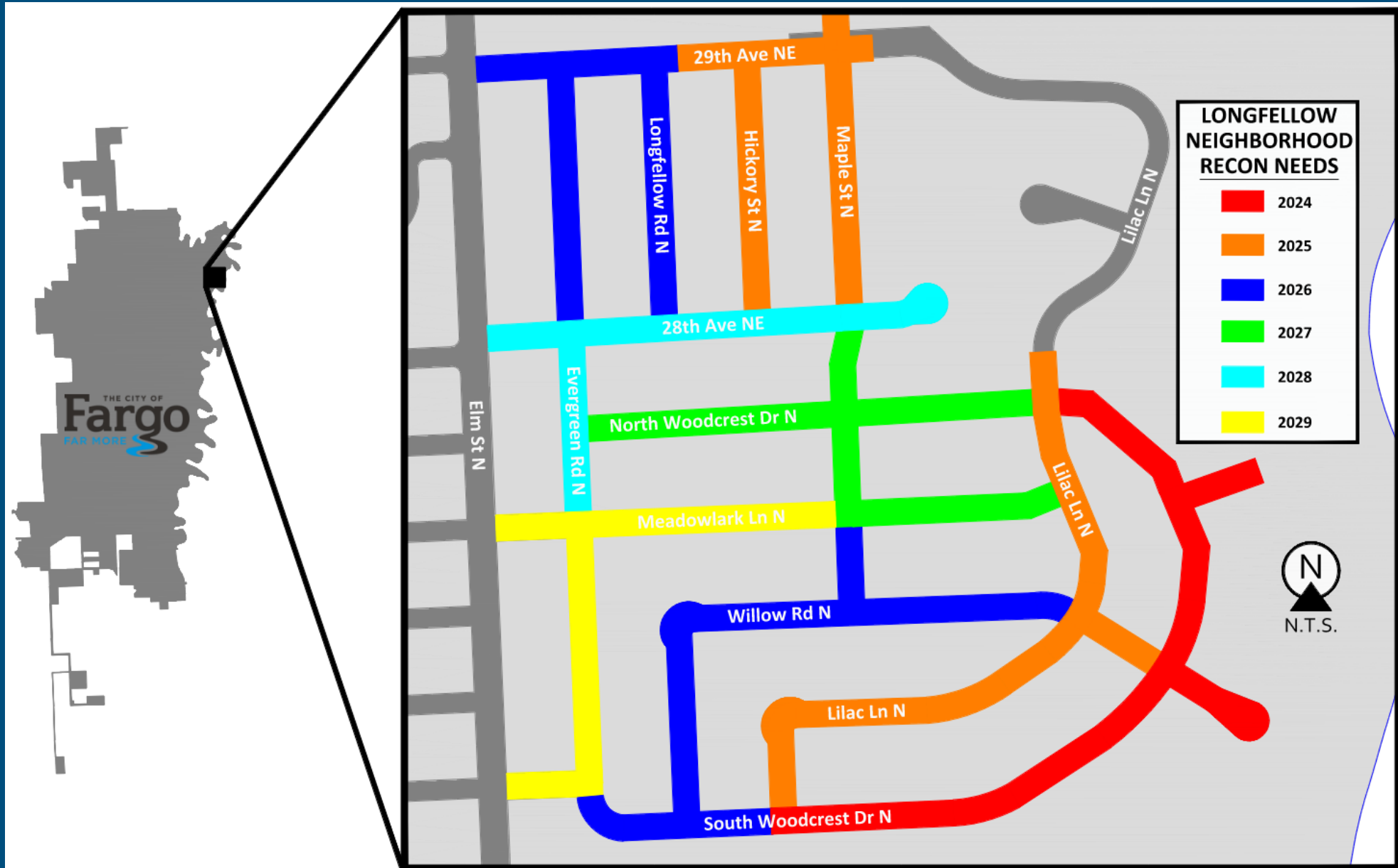
STREETS SALES TAX HISTORY AND PROPOSED



CORE NEIGHBORHOODS – HAWTHORNE



CORE NEIGHBORHOODS – LONGFELLOW



CORE NEIGHBORHOODS – ROOSEVELT



NEXT STEPS

January 8, 2024

Approval of
2024 CIP only

Next Few Months

Engineering will Design
and Bid Approved Projects

As Part of Budget Process

Develop multi-year CIP with
updated funding strategy

OPTION 1 – RECOMMENDED OPTION

- Approve the Engineering CIP for 2024 as presented.
- Implement a 20% increase in special assessment caps for 2024.
 - As a reminder, when notifying properties the proposed increase in special assessment caps has already been taken into account.
 - Selecting Option 1 would not increase the amount to be special assessed beyond what has already been communicated.
 - The City received about 0.6% protest (11 protests received from 1,877 properties)
- Modify the language regarding Concrete Pavement Rehab projects.
- Approve the planned Core Neighborhood reconstruction projects for 2025.
- This option provides a balanced CIP for 2024, aligning anticipated sales tax revenues with expenditures.

OPTION 2

- Do not approve a 20% increase in special assessment caps for 2024.
- Instruct the Engineering Department to notify 1,877 properties of reduced special assessment amounts.
 - This would be necessary, as previous correspondence has already included the proposed increase.
- Option 2 would result in a revenue shortfall of approximately \$2.5 million for the CIP in 2024.
 - Approve the Engineering CIP for 2024 as previously presented, but with the elimination of the NP Ave project (BR-24-F1) from the 2024 CIP to offset the revenue shortfall.
- Modify the language regarding Concrete Pavement Rehab projects.
- Approve the planned Core Neighborhood reconstruction projects for 2025.

RECOMMENDED MOTION

- **Recommended Motion:**
 - **Approve the 2024 Capital Improvement Plan, the 2025 Core Neighborhood Reconstruction Projects, and the Updated Infrastructure Funding Policy as presented as Option 1.**
- **Alternative Motion:**
 - Approve the 2024 Capital Improvement Plan, the 2025 Core Neighborhood Reconstruction Projects, and the Updated Infrastructure Funding Policy as presented as Option 2.



2024

CAPITAL IMPROVEMENT PLAN (CIP)

Questions and Discussion



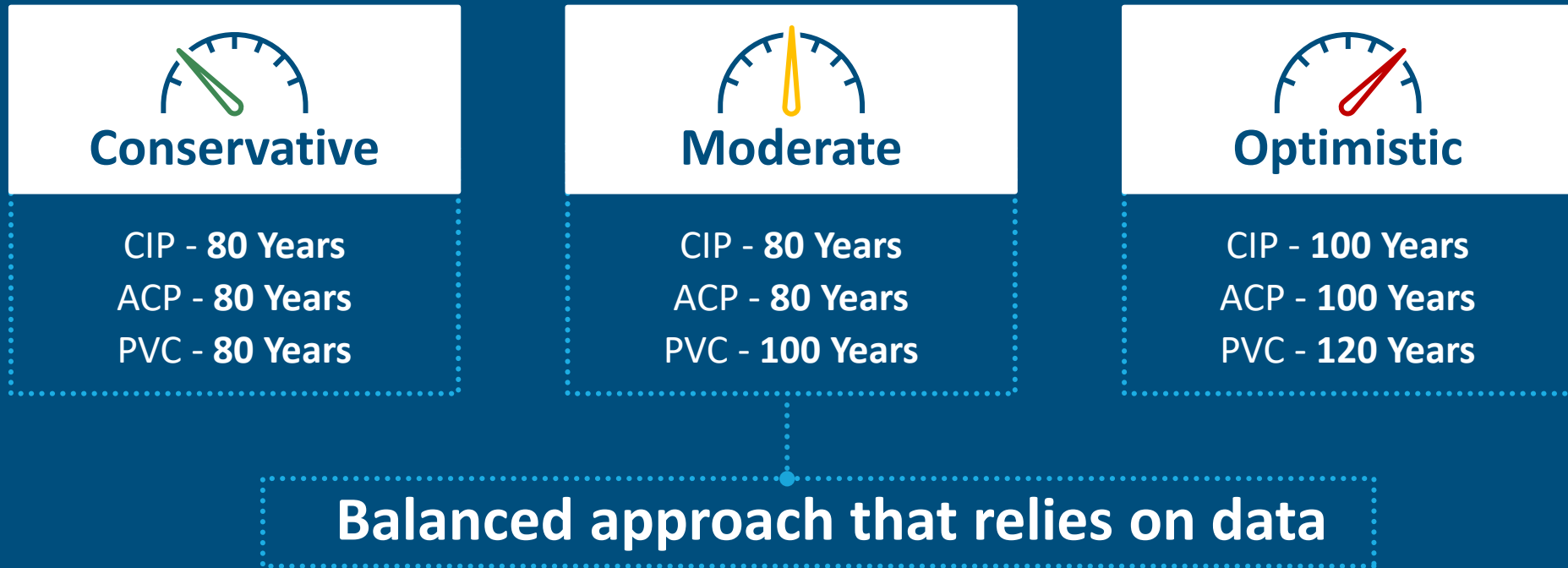
2024 – 2027

CAPITAL IMPROVEMENT PLAN (CIP) (UPDATE – 12/26/2023)

TIMELINE



HOW MUCH WORK SHOULD WE BE DOING?



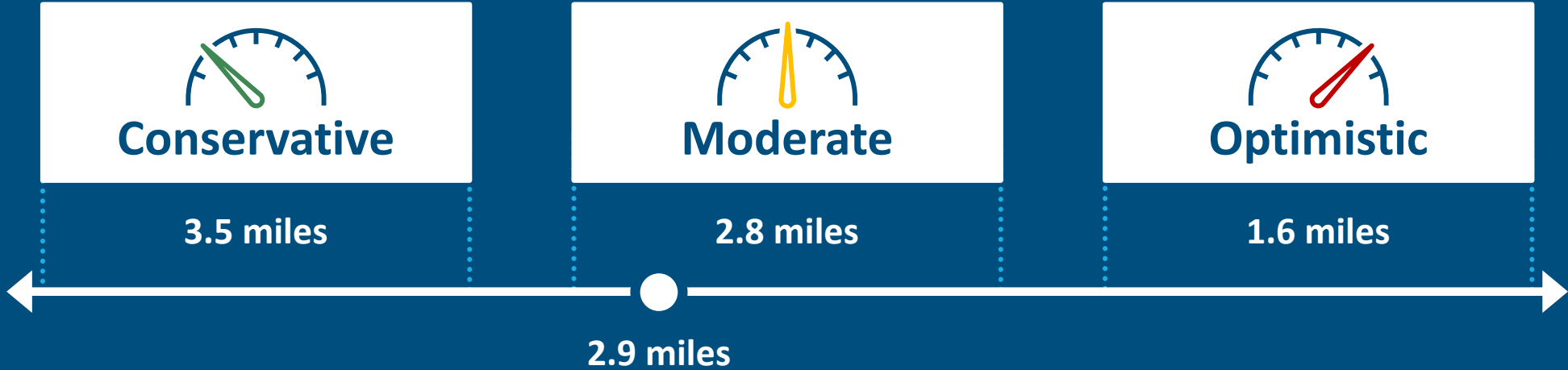
HOW MUCH WORK ARE WE DOING?

Year	"Conservative"	"Moderate"	"Optimistic"	Core Neighborhood (Locally Funded Projects)	Federal Aid Projects
2024	3.28	2.70	1.50	1.01	0.66
2025	3.42	2.78	1.54	1.72	0
2026	3.56	2.87	1.59	1.45	0.96
2027	3.70	2.95	1.63	1.76	0.98

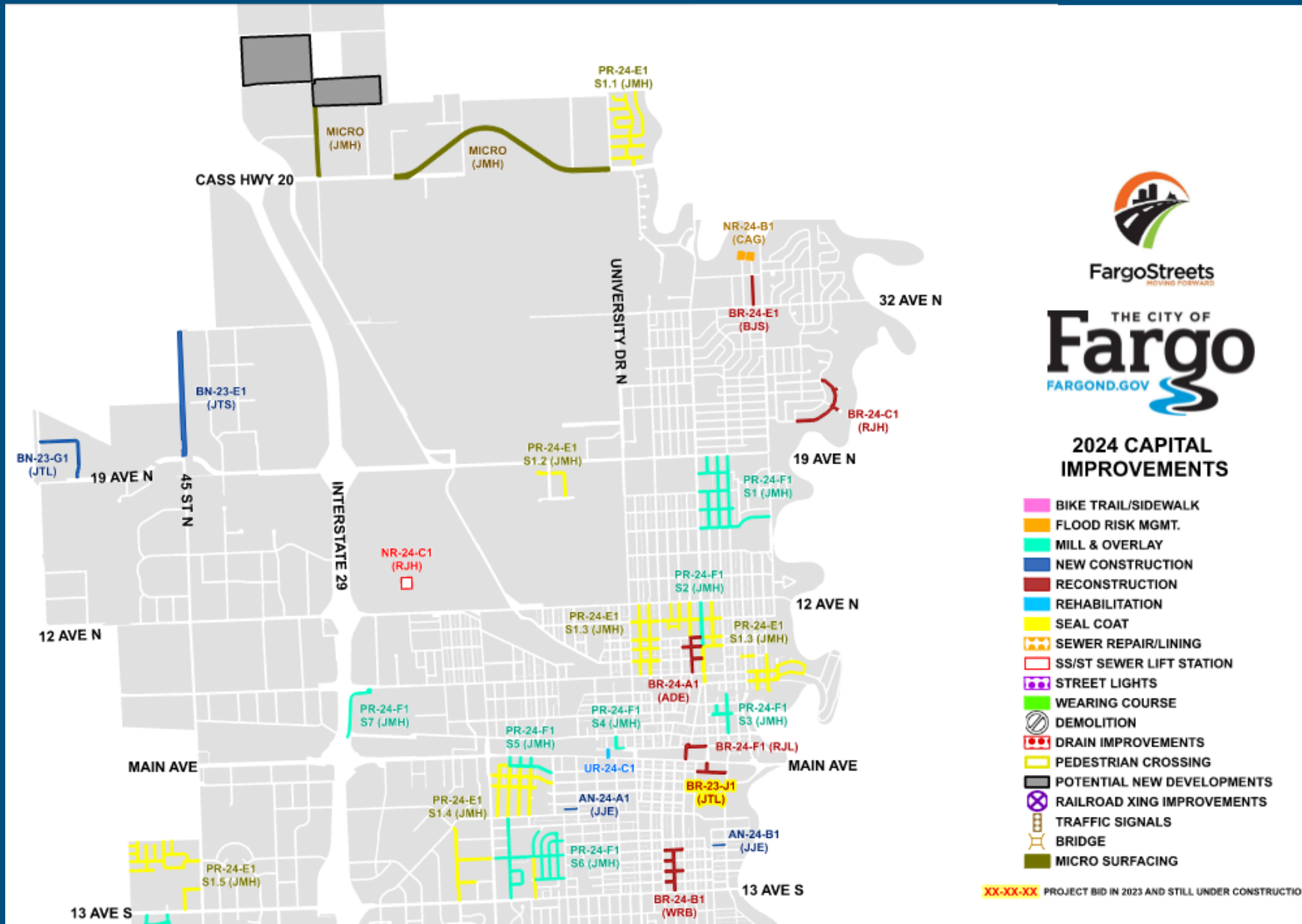


HOW MUCH WORK ARE WE DOING?

Year	"Conservative"	"Moderate"	"Optimistic"	Core Neighborhood (Locally Funded Projects)	Federal Aid Projects	Prairie Dog Projects
2024	3.28	2.70	1.50	1.01	0.66	1.04
2025	3.42	2.78	1.54	1.72	0	0.94
2026	3.56	2.87	1.59	1.45	0.96	0.60
2027	3.70	2.95	1.63	1.76	0.98	0.40



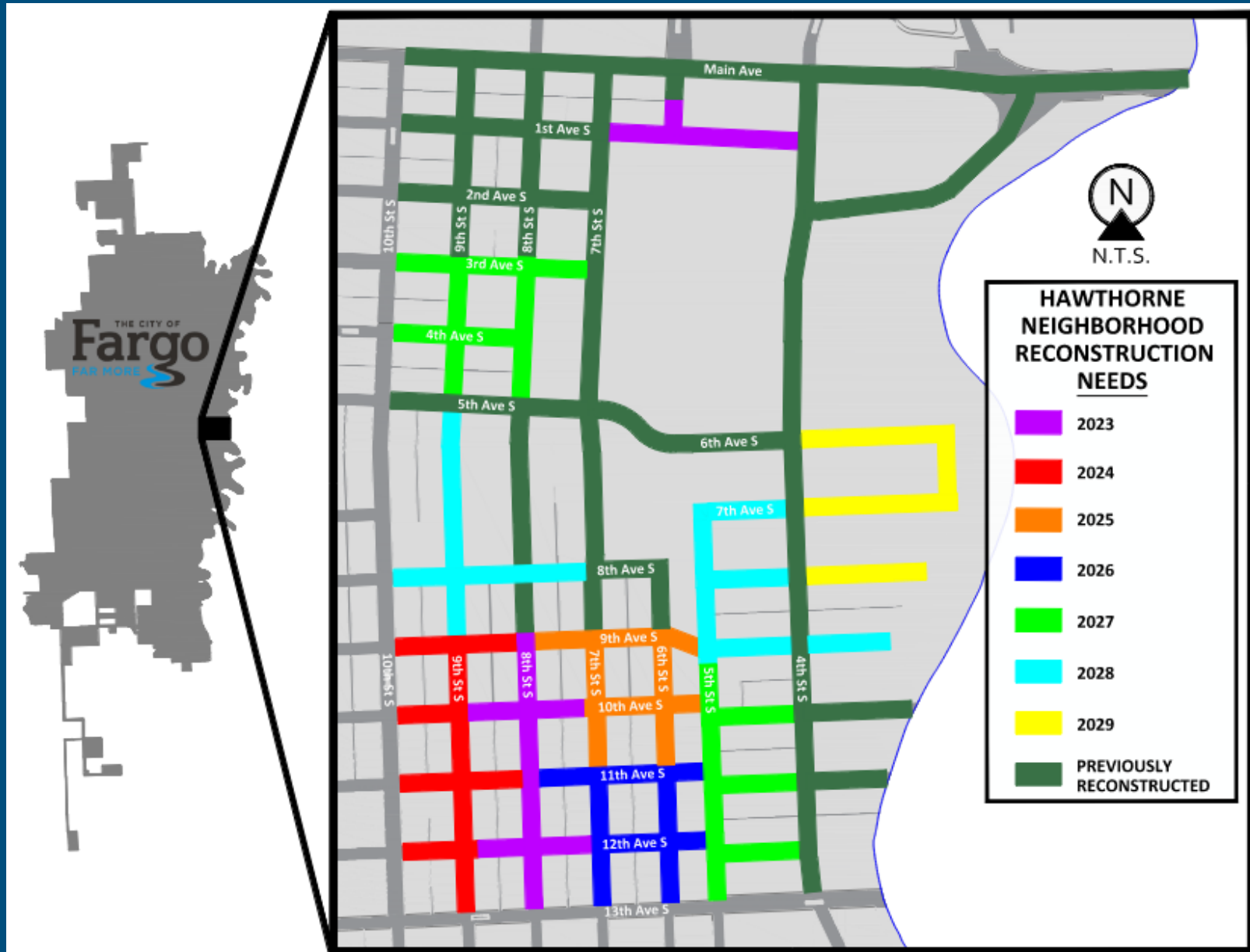
2024 CIP – NORTH OF 13TH AVE S



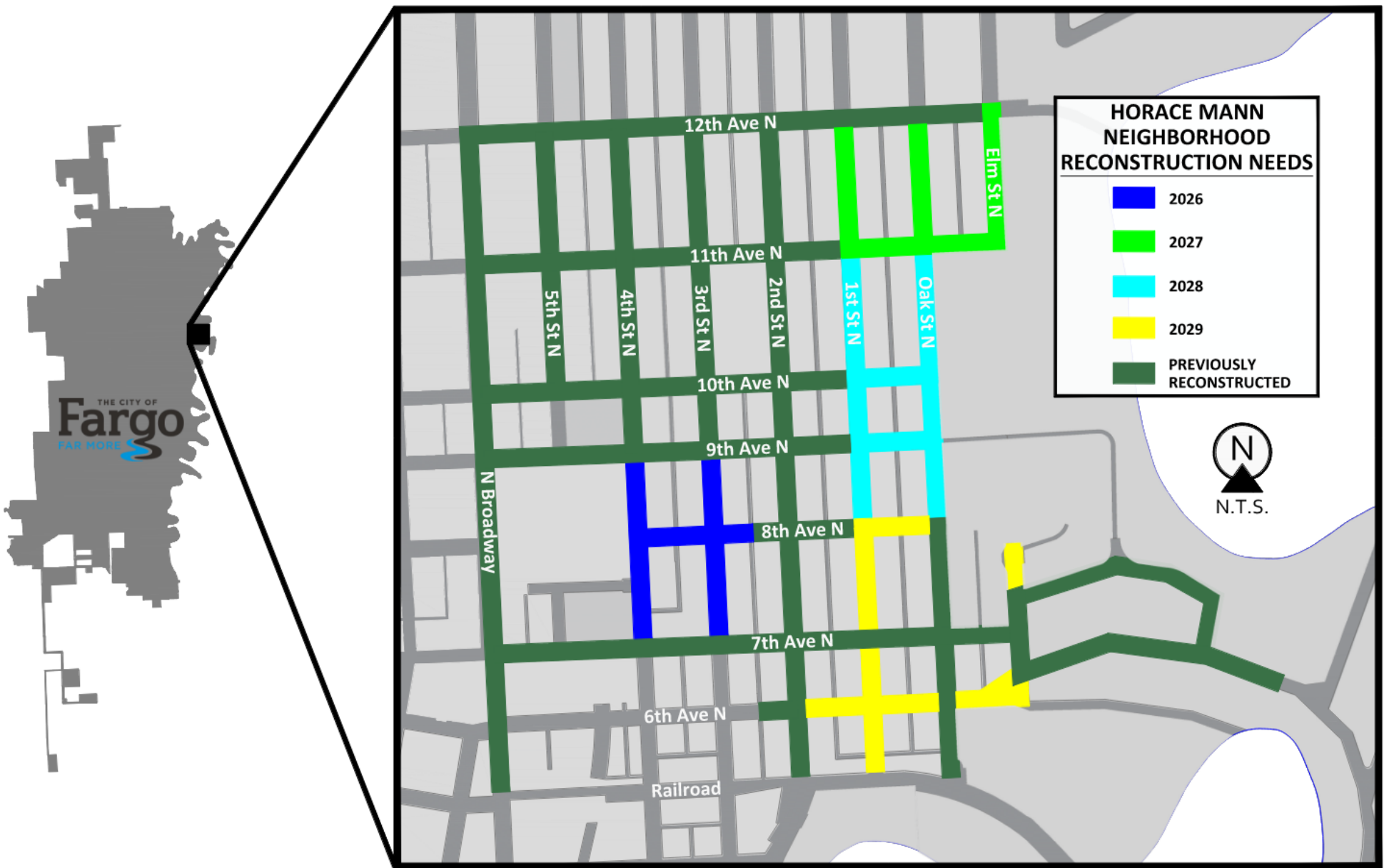
2024 CIP – SOUTH OF 13TH AVE S



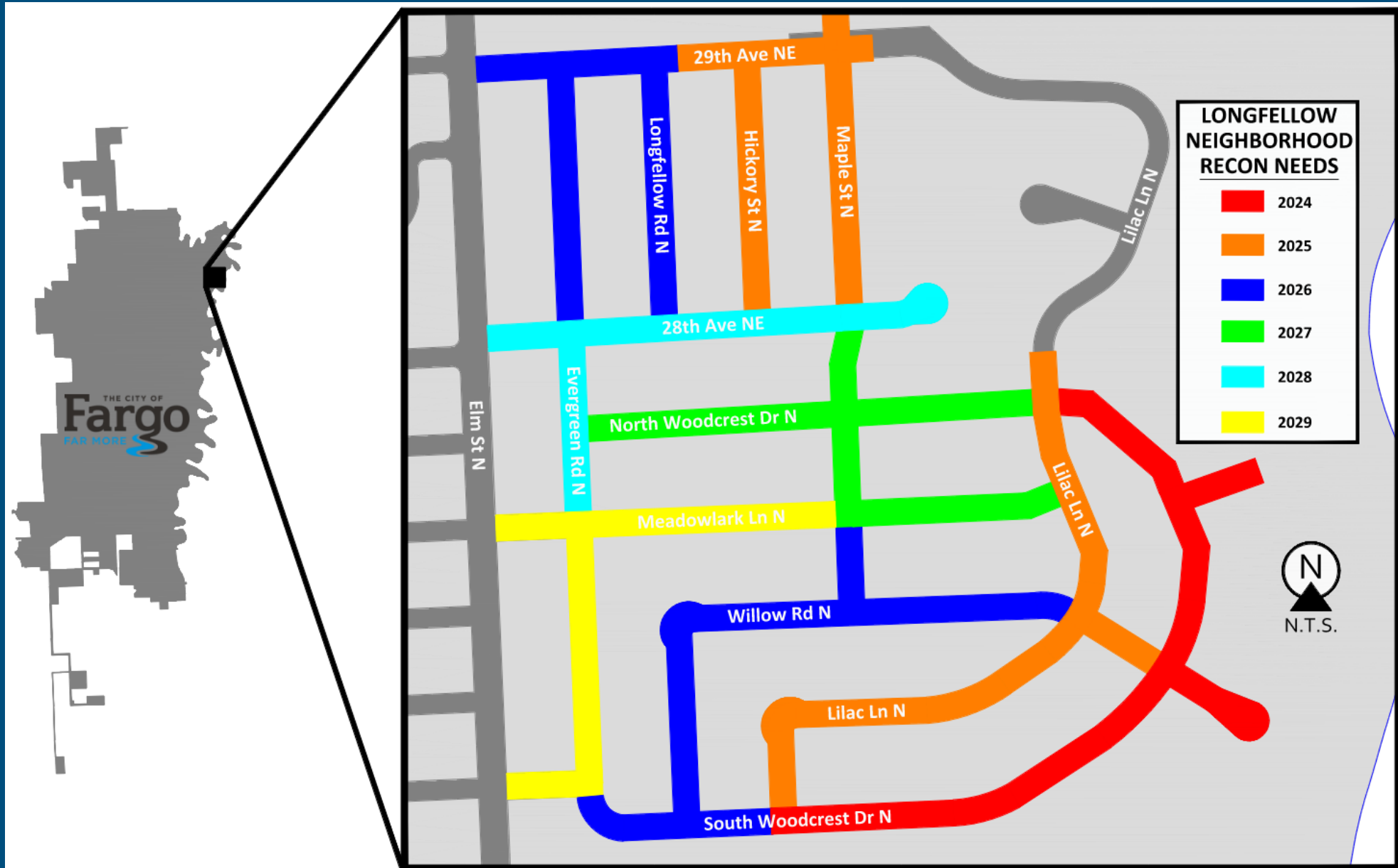
CORE NEIGHBORHOODS – HAWTHORNE



CORE NEIGHBORHOODS – HORACE MANN



CORE NEIGHBORHOODS – LONGFELLOW



CORE NEIGHBORHOODS – ROOSEVELT



CIP FUNDING



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**

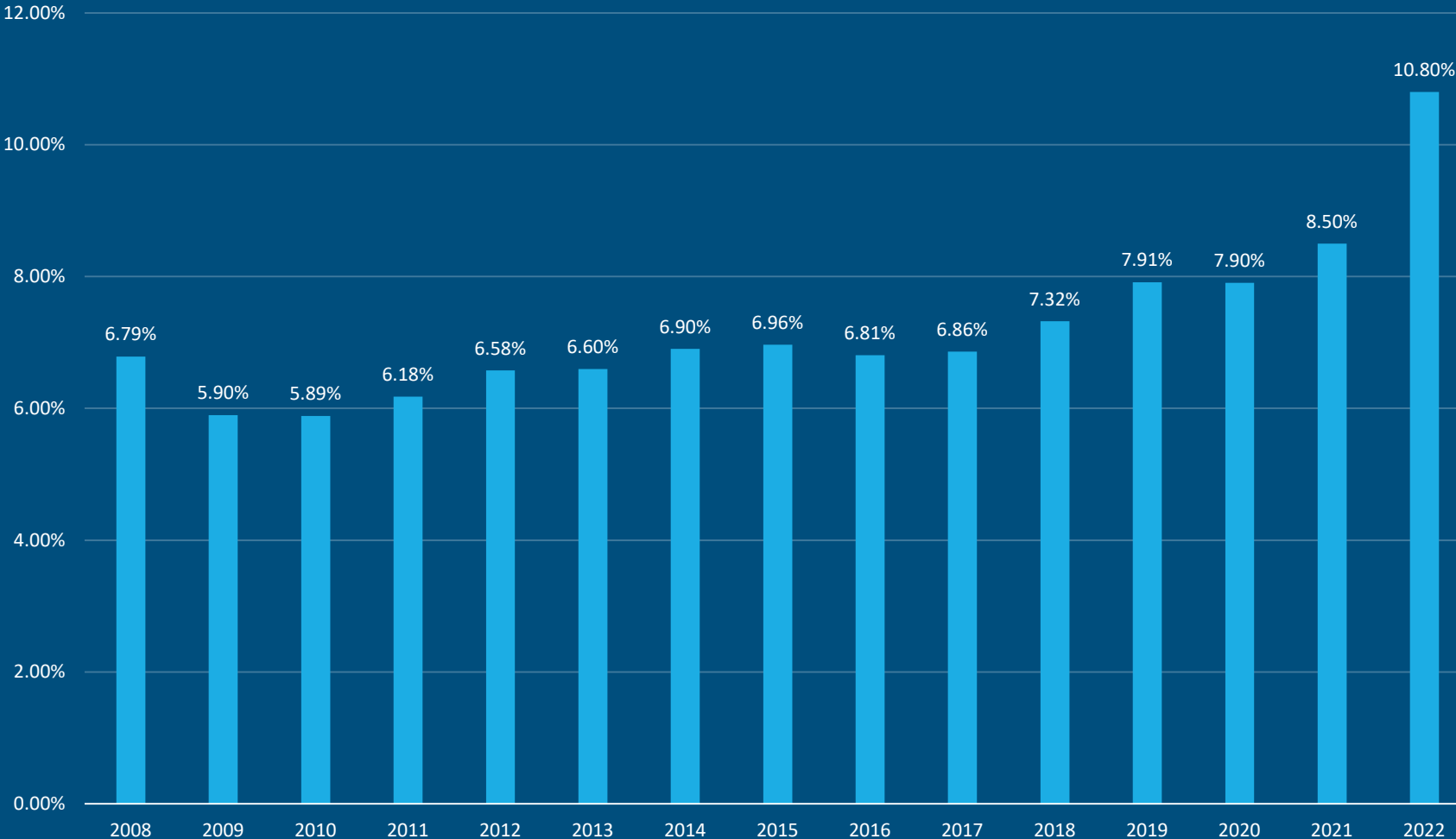


**Federal
Funds**



**Special
Assessments**

ANNUAL CONSTRUCTION INFLATION



Data from FHWA – National Highway Construction Cost Index

WHAT ARE SPECIAL ASSESSMENT CAPS?

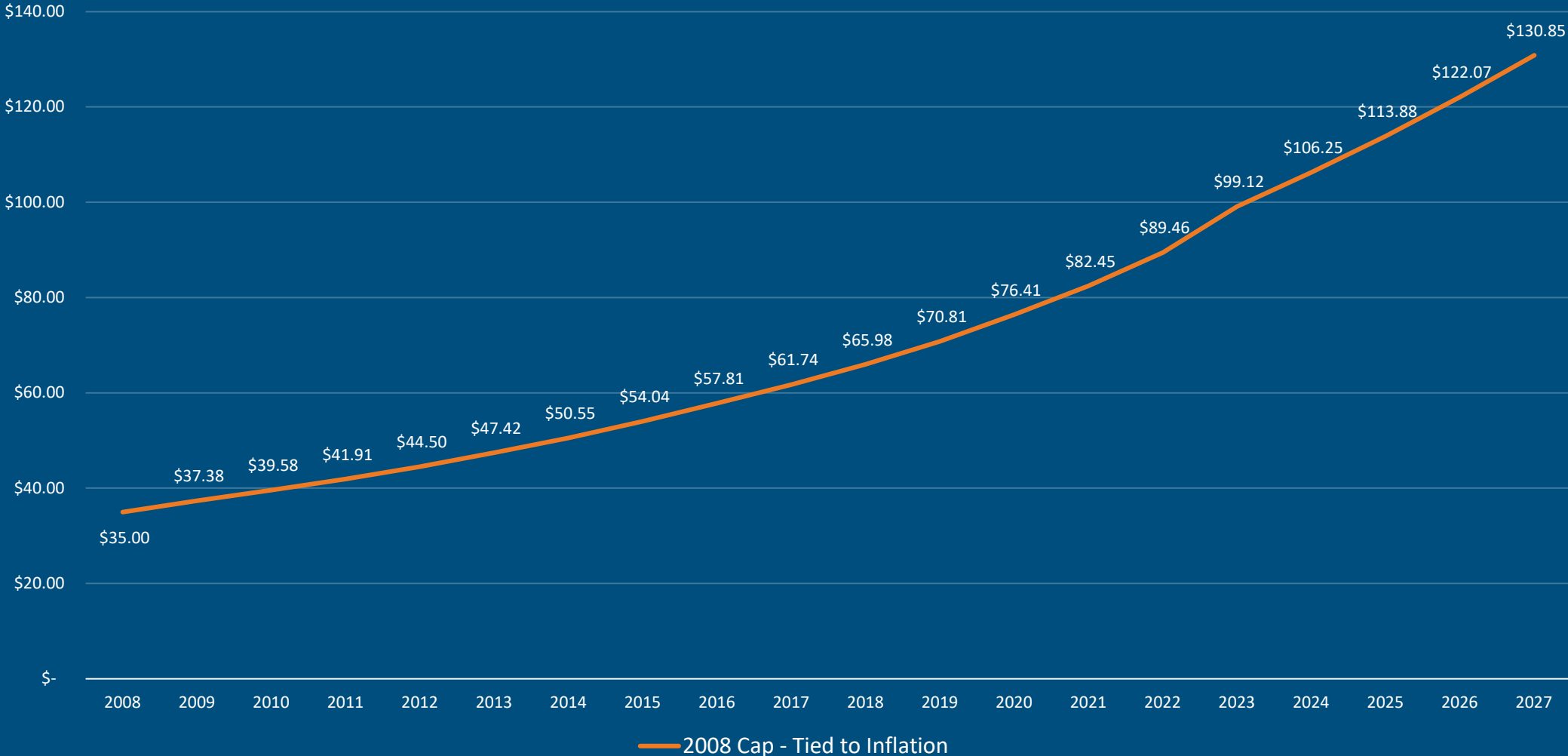
The way in which the City of Fargo limits the maximum amount a property owner will pay for an improvement

Provides for a predictable special assessment amount for property owners

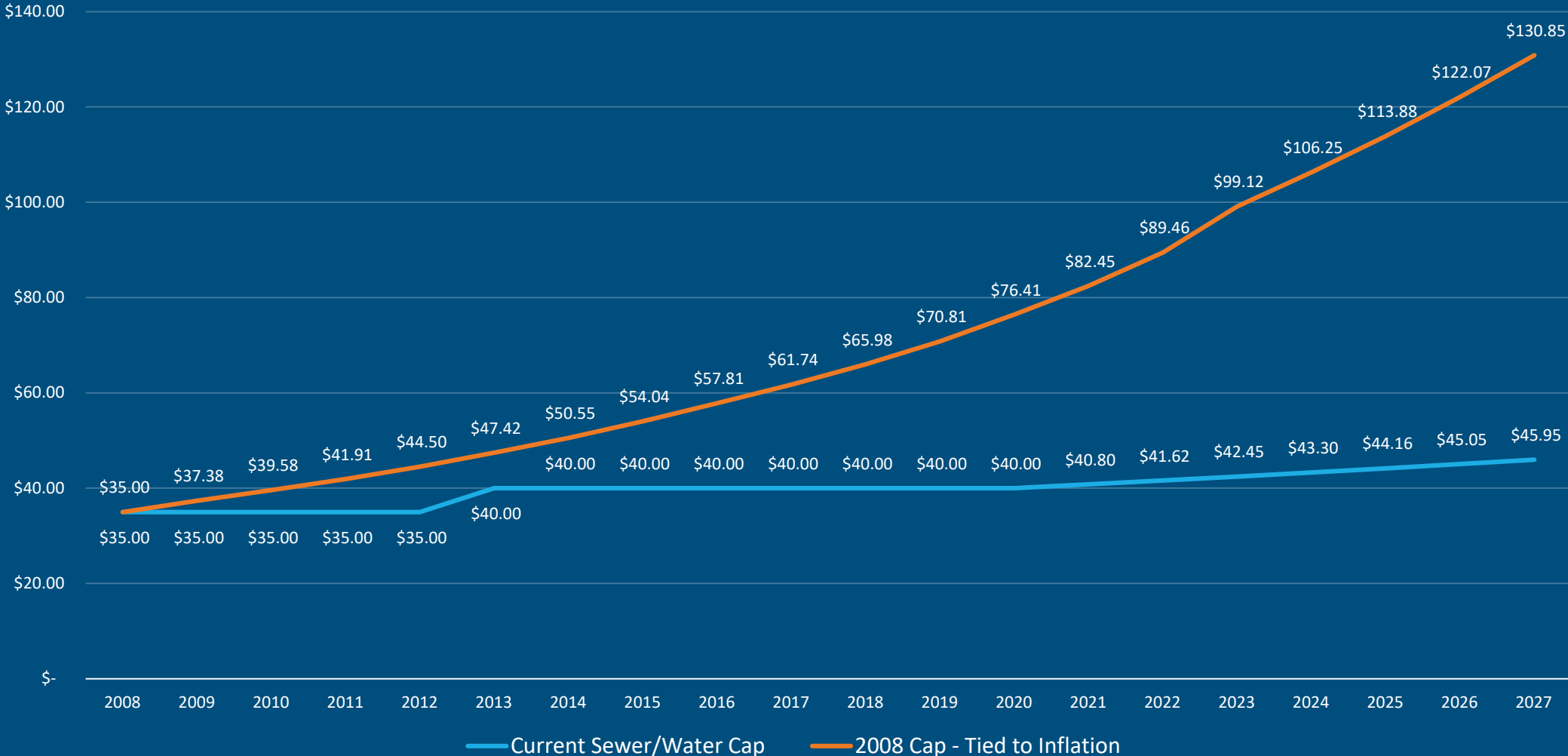
Ensures all property owners are treated equitably



CAPS VS CONSTRUCTION INFLATION



CAPS VS CONSTRUCTION INFLATION



PROPOSED INCREASE TO CAPS



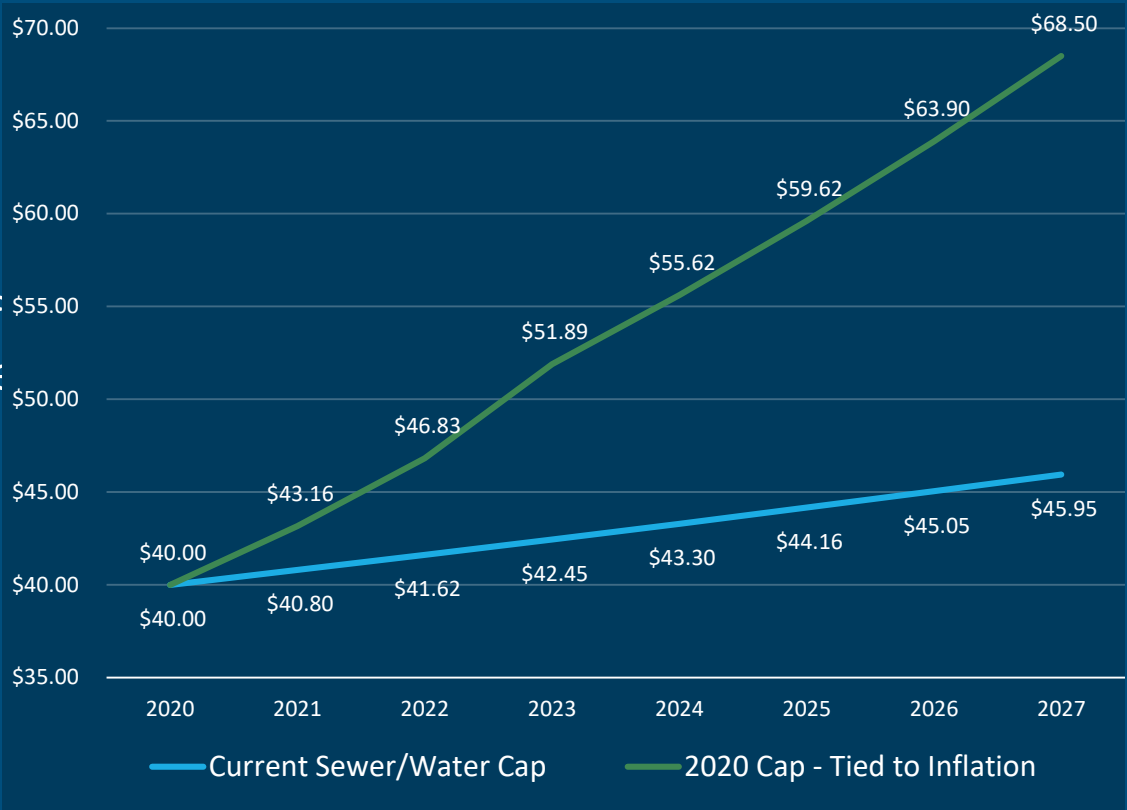
Special Assessment Task Force

- 13 member task force that met from August 2018 to August 2019
- 26 recommendations made (22 incorporated into our process or funding policy)
- One of the recommendations was to go to a 70% City & 30% Special Assessed funding model
 - Caps were set in 2019, for 70/30 cost split
 - Caps have not kept pace with inflation



What is being proposed?

- 20% in 2024 and 7.19%* in 2025, 2026, and 2027
 - *7.19% is the average annual rate of inflation
 - Results in about 80/20 cost split over next 5 years
- Without increase, cost split would be about 90/10
 - Would result in greater reliance on Sales Tax
 - Even with proposed increase, Sales Tax would be needed



PROPOSED INCREASE TO CAPS



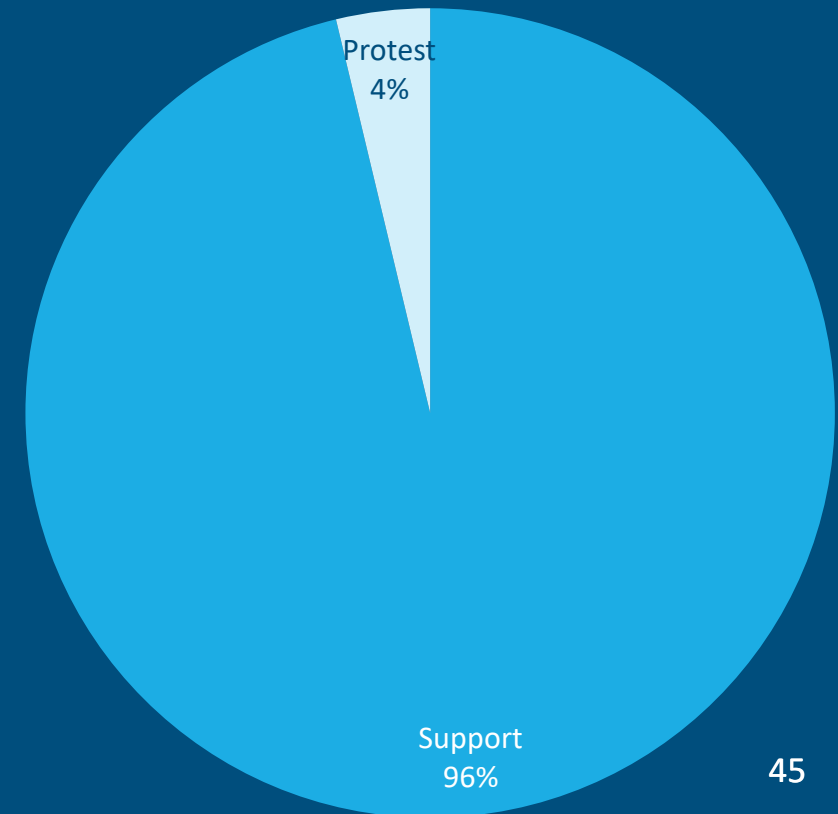
Who is impacted by proposed increase to caps?

- Does not impact any existing special assessments
- Typical number of single family homes that will be special assessed for local street reconstruction projects from 2024 to 2027?
 - Typically about 200 per year



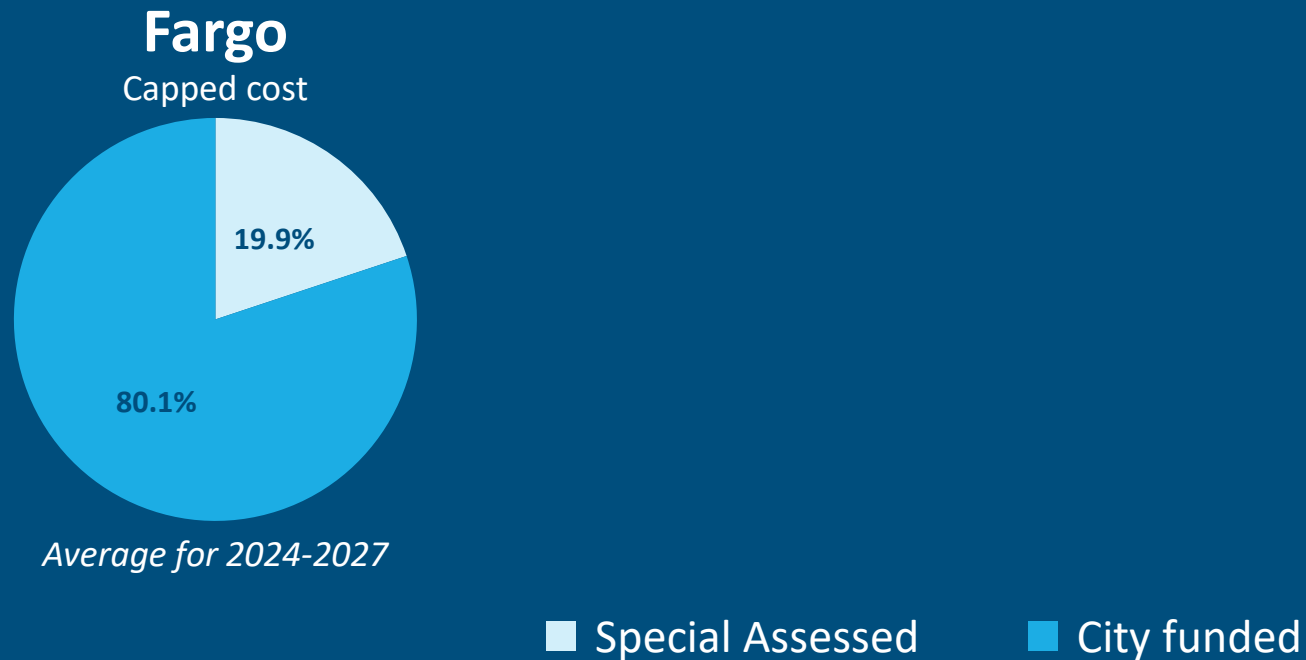
What has the reaction been?

- 4 Core Neighborhood Reconstruction Projects for 2024 have been bid and awarded
 - All correspondence has included the 20% increase for 2024 caps
 - Total of 214 parcels
 - 8 protests received



SPECIAL ASSESSMENTS COMPARISONS

LOCAL STREET RECONSTRUCTION



COST TO A HOMEOWNER

IMPROVEMENT DISTRICT BR-24-B1 (9TH ST S – HAWTHORNE)



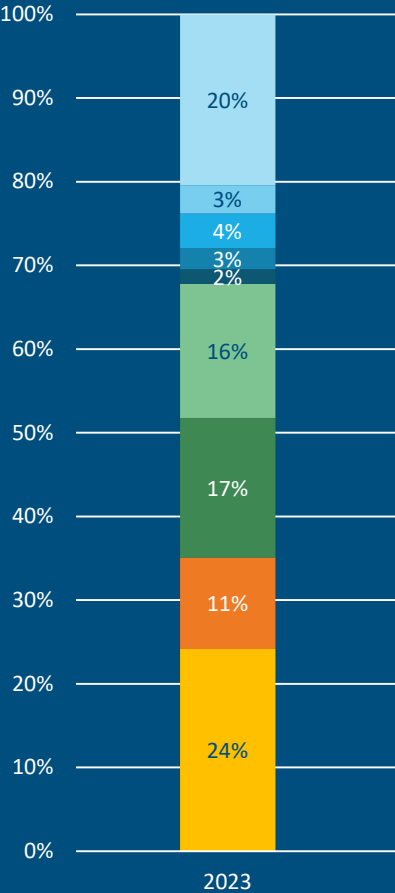
49.91' Wide Lot

2024 – 2027 CIP SUMMARY

Cost by Category	2023 CIP
Core Neighborhood – Utility Repl. and Street Recon.	\$12,589,548
Pavement Preservation	\$10,142,848
Storm Sewer Utility	\$1,830,412
Traffic and Streetlight	\$2,361,683
Safety Improvements	\$1,114,920
Sidewalk	\$2,668,951
Miscellaneous	\$2,563,628
Federal Aid	\$23,371,194
Prairie Dog Projects	\$12,410,537
Flood Control	\$13,160,278
Total CIP:	\$82,214,000

2024 – 2027 CIP SUMMARY

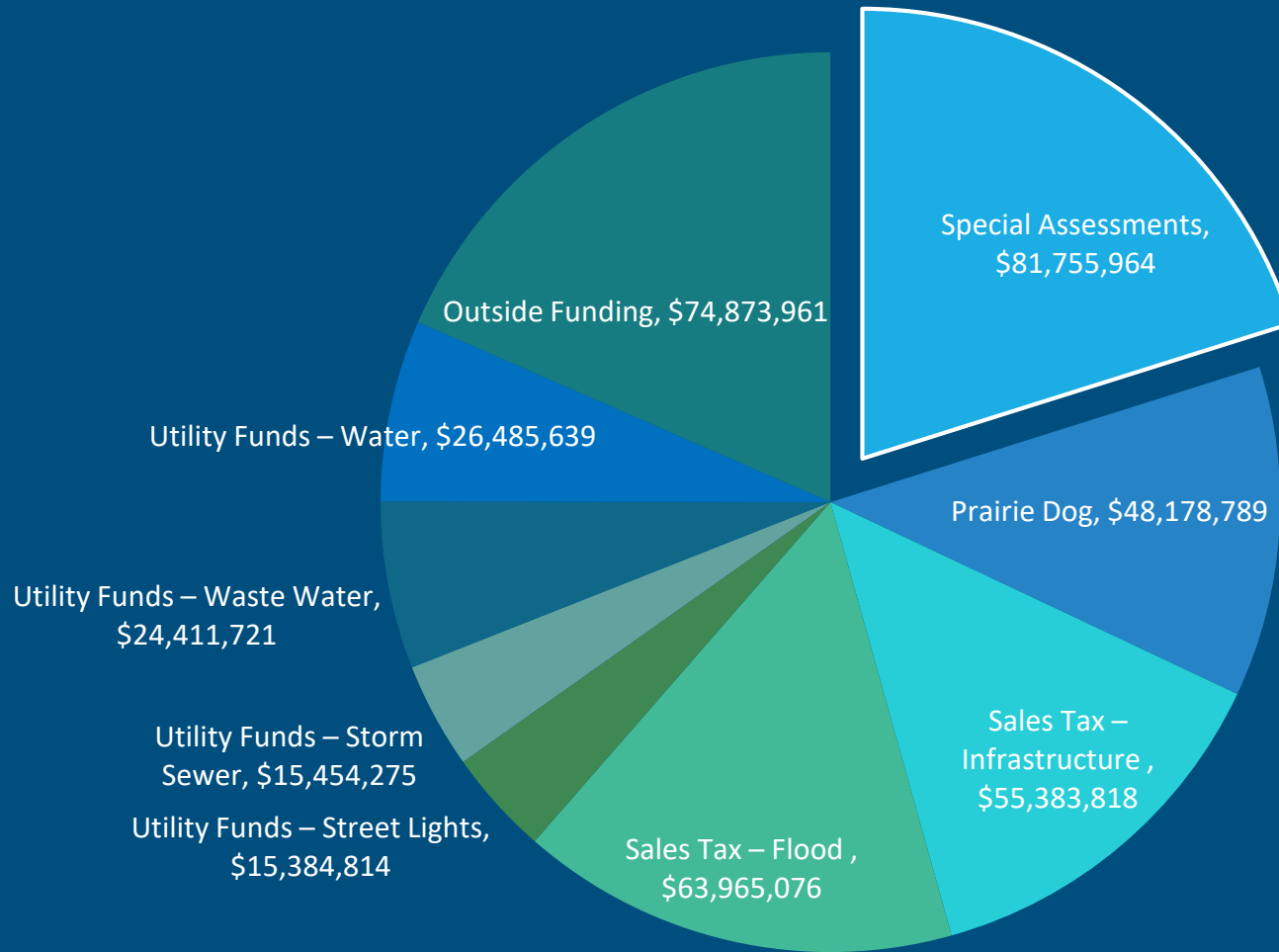
Percent of Funding by Source with Proposed Increases to Caps



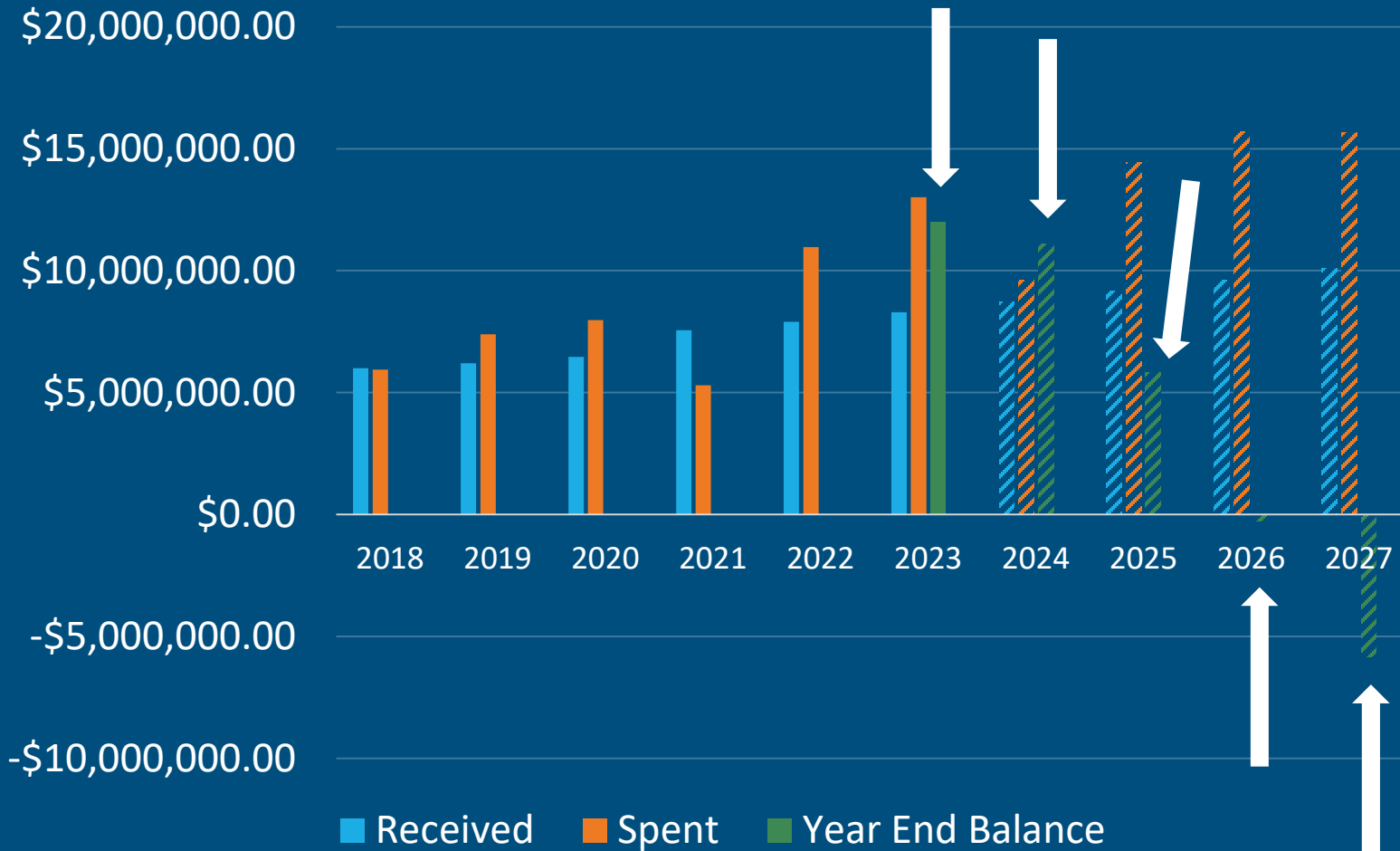
- Special Assessments
- Sales Tax – Infrastructure
- Sales Tax – Flood
- Utility Funds – Street Lights
- Utility Funds – Storm Sewer
- Utility Funds – Waste Water
- Utility Funds – Water
- Outside Funding

2024 – 2027 CIP SUMMARY – \$ BY FUND

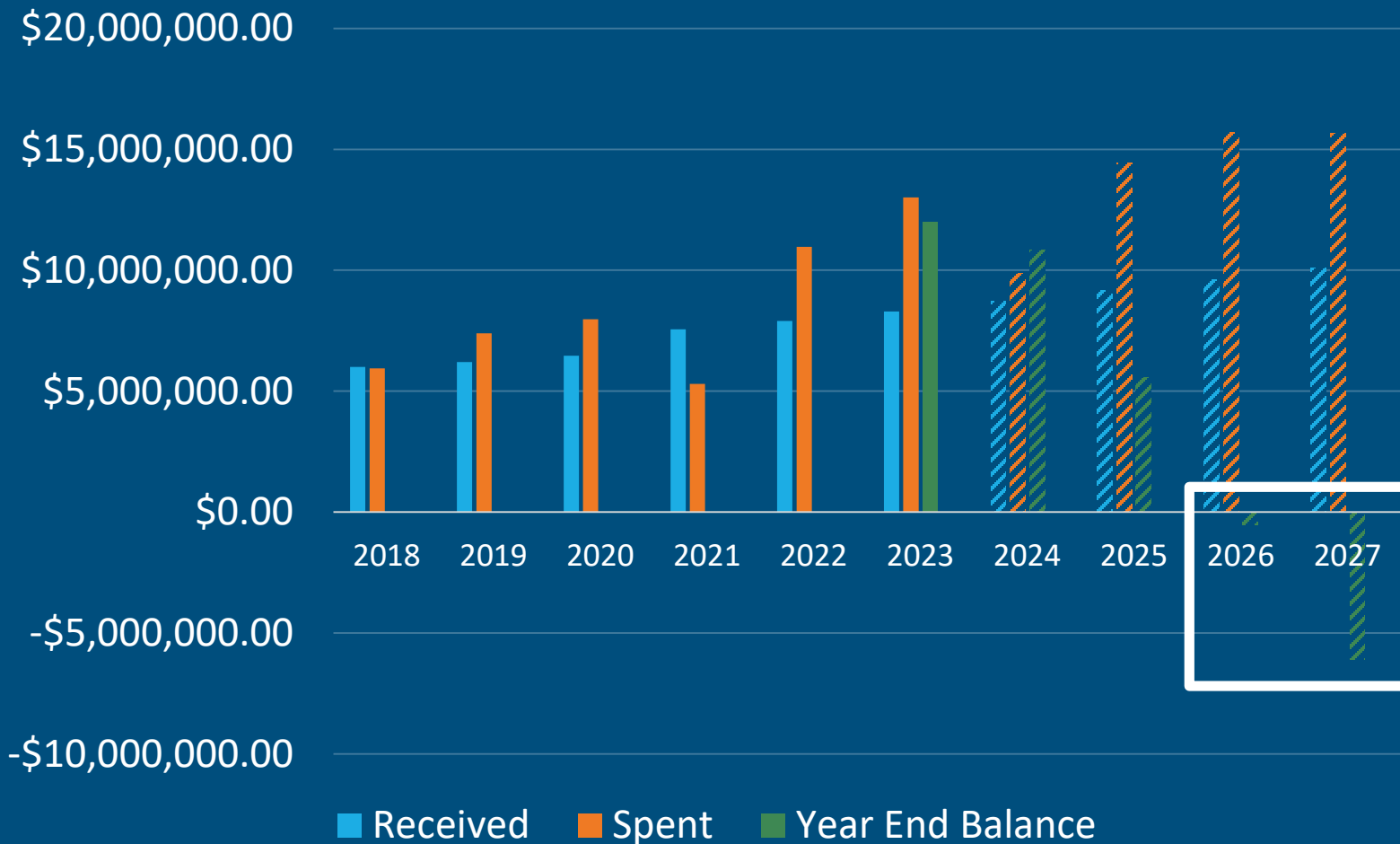
Total by Fund (2024-2027)



STREETS SALES TAX HISTORY AND PROPOSED



STREETS SALES TAX HISTORY AND PROPOSED



Negative fund balance
If needs continue to outpace revenues

INFRASTRUCTURE FUNDING POLICY

FUTURE CHANGES

Current funding policy is not sustainable (Sales Tax needs outpace revenues)

NEXT STEPS





2024 – 2027

CAPITAL IMPROVEMENT PLAN (CIP)

Questions and Discussion



2024 – 2027

CAPITAL IMPROVEMENT PLAN (CIP) (INFORMATIONAL MEETING – 11/6/2023)

HOW MUCH WORK SHOULD WE BE DOING?



Conservative

CIP - 80 Years

ACP - 80 Years

PVC - 80 Years

Replace more now to be sure we keep up

HOW MUCH WORK SHOULD WE BE DOING?



Conservative

CIP - 80 Years

ACP - 80 Years

PVC - 80 Years



Optimistic

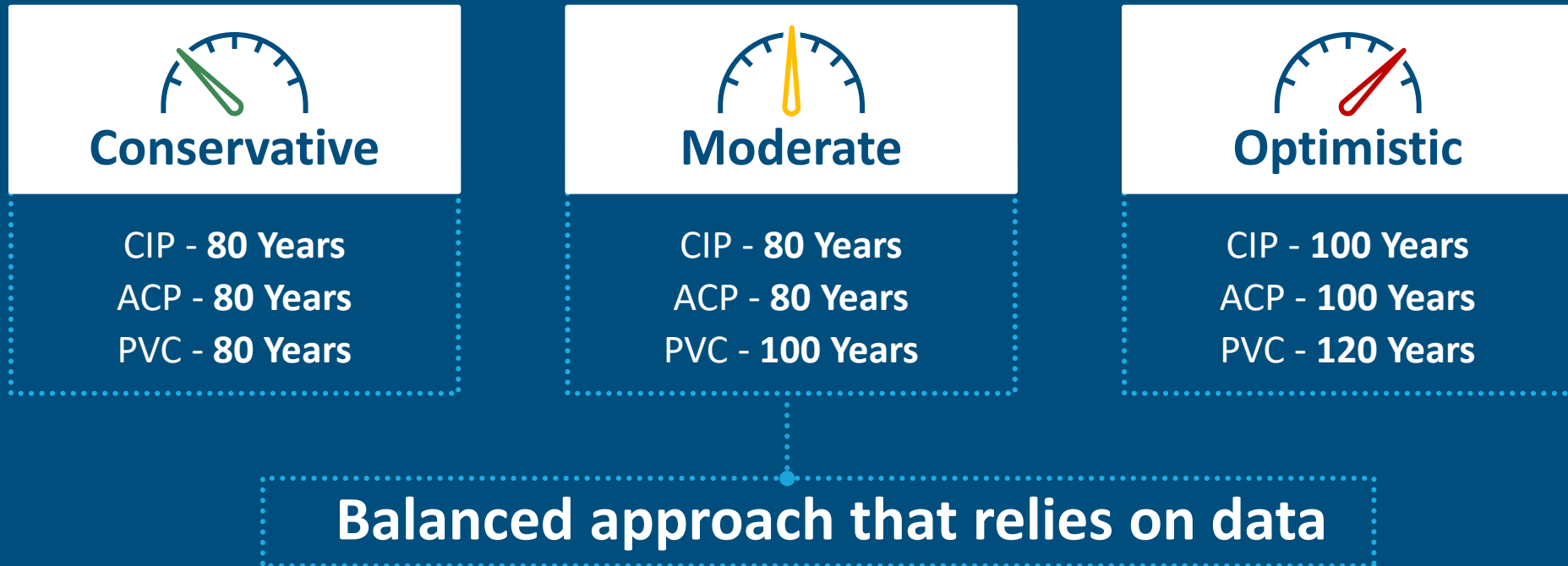
CIP - 100 Years

ACP - 100 Years

PVC - 120 Years

Hope that it lasts longer than expected

HOW MUCH WORK SHOULD WE BE DOING?



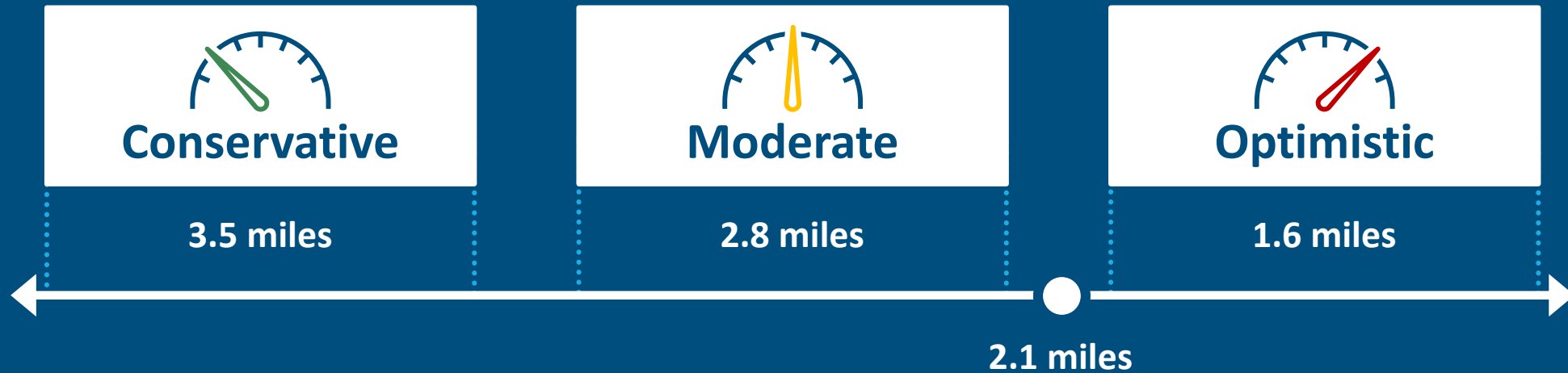
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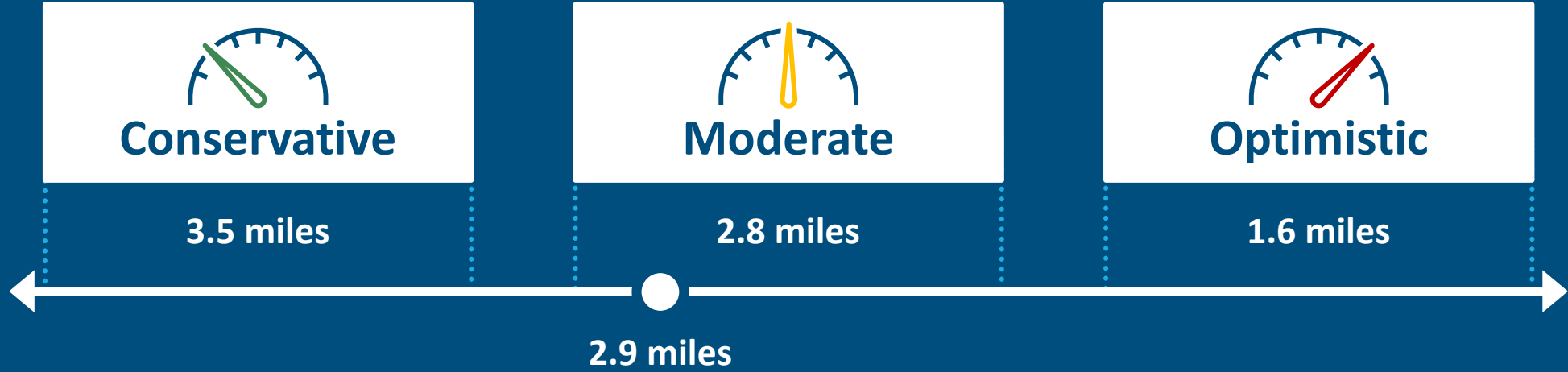
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HOW MUCH WORK ARE WE DOING?

Year	"Conservative"	"Moderate"	"Optimistic"	Core Neighborhood (Locally Funded Projects)	Federal Aid Projects	Prairie Dog Projects
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CIP FUNDING

**Voter
Approved**



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**



**Federal
Funds**



**Special
Assessments**

**Keeps utility rates and
special assessments lower**

SALES TAX

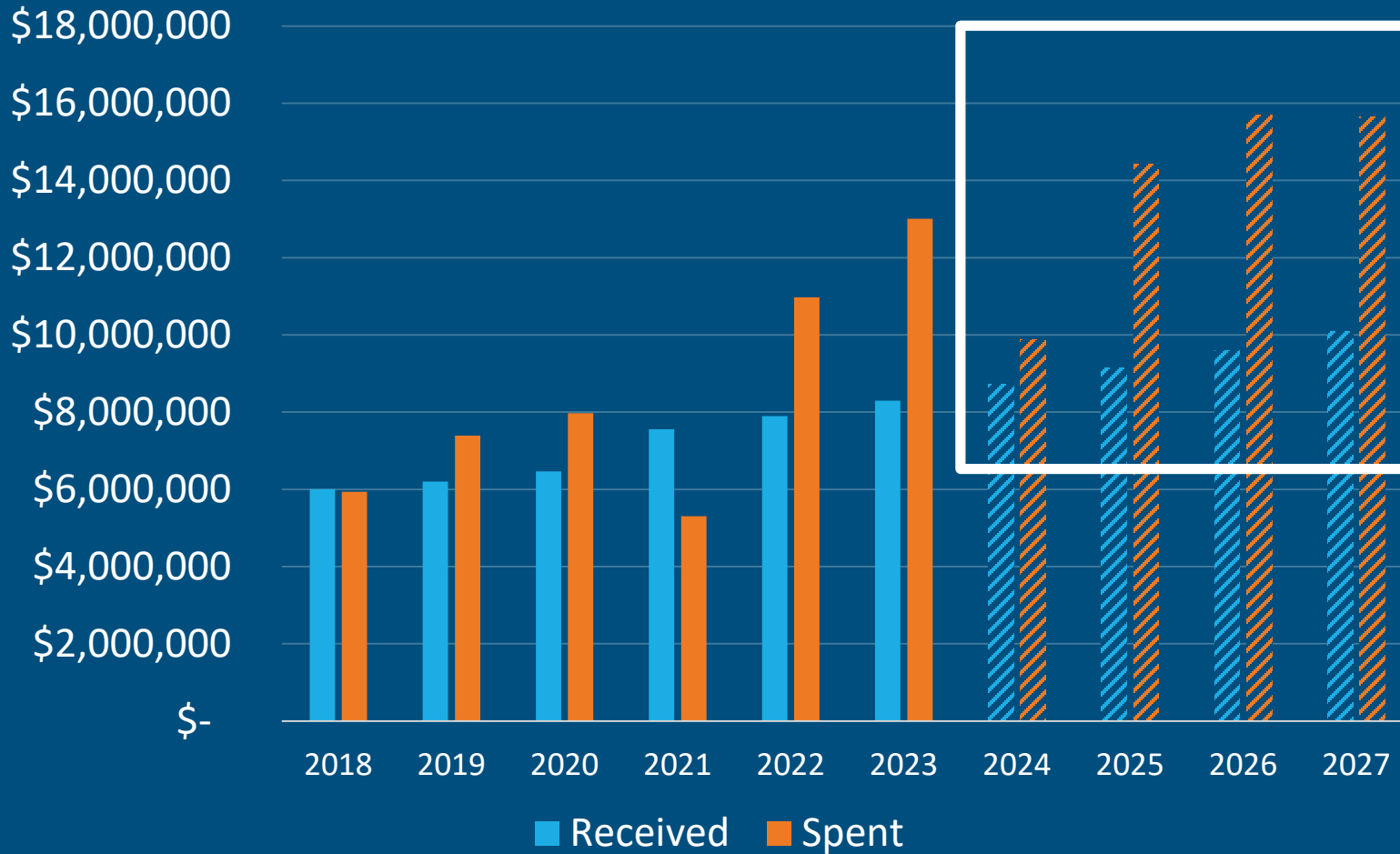
$$\begin{array}{ccccccc} 5\% & + & 2\% & + & 0.5\% & = & 7.5\% \\ \text{State of ND} & & \text{The City of Fargo} & & \text{Cass County} & & \text{Sales Tax} \end{array}$$

HOW 2% BREAKS DOWN



**Sales
Tax**

STREETS SALES TAX HISTORY AND PROPOSED

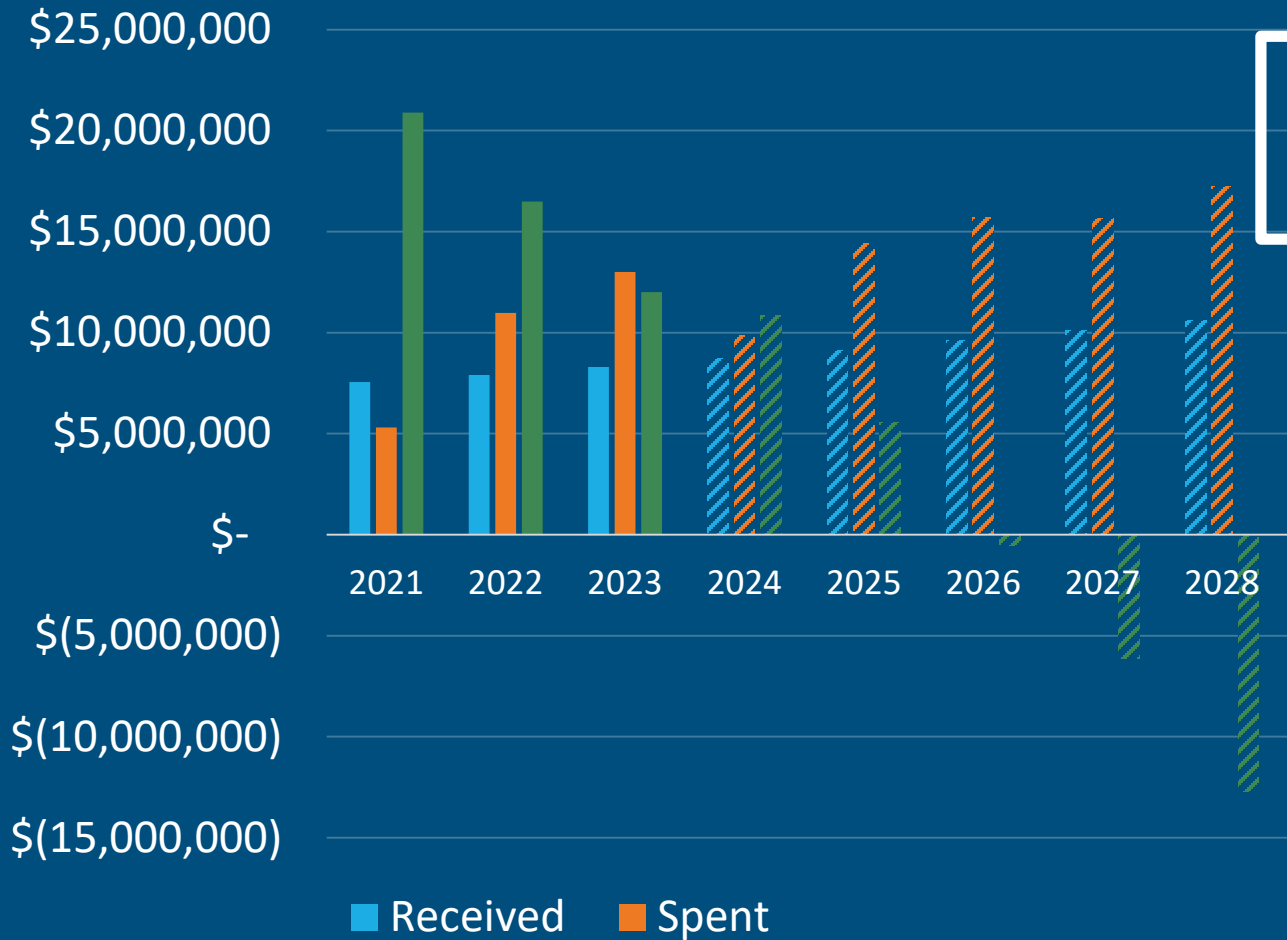


Needs are outpacing revenues

**Street Sales Tax
Fund Balance**

Beginning of 2022 = \$20,896,025
 Beginning of 2023 = \$16,488,604
 Current = \$12,427,574

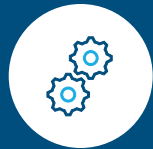
STREETS SALES TAX HISTORY AND PROPOSED



CIP FUNDING



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**

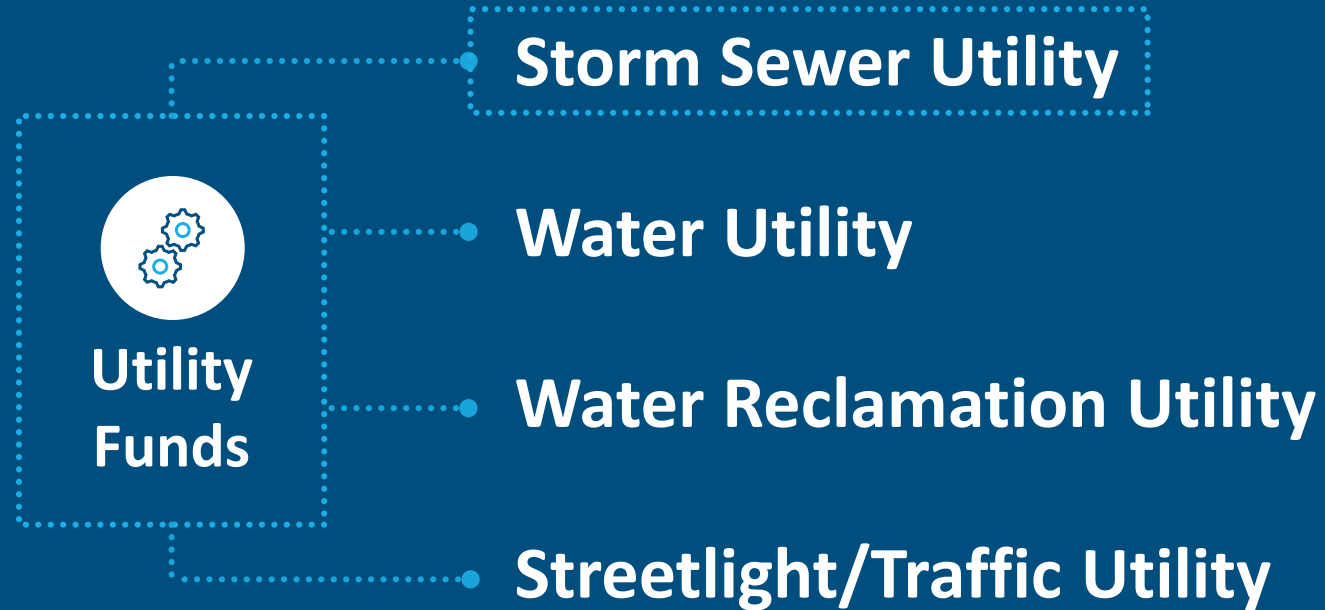


**Federal
Funds**



**Special
Assessments**

CIP FUNDING



STORM SEWER UTILITY



Rates

- Recommended by Engineering and approved by City Commission
- Revenue adequacy model is routinely updated – forecasts rate changes based on model results



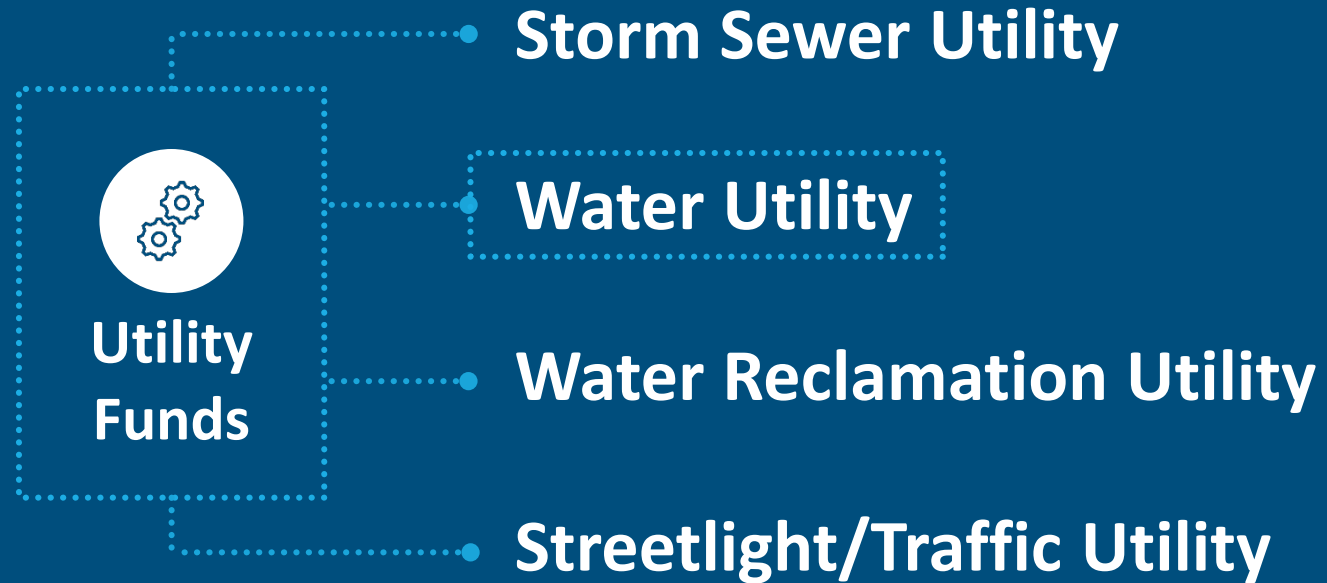
Portion of Revenue Used in CIP

- Citywide & emergency repairs (100% funded)
- Reconstruction/rehab of storm sewer mains/structures (50% funded)

Remaining portion of utility:

- Operation, cleaning, inspection, and maintenance of mains, manholes, inlets, and lift stations
- Storm utility staff

CIP FUNDING



WATER UTILITY



Rates

- Recommended by Water Utility and approved by City Commission
- Revenue adequacy model is routinely updated – forecasts rate changes based on model results



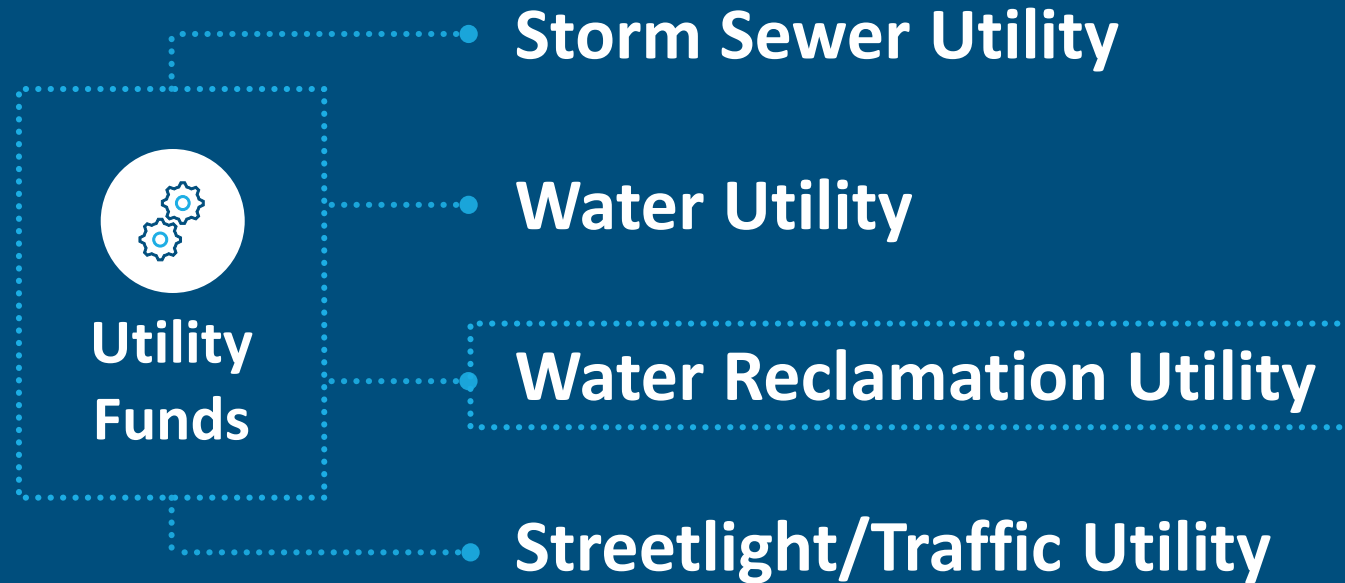
Portion of Revenue Used in CIP (rates and sales tax supported)

- Water service replacement as part of recon. project (100% funded)
- Oversized (trunk) mains (100% funded)
- Any portion not covered by special assessment cap

Majority of revenue used for:

- Capital improvements, maintenance, and operations of plant, pump stations and water towers

CIP FUNDING



WATER RECLAMATION UTILITY



Rates

- Recommended by Water Reclamation and approved by City Commission
- Revenue adequacy model is routinely updated – forecasts rate changes based on model results



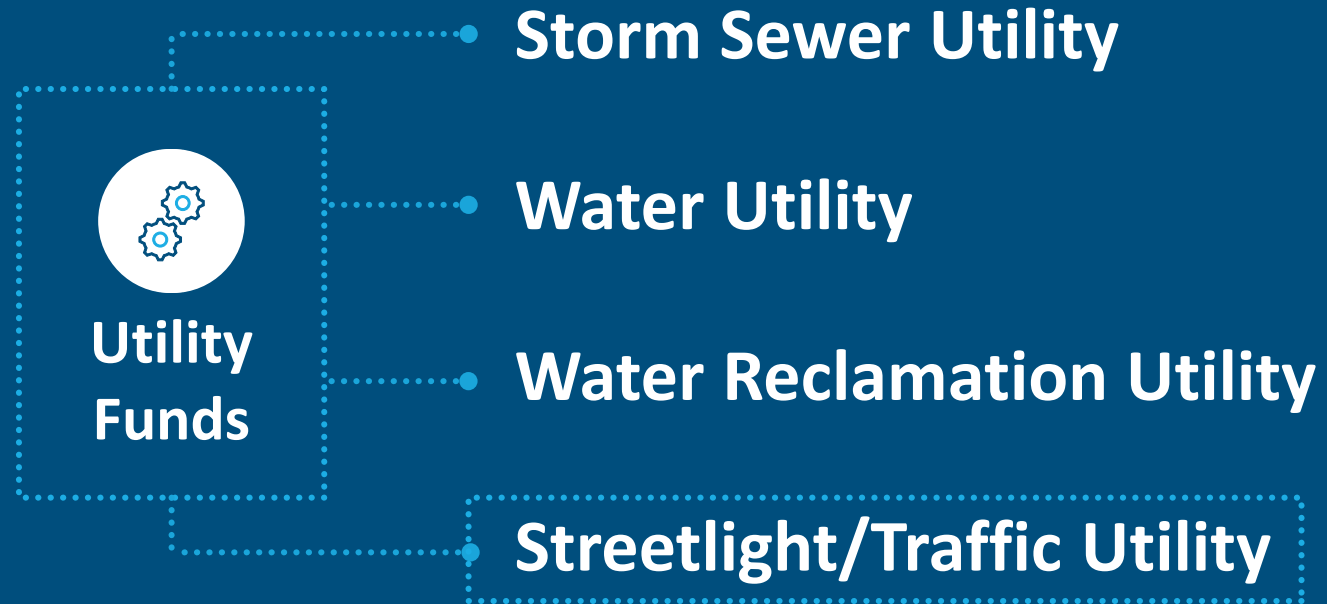
Portion of Revenue Used in CIP (rates and sales tax supported)

- Sewer service replacement (within roadway) and as part of recon project (100% funded)
- Oversized (trunk) mains (100% funded)
- Any portion not covered by special assessment cap
- Emergency repairs

Majority of revenue used for:

- Capital improvements, maintenance, and operation of plant and lift stations

CIP FUNDING



STREETLIGHT/TRAFFIC UTILITY



Rates

- Recommended by Engineering and approved by City Commission
- Increased in 2024 Budget



Portion of Revenue Used in CIP

- Maintenance projects of streetlights and traffic signals (100% funded)
- Replacement of streetlights on recon projects (100% funded)
- Replacement of traffic signals on recon projects (100% funded)
- Replacement of pavement markings citywide (100% funded)
- Safe Routes to Schools project list (100% funded)

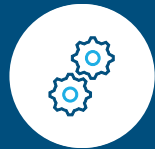
Remaining portion of utility:

- Electricity costs for streetlights and traffic signals
- Streetlight/Traffic maintenance staff

CIP FUNDING



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**



**Federal
Funds**



**Special
Assessments**

PRAIRIE DOG FUNDS



Funds

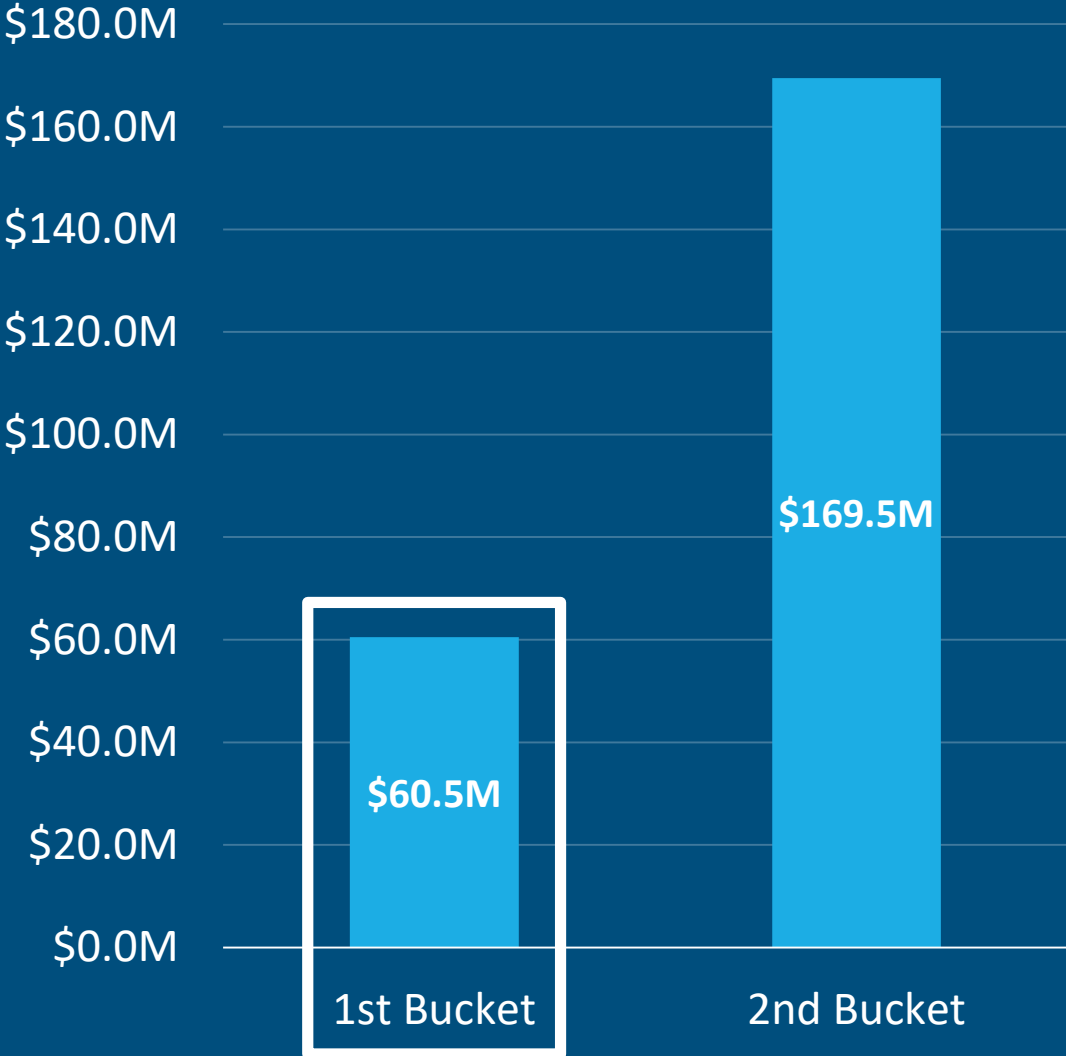
- Allocated by the state and come from oil production
- May not be used for debt repayment
- May not be used for routine maintenance and repair projects



Essential Infrastructure Projects

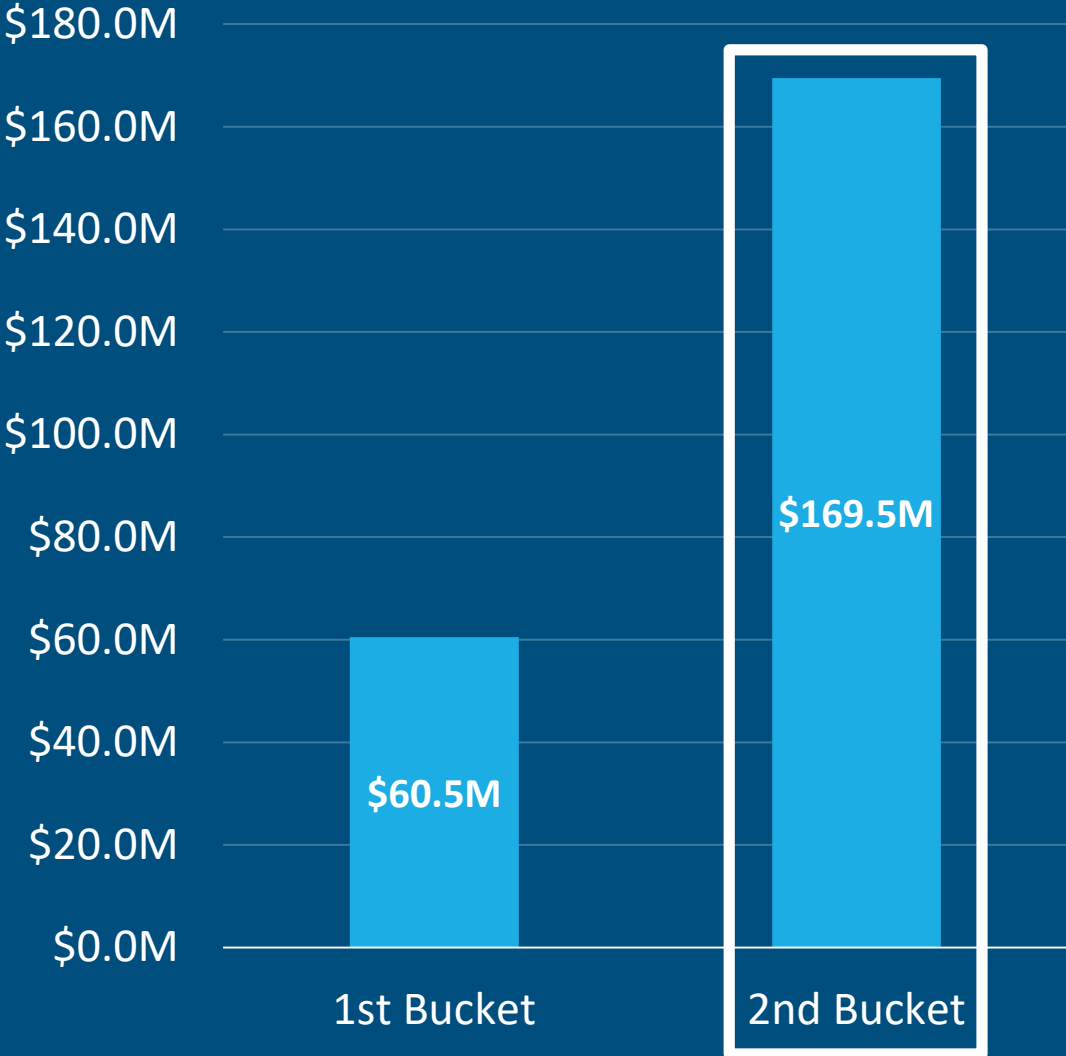
- Capital construction projects to construct new infrastructure or to replace existing
 - Water treatment plants
 - Wastewater treatment plants
 - Sewer lines and water lines, including lift stations and pumping systems
 - Water storage systems, including dams, water tanks, and water towers
 - Storm water infrastructure, including curb and gutter construction
 - Road and bridge infrastructure, including paved and unpaved roads and bridges
 - Airport infrastructure
 - Electricity transmission infrastructure
 - Natural gas transmission infrastructure
 - Communications infrastructure, excluding fiber optic infrastructure

PRAIRIE DOG FUNDS



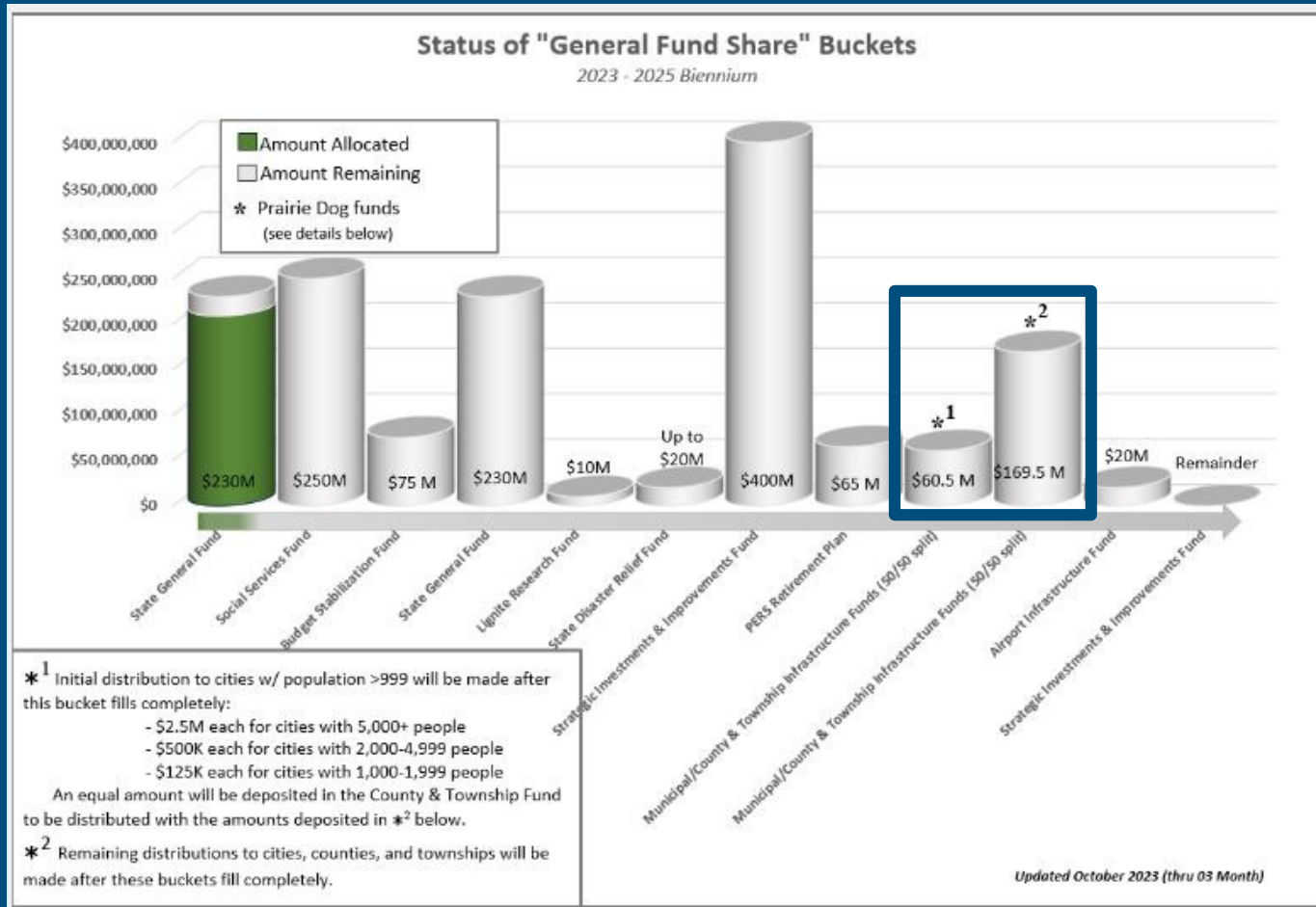
1st Bucket Filled in Oct. 2022

PRAIRIE DOG FUNDS



2nd Bucket Filled in Dec. 2022

PRAIRIE DOG FUNDS

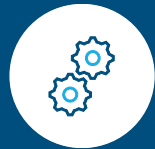


- Buckets aren't likely to fill until 2025
 - To fill both buckets, need to average about \$63M per month
 - In first three months, average is about \$67M per month
- Plan to use 2023-2025 Biennium funds in 2025 & 2026
- Anticipate about the same amounts as previous (~\$24M)

CIP FUNDING



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**

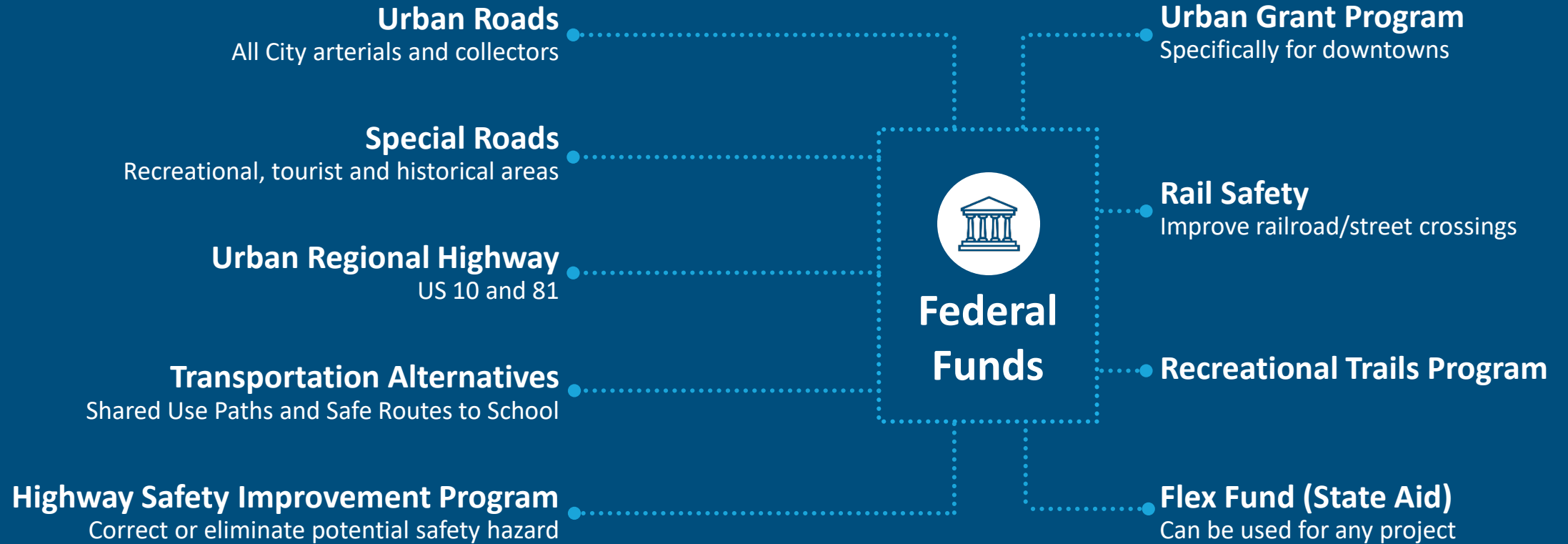


**Federal
Funds**



**Special
Assessments**

CIP FUNDING



Distributed to MetroCOG and allocated by the Policy Board

CIP FUNDING



**Sales
Tax**



**Utility
Funds**



**Prairie
Dog Funds**



**Federal
Funds**



**Special
Assessments**

CIP FUNDING

Infrastructure Funding Policy

Determines how costs are allocated
Adopted by City Commission

Paving rehab (mill and overlay)

50% special assessed & 50% City funded

Most other items are “capped”

Water, sewer and pavement replacement



WHAT ARE SPECIAL ASSESSMENT CAPS?

The way in which the City of Fargo limits the maximum amount a property owner will pay for an improvement

Provides for a predictable special assessment amount for property owners

Ensures all property owners are treated equitably



HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

Through our design process we determine...

Bid Item
Remove Pipe All Sizes All Types
F&I Fittings C153 Ductile Iron
F&I Hydrant
F&I 1-1/4" Trench Found Rock 4" thru 12" Dia
Connect Pipe to Exist Pipe
F&I Pipe w/GB C900 DR 18 - 6" Dia PVC
F&I Pipe w/GB C900 DR 18 - 8" Dia PVC
F&I Casting Water Service
F&I Gate Valve 6" Dia
F&I Gate Valve 8" Dia
Bore Pipe 1" Dia Water Service
Bore Pipe 1.5" Dia Water Service
F&I Pipe w/GB 1" Dia Water Service
F&I Pipe w/GB 1.5" Dia Water Service
Rem & Repl CS & Box 1" Dia
Rem & Repl CS & Box 1.5" Dia
Connect Water Service
Furnish Temp Water Svc

HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

We then bid the project and the unit price is determined by the low bidder

Bid Item	Unit	Quantity
Remove Pipe All Sizes All Types	LF	1,445
F&I Fittings C153 Ductile Iron	LB	1,605
F&I Hydrant	EA	4
F&I 1-1/4" Trench Found Rock 4" thru 12" Dia	LF	500
Connect Pipe to Exist Pipe	EA	7
F&I Pipe w/GB C900 DR 18 - 6" Dia PVC	LF	135
F&I Pipe w/GB C900 DR 18 - 8" Dia PVC	LF	2,650
F&I Casting Water Service	EA	1
F&I Gate Valve 6" Dia	EA	9
F&I Gate Valve 8" Dia	EA	5
Bore Pipe 1" Dia Water Service	LF	350
Bore Pipe 1.5" Dia Water Service	LF	100
F&I Pipe w/GB 1" Dia Water Service	LF	850
F&I Pipe w/GB 1.5" Dia Water Service	LF	100
Rem & Repl CS & Box 1" Dia	EA	44
Rem & Repl CS & Box 1.5" Dia	EA	2
Connect Water Service	EA	44
Furnish Temp Water Svc	EA	44

HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

All of this determines the actual cost of construction

Bid Item	Unit	Quantity	Unit Price
Remove Pipe All Sizes All Types	LF	1,445	\$20.00
F&I Fittings C153 Ductile Iron	LB	1,605	\$12.00
F&I Hydrant	EA	4	\$6,500.00
F&I 1-1/4" Trench Found Rock 4" thru 12" Dia	LF	500	\$15.00
Connect Pipe to Exist Pipe	EA	7	\$1,500.00
F&I Pipe w/GB C900 DR 18 - 6" Dia PVC	LF	135	\$115.00
F&I Pipe w/GB C900 DR 18 - 8" Dia PVC	LF	2,650	\$130.00
F&I Casting Water Service	EA	1	\$1,500.00
F&I Gate Valve 6" Dia	EA	9	\$2,500.00
F&I Gate Valve 8" Dia	EA	5	\$3,000.00
Bore Pipe 1" Dia Water Service	LF	350	\$90.0
Bore Pipe 1.5" Dia Water Service	LF	100	\$150
F&I Pipe w/GB 1" Dia Water Service	LF	850	\$75.00
F&I Pipe w/GB 1.5" Dia Water Service	LF	100	\$100.00
Rem & Repl CS & Box 1" Dia	EA	44	\$1,000.00
Rem & Repl CS & Box 1.5" Dia	EA	2	\$1,200.00
Connect Water Service	EA	44	\$800.00
Furnish Temp Water Svc	EA	44	\$1,500.00



HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

Water Main			
Construction Cost			
			\$759,035.00
Admin	4%	\$30,361.40	
Contingency	5%	\$37,951.75	
Engineering	10%	\$75,903.50	
Interest	4%	\$30,361.40	
Legal	3%	\$22,771.05	
Total Estimated Cost			\$956,384.10

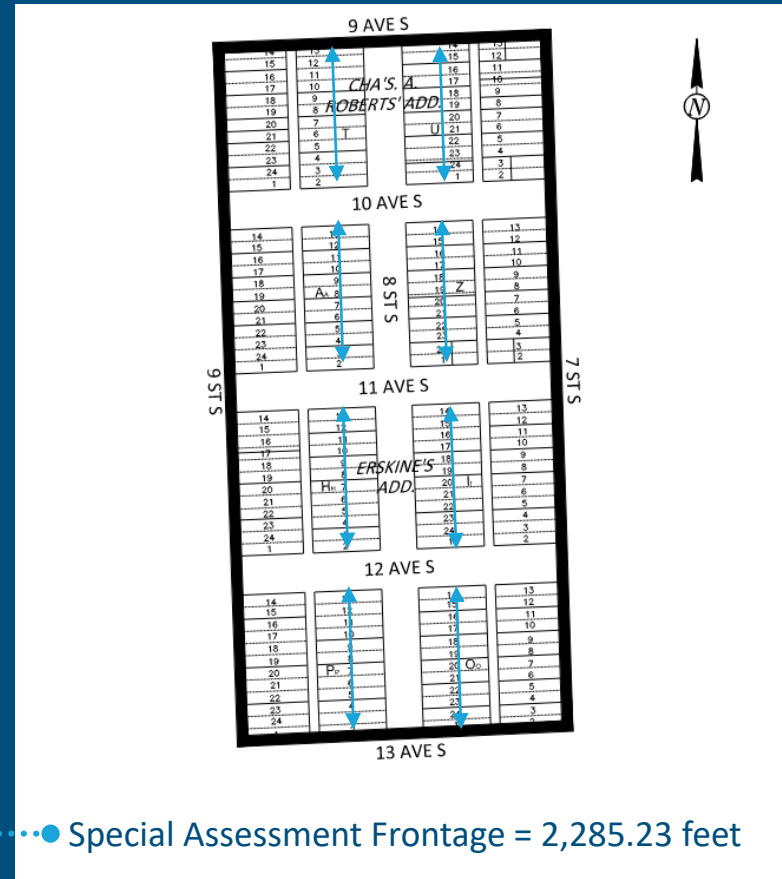
Bid Item	Unit	Quantity	Unit Price	Extension
Remove Pipe All Sizes All Types	LF	1,445.00	\$20.00	\$28,900.00
F&I Fittings C153 Ductile Iron	LB	1,605.00	\$12.00	\$19,260.00
	EA	4	\$6,500.00	\$26,000.00
	LF	500	\$15.00	\$7,500.00
	EA	7	\$1,500.00	\$10,500.00
	L		\$115.00	\$15,525.00
	L		\$130.00	\$344,500.00
	E		\$1,500.00	\$1,500.00
	E		\$2,500.00	\$22,500.00
	EA		\$3,000.00	\$15,000.00
	LF	350	\$90.00	\$31,500.00
Bore Pipe 1.5" Dia Water Service	LF	100	\$150.00	\$15,000.00
F&I Pipe w/GB 1" Dia Water Service	LF	850	\$75.00	\$63,750.00
F&I Pipe w/GB 1.5" Dia Water Service	LF	100	\$100.00	\$10,000.00
Rem & Repl CS & Box 1" Dia	EA	44	\$1,000.00	\$44,000.00
Rem & Repl CS & Box 1.5" Dia	EA	2	\$1,200.00	\$2,400.00
Connect Water Service	EA	44	\$800.00	\$35,200.00
Furnish Temp Water Svc	EA	44	\$1,500.00	\$66,000.00

Add fees and contingency to construction cost

Water Main Construction Cost = **\$759,035.00**

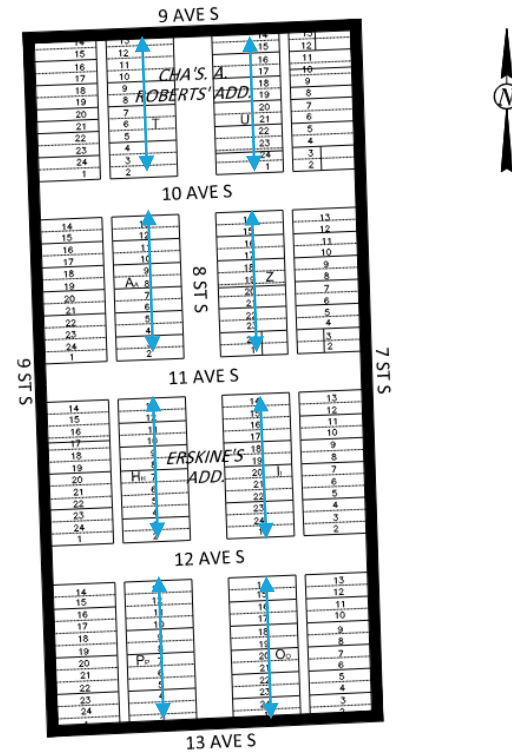
HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

We calculate the length of special assessment frontage



HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

The total amount to be special assessed is calculated



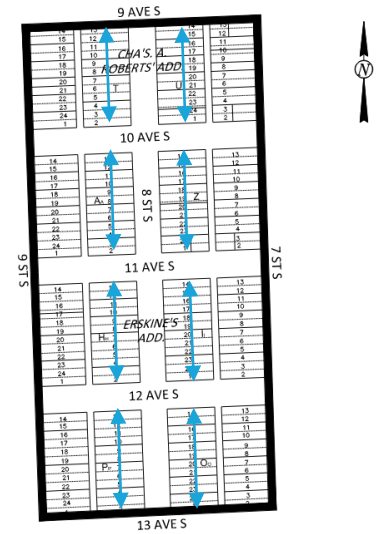
Special Assessment Frontage = 2,285.23 feet

- Footage x Capped Cost = Special Assessments
2,258.23 feet x \$42.45/foot = **\$97,008.01**

HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

Bid Item	Unit	Quantity	Unit Price	Total Price
Remove Pipe All Sizes All Types	LF	1,445		
F&I Fittings C153 Ductile Iron	LB	1,605		
	EA	4		
	LF	500		
	EA	7		
	LF	135		
	LF	2,650		
	EA	1		
	EA	9		
	EA	5		
	LF	350		
	LF	100		
	LF	850	\$75.00	\$63,750.00
	LF	100	\$100.00	\$10,000.00
Rem & Repl CS & Box 1" Dia	EA	44	\$1,000.00	\$44,000.00
Rem & Repl CS & Box 1.5" Dia	EA	2	\$1,200.00	\$2,400.00
Connect Water Service	EA	44	\$800.00	\$35,200.00
Furnish Temp Water Svc	EA	44	\$1,500.00	\$66,000.00
Water Main Construction Cost =				\$759,035.00

Water Main		
Construction Cost		\$759,035.00
Fees		
Admin	4%	\$30,361.40
Contingency	5%	\$37,951.75
Engineering	10%	\$75,903.50
Interest	4%	\$30,361.40
Legal	3%	\$22,771.05
Total Estimated Cost		\$956,384.10
Funding		
Special Assessments	10.14%	\$97,008.01
Utility Funds - Water - 501	89.86%	\$859,376.09

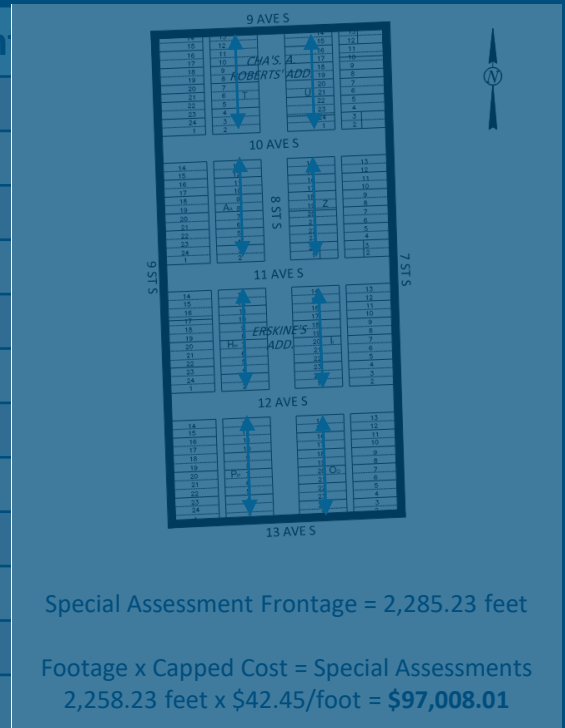


Special Assessment Frontage = 2,285.23 feet
 Footage x Capped Cost = Special Assessment
 2,285.23 feet x \$42.45/foot = **\$97,008.01**

HOW DO WE DETERMINE FUNDING ON EACH PROJECT?

Water Main			
Construction Cost			\$759,035.00
Fees			
Admin	4%		\$30,361.40
Contingency	5%		\$37,951.75
Engineering	10%		\$75,903.50
Interest	4%		\$30,361.40
Legal	3%		\$22,771.05
Total Estimated Cost			\$956,384.10
Funding			
Special Assessments	10.14%		\$97,008.01
Utility Funds - Water - 501	89.86%		\$859,376.09

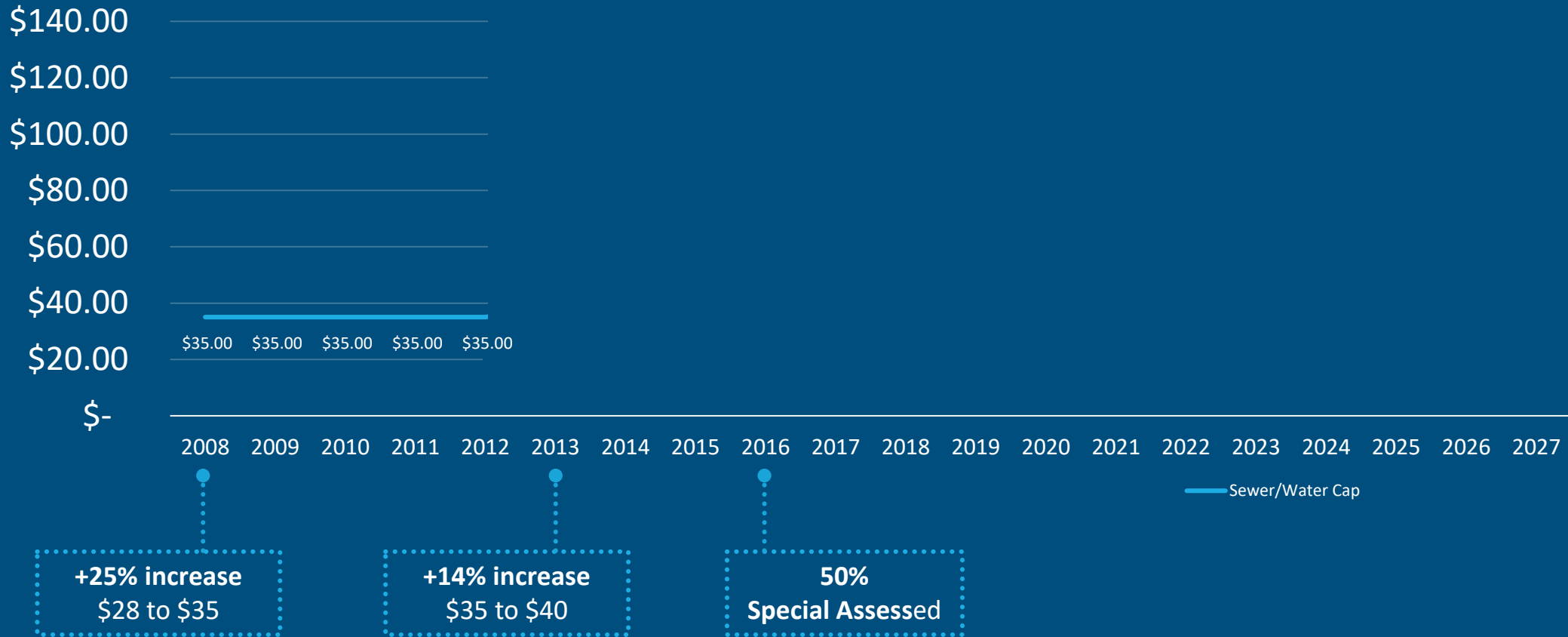
Bid Item	Unit	Quantity	Rate	Amount
Remove Pipe All Sizes All Types	LF			
F&I Fittings C153 Ductile Iron	LB			
	EA			
	LF			
	EA			
	LF			
	EA			
	EA			
	LF			
	LF	850	\$75.00	\$63,750.00
	LF	100	\$100.00	\$10,000.00
Rem & Repl CS & Box 1" Dia	EA	44	\$1,000.00	\$44,000.00
			\$1,200.00	\$2,400.00
			\$800.00	\$35,200.00
Furnish Temp Water Svc	EA	44	\$1,500.00	\$66,000.00
Water Main Construction Cost =				\$759,035.00



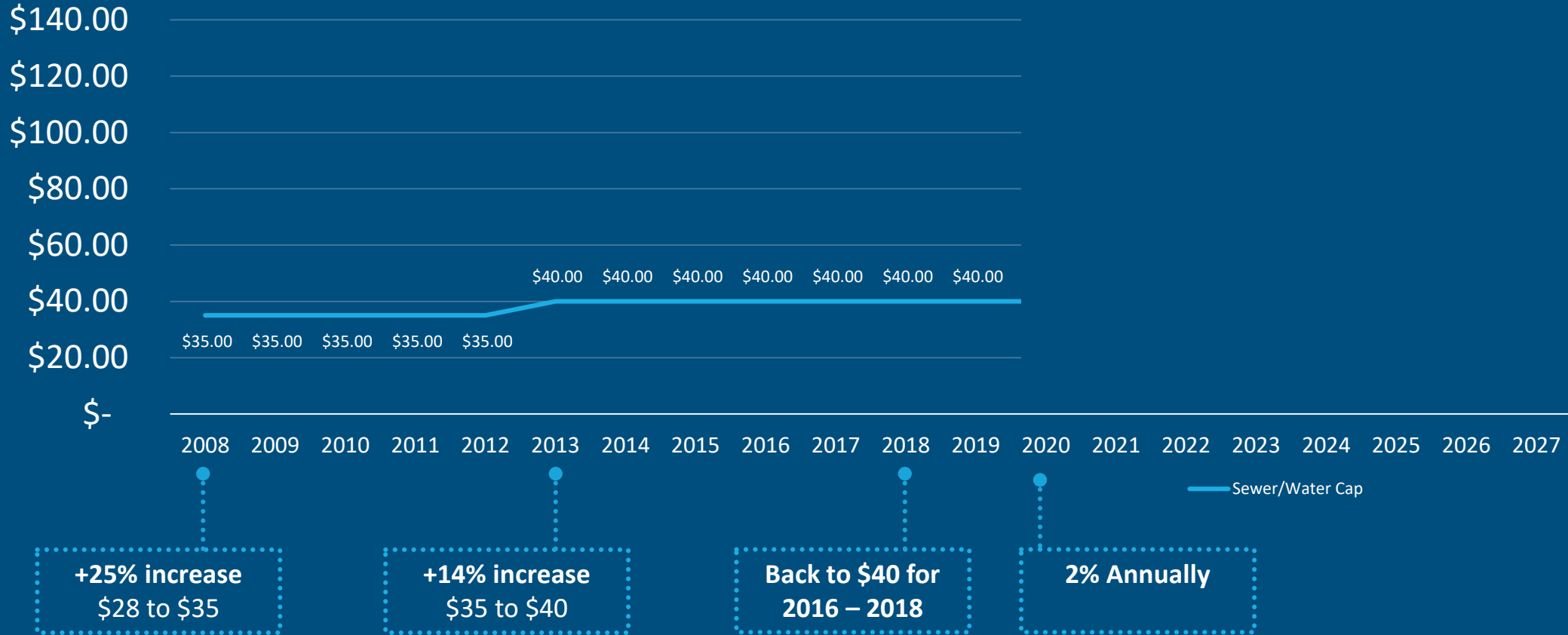
Amount city funded = Total Estimated Cost – Amount Special Assessed

CHANGES TO SPECIAL ASSESSMENT CAPS

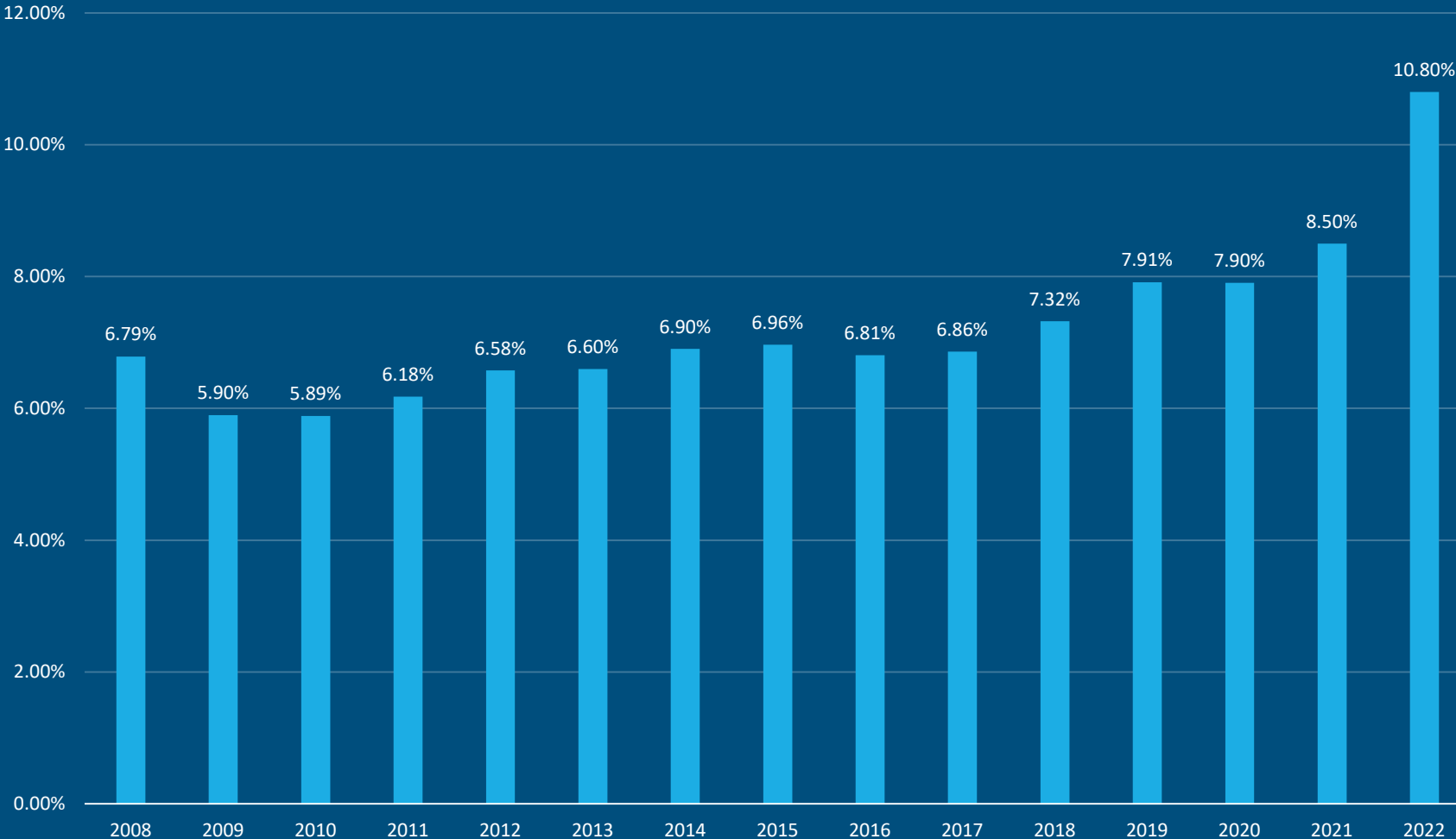
WATER/SEWER



CHANGES TO SPECIAL ASSESSMENT CAPS WATER/SEWER

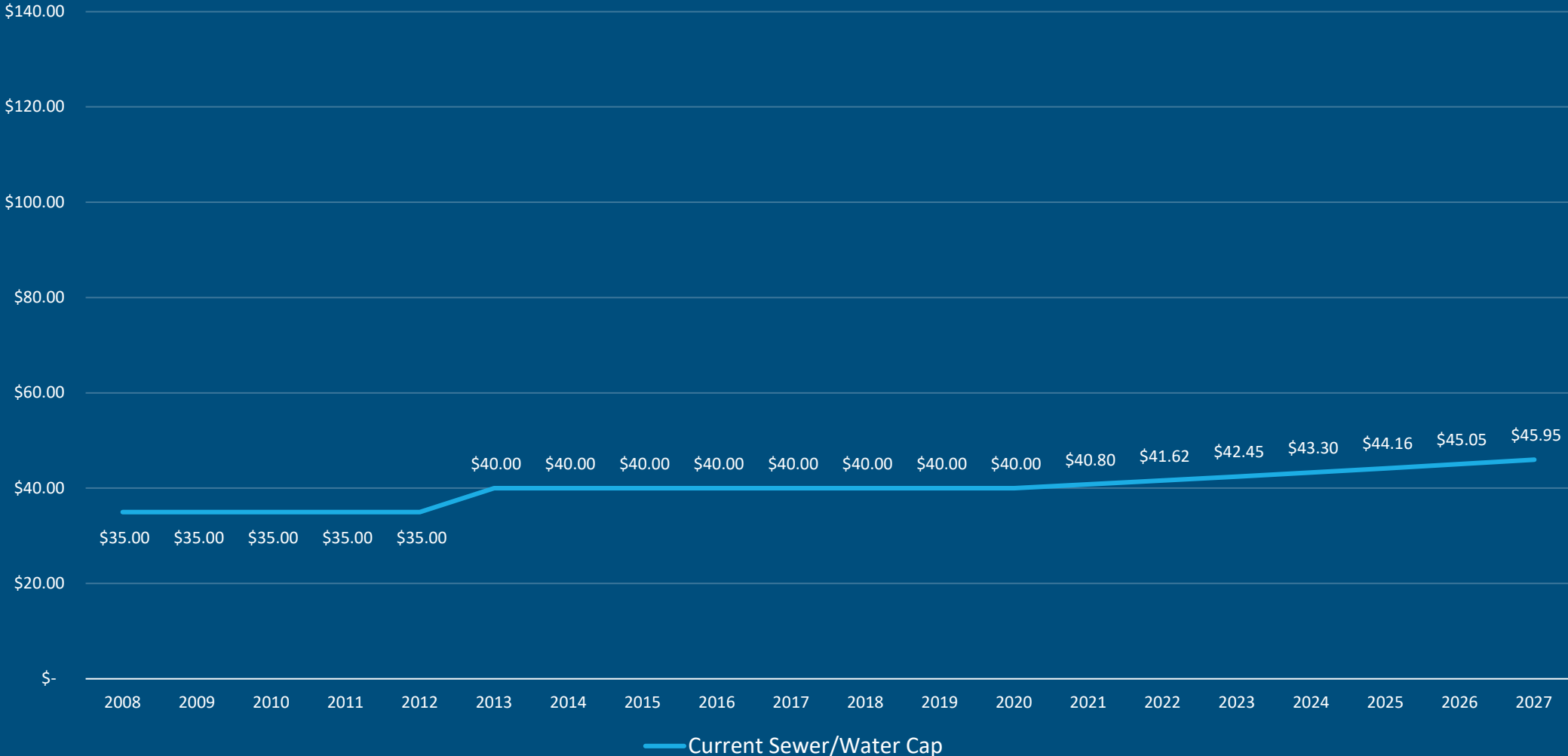


ANNUAL CONSTRUCTION INFLATION

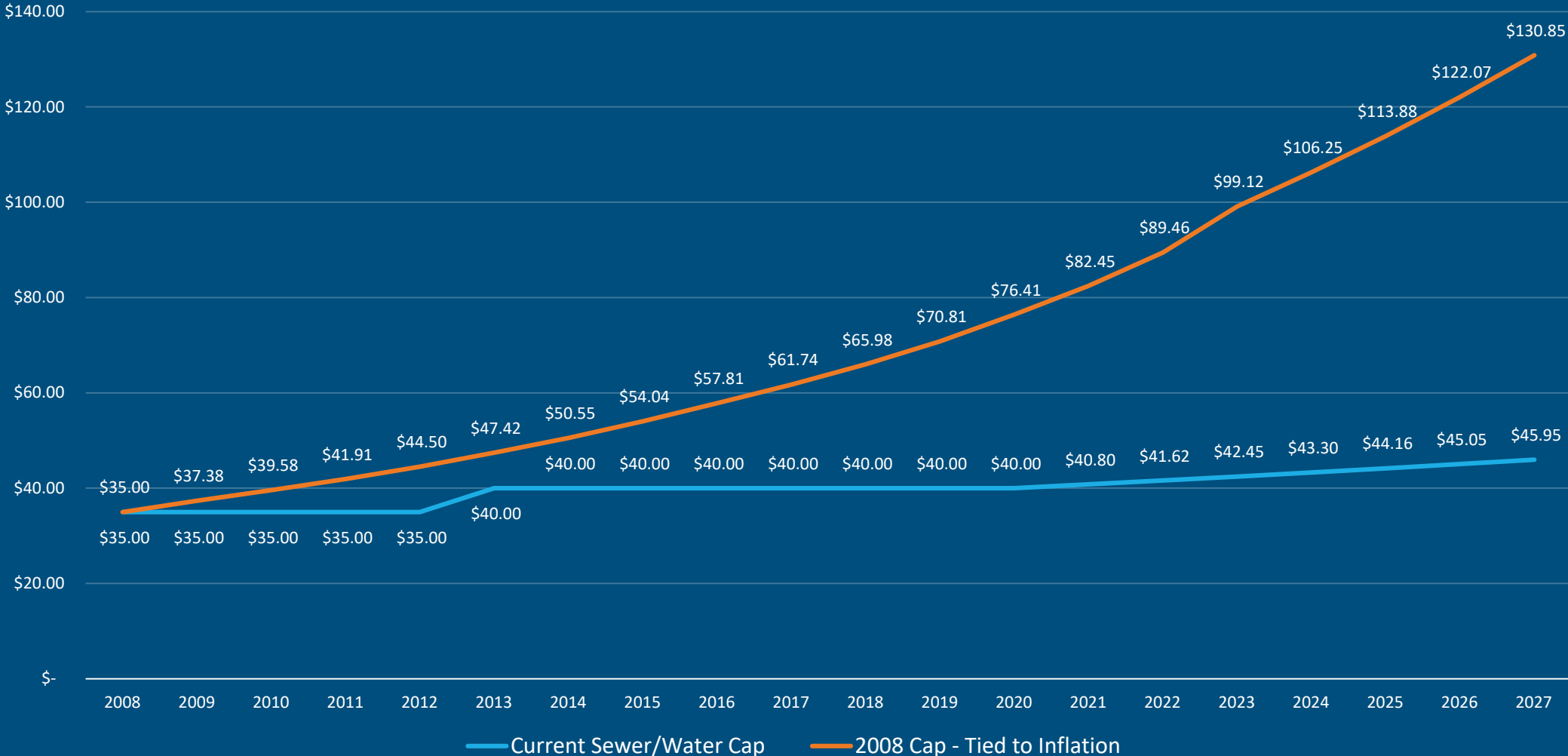


Data from FHWA – National Highway Construction Cost Index

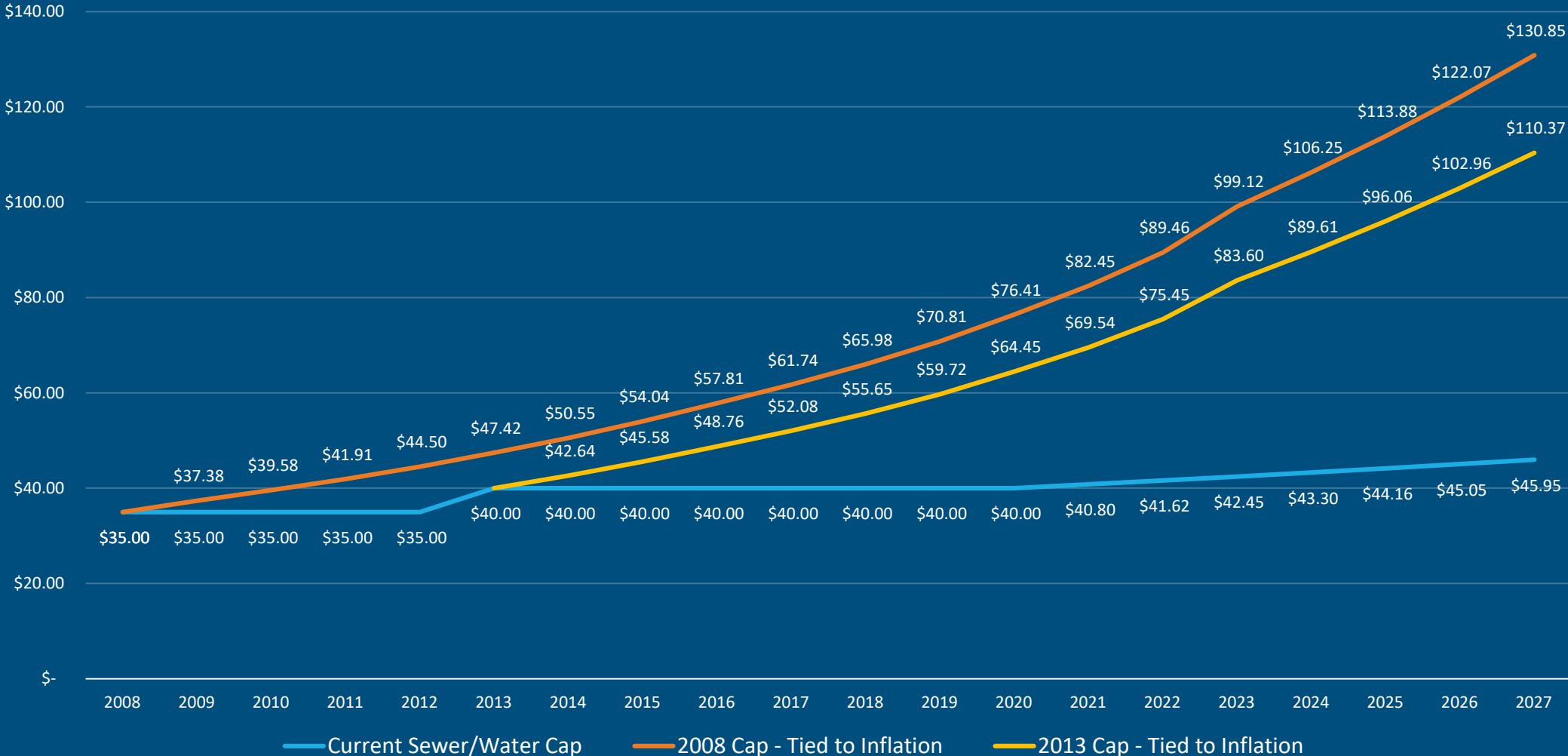
CAPS VS CONSTRUCTION INFLATION



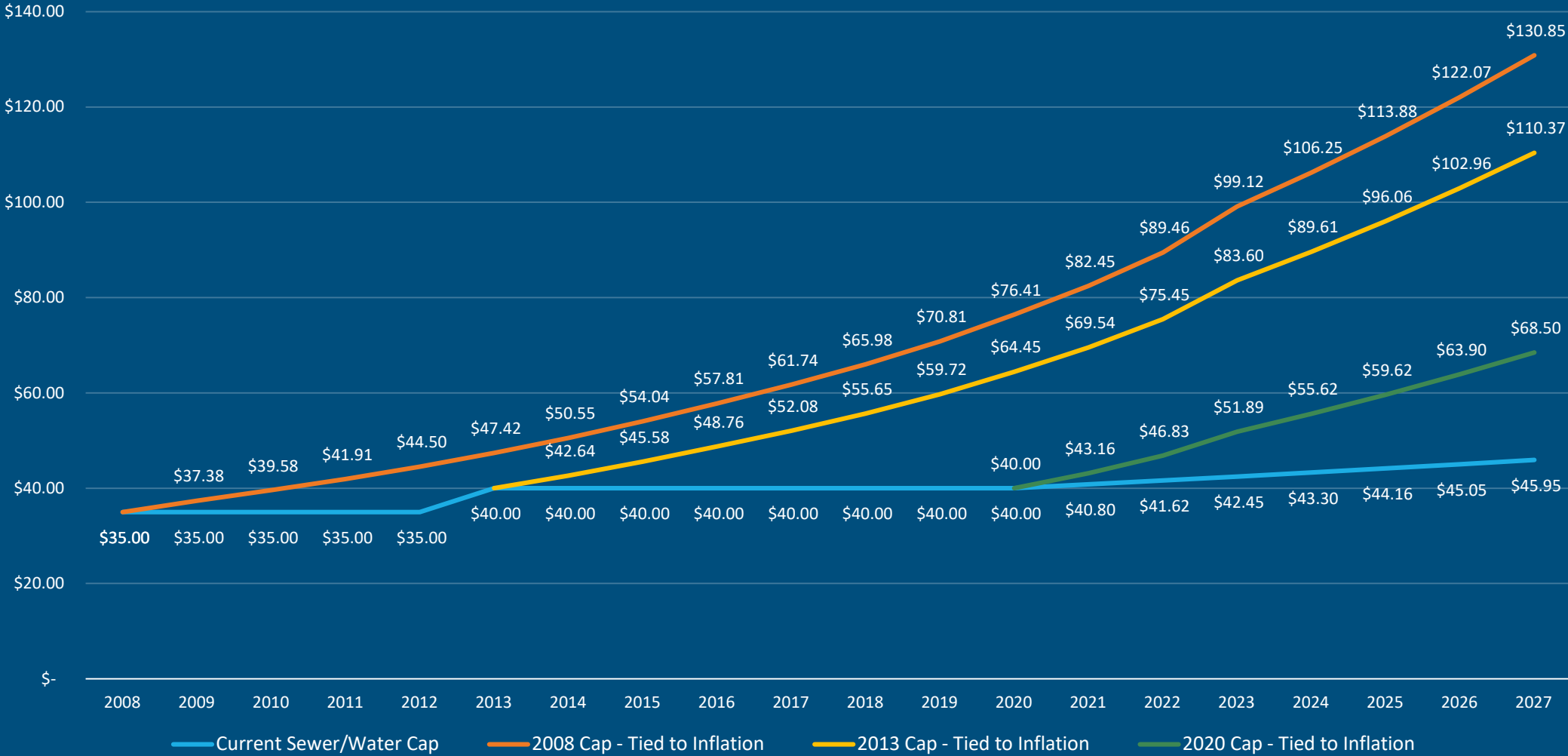
CAPS VS CONSTRUCTION INFLATION



CAPS VS CONSTRUCTION INFLATION



CAPS VS CONSTRUCTION INFLATION



CAPS VS CONSTRUCTION INFLATION


Proposed Change in Caps:
20% increase in 2024
7.19% increase in 2025, 2026 and 2027



- Current Sewer/Water Cap
- 2008 Cap - Tied to Inflation
- 2013 Cap - Tied to Inflation
- 2020 Cap - Tied to Inflation
- Proposed Sewer/Water Caps

COST TO A HOMEOWNER

STREET RECONSTRUCTION

 60' Wide Lot	No Caps (100% Assessed)
Typical Property Owner Assessment	\$47,335
Equivalent Monthly Cost	\$280

% Special Assessed (in Core Neighborhoods)	100%
Impact Over Next 4 Years (2024 – 2027)	City share would be reduced by \$74,027,802

SPECIAL ASSESSMENT ASSISTANCE PROGRAM



Helps alleviate the burden that special assessments can place on low- and moderate-income homeowners



Eligibility

- Special assessment with an initial balance greater than \$500
- Live in owner-occupied housing unit
- Have a qualifying household income



Homeowner must apply annually – *Based upon funds being available*

- “Social Service Funds” Account
 - 100% of principal and 50% interest
- “Other services” in 501
 - 50% of interest

SPECIAL ASSESSMENT ASSISTANCE PROGRAM

Usage by Year	Homeowners	Total Cost
2020	145	\$41,508.81
2021	153	\$52,262.48
2022	141	\$45,301.57

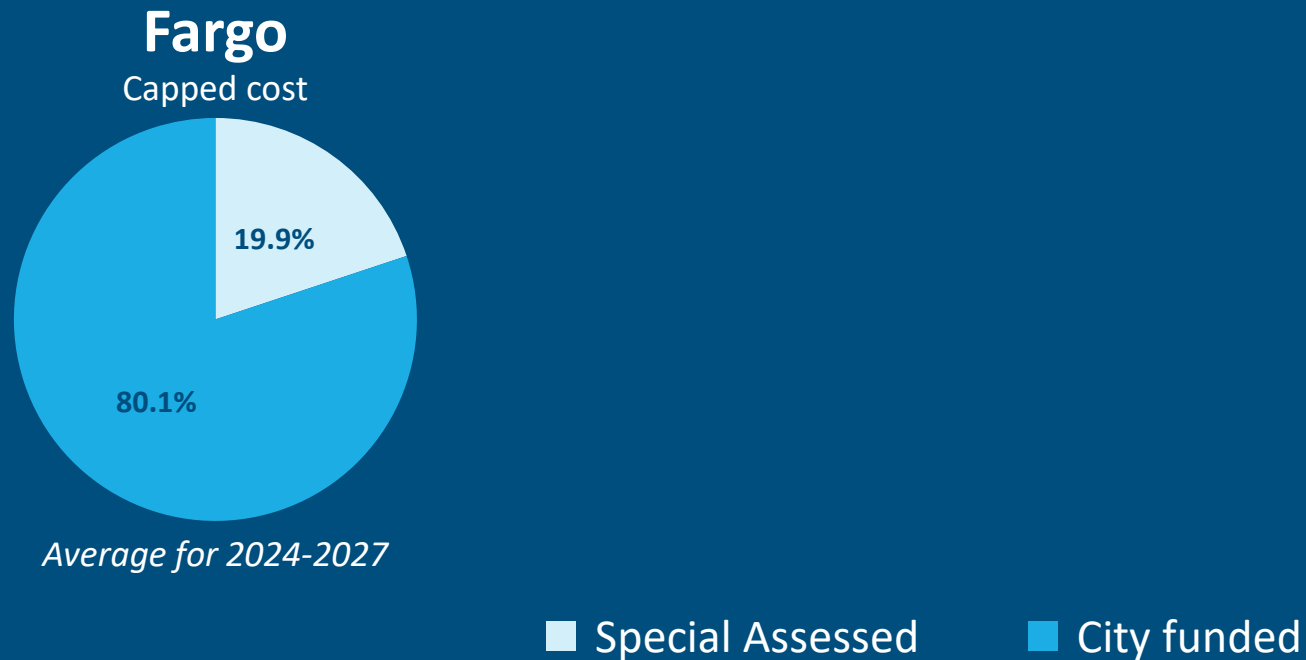
SPECIAL ASSESSMENTS COMPARISONS

MILL & OVERLAY



SPECIAL ASSESSMENTS COMPARISONS

LOCAL STREET RECONSTRUCTION



EFFORTS TO KEEP COSTS DOWN

- Initial investment vs. long term maintenance costs
- Example: Thinner pavement section today would result in greater patching and overlay frequency

- Allow as many acceptable materials as possible
- Example: Storm sewer pipe, allow RCP, PVC, or PP
- Increases competition and the market determines the lowest cost

- When projects are bid
- How much work is being bid
- Flexible with project completions
 - Increases the number of contractors able to bid projects

- Recycled asphalt pavement (up to 20%)
- Designs take constructability into consideration
 - Increased efficiency and lowers cost
- Reduce paving widths where possible
 - 12' wide lane reduced to 11' wide lane = 8.3% reduction
 - 36' wide roadway reduced to 32' wide = 11.1% reduction

INFRASTRUCTURE FUNDING POLICY

PROPOSED REVISION

Caps

**20% increase to “caps”
in 2024**

**7.19%* increase to “caps”
in 2025, 2026 and 2027**

**Average annual rate of inflation from 2008 to 2022*

Concrete Pavement Rehab Projects

Current language in policy
50% of project cost & no more than 25% of cap

Proposed language
Up to 50% of the cap

2024 - 2027 CIP was based on proposed policy revision being approved

PROJECT CATEGORIES WITHIN CIP



**Locally
Funded &
Programmed**



**Federal Aid
Projects**



**Prairie
Dog**



**Flood
Control**



**New
Development**



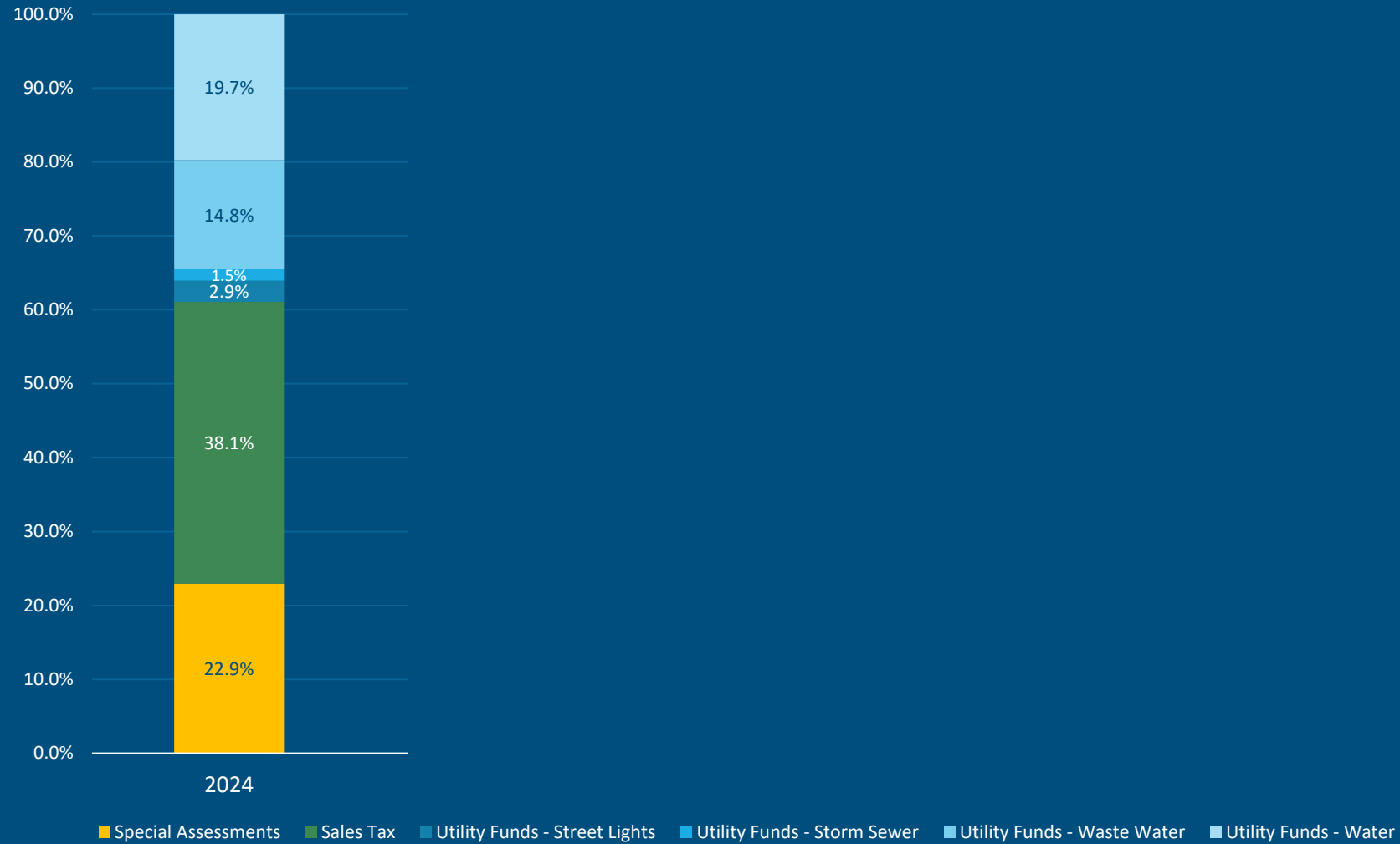
**Alley
Paving**

PROJECT CATEGORIES WITHIN CIP



CORE NEIGHBORHOOD PROJECTS

Percent of Funding by Source with Proposed Increases to Caps



PROJECT CATEGORIES WITHIN CIP



**Locally
Funded &
Programmed**



**Federal Aid
Projects**



**Prairie
Dog**



**Flood
Control**



**New
Development**



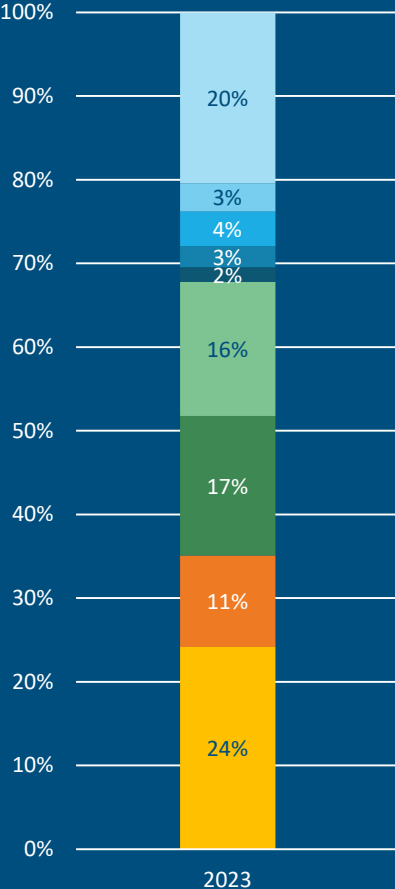
**Alley
Paving**

2024 – 2027 CIP SUMMARY

Cost by Category	2023 CIP
Core Neighborhood – Utility Repl. and Street Recon.	\$12,589,548
Pavement Preservation	\$10,142,848
Storm Sewer Utility	\$1,830,412
Traffic and Streetlight	\$2,361,683
Safety Improvements	\$1,114,920
Sidewalk	\$2,668,951
Miscellaneous	\$2,563,628
Federal Aid	\$23,371,194
Prairie Dog Projects	\$12,410,537
Flood Control	\$13,160,278
Total CIP:	\$82,214,000

2024 – 2027 CIP SUMMARY

Percent of Funding by Source with Proposed Increases to Caps



- Special Assessments
- Sales Tax – Infrastructure
- Sales Tax – Flood
- Utility Funds – Street Lights
- Utility Funds – Storm Sewer
- Utility Funds – Waste Water
- Utility Funds – Water
- Outside Funding

WHY A FOUR-YEAR CIP?



Predictable

- Share information with residents about future plans and timelines
- Allows residents to make better decisions
 - Sidewalk and/or driveway repairs/replacement
 - Sewer and/or water service replacement
- Allows the City to make educated decisions when planning
 - Public works & Engineering: Example; patch, mill and overlay, or wait for reconstruction?



Transparent

- Share with residents details of plans and how it will be funded
- Work with the Planning Department to host neighborhood informational meetings to educate residents of the improvement projects through 2027

WHAT COMES NEXT?



Approvals Required

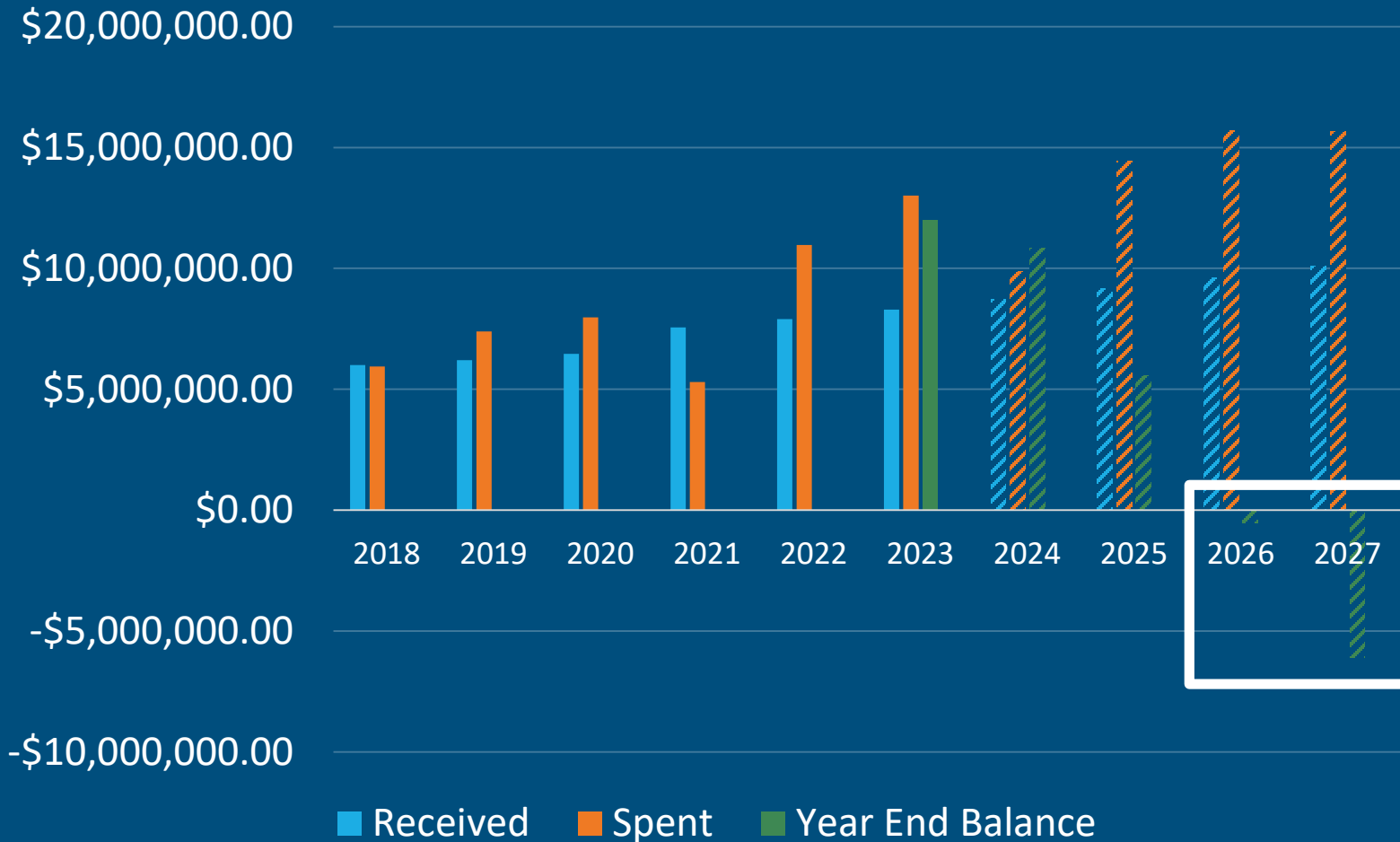
- PWPEC approval on **December 4, 2023**
- Commission approval on **December 11, 2023**
 - Provide opportunities to meet with Commissioners
 - Answer questions or make clarifications/changes before we seek approval



If Approved, Schedule Meetings with Neighborhoods Throughout 2024

- Communicate four-year plan
 - Project limits
 - Project scopes
 - Project funding/special assessments

STREETS SALES TAX HISTORY AND PROPOSED

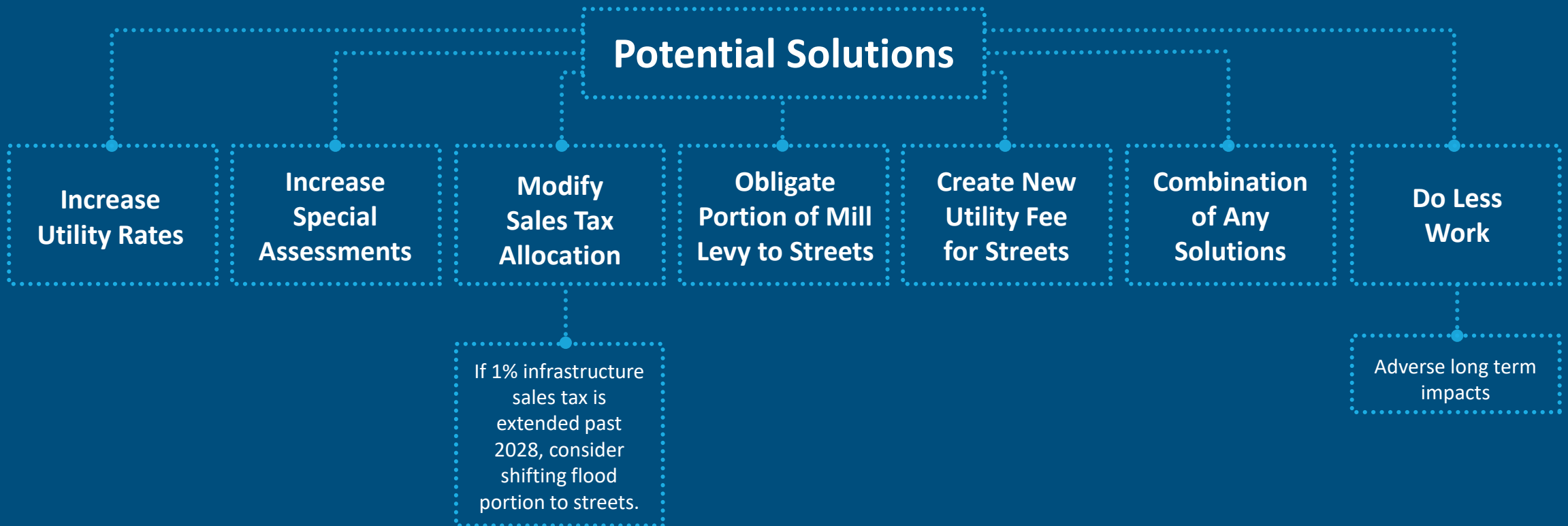


Negative fund balance
If needs continue to outpace revenues

INFRASTRUCTURE FUNDING POLICY

FUTURE CHANGES

Current funding policy is not sustainable (Sales Tax needs outpace revenues)



INFRASTRUCTURE FUNDING POLICY

ADVERSE IMPACTS OF DOING LESS WORK

Resident Impact

Residents have come to expect quality infrastructure.

By delaying maintenance and improvements, city and our residents will see an increase in costs in the long term.

Infrastructure Impact

Condition of our infrastructure will decrease.

Spend more money on repairs rather than replacement. Need to raise general fund budget for maintenance.

Economic Impact

Likely to have adverse impact on economic development.

Several studies find quality infrastructure is vital living standards and economic growth and development.



2024 – 2027

CAPITAL IMPROVEMENT PLAN (CIP)

Questions and Discussion



North Dakota State Latin Motto – “Serit ut alteri saeclo prosit.”

“One sows for the benefit of another age.”

2024 – 2027

CAPITAL IMPROVEMENT PLAN (CIP)



CAPITAL IMPROVEMENT PLAN

2025-2029

CITY OF MOORHEAD, MINNESOTA

The Capital Improvement Plan is a tool maintained by the City to identify future projects, related expenditures, and funding sources. All projects included in this plan are contingent upon availability of resources during the planned year. The total expenditures are funded with grants, fees, bonds, city-sources, or other available revenues.

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The Government Finance Officers Association recommends that cities prepare and adopt comprehensive, fiscally sustainable, and multi-year capital plans to ensure effective management of capital assets.

Mission

To secure the benefits of local self-government and promote honest, accountable governance, provide for appropriate municipal service, encourage citizen participation, and foster a sense of community.

Vision

To develop a clear direction for our City's future, a living plan driven by a compelling sense of purpose, a deep pride, and commitment to our community.

Values

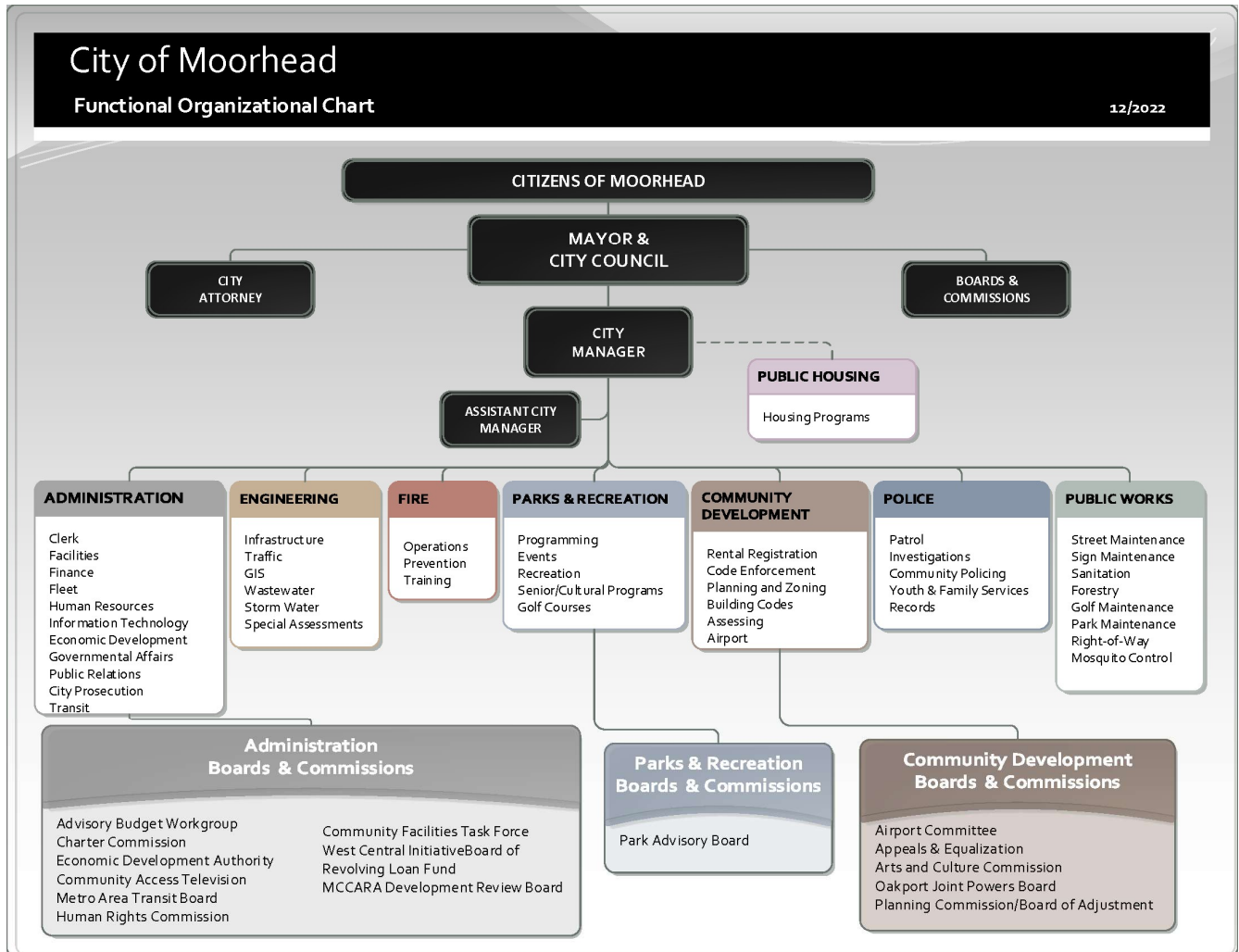


Strategic Plan and Capital Assets

The City's strategic plan addresses the CIP within the Governance and Teamwork initiative. The goal to allocate resources to maintain service levels commensurate to community needs and growth provides an objective to develop a comprehensive five-year capital improvement plan. This plan will assist with the long-term planning for maintaining and identifying future projects, related expenditures, and financing sources. The CIP will assist decision-makers, provide transparency and ensure effective management of capital assets.

ORGANIZATION CHART

The City of Moorhead is a Charter City that operates under the Council-Manager form of government. The Council is made up of the mayor and eight council members, two members elected from each of four wards. The terms of the mayor and council members are four years and one council member must be elected from each ward every two years.



INTRODUCTION

The City of Moorhead has over \$700 million invested in capital assets that will require maintenance and/or replacement throughout the life of the assets. This number includes land, buildings, facility improvements, machinery, equipment and infrastructure. These assets are recorded within the General Fund, Capital Project Funds, Special Revenue Funds and Enterprise Funds.

The Capital Improvement Plan (CIP) for the years 2025-2029 has been prepared in an attempt to anticipate major capital expenditures in advance of the year in which they will be budgeted. The CIP represents a framework for planning the preservation and expansion of infrastructure, facilities, equipment and technology while at the same time advancing towards the long-term vision. The CIP is the first step in estimating the schedule, costs and sources of revenues to pay for higher priority projects.

Planning for capital improvements requires utilization of several financing mechanisms, including cash reserves, special-purpose funding, and borrowing through bond sales. The proposed financing methods for each improvement is based on policies, jurisdictions and legal requirements. Capital improvements are based on the ability of the City to draw upon various funding sources.

The City's capital improvement plan includes improvements, purchases and construction of new capital assets or infrastructure with an estimated value of \$5,000 or greater. Projects or equipment expected to be under the \$5,000 threshold are included in the operating budget.

The preparation of a five-year plan required City staff to make material estimates about project scope, costs of labor and materials, future interest rates and other items. Many times these estimates come from staff experience, projections published in other sources, vendor estimates, or a combination of several sources. Generally, the estimates for earlier years will be more precise than later years. Actual results can differ significantly from such estimates.

In 2003, the Minnesota State Legislature adopted a statute referred to as the "CIP Act" that authorizes cities to issue general obligation bonds pursuant to a specific type of a capital improvement plan. A five-year CIP is required for the City to make use of Capital Improvement Bonds for the acquisition or betterment of public lands, building or other improvements for the purpose of a city hall, library, public safety facility and public works facility (MN Statutes 475.521 Subd. 3).

The CIP is prepared based on eight criteria, as provided in the CIP Act (§475.521), in order to standardize priorities and functions across departments

- Condition of the City's infrastructure and need for the project
- Demand for the improvement

- Cost of the improvement
- Availability of public resources
- Level of overlapping debt
- Cost/benefit of alternative uses of funds
- Operating costs of the proposed improvements
- Options for shared facilities with other cities of local governments

Capital Improvement Goals

Major goals for the CIP



Capital Improvement Plan Process

For both the CIP and the operating budget, it is the responsibility of the City Manager to gather information and develop a recommendation for the City Council to consider. The process for completing the CIP included City staff preparing capital project requests for the City Manager to review. Discussions are held to determine the feasibility and priority of the projects and match them with available funding.

Approval of the CIP by the Council does not authorize spending or initiation of a given project. It provides a guide and is not intended to provide for precise budgeting. The CIP approval by Council ratifies the perception that the plan is reasonable and within justified time frames.

Capital costs are projected as estimates. Upon each update of the CIP, deletions, additions, delays, or other revisions may occur, reflecting changing community needs, or opportunities. These changes allow for budget refinements as a particular project nears actual construction. Some initial project design of public infrastructure projects identified within the CIP often begins two years or more prior to the date of construction.

Capital improvements are improvements to land, streets, parks, utilities and buildings. In analyzing the financial viability of the capital improvements, the following methods of financing were considered:

- **Special Assessments** - Special assessments are based on the concept that when land is benefitted from a particular improvement, all or part of the costs of the improvement may be levied against those properties to finance such improvements
Since it often takes several years for the City to collect special assessments, the City may decide to issue bonds for cash flow purposes. For assessments using MN Statute 429 for bonding, at least 20% of the project costs must be assessed.
- **Enterprise Funds** - The City's enterprise funds include the Sewer, Storm Water, Sanitation, Street Light, Forestry, Pest Control, Golf Courses and Airport. Capital improvements or equipment purchased in the enterprise funds may be financed through enterprise fund revenues derived from user fees for the respective services, when available. Enterprise funds are designed for self-sustaining operations. If cash reserves are not sufficient to pay for capital projects, the City may decide to issue Enterprise Revenue Bonds or borrow internally.
- **Tax Increment Financing (TIF)** - Tax increment districts may be created to provide a revenue source based on incremental tax payments from increased property valuation. The City may decide to issue Tax Increment Bonds for cash flow purposes, using these TIF revenues to make payment on such debt.
- **Municipal State Aid (MSA)** - The Minnesota Department of Transportation (MnDOT) provides funding assistance for improvement to those municipal streets which are designated as part of its MSA system. MSA funds are generated from revenues collected from road use and gasoline taxes and allocated to the City on an annual basis. Funds are provided for improvements on those streets on the system whose design and construction meet MSA standards. MSA funds may be accumulated over several years and may be used as a source for repayment of bonds for certain MSA projects.
- **Minnesota Department of Transportation** - MnDOT provides financing, assistance, maintenance and improvements on those highways included in the MnDOT trunk highway system and federal interstate system. These improvements could include intersecting local or county streets.
- **Grants** - Federal, State, and local grant opportunities are explored whenever a project aligns with qualification guidelines for specific grant funding.

- Other Sources - Other financing sources include donations, other local government agencies, or local share contributions.

Plan Details

The City uses the Plan-It Software to compile all capital improvement projects and purchases for a five-year period. The reports included in this Plan provide summaries and detail of the capital improvements by category, department, funding sources and other relevant criteria.

Category

Categories maintained in the Capital Improvement Plan include the following:

- Buildings
- Equipment
- Infrastructure
- Land
- Parks
- Technology
- Vehicles

Department/Function

Departments/Functions (as provided in this CIP for reporting purposes) are separated in the CIP and include the following:

- Administration
- Community Development
- Engineering
- Fire Department
- Forestry
- Golf Courses
- Information Technology
- Library
- Mass Transit
- Municipal Airport
- Parks and Recreation
- Planning
- Police Department
- Public Works
- Right of Way
- Sanitation
- Stormwater
- Wastewater

Other Criteria

The CIP software maintains additional criteria to be used when managing the improvements.

These additional criteria include:

- Priority
- Funding Sources
- Status
- Employee Contact
- Expenditure Choices
- Budget Items
- Customizable Fields

Photos

Pictures of capital items and projects may be included in the CIP. Maps of street improvement projects are provided to provide visual detail for management.

SUMMARY BY DEPARTMENT

2025 through 2029
Capital Improvement Plan
Moorhead, Minnesota
Department Summary

Department	2025	2026	2027	2028	2029	Total
Administration	138,500		48,000	178,000		364,500
Community Development	50,000	50,000	50,000	50,000	50,000	250,000
Engineering	29,442,000	18,392,000	21,438,000	11,534,000	14,770,000	95,576,000
Facilities	255,672	169,000	134,900	125,000	170,100	854,672
Fire Department	168,000	797,525	2,738,108	2,093,539	141,400	5,938,572
Forestry	353,600	120,000	169,000	50,000	363,800	1,056,400
Golf Courses	557,145	900,469	390,313	240,396	839,102	2,927,425
Information Technology	322,179	674,500	99,700	88,100	147,400	1,331,879
Mass Transit	379,916	858,300	1,222,810	1,525,900	2,494,616	6,481,542
Municipal Airport	964,723	273,000	500,000	943,715		2,681,438
Parks and Recreation	1,761,700	3,597,965	2,085,000	1,960,799	1,563,947	10,969,411
Police Department	1,100,800	525,250	1,262,000	749,968	386,500	4,024,518
Public Works	483,420	697,572	531,000	632,370	167,000	2,511,362
Right Of Way	41,000	600,428	202,500	80,000	150,776	1,074,704
Sanitation	469,250	828,476	1,411,185	614,550	323,250	3,646,711
Stormwater	1,385,000	171,000	150,000	150,000	150,000	2,006,000
Wastewater	2,284,150	26,168,706	345,000	623,000	954,248	30,375,104
GRAND TOTAL	40,157,055	54,824,191	32,777,516	21,639,337	22,672,139	172,070,238

FUNDING SOURCE SUMMARY

2025 through 2029
Capital Improvement Plan
Moorhead, Minnesota
Funding Source Summary

Source	2025	2026	2027	2028	2029	Total
Bond Proceeds	5,635,306	6,557,773	6,130,000	8,694,000	8,330,000	35,347,079
Building Improvement Fund	441,723	207,775	350,000	352,800	250,000	1,602,298
Capital Improvement Fund	1,676,722	5,662,825	2,848,398	2,645,254	2,135,800	14,968,999
City of Dilworth			166,740			166,740
FAA Federal Grant	112,500		416,705	300,000		829,205
Federal Grant	4,596,916	6,886,677	5,305,850	1,375,900	3,344,616	21,509,959
Federal Tax Credits	180,000					180,000
Golf Course Fund	43,000					43,000
Information Technology Fund	134,600	83,000	49,700	38,100	97,400	402,800
MnDOT	905,000	5,825				910,825
Moorhead Public Service Rebate	62,000					62,000
Moorhead Public Services			500,000			500,000
Municipal State Aid (MSA) Construction	3,595,000		7,930,220		2,870,000	14,395,220
Public Facility Authority Loan		25,000,000				25,000,000
Radio/Weapon Fund	543,000	376,000	200,000	200,000	200,000	1,519,000
Right of Way Maintenance Fund	33,000	90,000	140,000			263,000
Special Assessments	14,024,694	5,643,000	2,195,000	2,666,000	2,460,000	26,988,694
State Aid				35,000		35,000
State Grant	418,829	124,200	10,966			553,995
Storm Sewer Fund	1,550,000	150,000	150,000	150,000	150,000	2,150,000
Street Light Fund	550,000	30,000				580,000
Vehicle Replacement Fund	3,596,515	3,267,516	3,583,937	3,082,283	2,734,323	16,264,574
Vehicles - Replacement; Debt Financed			2,700,000	2,000,000		4,700,000
Wastewater Fund	2,058,250	739,600	100,000	100,000	100,000	3,097,850
GRAND TOTAL	40,157,055	54,824,191	32,777,516	21,639,337	22,672,139	172,070,238

PROJECTS & SOURCE BY DEPARTMENT

2025 through 2029
Capital Improvement Plan
Moorhead, Minnesota
Projects & Source By Department

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Administration								
Replace 2015 GMC Sierra 1500 4WD Double Cab(925CA)	CODE 27-01	1			48,000			48,000
Replace Unit 101AD Chevrolet Traverse AWD	ADM 25-01	1	46,500					46,500
Replace Unit 102AD Chevrolet Malibu	ADM 26-01	1	46,000					46,000
Replace Unit 104AD Chevrolet Malibu (Admin Rental)	ADM 26-02	1				44,500		44,500
Replace Unit 105AD Chevrolet Malibu (Admin Rental)	ADM 26-03	1	46,000					46,000
Replace Unit 108AS Chevrolet Malibu	ASES 26-01	1				44,500		44,500
Replace Unit 109AD Chevrolet Malibu	ASES 26-02	1				44,500		44,500
Replace Unit 924CA Chevrolet Malibu	CODE 26-01	1				44,500		44,500
Vehicle Replacement Fund			138,500		48,000	178,000		364,500
Source Grand Total			138,500	0	48,000	178,000	0	364,500

Community Development

River Corridor Projects	CD RIVER CRRIDR	1	50,000	50,000	50,000	50,000	50,000	250,000
Capital Improvement Fund			50,000	50,000	50,000	50,000	50,000	250,000
Source Grand Total			50,000	50,000	50,000	50,000	50,000	250,000

Engineering

12th St S, 14th St S, 17th St S & 2nd Ave S Improv	ENG 28-01	1				4,400,000		4,400,000
14th, 15th, 18th and 19th St N Roadway Improvement	ENG 28-04	1				1,180,000		1,180,000
14th Ave S and 13th & 18th St S Roadway Improve	ENG 25-04	1	2,400,000					2,400,000
14th St S and Belsly Blvd, Roadway Improvements	ENG 28-02	1				1,170,000		1,170,000
15th Ave N Drain & 10-1/2 St N Street Impov	ENG 24-A2-09		950,000					950,000
17th St N and 2nd & 4th Ave N Area Improvements	ENG 26-03	1		2,420,000				2,420,000
17th St N and 8th Ave N Roadway Improvements	ENG 22-A2-03	1			1,870,000			1,870,000
18th St N & 51st Ave N Area Mill & Overlay	ENG 26-04	1		1,500,000				1,500,000
19th Ave S and 14th St S Roadway Improvements	ENG 29-06						1,500,000	1,500,000
1st Ave N Rdwy Improv and Traffic Signal Install	ENG 27-05	1			7,430,000			7,430,000
1st Ave N Rdwy & Traffic Signal (at 3rd St N) Impr	ENG 27-06				5,770,000			5,770,000
20th, 22nd & 23rd Ave S & 6th & 7th St S Rdwy Impr	ENG 26-01	1		1,870,000				1,870,000
28th St N Roadway Improvements	ENG 29-02	1					730,000	730,000
2nd & 3rd Ave S & 5th, 6th, 7th & 10th St S Rd Imp	ENG 26-08	1		5,460,000				5,460,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
34th St from 3rd to 28th Ave N Mill & Overlay	ENG 27-03	1			1,900,000			1,900,000
34th St from 4th Ave S to 3rd Ave N Roadway Improv	ENG 23-2-01	1	5,267,000					5,267,000
34th Street S from 12th to 24th Ave S	ENG 29-01						5,600,000	5,600,000
40 Ave S Rdwy Impr (8 to 40 St S) & Manhole Repair	ENG 26-07	1		2,840,000				2,840,000
46th Ave S, River Haven Rd S Phase 1 Rdwy Improv	ENG 28-06	1				1,710,000		1,710,000
5th Ave S, 7th Ave S, 7th St S, & Wdlawn Prk Impro	ENG 29-03						1,020,000	1,020,000
5th Ave S and 16th, 17th, 18th & 19th St S Improv	ENG 26-06	1		2,010,000				2,010,000
65th Ave N and 3rd St N Area Rehabilitation	ENG 24-A2-03	1	110,000					110,000
6th, 7th, 8th & 9th Ave S & 3rd St S Improvements	ENG 28-07	1				1,530,000		1,530,000
8th, 9th & 11th Ave S and 9th St S Roadway Improve	ENG 28-05	1				1,210,000		1,210,000
9th Ave S, 10th Ave S, & 16th St S Roadway Improv	ENG 25-03	1	1,570,000					1,570,000
Center Avenue Improvements	ENG 25-02-01	1	3,000,000					3,000,000
Downtown Underpass Landscaping/Design Elements	ENG 24-01	1	35,000	35,000				70,000
Hampton Place 4th Addition Final Wearing & Overlay	ENG 27-02	1			195,000			195,000
Johnson Farm 5th & 7th Add Final Wearing & Overlay	ENG 28-03	1				120,000		120,000
LED Lighting project	ENG 26-02			150,000				150,000
MCM Redevelopment Phase 2	ENG 25-05		12,500,000					12,500,000
MCM Redevelopment Phase 3	ENG 26-09			1,500,000				1,500,000
MCM Redevelopment-Street Light & Utility Improv	ENG 25-07		550,000					550,000
Miscellaneous Concrete Improvements	CONCRETE	1	40,000	40,000	40,000	40,000	40,000	200,000
New Silverado/GMC Sierra 1500 (reg cab)	ENGR 25-04	1		45,000				45,000
Prairie Mdws, Prairie Pkwy & Village Grn Fnl Wear	ENG 26-05	1		522,000				522,000
Replace Unit 10EN Traffic Signal Bucket Truck	ENGR 29-01						110,000	110,000
Replace Unit 300EN GMC Sierra 2500 4WD Crew Cab	ENGR 27-01	1			58,000			58,000
Replace Unit 3EN 2016 GMC Sierra 1500 4WD	ENGR 28-01	1				58,000		58,000
Replace Unit 4EN GMC Sierra 1500 4WD Extended Cab	ENGR 27-02	1			58,000			58,000
Replace Unit 504EN GMC Sierra 1500 4WD Reg Cab	ENGR 27-03	1			58,000			58,000
Replace Unit 6EN GMC Sierra 1500 4WD	ENGR 28-02	1				58,000		58,000
Replace Unit 7EN GMC Sierra 1500 4WD	ENGR 28-03	1				58,000		58,000
Replace Unit 871 GMC Sierra 1500	ENGR 25-02	1			54,500			54,500
Replace Unit 872 GMC Sierra 1500	ENGR 25-03	1			54,500			54,500
River Dr S, 18th Ave S and Elm St S Roadway Improv	ENG 25-02	1	1,050,000					1,050,000
River Haven Road S Phase 2 and, 50th Ave S Improv	ENG 29-04						3,300,000	3,300,000
Trimble SX12 Scanning Total Station & Accessories	ENGR 25-01		80,000					80,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Village Green Boulevard Roadway Improvements	ENG 25-01	1	1,890,000					1,890,000
Village Green Boulevard Roadway Improvements Phase	ENG 27-04				2,670,000			2,670,000
Village Green Blvd Ph 3 & 38th & 39th St S Improv	ENG 29-05						2,470,000	2,470,000
Westmoor Drive Area Mill & Overlay	ENG 27-01	1			1,280,000			1,280,000
Bond Proceeds			5,635,306	6,557,773	6,130,000	8,694,000	8,330,000	35,347,079
Capital Improvement Fund			115,000	80,000				195,000
City of Dilworth					166,740			166,740
Federal Grant			4,367,000	6,081,227	4,233,040		1,000,000	15,681,267
MnDOT			905,000					905,000
Moorhead Public Services					500,000			500,000
Municipal State Aid (MSA) Construction			3,595,000		7,930,220		2,870,000	14,395,220
Special Assessments			14,024,694	5,643,000	2,195,000	2,666,000	2,460,000	26,988,694
Storm Sewer Fund			250,000					250,000
Street Light Fund			550,000	30,000				580,000
Vehicle Replacement Fund					283,000	174,000	110,000	567,000
Source Grand Total			29,442,000	18,392,000	21,438,000	11,534,000	14,770,000	95,576,000

Facilities

AC Units East Side	JPWF 27-01				9,900			9,900
Asphalt Paving at Joint Public Works Facility	JPWF 25-01	1	22,000					22,000
Boiler Replacement	JPWF 26-01			44,000				44,000
F, F & E	PW 00-01	1	125,000	125,000	125,000	125,000	125,000	625,000
Fire Sprinkler System	JPWF 29-04						11,000	11,000
Garage Doors and Openers	JPWF 29-02						22,000	22,000
Office Carpet at Joint Public Works Facility	JPWF 29-01	1					5,500	5,500
Roof replacement at Joint Public Works Facility	JPWF 25-02	1	108,672					108,672
Trane HVAC Controls Upgrade	JPWF 29-03						6,600	6,600
Capital Improvement Fund			255,672	169,000	134,900	125,000	170,100	854,672
Source Grand Total			255,672	169,000	134,900	125,000	170,100	854,672

Fire Department

AED Replacement	FIRE 29-01						43,500	43,500
Blaze Stack Software	FIRE 26-06	1		3,500				3,500
CRR & Training Coordinator Vehicle	FIRE 25-03	1		58,000				58,000
Dash Cams	FIRE 26-04			64,000				64,000
Door Access/Security Cams	FIRE 26-05			48,000				48,000
Engine 1 Supply Hose	FIRE 26-01	1		8,250				8,250
Engine 2 Supply Hose	FIRE 27-01	1			8,748			8,748
Fire Station #1 - Kitchen/Dayroom Renovation	PWF 25-07	1		70,000				70,000
Fire Station #1 Replace Boiler and HVAC	PWF 26-03	1		47,775				47,775
Fire Station #2 - Land to relocate station	FIRE 26-02	1		400,000				400,000
Fire Station 2 Water Heater	PWF 28-04	1				25,000		25,000
Fit Testing Machine	FIRE 25-07	1		18,000				18,000
Ladder 1 Supply Hose	FIRE 28-01	1				18,539		18,539
Modular Fire Training Facility	FIRE 26-03	1		40,000				40,000
Replace 2003 Aerial Ladder Truck (921)	FPRO 28-02	1				2,000,000		2,000,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace 2006 John Deer Lawn Tractor Mower	FPRO 26-03	1		5,000				5,000
Replace 2006 Pierce Quantum Fire Truck (907)	FPRO 26-01	1			1,350,000			1,350,000
Replace 2006 Pierce Quantum Fire Truck - 908	FPRO 27-01	1			1,350,000			1,350,000
Replace 2012 Continental Cargo 4 Wh (934)	FHZZ 27-01	1			29,360			29,360
Replace Assistant Chief of Ops Vehicle (932FP)	FPRO 28-01	1				50,000		50,000
Replace station signage and message board	FIRE 25-01	1	20,000					20,000
Replace Unit 900 Ford Explorer 4 Wheel Drive	FTRN 25-01	1	46,500					46,500
Replace Unit 905-13 Ford Taurus Sel AWD	FPRO 25-01	1	46,500					46,500
Replace Unit 906 Haulmark Transport Trailer	FPRO 25-02	1		15,000				15,000
Replace Unit 913 John Deere Tractor Mower	FPRO 25-03	1		15,000				15,000
Replace Unit 914FT GMC Sierra 3500 4WD Crew Cab	FHZZ 29-01						54,000	54,000
Replace Unit 915 Haulmark Tsv6x12 Ds2	FPRE 25-01	1		5,000				5,000
Replace Unit 916 Ford F250 4x4 Crew Cab	FPRE 25-02	1	55,000					55,000
Replace Unit 920FP Fire Marshall Ford Explorer	FPRO 29-01						43,900	43,900
Building Improvement Fund				47,775		25,000		72,775
Capital Improvement Fund			20,000	709,750	8,748	18,539	43,500	800,537
Vehicle Replacement Fund			148,000	40,000	29,360	50,000	97,900	365,260
Vehicles - Replacement; Debt Financed					2,700,000	2,000,000		4,700,000
Source Grand Total			168,000	797,525	2,738,108	2,093,539	141,400	5,938,572

Forestry

Electric Air Curtain Incinerator	FORS 28-02					50,000		50,000
Forestry Dump Trailer	FORS 25-01			20,000				20,000
Replace 1997 Franklin Cable Log Skidder (291)	FORS 28-01	1	100,000					100,000
Replace 2007 Ford F150 4x4 Full Size (501)	FORS 25-06	1	56,600					56,600
Replace 2008 Ford F150 4x4 Ext Quad (500)	FORS 25-05	1	54,500					54,500
Replace 2009 Ford F150 1/2 ton Pickup (209)	FORS 25-03	1	54,500					54,500
Replace 2011 Vermeer SC802 Njpa Stump (293)	FORS 26-01	1		60,000				60,000
Replace 2015 GMS Sierra 1500 2WD Reg Cab (258FO)	FORS 27-01	1			54,500			54,500
Replace 2016 GMC Sierra 1500 4WD Reg Cab (295FO)	FORS 27-02	1			54,500			54,500
Replace Unit 284FO Vermeer Brush Chipper	FORS 25-04	1	70,000					70,000
Replace Unit 288FO GMC Sierra	FORS 29-02						52,000	52,000
Replace Unit 289FO GMC Sierra 3500 DRW Reg Cab	FORS 29-03						52,000	52,000
Replace Unit 294 International 4300 SBA 4X2	FORS 29-04						219,800	219,800
Skid Steer Mutching Attachment (Expansion)	FORS 26-02			40,000				40,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Skid Steer Trailer split Forstry/Prk Mntc (Expan)	FORS 25-02		18,000					18,000
Trailer with Grapple (Expansion)	FORS 29-01	1					40,000	40,000
Water Truck (Expansion)	FORS 27-03	1			60,000			60,000
Capital Improvement Fund			18,000	60,000	60,000	50,000	40,000	228,000
Vehicle Replacement Fund			335,600	60,000	109,000		323,800	828,400
Source Grand Total			353,600	120,000	169,000	50,000	363,800	1,056,400

Golf Courses

Asphalt	VGMT 00-03	1	20,000		20,000		20,000	60,000
Asphalt and Cartpaths at Meadows	MDMT 00-02	1		70,000		20,000		90,000
Ball Washer	MDWS 27-02				6,000			6,000
Bunker Sand	MDMT 00-03	1		10,000		10,000		20,000
Bunker Sand	VGMT 00-06	1		20,000		10,000		30,000
Equipment Hauling Trailer (Expansion)	MDMT 25-08			12,000				12,000
Fire Pump	VLG 26-04			10,000				10,000
Greens Cover Replacement	VGMT 00-01	1	8,000	8,000	8,000	8,000	8,000	40,000
Greens Cover Replacement	MDMT 00-01	1	10,000	10,000	10,000	10,000	10,000	50,000
Handicapped Golf Cart	MDWS 25-07			30,000				30,000
Handicapped Golf Cart	VLG 25-06			30,000				30,000
Internal Door Hardware	MDWS 26-03			8,000				8,000
Irrigation Pump Rebuild	VGMT 00-05	1		6,000		6,000		12,000
Meadows Maintenance Exhaust System Replace	MDWS 29-02	1					15,000	15,000
Meadows Mtce 709	MDMT 19-01	1					13,000	13,000
Metal Siding for Clubhouse	VLG 28-01					10,000		10,000
Parking Lot Striping	VLG 25-04	1		6,000				6,000
Patio Chair Replacement	MDWS 26-01			5,000				5,000
Range Ball Machine	VLG 25-05			10,000				10,000
Repace Unit 609VM Cushman Truckster	VGMT 25-01	1		30,000				30,000
Repace Unit 611VM Cushman Sprayer	VGMT 25-02	1	45,000					45,000
Repace Unit 612VM Cushman Hauler Pro 72	VGMT 25-03	1	18,000					18,000
Repace Unit 613VM Cushman Hauler Pro 72	VGMT 25-04	1	18,000					18,000
Repalce 2016 Toro Greens Mower (734MM)	MDMT 26-03	1		44,986				44,986
Repace Unit 637VM Utility Vehicle	VGMT 28-02	1				15,700		15,700
Replace 2004 Greensmower Trailer (718)	MDMT 26-01	1		2,600				2,600
Replace 2012 EZ Go Cushman Hauler (760)	MDWS 25-03	1	13,000					13,000
Replace 2016 AeraVator Overseeder (733MM)	MDMT 26-02	1		21,300				21,300
Replace 2016 Ford F-350 4WD Reg Cab (601VM)	VGMT 27-01	1			48,000			48,000
Replace 2016 Procore Aerator (643VM)	VGMT 26-02	1		45,471				45,471
Replace 2016 Toro Fairway Mower (742MM)	MDMT 27-05	1			61,890			61,890
Replace 641VM Toro Fariway Mower	VGMT 26-01	1		61,890				61,890
ReplaceGold Course Utility Vehicle Sprayer (703MM)	MDMT 27-01	1			95,000			95,000
Replace Greens Aerator (723MM)	MDMT 27-03	1		45,471				45,471
Replace Greensmower (712MM)	MDMT 27-02	1		32,476				32,476
Replace Range Ball Picker (658VP)	VLG 27-01	1			13,000			13,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace Range Ball Picker (758MP)	MDWS 27-01	1			13,000			13,000
Replace Tee Mower (739MM)	MDMT 27-04	1			32,476			32,476
Replace Turfco Top Dresser (745MM)	MDMT 26-05	1		14,808				14,808
Replace Unit 610 Cushman Utility Vehicle	VGMT 25-11	1		25,000				25,000
Replace Unit 618 John Deere Tractor/Loader	VGMT 26-03	1		150,000				150,000
Replace Unit 619VM Toro Greensmaster GR-3150	VGMT 26-04	1		32,476				32,476
Replace Unit 620VM Toro Greensmaster GR-3150	VGMT 26-07	1		32,476				32,476
Replace Unit 623VM Toro Greensmaster GR-3150	VGMT 26-08	1		32,476				32,476
Replace Unit 626VM Toro Groundsmaster 3500-D	VGMT 26-09	1		44,986				44,986
Replace Unit 634VM 2 Wheel Leaf Blower	VGMT 28-01	1				9,996		9,996
Replace Unit 657VP Cushman Beverage Cart	VLG 25-02	1	13,000					13,000
Replace Unit 659 EZ Go Cushman Beverage Cart	VLG 25-07	1	13,000					13,000
Replace Unit 660 Aluma Ltd 2 Wheel Trailer	VGMT 25-13	1	4,645					4,645
Replace Unit 700 GMC Sierra 1500 1/2 ton	MDMT 25-04	1	54,500					54,500
Replace Unit 701 Jacobsen HD Utility Vehicle	MDMT 24-01	1	47,000					47,000
Replace Unit 704MM Toro Workman Utility Vehicle	MDMT 25-01	1		47,000				47,000
Replace Unit 727 Jacobsen Fairway Mower	MDMT 25-06	1	100,000					100,000
Replace Unit 730MM Toro Greenspro 1260 Mower	MDMT 29-01						17,150	17,150
Replace Unit 748MM Golf Course Superintendent GMC	MDMT 29-02						48,000	48,000
Replace Unit 757MP Cushman Beverage Cart	MDWS 25-02	1	13,000					13,000
Replace Utility Vehicle (708MM)	MDMT 28-01	1				15,700		15,700
Replace Yamaha Golf Carts Glacier Fleet(1304-1308)	MDWS 28-01	1				35,000		35,000
Replace Yamaha Golf Carts YDRAL1	VLG 25-01	1	35,000					35,000
Replace Yamaha Golf Carts YDRAL1	VLG 26-01	1		35,000				35,000
Replace Yamaha Golf Carts YDRAX3	MDWS 25-01	1	140,000					140,000
Replace Yamaha Sunstone Fleet	MDWS 29-01						70,000	70,000
Replace Yamaha Sunstone Fleet	VLG 29-01						147,000	147,000
Trees/landscaping	VGMT 00-02	1	5,000		5,000		5,000	15,000
Turfco Torrent 2 Pull Behind Blower (Expansion)	MDMT 25-07	1		15,000				15,000
VG Maint Shop Renovation	PWF 28-03	1				90,000		90,000
Village Green Maintenance Shop Rebuild	VGMT 29-01	1					371,000	371,000
Village Green Mtce 622VM	VGMT 19-02	1					32,476	32,476
Village Green Mtce 624VM	VGMT 19-01	1					32,476	32,476
Village Green Pro Shop Roof Replacement	VLG 29-02	1					50,000	50,000
Windows for Clubhouse	VLG 26-02			30,000				30,000
Building Improvement Fund						90,000		90,000
Capital Improvement Fund				280,000	49,000	74,000	479,000	882,000
Golf Course Fund			43,000					43,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Vehicle Replacement Fund			514,145	620,469	341,313	76,396	360,102	1,912,425
	Source Grand Total		557,145	900,469	390,313	240,396	839,102	2,927,425

Information Technology

2 Hypervisor Servers - LEC	IT 26-13	1		30,000				30,000
705 Internal Service Funding	IT Transfer	1		50,000	50,000	50,000	50,000	200,000
Annual Firewall Replacements	IT Firewall	1	6,500			3,000	26,000	35,500
Annual Switch Replacements	IT Switch	1	47,300		18,500	18,600	48,000	132,400
Annual Wireless Access Point Replacements	IT Wireless AP	1	22,400			9,000	17,400	48,800
Directory Controller	IT 26-15	1		9,500				9,500
Door Access System - Fire Station 1	IT 26-18			50,000				50,000
Door Access System - Fire Station 2	IT 26-14	1		30,000				30,000
Email Security Filter	IT 25-07	1	25,000					25,000
Environmental Monitor for LEC	IT 25-01	1	10,000					10,000
Environmental Monitor for PPW	IT 25-02	1	7,500					7,500
Environmental Monitors	IT 26-17			19,500				19,500
Fire Suppression System Replacement	IT 26-01	1		20,000				20,000
Hjemkomst remainder of door access	IT 25-04	1		120,000				120,000
Hjemkomst security cameras	IT 25-05	1	82,579					82,579
Impound Lot Camera Cabling	IT 25-06	1		11,500				11,500
Phone Equipment Replacement	IT 27-04	1			20,000			20,000
Power Distribution Units Replacements	IT PDU	1	6,400		250	2,000		8,650
Replace Meadows Clubhouse Fiber and Recabling	IT 25-03	1	80,000					80,000
Security Alarm Upgrades at HHIC	IT 25-08	1		50,000				50,000
Security Information and Event Management System	IT 26-16			250,000				250,000
Time and Attendance System	IT 26-05	1		30,000				30,000
UPS Unit Replacements	IT UPS	1	34,500	4,000	6,250	5,500	6,000	56,250
Video Conferencing Equipment Replacement	IT 27-02	1			4,700			4,700
Capital Improvement Fund			125,000	591,500	50,000	50,000	50,000	866,500
Information Technology Fund			134,600	83,000	49,700	38,100	97,400	402,800
State Grant			62,579					62,579
	Source Grand Total		322,179	674,500	99,700	88,100	147,400	1,331,879

Mass Transit

Facility Improvements (1/3 Mhd Cost) (2025-2026)	MT 25-02	1	38,333		2,200			40,533
Fareboxes	MT 29-11						427,000	427,000
Fare Media Sales Equipment	MT 29-10						33,000	33,000
Fixed Route Replaces Unit #2161	MT 28-01	1				759,000		759,000
Fixed Route Replaces Unit #2162	MT 28-02	1				759,000		759,000
Large Fixed Route Bus - Replace Unit 2163	MT 29-07						671,000	671,000
Large Fixed Route Bus - Replace Unit 2164	MT 29-08						671,000	671,000
Marriott Hub Improvements	MT 29-01						150,000	150,000
Mass Transit Reserve	MT RESV	1	99,916	18,300	-42,390	-99,100	-300,717	-323,991
Microtransit Vehicles (2)	MT 26-01	1		450,000				450,000
MTG Fac Equip - Press & Pressure Washer (Joint)	MT 25-04		10,000					10,000
Para Replaces Unit #7191	MT 25-03	1	225,000					225,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Para Replaces Unit #7221 (Rename #7241)	MT 27-02	1			212,000			212,000
Para Replaces Unit #7222 (Rename #7242)	MT 27-03	1			212,000			212,000
Paratransit Bus - Replace Unit 7241	MT 29-02						233,000	233,000
Paratransit Bus - Replace Unit 7242	MT 29-03						233,000	233,000
Paratransit Bus - Replace Unit 7243	MT 29-04						233,000	233,000
Pedestrian Avoidance System to Fixed Route Vehicle	MT 26-02	1		180,000				180,000
Replace Fixed Route Bus #2151	MT 27-01	1			736,000			736,000
Senior Ride Van - Replace Unit 5251	MT 29-05						63,000	63,000
Senior Ride Van - Replace Unit 5252	MT 29-06						63,000	63,000
Senior Unit #5241 Replaces Unit #5191	MT 24-03	1				55,000		55,000
Senior Unit #5251 Replaces Unit #5192	MT 26-03	1		69,000				69,000
Senior Unit #5252 Replaces Unit #5193	MT 26-04	1		69,000				69,000
Senior Unit #5261 Replaces Unit #5231	MT 27-04	1			53,000			53,000
Shelter - Replace Annually	MT 00-01	1		72,000	50,000	52,000		174,000
Shop Maintenance Truck (Joint with Fargo)	MT 29-09						18,333	18,333
TDP Consultant (5 year)	MT 25-01	1	6,667					6,667
Capital Improvement Fund			150,000	150,000	150,000	150,000	150,000	750,000
Federal Grant			229,916	584,100	1,072,810	1,375,900	2,344,616	5,607,342
State Grant				124,200				124,200
Source Grand Total			379,916	858,300	1,222,810	1,525,900	2,494,616	6,481,542

Municipal Airport

Airport Fuel Tank Replacement(Jet Fuel) & Pump Rpl	MAIR 25-04		500,000					500,000
Airport Mtce Exterior Lighting	PWF 25-04	1	38,123					38,123
Airport Mtce HVAC -Pilots Lounge & Office	PWF 25-02	1	15,600					15,600
Airport Paving Maintenance	MAIR 26-01	1		233,000				233,000
Airport T-Hangers Exterior Sheathing Project	PWF 28-05	1				243,715		243,715
Brush (Truck Attachment) Additional Funding	MAIR 26-02			25,000				25,000
Disadvantaged Business Enterprise Plan	MAIR 26-03			15,000				15,000
Replace Rwy 12-30 PAPI units (4-Box)	MAIR 25-01		125,000					125,000
Replace Unit 159 1992 John Deere Payloader	MAIR 27-04	1			280,000			280,000
Replace Unit 160 Snowblower w/Arctic Kit	MAIR 27-02	1			220,000			220,000
Replace Unit 161 1999 Tandem/Box/Plow	MAIR 25-03	1	286,000					286,000
Taxilane (north Taxi #1)	MAIR 28-02	1				280,000		280,000
Vehicle Access Road to Hangars	MAIR 28-01	1				420,000		420,000
Building Improvement Fund			53,723					53,723
Capital Improvement Fund			156,250	45,825	750	608,715		811,540
FAA Federal Grant			112,500		416,705	300,000		829,205
Federal Grant				221,350				221,350
MnDOT				5,825				5,825
State Aid						35,000		35,000
State Grant			356,250		10,966			367,216
Vehicle Replacement Fund			286,000		71,579			357,579

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Source Grand Total			964,723	273,000	500,000	943,715	0	2,681,438
Parks and Recreation								
2016 GMC Sierra 1500 2WD (146RE)	PARK 28-01	1				54,500		54,500
AV upgrades/Lighting indoor meeting rooms to LED	HHIC 29-01	1					150,000	150,000
Build Parking Lot at Village Green Park	PWF 27-04	1			300,000			300,000
Canoe and Kayak Shack	PARK 27-01	1			20,000			20,000
Centennial Re-side and Demo East Portion	PWF 26-02	1		500,000				500,000
Color Changing Lights	HHIC 28-01	1				65,000		65,000
HHIC Fire pumps/system replacement - Stave Church	PWF 26-05	1		60,000				60,000
HHIC Replace EPDM Roof with TPO	PWF 27-03	1			250,000			250,000
HHIC Upgrade Fire Protection System	PWF 26-04	1		60,000				60,000
Hjemkomst Climate Controls	HHIC 29-03	1					31,200	31,200
Maintenance Shop Truck Lift	MTCE 25-07	1		150,000				150,000
Matson - Grandstand	PARK 25-05		130,000					130,000
Miracle Field Surfacing (Roll Coat)	PARK 25-07			45,000				45,000
Monument Sign	HHIC 25-05			50,000				50,000
Northeast NRC Security Enhancements	NRC 25-01		60,000					60,000
NRC Facility Repairs - Exterior	NRC 00-01	1	30,000	100,000	100,000	100,000	100,000	430,000
Park Amenities	PMTc 00-01	1	275,000	300,000	300,000	300,000	300,000	1,475,000
Parking Lot Repair Existing Parks	PARK 00-02			200,000				200,000
Parking Lot Striping	HHIC 28-02	1				9,000		9,000
Park Mtce 463PM	PMTc 19-02	1		17,000				17,000
Park Mtce 497	PMTc 20-02	1		17,000				17,000
Parks Mtce 436PM	PMTc 19-01	1					23,251	23,251
Picnic Shelter Fund	PWF 00-02	1		75,000	75,000			150,000
Playground Replacement Fund	PWF 00-01	1	200,000	150,000	150,000	150,000	150,000	800,000
Rebuilding Existing Bike Paths	PARK 00-01			275,000	275,000	275,000	275,000	1,100,000
Renovate Portable Stage (Unit 448)	PARK 25-06		10,000					10,000
Replace 2007 PJ Two Wheeled Trailer (475)	PMTc 26-14	1				5,200		5,200
Replace 2011 John Deer Tx Gator 4x2 (244)	PMTc 26-01	1			11,000			11,000
Replace 2011 John Deer Tx Gator 4x2 (245)	PMTc 26-02	1			11,000			11,000
Replace 2011 Pj 14000lb 4 Wheel Trailer 488	PMTc 26-06	1			10,500			10,500
Replace 2012 5th Wheel Trailer (474)	PMTc 27-06	1			8,000			8,000
Replace 2015 Chevorlet Traverse (141RE)	PARK 26-01	1				43,900		43,900
Replace 2015 Ford F-450 2WD Reg Cab (261PM)	PMTc 28-01	1				53,272		53,272
Replace 2015 GMC Sierra 1500 2WD Reg Cab (250PM)	PMTc 26-03	1		54,500				54,500
Replace 2015 GMC Sierra 1500 2WD Reg Cab (268PM)	PMTc 27-04	1			54,500			54,500
Replace 2015 GMC Sierra 2500 2WD Reg Cab (841PM)	PMTc 27-03	1			50,000			50,000
Replace 2015 GMC Sierra 2500 4WD Reg Cab (254PM)	PMTc 27-01	1	55,500					55,500

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace 2016 4-wheel Utility Trailer (446PM)	PMTC 26-04	1				3,900		3,900
Replace Ballfield Groomer (#490PM)	PMTC 26-07	1				23,251		23,251
Replace main lobby carpet	HHIC 26-01			50,000				50,000
Replace Parks Mower - 10 1/2 ft	PMTC 28-02	1				90,776		90,776
Replace Unit 110 John Deere Mower	HHIC 25-01	1				15,000		15,000
Replace Unit 246 Ford F150 4x2	PMTC 25-03	1	56,600					56,600
Replace Unit 247 Ford F150 4x2	PMTC 25-04	1	56,600					56,600
Replace Unit 251 2005 GMC Sierra 1500	PMTC 25-05	1	54,500					54,500
Replace Unit 252 Ford F250 3/4 ton 4x2 Crew Cab	PMTC 25-06	1		52,000				52,000
Replace Unit 254 Boss Snow Plow	PMTC 29-01						8,000	8,000
Replace Unit 256PM GMC Sierra 2500 4WD	PMTC 29-02						50,000	50,000
Replace Unit 260PM GMC Sierra 2500 2WD Reg Cab	PMTC 27-02	1			50,000			50,000
Replace Unit 263 Ford F350 1 ton	PMTC 25-07	1		55,000				55,000
Replace Unit 265PM F250 Reg Cab	PMTC 28-03					50,000		50,000
Replace Unit 269 (2008) Chemical Sprayer	PMTC 25-09	1	17,000					17,000
Replace Unit 286PM GMC Sierra 1500 Reg Cab 2WD	PMTC 29-03						54,500	54,500
Replace Unit 287PM Ford F250 4X4 Reg Cab	PMTC 28-04					50,000		50,000
Replace Unit 3 2007 GMC Sierra 1/2-Ton Pickup	PMTC 25-12	1	54,500					54,500
Replace Unit 437PM Park Mower	PMTC 25-13	1		16,500				16,500
Replace Unit 442PM Field Lazer	PMTC 25-16	1			5,000			5,000
Replace Unit 443 John Deere Turf Mower	PMTC 25-17	1		16,500				16,500
Replace Unit 444 (2011) Smithco Infield Groomer	PMTC 25-18	1	30,000					30,000
Replace Unit 451 Toro GM 4100-D Mower	PMTC 23-11	1					75,520	75,520
Replace Unit 451 Toro Groundsmaster 4100-D	PMTC 29-04						90,776	90,776
Replace Unit 462 Pool Vacuum	PMTC 26-11	1		4,465				4,465
Replace Unit 466PM Toro Pro 5000	PMTC 23-02	1					17,000	17,000
Replace Unit 470 John Deere Tractor Loader	PMTC 26-13	1		150,000				150,000
Replace Unit 476 2-Wheeled Utility Trailer	PMTC 29-05						2,600	2,600
Replace Unit 479 2-Wheeled Utility Trailer	PMTC 29-06						2,600	2,600
Replace Unit 484 John Deere Gator	PMTC 28-05					11,000		11,000
Replace Unit 492PM Field Lazer	PMTC 25-20	1			5,000			5,000
Replace Unit 494PM-21 Bobcat Toolcat 5610	PMTC 25-21	1	85,000					85,000
Replace Unit 496 Graco Line Laser	PMTC 25-22	1				11,000		11,000
Replace Unit 737 1993 Sod Cutter-18in	PMTC 25-11	1	7,000					7,000
Replace Unit 933 Kayak Trailer 2-Wheel	PARK 29-02						3,500	3,500
River Oaks - Disc Golf Course - New 9 hole course	PARK 28-02					50,000		50,000
Shepherd Meadow Park Development	PARK 29-01						200,000	200,000
Sidewalk Snow Removal Equipment (Expansion)	PMTC 26-09	1		90,000				90,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Sled Hill, Parking Lot Striping & Fireplace for MB	PARK 26-03			75,000				75,000
South Addition Cooling/Heating Units	HHIC 25-03	1	40,000					40,000
Southside Regional Park - Add Parking & Lighting	PWF 26-06	1		300,000				300,000
Splash Pads for Neighborhood Parks	PARK 00-03	1		600,000		600,000		1,200,000
Stain the Stave church	HHIC 29-02						30,000	30,000
Stonemill-Add NRC & fire hydrant to flood rink	PWF 27-01	1			410,000			410,000
Toro Groundmaster, Truck, & Trailer (Expansion)	PMT 26-10	1		120,000				120,000
Update lower level bathrooms (stall divider walls)	HHIC 26-02			15,000				15,000
Upgrade to Ice Tower System at HHIC	PWF 25-10	1	600,000					600,000
Building Improvement Fund			388,000	160,000	350,000	100,000	250,000	1,248,000
Capital Improvement Fund			705,000	3,055,000	1,530,000	1,449,000	986,200	7,725,200
Federal Tax Credits			180,000					180,000
Moorhead Public Service Rebate			62,000					62,000
Vehicle Replacement Fund			426,700	382,965	205,000	411,799	327,747	1,754,211
Source Grand Total			1,761,700	3,597,965	2,085,000	1,960,799	1,563,947	10,969,411

Police Department

703 Internal Service Funding	PDRW - Transfer	1		70,000	70,000	70,000	70,000	280,000
Annual Radio/Weapons replacements	PDRW - Annual	1	200,000	200,000	200,000	200,000	200,000	1,000,000
Bodyworn Cameras (50)	PD 22-01	1	100,000	100,000				200,000
Community Radar Signs	PD 25-04			6,000				6,000
Flock Camera Project	PD 25-02		31,800					31,800
Marksman Rifles (5)	PDRW 25-02		18,000					18,000
Officer Pistol Replacements	PDRW 26-01			76,000				76,000
PD Patrol 18	PDPA 20-02	1	62,000					62,000
Police Invest 41	PDIN 19-01	1	62,000					62,000
Portable Radio Replacements - Fire	PDRW 25-01		225,000					225,000
Quartermaster island cabinets	PD 25-03			6,250				6,250
Replace 2004 2-Wheel Utility Trailer (11)	PDYS 26-01	1		5,000				5,000
Replace Police Chief (46-21)	PDAD 27-01	1			62,000			62,000
Replace Unit 12-21 Ford Explorer	PDPA 25-09	1			62,000			62,000
Replace Unit 14-17 Police Patrol 14-17	PDPA 27-05	1			62,000			62,000
Replace Unit 15 Ford Interceptor Unmarked SUV	PDPA 27-04	1				62,000		62,000
Replace Unit 16-21 Ford Explorer	PDPA 25-10	1			62,000			62,000
Replace Unit 17 Ford Interceptor SUV	PDPA 27-06	1			62,000			62,000
Replace Unit 19-16 Ford Interceptor SUV	PDPA 27-03	1			62,000			62,000
Replace Unit 23-17 Unmarked Patrol Car	PDPA 24-01	1				62,000		62,000
Replace Unit 26-19 Marked Patrol Car	PDPA 25-02	1	62,000					62,000
Replace Unit 27-19 Ford Interceptor SUV	PDPA 25-03	1	62,000					62,000
Replace Unit 28-21 Ford Explorer	PDPA 25-11	1			62,000			62,000
Replace Unit 29-17 Police Patrol	PDPA 23-03	1			62,000			62,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace Unit 30 Ford Interceptor SUV	PDPA 21-07	1			62,000			62,000
Replace Unit 31-18 Ford Interceptor SUV	PDPA 28-03	1				62,000		62,000
Replace Unit 32-18 Ford Intercetor SUV	PDPA 28-02	1				57,968		57,968
Replace Unit 33-16 Ford Interceptor SUV	PDPA 27-02	1			62,000			62,000
Replace Unit 34-16 Ford Interceptor SUV	PDPA 27-01	1			62,000			62,000
Replace Unit 35 Ford Interceptor	PDPA 21-01	1			62,000			62,000
Replace Unit 36-19 Unmarked Patrol Car	PDPA 25-04	1			62,000			62,000
Replace Unit 37-17 Police Patrol	PDPA 24-02	1				62,000		62,000
Replace Unit 38-18 Ford Interceptor SUV	PDPA 28-01	1				62,000		62,000
Replace Unit 39-19 Police Patrol	PDPA 25-06	1	62,000					62,000
Replace Unit 44-21 PD Patrol	PDPA 25-08	1			62,000			62,000
Replace Unit 45 GMC Acadia	PDIN 29-01						62,000	62,000
Replace Unit 48-18 DARE Pickup Ford F-150	PDDR 28-01	1				50,000		50,000
Replace Unit 50 Dodge Ram	PDIN 29-02						54,500	54,500
Replace Unit 51 Ford Explorer	PDAD 21-02	1			62,000			62,000
Replace Unit 55 Police Chief Ford Explorer	PDAD 24-02	1				62,000		62,000
Replace Unit 57-17 Dodge Durango	PDIN 25-01	1	62,000					62,000
Replace Unit 61-18 Ford Explorer	PDPA 25-05		62,000					62,000
Replace Unit 62-18 Ford Explorer	PDPA 28-04	1	62,000					62,000
Replace Unit 64 Jeep Wrangler Unlimited	PDSS 21-01	1			62,000			62,000
Replace Unit 65 Ford Taurus SEL	PDIN 24-04	1		62,000				62,000
Shield Force New World Software	PD 25-01		30,000					30,000
Capital Improvement Fund			61,800	82,250	70,000	70,000	70,000	354,050
Radio/Weapon Fund			543,000	376,000	200,000	200,000	200,000	1,519,000
Vehicle Replacement Fund			496,000	67,000	992,000	479,968	116,500	2,151,468
Source Grand Total			1,100,800	525,250	1,262,000	749,968	386,500	4,024,518

Public Works

Asphalt Hot Box Trailer (Expansion)	STRT 27-04				40,000			40,000
Element XS Tablets	STRT 25-05			12,000				12,000
Heavy Truck & Equipment Hoist System	MTCE 29-01	1					50,000	50,000
Loader Fork Attachment for #458PM	PMCE 25-04			17,000				17,000
Maintenance Shop Flooring (Carpet) Replacement	MTCE 29-02	1					47,000	47,000
Maintenance Shop Replace Roof	PWF 25-05	1				137,800		137,800
Mini-Grader (Used 1996) (Expansion)	STRT 25-01			45,000				45,000
Pave Parking Lot at PW Admin Building	PWF 26-07			250,000				250,000
PW Admin - Floor Scrubber	MTCE 27-02				5,000			5,000
Replace 1989 Portable Steam Boiler (405)	STRT 26-04	1		130,000				130,000
Replace 2001 Caterpillar Moter Grader (407)	STRT 28-01	1				327,970		327,970
Replace 2003 Skid Steer Loader-Angle Broom (460)	STRT 25-04	1				10,000		10,000
Replace 2011 John Deer 644k Loader/Blader (430)	STRT 27-05	1			348,000			348,000

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace 2012 24-in Asphalt Planer (213ST)	STRT 27-01	1			28,000			28,000
Replace 2012 Load Trail Tilt Bed 4 Whl (217)	STRT 27-02	1			8,000			8,000
Replace 2014 Felling Trailer	STRT 26-01	1		35,052				35,052
Replace 2015 Ford F-450 Crew Cab (219ST)	STRT 27-03	1			55,000			55,000
Replace 2016 Ford F-350 2WD Reg Cab (204SI)	SIGN 27-01	1			47,000			47,000
Replace 2016 GMC Sierra 1500 4WD Double Cab(210ST)	STRT 28-02	1				56,600		56,600
Replace Unit 208 Forklift	MTCE 26-01	1				75,000		75,000
Replace Unit 211 Powerliner 2850 Painter	SIGN 26-02	1		3,000				3,000
Replace Unit 212ST Bobcat	STRT 25-06		38,420					38,420
Replace Unit 232 Superior Broom	STRT 26-03	1		87,000				87,000
Replace Unit 233 Ford F550 4x2 Anti Icing	STRT 25-02	1		53,000				53,000
Replace Unit 414SS Mechanical Street Sweeper	STCL 25-01	1	395,000					395,000
Replace Unit 423 Bomag Steel Roller	STRT 29-01						70,000	70,000
Replace Unit 425 Sullair Portable Air Compressor	STRT 25-03	1				25,000		25,000
Replace Unit 433 Edco Pavement Grinder	SIGN 25-01	1	50,000					50,000
Replace Unit 439 Asphalt Paver	STRT 26-05	1		31,500				31,500
Replace Unit 455ST Skid Steer	STRT 26-06	1		34,020				34,020
Building Improvement Fund						137,800		137,800
Capital Improvement Fund				324,000	45,000		97,000	466,000
Vehicle Replacement Fund			483,420	373,572	486,000	494,570	70,000	1,907,562
Source Grand Total			483,420	697,572	531,000	632,370	167,000	2,511,362

Right Of Way

Add Mowing Crew Equipment	ROW 27-03				140,000			140,000
Bike Path Sanding Equipment	ROW 25-08		8,000					8,000
Park Maintenance Sidewalk Snow Removal Equipment	ROW 26-07			90,000				90,000
Replace 2011 Aebi Terra Trac Slope Mower (528)	ROW 26-03	1		250,000				250,000
Replace 2012 Load Trail 5th Whl Trailer (877)	ROW 27-02	1			8,000			8,000
Replace 2015 GMC Sierra 1500 2WD Reg Cab (840RM)	ROW 27-01	1			54,500			54,500
Replace 2015 GMC Sierra 2500 2WD Crew Cab (844)	ROW 26-02	1				50,000		50,000
Replace Sprayer in Unit #873RM	ROW 29-01	1					52,000	52,000
Replace Unit 823RM Toro Z Master 5000	ROW 25-01	1		17,000				17,000
Replace Unit 824RM Toro Z Master 5000	ROW 25-02	1		17,000				17,000
Replace Unit 825 Channel Utility Trailer	ROW 25-04	1	8,000					8,000
Replace Unit 842 Ford F250 3/4 ton 4x2 Crew Cab	ROW 25-05	1		55,500				55,500
Replace Unit 843 Ford F150 4x2 Reg Cab	ROW 25-03	1		54,500				54,500
Replace Unit 857RM Bobcat Toolcat 5610	ROW 26-04	1		80,000				80,000
Replace Unit 876 PJ 2 Wheel Trailer	ROW 26-05	1		5,200				5,200
Replace Unit 878 Gooseneck Trailer	ROW 29-02						8,000	8,000

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Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Replace Unit 879 Gator XUV	ROW 25-06	1				30,000		30,000
Replace Unit 881 2 Wheel Trailer	ROW 26-06	1		2,600				2,600
Replace Ventrac Slope Mower (821RM)	ROW 26-01	1		28,628				28,628
River Corridor EAB Preparedness	ROW 25-07		25,000					25,000
ROW Mtce 822RM	ROW 19-01	1					90,776	90,776
Right of Way Maintenance Fund			33,000	90,000	140,000			263,000
Vehicle Replacement Fund			8,000	510,428	62,500	80,000	150,776	811,704
Source Grand Total			41,000	600,428	202,500	80,000	150,776	1,074,704

Sanitation

Install Recycling Glass Bunker	SANI 26-05			7,500				7,500
PW Maintenance Shop Fence - Recycle Center	SANI 25-03		20,000					20,000
Repalce Single-Arm Automated Garbage (332SA)	SANI 27-02	1			343,117			343,117
Replace 2011 Wildcat self Contained (1107)	COMP 28-01	1				165,300		165,300
Replace 2015 Galbreath Hook Roll-off Truck (318SA)	SANI 27-01	1				206,500		206,500
Replace Recycling Autoloader - Dual Arm (361RC)	SANI 27-03	1			368,068			368,068
Replace Recycling Rear Loader (362RC)	SANI 28-01	1				242,750		242,750
Replace Unit 1101 Scarab Compost Machine	COMP 26-01	1		120,000				120,000
Replace Unit 1108 FPE 75 Stacking Conveyor	COMP 29-01						26,000	26,000
Replace Unit 255 Dodge Ram 1/2 Ton Pickup	COMP 29-02	1					54,500	54,500
Replace Unit 306 International 7400 6X4 Tandem Cab	SANI 29-01						242,750	242,750
Replace Unit 311 2007 IH Tandem Rear loader	SANI 26-04	1	242,750					242,750
Replace Unit 317 Intl Roll Off Truck	SANI 26-02	1		242,750				242,750
Replace Unit 319SA Galbreath Hook Roll-off Truck	SANI 25-02	1	206,500					206,500
Replace Unit 360RC Recycle Autoloader-Single Arm	SANI 26-01	1		343,116				343,116
Replace Unit 371 Caterpillar Skid Steer	SANI 26-03	1		57,110				57,110
Sanitation Central Building Expansion	SANI 27-04				700,000			700,000
Sanitation Central Parking Lot Repair	SANI 26-07	1		50,000				50,000
Tommy Gate to Unit #250SA (Expansion)	SANI 25-04			8,000				8,000
Capital Improvement Fund			20,000	65,500	700,000			785,500
Vehicle Replacement Fund			449,250	762,976	711,185	614,550	323,250	2,861,211
Source Grand Total			469,250	828,476	1,411,185	614,550	323,250	3,646,711

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
Stormwater								
Flood Mitigation Improvements Local Cost	STWT 22-01	1	150,000	150,000	150,000	150,000	150,000	750,000
Off-site Treatment Credit Improvements	STWT 25-03		800,000					800,000
Replace Unit 529 Bobcat Compact Trackload	STWT 25-01	1	85,000					85,000
Replace Unit 530 Loadtrail Trailer	STWT 26-01	1		21,000				21,000
Storm Lift #12 Rehabilitation	STWT 25-02	1	350,000					350,000
Storm Sewer Fund			1,300,000	150,000	150,000	150,000	150,000	1,900,000
Vehicle Replacement Fund			85,000	21,000				106,000
Source Grand Total			1,385,000	171,000	150,000	150,000	150,000	2,006,000

Wastewater

Annual Pump/Motor Replacement	WWT-Annual Pump		100,000	100,000	100,000	100,000	100,000	500,000
Equalization Basin Rehab	WWT 25-02		861,000					861,000
Replace 2011 John Deere 7130 Cab Tractor (519)	WWT 26-04	1		372,506				372,506
Replace 2015 GMC Sierra 1500 4WD Crew Cab (510WT)	WWT 26-03	1		56,600				56,600
Replace 2016 GMC 1-ton Flatbed w/Crane (508WT)	WWT 28-02	1				48,000		48,000
Replace Unit 503 John Deere Tractor/Wagon	WWT 26-05	1				475,000		475,000
Replace Unit 509 Vac-Con Sewer Cleaner	WWT 29-01						668,448	668,448
Replace Unit 517 Case IH Maxxum Loader	WWT 25-03	1	225,900					225,900
Replace Unit 522 Polar Sludge Transport Tank	WWT 29-02						66,900	66,900
Replace Unit 523 Polar Sludge Transport Tank	WWT 29-03						66,900	66,900
Replace Unit 524WT Delta Box Maint Truck 3500 4WD	WWT 29-04						52,000	52,000
Replace Wastewater Utility Truck (506WT)	WWT 27-02	1			245,000			245,000
Roof Rehab (Multi-year Project)	WWT 23-07	1	300,000					300,000
Sanitary Lift Station #10 & #28 Rehab	WWT 25-01	1	797,250					797,250
Sanitary Lift Station #6 & #15	WWT 26-01	1		639,600				639,600
WWTF & Lift Station Improvement Project	WWT 26-02			25,000,000				25,000,000
Public Facility Authority Loan				25,000,000				25,000,000
Vehicle Replacement Fund			225,900	429,106	245,000	523,000	854,248	2,277,254
Wastewater Fund			2,058,250	739,600	100,000	100,000	100,000	3,097,850
Source Grand Total			2,284,150	26,168,706	345,000	623,000	954,248	30,375,104

GRAND TOTAL **40,157,055 54,824,191 32,777,516 21,639,337 22,672,139 172,070,238**

2025 PROJECT DETAIL

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-04
 Project Name 14th Ave S and 13th & 18th St S Roadway Improve

Total Project Cost	\$2,400,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will include a rehabilitation of 14th Ave S and 18th St S, and a mill & overlay of 13th St S. The new road section will consist of aggregate base and bituminous pavement in the rehabilitation areas. This project will also include other street, utility and pedestrian improvements. All roadways in the project area are functionally classified as Local.

Expenditures	2025	Total
Construction/Improvements	2,400,000	2,400,000
Total	2,400,000	2,400,000

Funding Sources	2025	Total
Bond Proceeds	1,914,748	1,914,748
Special Assessments	485,252	485,252
Total	2,400,000	2,400,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 24-A2-09
Project Name 15th Ave N Drain & 10-1/2 St N Street Impov

Total Project Cost \$950,000 Department Engineering
Type Improvement Category Infrastructure
Status Active

Expenditures	2025	Total
Construction/Improvements	950,000	950,000
Total	950,000	950,000

Funding Sources	2025	Total
Federal Grant	600,000	600,000
Storm Sewer Fund	250,000	250,000
Bond Proceeds	53,250	53,250
Special Assessments	46,750	46,750
Total	950,000	950,000

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 23-2-01
 Project Name 34th St from 4th Ave S to 3rd Ave N Roadway Improv

Total Project Cost	\$5,267,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will include a roadway reconstruction of 34th St from 4th Ave S to 3rd Ave N as well as traffic signal replacement at the intersection of 34th St and T.H. 10. The project will also include various other street, utility and pedestrian improvements. This roadway is functionally classified as a Minor Arterial.

Expenditures	2025	Total
Construction/Improvements	5,267,000	5,267,000
Total	5,267,000	5,267,000

Funding Sources	2025	Total
Federal Grant	3,767,000	3,767,000
Municipal State Aid (MSA) Construction	1,500,000	1,500,000
Total	5,267,000	5,267,000

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 24-A2-03
 Project Name 65th Ave N and 3rd St N Area Rehabilitation

Total Project Cost	\$1,500,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will include the reconstruction of the the streets and drainage ditches in the 65th Ave N and 3rd St N project area. The new road section will consist of aggregate base and bituminous pavement. All streets in the project area are functionally classified as Local roadways.

Prior	Expenditures	2025	Total
1,390,000	Construction/Improvements	110,000	110,000
	Total	110,000	110,000

Prior	Funding Sources	2025	Total
1,390,000	Bond Proceeds	110,000	110,000
	Total	110,000	110,000

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-03
Project Name 9th Ave S, 10th Ave S, & 16th St S Roadway Improv

Total Project Cost	\$1,570,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will include a rehabilitation of 9th Ave S, 10th Ave S, and 16th St S. The new road section will consist of aggregate base and bituminous pavement. This project will also include other street, utility and pedestrian improvements. All roadways in the project area are functionally classified as Local.

Expenditures	2025	Total
Construction/Improvements	1,570,000	1,570,000
Total	1,570,000	1,570,000

Funding Sources	2025	Total
Bond Proceeds	1,219,970	1,219,970
Special Assessments	350,030	350,030
Total	1,570,000	1,570,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MAIR 25-04
Project Name Airport Fuel Tank Replacement(Jet Fuel) & Pump Rpl

Total Project Cost \$500,000 Department Municipal Airport
Type Equipment Category Equipment
Status Active

Expenditures	2025	Total
Furniture/Fixtures/Equipment	500,000	500,000
Total	500,000	500,000

Funding Sources	2025	Total
State Grant	350,000	350,000
Capital Improvement Fund	150,000	150,000
Total	500,000	500,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PWF 25-04
Project Name Airport Mtce Exterior Lighting

Total Project Cost	\$38,123	Department	Municipal Airport
Type	Maintenance	Category	Buildings
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Competitive grant request for terminal building improvements anticipated in 2023-2024. Airport Mtce Exterior Lighting.

Expenditures	2025	Total
Construction/Improvements	38,123	38,123
Total	38,123	38,123

Funding Sources	2025	Total
Building Improvement Fund	38,123	38,123
Total	38,123	38,123

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PWF 25-02
Project Name Airport Mtce HVAC -Pilots Lounge & Office

Total Project Cost	\$15,600	Department	Municipal Airport
Type	Improvement	Category	Buildings
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Competitive grant request for terminal building improvements anticipated in 2023-2024. Airport Mtce HVAC -Pilots Lounge & Office.

Expenditures	2025	Total
Construction/Improvements	15,600	15,600
Total	15,600	15,600

Funding Sources	2025	Total
Building Improvement Fund	15,600	15,600
Total	15,600	15,600

Capital Improvement Plan

Moorhead, Minnesota

Project # IT Firewall
 Project Name Annual Firewall Replacements

Total Project Cost \$35,500 Department Information Technology
 Type Equipment Category Technology
 Priority n/a Status Active

Description

2025: Airport, WW, VG Clubhouse
 2026: None
 2028: Emergency Operations Portable
 2029: Traffic Cabinet, Hazmat

Justification

Annual Firewall replacements.

Expenditures	2025	Total	Future
Electronic Equipment	6,500	6,500	29,000
Total	6,500	6,500	

Funding Sources	2025	Total	Future
Information Technology Fund	6,500	6,500	29,000
Total	6,500	6,500	

Capital Improvement Plan

Moorhead, Minnesota

Project # PDRW - Annual
 Project Name Annual Radio/Weapons replacements

Total Project Cost \$1,200,000 Department Police Department
 Type Equipment Category Equipment
 Priority n/a Status Active

Description

Annual Radio/Weapons replacements

Prior	Expenditures	2025	Total	Future
200,000	Other	200,000	200,000	800,000
	Total	200,000	200,000	

Prior	Funding Sources	2025	Total	Future
200,000	Radio/Weapon Fund	200,000	200,000	800,000
	Total	200,000	200,000	

Capital Improvement Plan

Moorhead, Minnesota

Project # IT Switch
 Project Name Annual Switch Replacements

Total Project Cost \$161,400 Department Information Technology
 Type Equipment Category Technology
 Priority n/a Status Active
 Useful Life 10 years

Description

2025: VG Clubhouse, EOC 1, 2, 3, & 4, HJ 1 & 2, MSUM, PWF, 12 at LEC
 2026 - None
 2027 - LEC Server Room 1 & 2, HJ AV.
 2028 - EOC, IT Ops, Pool, CH Basement, Engineering, Compost, PPW.
 2029 - WW, IT 1st, FS2, RRC, JPWF, FS1, LEC Parking 1 & 2, Impound, Hazmat

Justification

Annual switch replacements.

Prior	Expenditures	2025	Total	Future
29,000	Electronic Equipment	47,300	47,300	85,100
	Total	47,300	47,300	

Prior	Funding Sources	2025	Total	Future
29,000	Information Technology Fund	47,300	47,300	85,100
	Total	47,300	47,300	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # IT Wireless AP
Project Name Annual Wireless Access Point Replacements

Total Project Cost \$48,800 Department Information Technology
Type Equipment Category Technology
Priority n/a Status Active

Description

2025: LEC

Justification

Annual wireless access point replacements.

Expenditures	2025	Total	Future
Electronic Equipment	22,400	22,400	26,400
Total	22,400	22,400	

Funding Sources	2025	Total	Future
Information Technology Fund	22,400	22,400	26,400
Total	22,400	22,400	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 00-03

Project Name Asphalt

Total Project Cost \$80,000

Type Maintenance

Priority n/a

Department Golf Courses

Category Infrastructure

Status Active

Description

Asphalt Around Maintenance Shop and on the Golf Course Cart Paths

Prior	Expenditures	2025	Total	Future
20,000	Construction/Improvements	20,000	20,000	40,000
	Total	20,000	20,000	

Prior	Funding Sources	2025	Total	Future
20,000	Golf Course Fund	20,000	20,000	40,000
	Total	20,000	20,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # JPWF 25-01
Project Name Asphalt Paving at Joint Public Works Facility

Total Project Cost	\$22,000	Department	Facilities
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

Total project costs \$100,000 - City share 22%

Expenditures	2025	Total
Construction/Improvements	22,000	22,000
Total	22,000	22,000

Funding Sources	2025	Total
Capital Improvement Fund	22,000	22,000
Total	22,000	22,000

Capital Improvement Plan

Moorhead, Minnesota

Project # PD 22-01
 Project Name Bodyworn Cameras (50)

Total Project Cost	\$600,000	Department	Police Department
Type	Equipment	Category	Equipment
Priority	n/a	Status	Active
Useful Life	5 years		

Description

For over twenty years the Moorhead Police Department has recognized the increased value of capturing video from their police vehicle recorders. As a result of the continued improvements and availability of body worn camera technology, police departments nationwide have been providing these tools that capture video and audio evidence from the perspective of the mobile officer. Through countless significant events the expectations for officers to be equipped with this technology continues to grow. The implementation of such a project is not only in the original cost of the equipment and data storage, but also with the significant burden managing the additional data as it relates to privacy laws and redaction requirements associated with Minnesota Data Practice laws. This project implementation plan includes a 5 year maintenance/replacement agreement, data storage, voice conversation transcription, and redaction computer software in the quantity to equip all officers. An additional support staff person will need to be considered separately.

Prior	Expenditures	2025	Total	Future
400,000	Electronic Equipment	100,000	100,000	100,000
	Total	100,000	100,000	

Prior	Funding Sources	2025	Total	Future
400,000	Radio/Weapon Fund	100,000	100,000	100,000
	Total	100,000	100,000	

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-02-01
 Project Name Center Avenue Improvements

Total Project Cost	\$3,000,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will consist of a reconstruction of the Center Avenue street section between 8th and 10th St with other pedestrian, landscaping and pedestrian improvements. Center Avenue is functionally classified as a Minor Arterial roadway.

Expenditures	2025	Total
Construction/Improvements	3,000,000	3,000,000
Total	3,000,000	3,000,000

Funding Sources	2025	Total
Municipal State Aid (MSA) Construction	2,095,000	2,095,000
MnDOT	905,000	905,000
Total	3,000,000	3,000,000

Capital Improvement Plan

Moorhead, Minnesota

Project # IT 25-07
Project Name Email Security Filter

Total Project Cost \$25,000 Department Information Technology
Type Software Category Technology
Priority 2 High Status Active

Description

Enhanced security email filter.

Justification

The Microsoft 365 G3 level email security has been allowing phishing emails through to end users, making us vulnerable to a cybersecurity incident. Price based off listed Mimecast price through Insight for \$50 per user per year for 325 users plus cushion. More options are being quoted and explored.

Expenditures	2025	Total
Electronic Equipment	25,000	25,000
Total	25,000	25,000

Funding Sources	2025	Total
Capital Improvement Fund	25,000	25,000
Total	25,000	25,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # IT 25-01
Project Name Environmental Monitor for LEC

Total Project Cost \$10,000 Department Information Technology
Type Equipment Category Technology
Priority n/a Status Active

Description

KVM - Location: LEC - Environmental monitors that monitor temperature and other environmental factors.

Expenditures	2025	Total
Electronic Equipment	10,000	10,000
Total	10,000	10,000

Funding Sources	2025	Total
Information Technology Fund	10,000	10,000
Total	10,000	10,000

Capital Improvement Plan

Moorhead, Minnesota

Project # IT 25-02
 Project Name Environmental Monitor for PPW

Total Project Cost	\$7,500	Department	Information Technology
Type	Equipment	Category	Technology
Priority	n/a	Status	Active

Description

KVM - Location: PPW - Environmental monitors that monitor temperature and other environmental factors.

Justification

These monitors have saved equipment on numerous occasions during power outages.

Expenditures	2025	Total
Electronic Equipment	7,500	7,500
Total	7,500	7,500

Funding Sources	2025	Total
Information Technology Fund	7,500	7,500
Total	7,500	7,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # WWT 25-02
Project Name Equalization Basin Rehab

Total Project Cost \$861,000 Department Wastewater
Type Improvement Category Infrastructure
Status Active

Description

Concrete rehabilitation of Equalization Basin.

Justification

Excessive concrete corrosion and exposed rebar on interior of tank.

Expenditures	2025	Total
Construction/Improvements	861,000	861,000
Total	861,000	861,000

Funding Sources	2025	Total
Wastewater Fund	861,000	861,000
Total	861,000	861,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MT 25-02
Project Name Facility Improvements (1/3 Mhd Cost) (2025-2026)

Total Project Cost	\$40,533	Department	Mass Transit
Type	Transit	Category	Equipment
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Facility Improvements (1/3 Mhd Cost) MTG needs detailed list

Expenditures	2025	Total	Future
Heavy Equipment	38,333	38,333	2,200
Total	38,333	38,333	

Funding Sources	2025	Total	Future
Federal Grant	30,666	30,666	2,200
Capital Improvement Fund	7,667	7,667	
Total	38,333	38,333	

Capital Improvement Plan

Moorhead, Minnesota

Project # PW 00-01
 Project Name F, F & E

Total Project Cost	\$1,193,000	Department	Facilities
Type	Unassigned	Category	Buildings
Priority	n/a	Status	Active

Description

F, F & E - Includes funding of workstations for new FTE's.

Justification

2023: \$80,000 for gift shop carpet (Holly)

Prior	Expenditures	2025	Total	Future
568,000	Furniture/Fixtures/Equipment	125,000	125,000	500,000
	Total	125,000	125,000	

Prior	Funding Sources	2025	Total	Future
568,000	Capital Improvement Fund	125,000	125,000	500,000
	Total	125,000	125,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PD 25-02
Project Name Flock Camera Project

Total Project Cost \$31,800 Department Police Department
Type Equipment Category Technology
Status Active

Description

ALP Cameras for 8 stationary locations.

Justification

Increase solv-ability to crimes and investigations efficiency.

Expenditures	2025	Total
Electronic Equipment	31,800	31,800
Total	31,800	31,800

Funding Sources	2025	Total
Capital Improvement Fund	31,800	31,800
Total	31,800	31,800

Capital Improvement Plan

Moorhead, Minnesota

Project # STWT 22-01
 Project Name Flood Mitigation Improvements Local Cost

Total Project Cost	\$1,200,000	Department	Stormwater
Type	Maintenance	Category	Infrastructure
Priority	n/a	Status	Active
Useful Life	20 years		

Description

Acquire at-risk flood property and construct various flood mitigation infrastructure projects.

Justification

Flood mitigation improvements included in the City's Revised Flood Mitigation Plan, adopted by the City Council in 2018, are primarily funded with DNR Flood Damage Reduction (FDR) grant funds. The magnitude and frequency of grant funding has been significantly reduced in recent years. An allocation of local funding is recommended to: 1) pay for costs that are determined to be grant ineligible; 2) provide a small amount of funding, when combined with available grant funds, that allows completion of an acquisition or project without waiting for the next grant allocation (which can be up to 2 years); and 3) continue appraisals, project development, and project design between grant awards in order to expeditiously encumber grant funds when they become available.

Prior	Expenditures	2025	Total	Future
450,000	Construction/Improvements	150,000	150,000	600,000
	Total	150,000	150,000	

Prior	Funding Sources	2025	Total	Future
450,000	Storm Sewer Fund	150,000	150,000	600,000
	Total	150,000	150,000	

Budget Impact

Proposed funds have been incorporated into the long-term, 10-year budget forecast for the Stormwater Utility.

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 00-01
Project Name Greens Cover Replacement

Total Project Cost \$74,000 Department Golf Courses
Type Maintenance Category Parks
Priority n/a Status Active

Description

Annual greens covers replacements

Prior	Expenditures	2025	Total	Future
34,000	Construction/Improvements	8,000	8,000	32,000
	Total	8,000	8,000	

Prior	Funding Sources	2025	Total	Future
34,000	Golf Course Fund	8,000	8,000	32,000
	Total	8,000	8,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDMT 00-01
Project Name Greens Cover Replacement

Total Project Cost \$88,000 Department Golf Courses
Type Maintenance Category Parks
Priority n/a Status Active

Description

Greens Cover Replacement

Prior	Expenditures	2025	Total	Future
38,000	Construction/Improvements	10,000	10,000	40,000
	Total	10,000	10,000	

Prior	Funding Sources	2025	Total	Future
38,000	Golf Course Fund	10,000	10,000	40,000
	Total	10,000	10,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # IT 25-05
Project Name Hjemkomst security cameras

Total Project Cost \$82,579 Department Information Technology
Type Unassigned Category Technology
Priority 1 Critical Status Active

Description

Security cameras at Hjemkomst. Potential grant funding of \$20,000.

Expenditures	2025	Total
Electronic Equipment	82,579	82,579
Total	82,579	82,579

Funding Sources	2025	Total
State Grant	62,579	62,579
Capital Improvement Fund	20,000	20,000
Total	82,579	82,579

Capital Improvement Plan

Moorhead, Minnesota

Project # PDRW 25-02
 Project Name Marksman Rifles (5)

Total Project Cost	\$18,000	Department	Police Department
Type	Equipment	Category	Equipment
Status	Active		

Description

Designated (5) Marksman Rifles for shift checkout that have enhanced optics for perimeters.

Justification

Community Safety for enhanced weaponry on critical scenes.

Expenditures	2025	Total
Furniture/Fixtures/Equipment	18,000	18,000
Total	18,000	18,000

Funding Sources	2025	Total
Radio/Weapon Fund	18,000	18,000
Total	18,000	18,000

Capital Improvement Plan

Moorhead, Minnesota

Project # MT RESV
 Project Name Mass Transit Reserve

Total Project Cost \$-114,456 Department Mass Transit
 Type Transit Category Equipment
 Priority n/a Status Active

Description

Flat funding level of \$150,000 to Mass Transit from Capital Improvement Fund will create increase and decrease in Mass Transit Reserves over time. The reserves will be used to fund buses when needed and keep budget constant.

Justification

The use of the reserve account will allow for level annual expenditure to Mass Transit.

Prior	Expenditures	2025	Total	Future
209,535	Transit	99,916	99,916	-423,907
	Total	99,916	99,916	

Prior	Funding Sources	2025	Total	Future
209,535	Capital Improvement Fund	99,916	99,916	-423,907
	Total	99,916	99,916	

Budget Impact

Level annual appropriation to Mass Transit.

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PARK 25-05
Project Name Matson - Grandstand

Total Project Cost \$130,000 Department Parks and Recreation
Type Improvement Category Parks
Status Active

Description

Matson - Grandstand (finish project)

Expenditures	2025	Total
Construction/Improvements	130,000	130,000
Total	130,000	130,000

Funding Sources	2025	Total
Capital Improvement Fund	130,000	130,000
Total	130,000	130,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-05
Project Name MCM Redevelopment Phase 2

Total Project Cost \$12,500,000 Department Engineering
Type Improvement Category Infrastructure
Status Active

Description

Phase 2 of the Moorhead Center Mall area redevelopment. This is fully assessed.

Expenditures	2025	Total
Construction/Improvements	12,500,000	12,500,000
Total	12,500,000	12,500,000

Funding Sources	2025	Total
Special Assessments	12,500,000	12,500,000
Total	12,500,000	12,500,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-07
Project Name MCM Redevelopment-Street Light & Utility Improv

Total Project Cost \$550,000 Department Engineering
Type Improvement Category Infrastructure
Status Active

Description

New lights required to support the redevelopment

Expenditures	2025	Total
Construction/Improvements	550,000	550,000
Total	550,000	550,000

Funding Sources	2025	Total
Street Light Fund	550,000	550,000
Total	550,000	550,000

Capital Improvement Plan

Moorhead, Minnesota

Project # CONCRETE
 Project Name Miscellaneous Concrete Improvements

Total Project Cost \$750,000 Department Engineering
 Type Improvement Category Infrastructure
 Priority n/a Status Active

Description

This project includes miscellaneous repairs and/or modifications to concrete curb & gutter, sidewalks and driveway approaches within the City right-of-way that are requested by property owners by petition as allowed under Minnesota Statutes, Chapter 429. These repairs and/or modifications are usually constructed independently from any other repairs or from any other City projects, although they could be combined together or completed through some other City project.

Prior	Expenditures	2025	Total	Future
550,000	Construction/Improvements	40,000	40,000	160,000
	Total	40,000	40,000	

Prior	Funding Sources	2025	Total	Future
550,000	Bond Proceeds	20,000	20,000	160,000
	Special Assessments	20,000	20,000	
	Total	40,000	40,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MT 25-04
Project Name MTG Fac Equip - Press & Pressure Washer (Joint)

Total Project Cost \$10,000 Department Mass Transit
Type Equipment Category Equipment
Status Active

Description

Replace equipment at the Metro Transit Garage (Joint with Fargo using Federal FY2024 Section 5339 80%). \$30,000 x 1/3 Moorhead = \$10,000 x 20% Local Match

Justification

Press is over 30 years old and Pressure Washer has exceeded its expected life of 5 years.

Expenditures	2025	Total
Furniture/Fixtures/Equipment	10,000	10,000
Total	10,000	10,000

Funding Sources	2025	Total
Federal Grant	8,000	8,000
Capital Improvement Fund	2,000	2,000
Total	10,000	10,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # NRC 25-01
Project Name Northeast NRC Security Enhancements

Total Project Cost \$60,000 Department Parks and Recreation
Type Improvement Category Technology
Status Active

Description

NRC Security Enhancements - Phase 2

Expenditures	2025	Total
Electronic Equipment	60,000	60,000
Total	60,000	60,000

Funding Sources	2025	Total
Capital Improvement Fund	60,000	60,000
Total	60,000	60,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # NRC 00-01
Project Name NRC Facility Repairs - Exterior

Total Project Cost \$518,631 Department Parks and Recreation
Type Improvement Category Buildings
Priority 10 -- Status Active

Description

Spread out over 7 parks with 2 parks in each year (\$30,000 each)

Prior	Expenditures	2025	Total	Future
88,631	Construction/Improvements	30,000	30,000	400,000
	Total	30,000	30,000	

Prior	Funding Sources	2025	Total	Future
88,631	Building Improvement Fund	30,000	30,000	400,000
	Total	30,000	30,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # STWT 25-03
Project Name Off-site Treatment Credit Improvements

Total Project Cost \$800,000 Department Stormwater
Type Improvement Category Infrastructure
Status Active

Description

Create new pond in Belsley swale to generate mitigation credits.

Justification

Project will provide treatment credits for public and private sites that cannot comply with MPCA permit requirements. Credits will be sold to recover the cost of the project.

Expenditures	2025	Total
Construction/Improvements	800,000	800,000
Total	800,000	800,000

Funding Sources	2025	Total
Storm Sewer Fund	800,000	800,000
Total	800,000	800,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MT 25-03
Project Name Para Replaces Unit #7191

Total Project Cost	\$225,000	Department	Mass Transit
Type	Vehicle	Category	Equipment
Priority	n/a	Status	Active
Useful Life	5 years		

Description

Para Replaces Unit #7191

Expenditures	2025	Total
Vehicles	225,000	225,000
Total	225,000	225,000

Funding Sources	2025	Total
Federal Grant	191,250	191,250
Capital Improvement Fund	33,750	33,750
Total	225,000	225,000

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 00-01
 Project Name Park Amenities

Total Project Cost \$2,700,000 Department Parks and Recreation
 Type Improvement Category Parks
 Priority n/a Status Active

Description

Park Amenities

Prior	Expenditures	2025	Total	Future
1,225,000	Construction/Improvements	275,000	275,000	1,200,000
	Total	275,000	275,000	

Prior	Funding Sources	2025	Total	Future
1,225,000	Capital Improvement Fund	275,000	275,000	1,200,000
	Total	275,000	275,000	

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 20-02
 Project Name PD Patrol 18

Total Project Cost	\$62,000	Department	Police Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Replace Police Patrol 18

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

Capital Improvement Plan

Moorhead, Minnesota

Project # PWF 00-01
 Project Name Playground Replacement Fund

Total Project Cost	\$1,065,000	Department	Parks and Recreation
Type	Improvement	Category	Parks
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Playground Replacement Fund

Prior	Expenditures	2025	Total	Future
265,000	Construction/Improvements	200,000	200,000	600,000
	Total	200,000	200,000	

Prior	Funding Sources	2025	Total	Future
265,000	Capital Improvement Fund	200,000	200,000	600,000
	Total	200,000	200,000	

Capital Improvement Plan

Moorhead, Minnesota

Project # PDIN 19-01
 Project Name Police Invest 41

Total Project Cost	\$62,000	Department	Police Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

SUV - type TBD Ordered Nelson Auto

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDRW 25-01
Project Name Portable Radio Replacements - Fire

Total Project Cost \$225,000 Department Police Department
Type Equipment Category Equipment
Status Active

Expenditures	2025	Total
Furniture/Fixtures/Equipment	225,000	225,000
Total	225,000	225,000

Funding Sources	2025	Total
Radio/Weapon Fund	225,000	225,000
Total	225,000	225,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # IT PDU
Project Name Power Distribution Units Replacements

Total Project Cost \$8,650 Department Information Technology
Type Equipment Category Technology
Priority n/a Status Active

Description

2025: LEC Network Rack 1 & 2, LEC Server Room Rack 1 & 2, HJ, Impound, PWF, Pool, FS1

2026:

2027: FS1 Copier

2028: PPW, RRC, WW, Compost

Justification

Annual replacements

Expenditures

	2025	Total	Future
Electronic Equipment	6,400	6,400	2,250
Total	6,400	6,400	

Funding Sources

	2025	Total	Future
Information Technology Fund	6,400	6,400	2,250
Total	6,400	6,400	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # SANI 25-03
Project Name PW Maintenance Shop Fence - Recycle Center

Total Project Cost \$20,000 Department Sanitation
Type Improvement Category Infrastructure
Status Active

Description

Install new fence to contain debris from recycling center at 15th Ave Public Works Shop

Expenditures	2025	Total
Construction/Improvements	20,000	20,000
Total	20,000	20,000

Funding Sources	2025	Total
Capital Improvement Fund	20,000	20,000
Total	20,000	20,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PARK 25-06
Project Name Renovate Portable Stage (Unit 448)

Total Project Cost \$10,000 Department Parks and Recreation
Type Equipment Category Equipment
Status Active

Description

Renovate Portable Stage (Unit 448)

Expenditures	2025	Total
Construction/Improvements	10,000	10,000
Total	10,000	10,000

Funding Sources	2025	Total
Vehicle Replacement Fund	10,000	10,000
Total	10,000	10,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 25-02
Project Name Repace Unit 611VM Cushman Sprayer

Total Project Cost \$45,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Repape Unit 611VM (2015) Cushman Sprayer DS300

Expenditures	2025	Total
Vehicles	45,000	45,000
Total	45,000	45,000

Funding Sources	2025	Total
Vehicle Replacement Fund	45,000	45,000
Total	45,000	45,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 25-03
Project Name Repace Unit 612VM Cushman Hauler Pro 72

Total Project Cost \$18,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Repac Unit 612VM (2015) Cushman Hauler Pro 72

Expenditures

	2025	Total
Vehicles	18,000	18,000
Total	18,000	18,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	18,000	18,000
Total	18,000	18,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 25-04
Project Name Repace Unit 613VM Cushman Hauler Pro 72

Total Project Cost \$18,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Repacement Unit 613VM (2015) Cushman Hauler Pro 72

Expenditures	2025	Total
Vehicles	18,000	18,000
Total	18,000	18,000

Funding Sources	2025	Total
Vehicle Replacement Fund	18,000	18,000
Total	18,000	18,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # FORS 28-01
Project Name Replace 1997 Franklin Cable Log Skidder (291)

Total Project Cost \$100,000 Department Forestry
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 30 years

Description

1997 Franklin Cable Log Skidder (291)

Expenditures	2025	Total
Vehicles	100,000	100,000
Total	100,000	100,000

Funding Sources	2025	Total
Vehicle Replacement Fund	100,000	100,000
Total	100,000	100,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # FORS 25-06
Project Name Replace 2007 Ford F150 4x4 Full Size (501)

Total Project Cost \$56,600 Department Forestry
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 7 years

Description

2007 Ford F150 4x4 Full Size (501)

Expenditures

	2025	Total
Vehicles	56,600	56,600
Total	56,600	56,600

Funding Sources

	2025	Total
Vehicle Replacement Fund	56,600	56,600
Total	56,600	56,600

Capital Improvement Plan

Moorhead, Minnesota

Project # FORS 25-05
 Project Name Replace 2008 Ford F150 4x4 Ext Quad (500)

Total Project Cost	\$54,500	Department	Forestry
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	7 years		

Description

2008 Ford F150 4x4 Ext Quad (500)

Expenditures	2025	Total
Vehicles	54,500	54,500
Total	54,500	54,500

Funding Sources	2025	Total
Vehicle Replacement Fund	54,500	54,500
Total	54,500	54,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # FORS 25-03
Project Name Replace 2009 Ford F150 1/2 ton Pickup (209)

Total Project Cost	\$54,500	Department	Forestry
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	7 years		

Description

2009 Ford F150 1/2 ton Pickup (209)

Expenditures

	2025	Total
Vehicles	54,500	54,500
Total	54,500	54,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	54,500	54,500
Total	54,500	54,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDWS 25-03
Project Name Replace 2012 EZ Go Cushman Hauler (760)

Total Project Cost \$13,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 7 years

Description

2012 EZ Go Cushman Hauler (760)

Expenditures

	2025	Total
Vehicles	13,000	13,000
Total	13,000	13,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	13,000	13,000
Total	13,000	13,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 27-01
Project Name Replace 2015 GMC Sierra 2500 4WD Reg Cab (254PM)

Total Project Cost	\$55,500	Department	Parks and Recreation
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	12 years		

Description

2015 GMC Sierra 2500 4WD Reg Cab (254PM)

Expenditures

	2025	Total
Vehicles	55,500	55,500
Total	55,500	55,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	55,500	55,500
Total	55,500	55,500

Capital Improvement Plan

Moorhead, Minnesota

Project # IT 25-03
 Project Name Replace Meadows Clubhouse Fiber and Recabling

Total Project Cost	\$80,000	Department	Information Technology
Type	Improvement	Category	Technology
Priority	3 Medium	Status	Active
Useful Life	10 years		

Description

Replace midco connection with fiber connection on the City backbone. Rework of cabling in the clubhouse is needed to accommodate new equipment.

Justification

Increased connectivity and reliability of internet connection. Eliminates Midco costs. Rectifies existing cabling insufficiencies.

Expenditures	2025	Total
Electronic Equipment	80,000	80,000
Total	80,000	80,000

Funding Sources	2025	Total
Capital Improvement Fund	80,000	80,000
Total	80,000	80,000

Capital Improvement Plan

Moorhead, Minnesota

Project # MAIR 25-01
Project Name Replace Rwy 12-30 PAPI units (4-Box)

Total Project Cost \$125,000 Department Municipal Airport
Type Improvement Category Infrastructure
Status Active

Description

Replace Rwy 12-30 PAPI units (4-Box)

Expenditures	2025	Total
Construction/Improvements	125,000	125,000
Total	125,000	125,000

Funding Sources	2025	Total
FAA Federal Grant	112,500	112,500
Capital Improvement Fund	6,250	6,250
State Grant	6,250	6,250
Total	125,000	125,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # FIRE 25-01
Project Name Replace station signage and message board

Total Project Cost	\$20,000	Department	Fire Department
Type	Equipment	Category	Equipment
Priority	n/a	Status	Active
Useful Life	5 years		

Description

Replace station signage and message board

Expenditures	2025	Total
Furniture/Fixtures/Equipment	20,000	20,000
Total	20,000	20,000

Funding Sources	2025	Total
Capital Improvement Fund	20,000	20,000
Total	20,000	20,000

Capital Improvement Plan

Moorhead, Minnesota

Project # ADM 25-01
 Project Name Replace Unit 101AD Chevrolet Traverse AWD

Total Project Cost	\$46,500	Department	Administration
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	7 years		

Description

Replace Unit 101AD (2017) Chevrolet Traverse AWD

Expenditures	2025	Total
Vehicles	46,500	46,500
Total	46,500	46,500

Funding Sources	2025	Total
Vehicle Replacement Fund	46,500	46,500
Total	46,500	46,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ADM 26-01
Project Name Replace Unit 102AD Chevrolet Malibu

Total Project Cost \$46,000 Department Administration
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active

Description

Replace Unit 102AD Chevrolet Malibu

Expenditures	2025	Total
Vehicles	46,000	46,000
Total	46,000	46,000

Funding Sources	2025	Total
Vehicle Replacement Fund	46,000	46,000
Total	46,000	46,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ADM 26-03
Project Name Replace Unit 105AD Chevrolet Malibu (Admin Rental)

Total Project Cost \$46,000 Department Administration
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 7 years

Description

Replace Unit 105AD (2016) Chevrolet Malibu (Admin Rental)

Expenditures	2025	Total
Vehicles	46,000	46,000
Total	46,000	46,000

Funding Sources	2025	Total
Vehicle Replacement Fund	46,000	46,000
Total	46,000	46,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MAIR 25-03
Project Name Replace Unit 161 1999 Tandem/Box/Plow

Total Project Cost \$286,000 Department Municipal Airport
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active

Description

1999 Tandem/Box/Plow (161) International 4900

Expenditures

	2025	Total
Vehicles	286,000	286,000
Total	286,000	286,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	286,000	286,000
Total	286,000	286,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # STRT 25-06
Project Name Replace Unit 212ST Bobcat

Total Project Cost \$38,420 Department Public Works
Type Vehicle Category Vehicles - Replacement
Status Active

Description

Replace Unit 212ST Bobcat

Expenditures	2025	Total
Vehicles	38,420	38,420
Total	38,420	38,420

Funding Sources	2025	Total
Vehicle Replacement Fund	38,420	38,420
Total	38,420	38,420

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-03
Project Name Replace Unit 246 Ford F150 4x2

Total Project Cost \$56,600 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 246 (2007) Ford F150 4x2 Full Size

Expenditures	2025	Total
Vehicles	56,600	56,600
Total	56,600	56,600

Funding Sources	2025	Total
Vehicle Replacement Fund	56,600	56,600
Total	56,600	56,600

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-04
Project Name Replace Unit 247 Ford F150 4x2

Total Project Cost \$56,600 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 247 (2007) Ford F150 4x2 Full Size

Expenditures

	2025	Total
Vehicles	56,600	56,600
Total	56,600	56,600

Funding Sources

	2025	Total
Vehicle Replacement Fund	56,600	56,600
Total	56,600	56,600

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-05
Project Name Replace Unit 251 2005 GMC Sierra 1500

Total Project Cost \$54,500 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 7 years

Description

(251) 2005 GMC Sierra 1500

Expenditures

	2025	Total
Vehicles	54,500	54,500
Total	54,500	54,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	54,500	54,500
Total	54,500	54,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 25-02
Project Name Replace Unit 26-19 Marked Patrol Car

Total Project Cost	\$62,000	Department	Police Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description
Ford Interceptor SUV

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-09
Project Name Replace Unit 269 (2008) Chemical Sprayer

Total Project Cost \$17,000 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 269 (2008) Chemical Sprayer, River Bend

Expenditures	2025	Total
Vehicles	17,000	17,000
Total	17,000	17,000

Funding Sources	2025	Total
Vehicle Replacement Fund	17,000	17,000
Total	17,000	17,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 25-03
Project Name Replace Unit 27-19 Ford Interceptor SUV

Total Project Cost \$62,000 Department Police Department
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description
Ford Interceptor SUV

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # FORS 25-04
Project Name Replace Unit 284FO Vermeer Brush Chipper

Total Project Cost \$70,000 Department Forestry
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 284FO (2016) Vermeer Brush Chipper

Expenditures

	2025	Total
Vehicles	70,000	70,000
Total	70,000	70,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	70,000	70,000
Total	70,000	70,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # SANI 26-04
Project Name Replace Unit 311 2007 IH Tandem Rear loader

Total Project Cost	\$242,750	Department	Sanitation
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

2007 IH Tandem Rear loader (311), INTL/LOADMASTER 7400

Expenditures

	2025	Total
Vehicles	242,750	242,750
Total	242,750	242,750

Funding Sources

	2025	Total
Vehicle Replacement Fund	242,750	242,750
Total	242,750	242,750

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # SANI 25-02
Project Name Replace Unit 319SA Galbreath Hook Roll-off Truck

Total Project Cost \$206,500 Department Sanitation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active

Description

2015 Galbreath Hook Roll-off Truck (319SA), Galbreath/Frieghtliner U5-HK-200/M2 106

Expenditures	2025	Total
Vehicles	206,500	206,500
Total	206,500	206,500

Funding Sources	2025	Total
Vehicle Replacement Fund	206,500	206,500
Total	206,500	206,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-12
Project Name Replace Unit 3 2007 GMC Sierra 1/2-Ton Pickup

Total Project Cost	\$54,500	Department	Parks and Recreation
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	7 years		

Description

2007 GMC Sierra 1/2-Ton Pickup (3)

Expenditures

	2025	Total
Vehicles	54,500	54,500
Total	54,500	54,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	54,500	54,500
Total	54,500	54,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 25-06
Project Name Replace Unit 39-19 Police Patrol

Total Project Cost	\$62,000	Department	Police Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description
Ford Interceptor SUV

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # STCL 25-01
Project Name Replace Unit 414SS Mechanical Street Sweeper

Total Project Cost \$395,000 Department Public Works
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 5 years

Description

Replace Unit 414SS (2017) Mechanical Street Sweeper

Expenditures	2025	Total
Vehicles	395,000	395,000
Total	395,000	395,000

Funding Sources	2025	Total
Vehicle Replacement Fund	395,000	395,000
Total	395,000	395,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # SIGN 25-01
Project Name Replace Unit 433 Edco Pavement Grinder

Total Project Cost \$50,000 Department Public Works
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 15 years

Description

Replace Unit 433 (2008) Edco Pavement Grinder

Expenditures

	2025	Total
Vehicles	50,000	50,000
Total	50,000	50,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	50,000	50,000
Total	50,000	50,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-18
Project Name Replace Unit 444 (2011) Smithco Infield Groomer

Total Project Cost \$30,000 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 444 (2011) Smithco 43000b Infield Groomer

Expenditures

	2025	Total
Vehicles	30,000	30,000
Total	30,000	30,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	30,000	30,000
Total	30,000	30,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-21
Project Name Replace Unit 494PM-21 Bobcat Toolcat 5610

Total Project Cost \$85,000 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 5 years

Description

Replace Unit 494PM-21 Bobcat Toolcat 5610 (lease)

Expenditures

	2025	Total
Vehicles	85,000	85,000
Total	85,000	85,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	85,000	85,000
Total	85,000	85,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # WWT 25-03
Project Name Replace Unit 517 Case IH Maxxum Loader

Total Project Cost	\$225,900	Department	Wastewater
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	15 years		

Description

Replace Unit 517 (2009) Case IH Maxxum Loader 140/570

Expenditures	2025	Total
Heavy Equipment	225,900	225,900
Total	225,900	225,900

Funding Sources	2025	Total
Vehicle Replacement Fund	225,900	225,900
Total	225,900	225,900

Capital Improvement Plan

Moorhead, Minnesota

Project # STWT 25-01
Project Name Replace Unit 529 Bobcat Compact Trackload

Total Project Cost	\$85,000	Department	Stormwater
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	13 years		

Description

Replace Unit 529 (2013) Bobcat Compact Trackload T630

Expenditures	2025	Total
Vehicles	85,000	85,000
Total	85,000	85,000

Funding Sources	2025	Total
Vehicle Replacement Fund	85,000	85,000
Total	85,000	85,000

Capital Improvement Plan

Moorhead, Minnesota

Project # PDIN 25-01
 Project Name Replace Unit 57-17 Dodge Durango

Total Project Cost	\$62,000	Department	Police Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	7 years		

Description

Replace Unit 57-17 (2017) Dodge Durango Police Detective Unmarked Scheduled replacement of marked, semi-marked, and unmarked police service vehicles. All wheel drive SUV's have continued to prove their importance in our winter climate and regular extreme weather events. They provide sufficient room for increasing quantities of equipment needed to perform duties. Non-patrol vehicles must still blend in with the general public to perform law enforcement tasks, e.g. surveillance-moving and stationary, room for a long gun in the rear portion area and other emergency equipment. Vehicle replacement is delayed as appropriate based on condition and repairs. Ford Motor Company didn't manufacture police vehicles in 2020 citing new model coming out. This has resulted in increased maintenance fees and vehicles overdue for decommissioning.

Justification

Police service vehicles are considered basic, necessary equipment needed for law enforcement and public safety functions. Police service vehicles are limited to what the three major vehicle manufacturers produce. The Utility vehicle has been tested and compared to pursuit rated models and found to be the best for our needs. The Utility was chosen for the following reasons: -Easier to keep emergency first aid equipment at the proper temperature for correct operation (computer, video recorder, and defibrillator). - More room to carry the necessary equipment required to provide emergency services. -Vehicle sits higher for better visibility while driving in city traffic. -Better ergonomics for the patrol officer, reducing workman's compensation claims. -All-wheel drive and higher frame clearance makes it less prone to getting stuck during heavy snow events. -The center console, rear cage area and emergency lights are vehicle specific and we have cost savings through harvesting and reusing parts between decommissioning and replacing new vehicles. -Ford discontinued the police sedan in 2019.

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 25-05
Project Name Replace Unit 61-18 Ford Explorer

Total Project Cost \$62,000 Department Police Department
Type Vehicle Category Vehicles - Replacement
Status Active

Description

Replace Unit 61-18 Ford Explorer

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PDPA 28-04
Project Name Replace Unit 62-18 Ford Explorer

Total Project Cost \$62,000 Department Police Department
Type Unassigned Category Vehicles - Replacement
Priority n/a Status Active

Expenditures	2025	Total
Vehicles	62,000	62,000
Total	62,000	62,000

Funding Sources	2025	Total
Vehicle Replacement Fund	62,000	62,000
Total	62,000	62,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VLG 25-02
Project Name Replace Unit 657VP Cushman Beverage Cart

Total Project Cost \$13,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 657VP (2015) Cushman Beverage Cart

Expenditures

	2025	Total
Vehicles	13,000	13,000
Total	13,000	13,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	13,000	13,000
Total	13,000	13,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VLG 25-07
Project Name Replace Unit 659 EZ Go Cushman Beverage Cart

Total Project Cost \$13,000 Department Golf Courses
Type Equipment Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Expenditures	2025	Total
Vehicles	13,000	13,000
Total	13,000	13,000

Funding Sources	2025	Total
Vehicle Replacement Fund	13,000	13,000
Total	13,000	13,000

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 25-13
 Project Name Replace Unit 660 Aluma Ltd 2 Wheel Trailer

Total Project Cost	\$4,645	Department	Golf Courses
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Replace Unit 660 (2013) Aluma Ltd 2 Wheel Trailer

Expenditures	2025	Total
Vehicles	4,645	4,645
Total	4,645	4,645

Funding Sources	2025	Total
Vehicle Replacement Fund	4,645	4,645
Total	4,645	4,645

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDMT 25-04
Project Name Replace Unit 700 GMC Sierra 1500 1/2 ton

Total Project Cost \$54,500 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 15 years

Description

Replace Unit 700 (2006) GMC Sierra 1500 1/2 ton

Expenditures

	2025	Total
Vehicles	54,500	54,500
Total	54,500	54,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	54,500	54,500
Total	54,500	54,500

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDMT 24-01
Project Name Replace Unit 701 Jacobsen HD Utility Vehicle

Total Project Cost \$47,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 701 (2014) Jacobsen HD Utility Vehicle

Expenditures	2025	Total
Vehicles	47,000	47,000
Total	47,000	47,000

Funding Sources	2025	Total
Vehicle Replacement Fund	47,000	47,000
Total	47,000	47,000

Capital Improvement Plan

Moorhead, Minnesota

Project # MDMT 25-06
Project Name Replace Unit 727 Jacobsen Fairway Mower

Total Project Cost \$100,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 727 (2014) Jacobsen LF-550 Fairway Mower

Expenditures	2025	Total
Vehicles	100,000	100,000
Total	100,000	100,000

Funding Sources	2025	Total
Vehicle Replacement Fund	100,000	100,000
Total	100,000	100,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PMTC 25-11
Project Name Replace Unit 737 1993 Sod Cutter-18in

Total Project Cost \$7,000 Department Parks and Recreation
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active

Description

1993 Sod Cutter-18in (737)

Expenditures

	2025	Total
Vehicles	7,000	7,000
Total	7,000	7,000

Funding Sources

	2025	Total
Vehicle Replacement Fund	7,000	7,000
Total	7,000	7,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDWS 25-02
Project Name Replace Unit 757MP Cushman Beverage Cart

Total Project Cost \$13,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 757MP (2015) Cushman Beverage Cart

Expenditures	2025	Total
Vehicles	13,000	13,000
Total	13,000	13,000

Funding Sources	2025	Total
Vehicle Replacement Fund	13,000	13,000
Total	13,000	13,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ROW 25-04
Project Name Replace Unit 825 Channel Utility Trailer

Total Project Cost \$8,000 Department Right Of Way
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 10 years

Description

Replace Unit 825 (2013) Channel Utility Trailer

Expenditures	2025	Total
Vehicles	8,000	8,000
Total	8,000	8,000

Funding Sources	2025	Total
Vehicle Replacement Fund	8,000	8,000
Total	8,000	8,000

Capital Improvement Plan

Moorhead, Minnesota

Project # FTRN 25-01
 Project Name Replace Unit 900 Ford Explorer 4 Wheel Drive

Total Project Cost	\$46,500	Department	Fire Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Replace Unit 900 (2013) Ford Explorer 4 Wheel Drive

Justification

This vehicle is used by the deputy fire chief.

Expenditures

	2025	Total
Vehicles	46,500	46,500
Total	46,500	46,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	46,500	46,500
Total	46,500	46,500

Capital Improvement Plan

Moorhead, Minnesota

Project # FPRO 25-01
 Project Name Replace Unit 905-13 Ford Taurus Sel AWD

Total Project Cost	\$46,500	Department	Fire Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Replace Unit 905-13 (2013) Ford Taurus Sel AWD

Justification

This is the vehicle used by the fire chief

Expenditures

	2025	Total
Vehicles	46,500	46,500
Total	46,500	46,500

Funding Sources

	2025	Total
Vehicle Replacement Fund	46,500	46,500
Total	46,500	46,500

Capital Improvement Plan

Moorhead, Minnesota

Project # FPRE 25-02
 Project Name Replace Unit 916 Ford F250 4x4 Crew Cab

Total Project Cost	\$55,000	Department	Fire Department
Type	Vehicle	Category	Vehicles - Replacement
Priority	n/a	Status	Active
Useful Life	10 years		

Description

Replace Unit 916 (2013) Ford F250 4x4 Crew Cab a. Replace 916 Ford F250 (Fire Prevention). This is the prevention/investigation vehicle

Justification

This is the prevention/investigation vehicle Kayla Cross uses. It carries our investigation tools and equipment to fire scenes. She also uses it as transportation for inspections and public education.

Expenditures	2025	Total
Vehicles	55,000	55,000
Total	55,000	55,000

Funding Sources	2025	Total
Vehicle Replacement Fund	55,000	55,000
Total	55,000	55,000

Capital Improvement Plan

Moorhead, Minnesota

Project # VLG 25-01
Project Name Replace Yamaha Golf Carts YDRAL1

Total Project Cost \$35,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 13 years

Description

2025 - Replace (14) 2013 Yamaha Golf Carts YDRAL1 1231, 1267, 1272, 1284, 1294 are \$6162 each

Expenditures	2025	Total
Vehicles	35,000	35,000
Total	35,000	35,000

Funding Sources	2025	Total
Vehicle Replacement Fund	35,000	35,000
Total	35,000	35,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # MDWS 25-01
Project Name Replace Yamaha Golf Carts YDRAX3

Total Project Cost \$140,000 Department Golf Courses
Type Vehicle Category Vehicles - Replacement
Priority n/a Status Active
Useful Life 13 years

Description

2025 - Replace (20) 2013 Yamaha Golf Carts YDRAX3 Unit #1200 - \$5143.00 Unit #1235 - \$4973.00 Unit #1236 - \$3297.00 Unit #1281 - \$4804.00 Unit #1237, 1240, 1262, 1263, 1264, 1265, 1274, 1275, 1282, 1283, 1285 1288, 1291, 1292, 1296, 1297 - \$3431.00/each

Expenditures	2025	Total
Vehicles	140,000	140,000
Total	140,000	140,000

Funding Sources	2025	Total
Vehicle Replacement Fund	140,000	140,000
Total	140,000	140,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ROW 25-07
Project Name River Corridor EAB Preparedness

Total Project Cost \$25,000 Department Right Of Way
Category Other Status Active

Description

Support EAB planning through tree inventory, removal, and treatment as needed.

Expenditures

	2025	Total
Other	25,000	25,000
Total	25,000	25,000

Funding Sources

	2025	Total
Right of Way Maintenance Fund	25,000	25,000
Total	25,000	25,000

Capital Improvement Plan

Moorhead, Minnesota

Project # CD RIVER CRRIDR
 Project Name River Corridor Projects

Total Project Cost \$400,000 Department Community Development
 Type Improvement Category Infrastructure
 Priority n/a Status Active

Description

Funds to implement projects along the Red River Corridor, including but not limited to trails, art installations, signage and interpretation, native plantings, safety and lighting, park amenities, furniture, placemaking, and other amenities and maintenance efforts along corridor. Funds are also utilized as grant match for River Corridor projects and initiatives. Additional information is available within the 2014 River Corridor Plan and at www.cityofmoorhead.com/river

Prior	Expenditures	2025	Total	Future
150,000	Construction/Improvements	50,000	50,000	200,000
	Total	50,000	50,000	

Prior	Funding Sources	2025	Total	Future
150,000	Capital Improvement Fund	50,000	50,000	200,000
	Total	50,000	50,000	

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-02
 Project Name River Dr S, 18th Ave S and Elm St S Roadway Improv

Total Project Cost	\$1,050,000	Department	Engineering
Type	Improvement	Category	Infrastructure
Priority	n/a	Status	Active

Description

The proposed project will include a rehabilitation of River Dr S, 18th Ave S, and Elm St S. The new road section will consist of aggregate base and bituminous pavement. This project will also include other street, utility and pedestrian improvements. All roadways in the project area are functionally classified as Local.

Expenditures	2025	Total
Construction/Improvements	1,050,000	1,050,000
Total	1,050,000	1,050,000

Funding Sources	2025	Total
Bond Proceeds	833,000	833,000
Special Assessments	217,000	217,000
Total	1,050,000	1,050,000

Capital Improvement Plan

Moorhead, Minnesota

Project # WWT 23-07
 Project Name Roof Rehab (Multi-year Project)

Total Project Cost	\$815,000	Department	Wastewater
Type	Unassigned	Category	Buildings
Priority	n/a	Status	Active

Description

The project for roof is a multi-year project to fit with in our budget. The project for each year will be to replace roofing in an area of the plant that fits the budgeted amount.

Prior	Expenditures	2025	Total
515,000	Construction/Improvements	300,000	300,000
	Total	300,000	300,000

Prior	Funding Sources	2025	Total
515,000	Wastewater Fund	300,000	300,000
	Total	300,000	300,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # JPWF 25-02
Project Name Roof replacement at Joint Public Works Facility

Total Project Cost	\$108,672	Department	Facilities
Type	Improvement	Category	Buildings
Priority	n/a	Status	Active

Description

Total project costs of \$493,962 - City share 22%

Expenditures	2025	Total
Construction/Improvements	108,672	108,672
Total	108,672	108,672

Funding Sources	2025	Total
Capital Improvement Fund	108,672	108,672
Total	108,672	108,672

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # WWT 25-01
Project Name Sanitary Lift Station #10 & #28 Rehab

Total Project Cost \$797,250 Department Wastewater
Type Improvement Category Infrastructure
Priority n/a Status Active

Description

Sanitary Lift Station #10 & #23 Rehab

Expenditures	2025	Total
Construction/Improvements	797,250	797,250
Total	797,250	797,250

Funding Sources	2025	Total
Wastewater Fund	797,250	797,250
Total	797,250	797,250

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # PD 25-01
Project Name Shield Force New World Software

Total Project Cost \$30,000 Department Police Department
Type Software Category Technology
Status Active

Description

Shield Force for New World access on dept issued cell phones.

Justification

Efficiency to look up information on scene that is already in our Record Management System (Photos, past history/contacts).

Expenditures	2025	Total
Electronic Equipment	30,000	30,000
Total	30,000	30,000

Funding Sources	2025	Total
Capital Improvement Fund	30,000	30,000
Total	30,000	30,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # HHIC 25-03
Project Name South Addition Cooling/Heating Units

Total Project Cost \$40,000 Department Parks and Recreation
Type Equipment Category Equipment
Priority n/a Status Active
Useful Life 10 years

Description

South addition cooling/heating units (could go down / repair offer) Trane

Expenditures

	2025	Total
Furniture/Fixtures/Equipment	40,000	40,000
Total	40,000	40,000

Funding Sources

	2025	Total
Capital Improvement Fund	40,000	40,000
Total	40,000	40,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # STWT 25-02
Project Name Storm Lift #12 Rehabilitation

Total Project Cost	\$350,000	Department	Stormwater
Type	Maintenance	Category	Infrastructure
Priority	n/a	Status	Active
Useful Life	20 years		

Description

Storm Lift #12 Rehabilitation Evergreen Meadows per asset management plan

Expenditures	2025	Total
Construction/Improvements	350,000	350,000
Total	350,000	350,000

Funding Sources	2025	Total
Storm Sewer Fund	350,000	350,000
Total	350,000	350,000

Capital Improvement Plan

Moorhead, Minnesota

Project # MT 25-01
Project Name TDP Consultant (5 year)

Total Project Cost	\$6,667	Department	Mass Transit
Type	Transit	Category	Technology
Priority	n/a	Status	Active
Useful Life	5 years		

Description

Transit Development Plan for 2026-2030. Federally required. 20% local match (Joint with Fargo)

Expenditures	2025	Total
Other	6,667	6,667
Total	6,667	6,667

Funding Sources	2025	Total
Capital Improvement Fund	6,667	6,667
Total	6,667	6,667

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # VGMT 00-02
Project Name Trees/landscaping

Total Project Cost \$20,000 Department Golf Courses
Type Improvement Category Parks
Priority n/a Status Active

Description

Trees

Prior	Expenditures	2025	Total	Future
5,000	Other	5,000	5,000	10,000
	Total	5,000	5,000	

Prior	Funding Sources	2025	Total	Future
5,000	Golf Course Fund	5,000	5,000	10,000
	Total	5,000	5,000	

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # ENGR 25-01
Project Name Trimble SX12 Scanning Total Station & Accessories

Total Project Cost \$80,000 Department Engineering
Type Equipment Category Equipment
Status Active

Description

Trimble SX12 Scanning Total Station and accessories

Expenditures	2025	Total
Furniture/Fixtures/Equipment	80,000	80,000
Total	80,000	80,000

Funding Sources	2025	Total
Capital Improvement Fund	80,000	80,000
Total	80,000	80,000

Capital Improvement Plan

Moorhead, Minnesota

Project # PWF 25-10
 Project Name Upgrade to Ice Tower System at HHIC

Total Project Cost	\$600,000	Department	Parks and Recreation
Type	Equipment	Category	Equipment
Priority	n/a	Status	Active

Description

This is the 3rd time we have had to replace a leaky coil on this unit (design issue). Trane is recommending that we convert to an Ice plant for our chilling. There are currently substantial energy rebates for this type of unit. Moorhead Schools currently has a Trane ice plant at Dorothy Dodd. Jeremy w/Trane presented to City Hjemkomst, Finance and Facility Staff along with an MPS representative on this option.

Expenditures	2025	Total
Furniture/Fixtures/Equipment	600,000	600,000
Total	600,000	600,000

Funding Sources	2025	Total
Building Improvement Fund	358,000	358,000
Federal Tax Credits	180,000	180,000
Moorhead Public Service Rebate	62,000	62,000
Total	600,000	600,000

2025 thru 2025

Capital Improvement Plan

Moorhead, Minnesota

Project # IT UPS
 Project Name UPS Unit Replacements

Total Project Cost \$56,250 Department Information Technology
 Type Equipment Category Technology
 Priority n/a Status Active

Description

2025: HJ, Impound, PWF, JPWF, LEC Blue, LEC Red, LEC Server Room, Sirens PC, WW Digester Cabinet, WW OAS Cabinet

2026: PPW, WW, Compost

2027: Meadows Clubhouse, FS1, Pool, IT Workbench, IT 2nd floor

2028: FS2, Sanitation Garage, VG Maint Shop

2029: Meadows Maint Shop, FS1, Riverview NRC, Ridgewood NRC

Justification

Annual replacements

Expenditures	2025	Total	Future
Electronic Equipment	34,500	34,500	21,750
Total	34,500	34,500	

Funding Sources	2025	Total	Future
Information Technology Fund	34,500	34,500	21,750
Total	34,500	34,500	

Capital Improvement Plan

Moorhead, Minnesota

Project # ENG 25-01
Project Name Village Green Boulevard Roadway Improvements

Total Project Cost \$1,890,000 Department Engineering
Type Improvement Category Infrastructure
Priority n/a Status Active

Description

The proposed project will include a mill and overlay of Village Green Boulevard from 20th St S to 28th St S. Since this will be a mill & overlay and minimally invasive, there will be limited underground utility work going on in conjunction with this project. It is also proposed to rehab or resurface the adjacent bike/pedestrian path on the north side of the street as well as other pedestrian improvements. This roadway is functionally classified as a Minor Arterial.

Expenditures	2025	Total
Construction/Improvements	1,890,000	1,890,000
Total	1,890,000	1,890,000

Funding Sources	2025	Total
Bond Proceeds	1,484,338	1,484,338
Special Assessments	405,662	405,662
Total	1,890,000	1,890,000

CAPITAL IMPROVEMENT PLAN

2024-2028



PROJECT FUNDING GUIDELINES

PROJECT TYPE	% OF CITY FUNDS - 2024	% OF CITY FUNDS - 2022	CHANGE
Neighborhood Overlay	50%	0%	+50%
Local Reconstruction	70%	40%	+30%
Regional Reconstruction	30%	20%	+10%
Sidewalk Gap Projects	0%	0%	-
Green Field Development	0%	0%	-
Rehabilitation	100%	100%	-
Buildings/Facilities	100%	100%	-

- After applying % of City Funds, remaining project costs will be funded with special assessments, grants, and/or other sources.
- To reduce specials, City will seek grants or outside funding through eligible programs.
- This funding baseline follows the City's Guiding Principles, adopted in Fall 2021.

Commission Guiding Principles on Financial Policy for City Infrastructure and buildings.

1. Reduce the use of Special Assessments as a funding source of City Infrastructure.
2. Seek the lowest-cost Long-Term capital through the issuance of loans, bonds and other debt instruments when available.
3. Utilize the Capital Improvement Sales tax proceeds responsibly to fund projects as set forth in the Commission approved Capital Improvement Plan.

Staff will assure all city policies/financial decisions are consistent with the approved guiding principles.

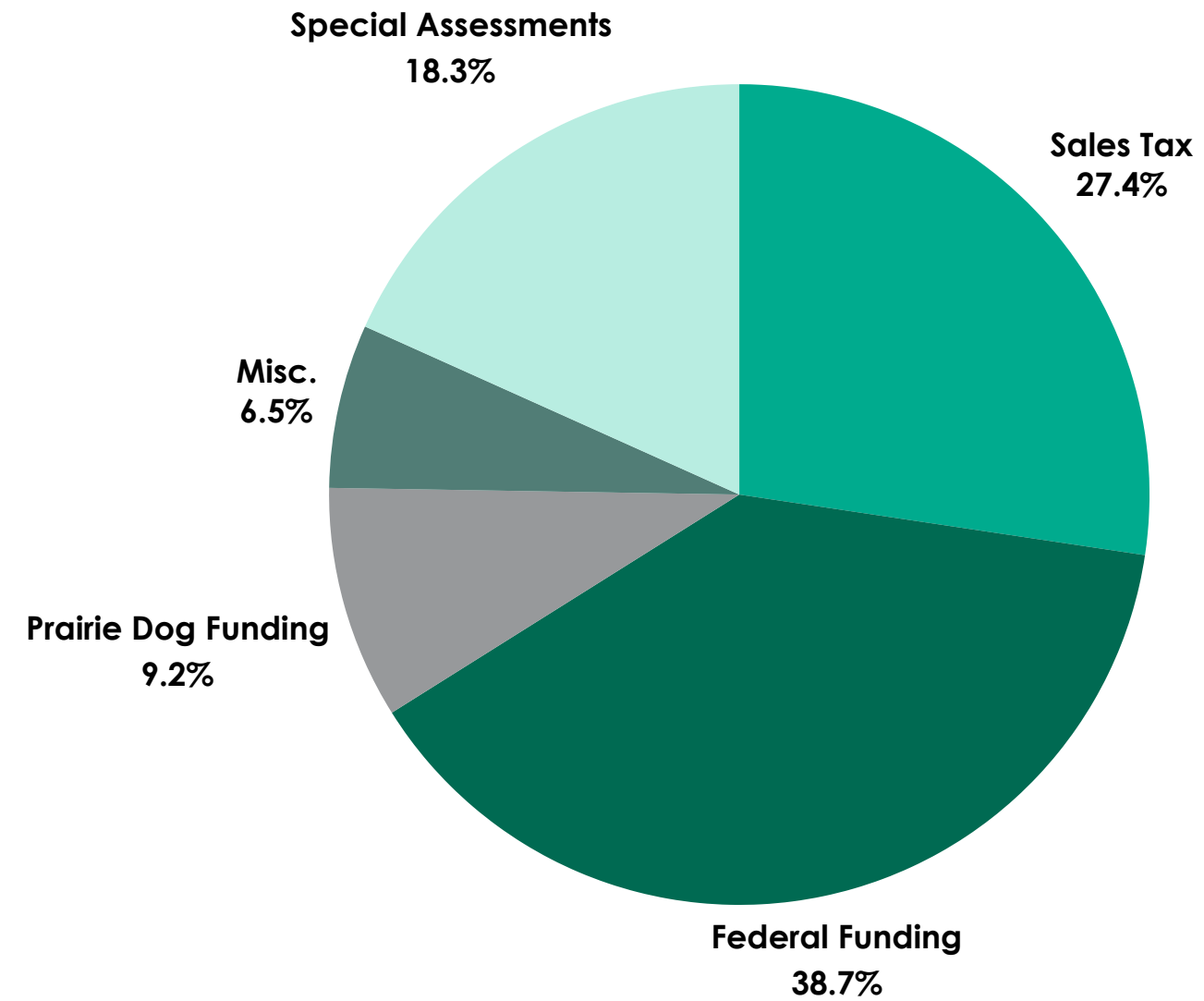
FUNDING USES 2024-2028

Uses	Total	Percentage
CIP - Infrastructure	\$203,364,944	83.94%
CIP - Public Works	\$17,235,000	7.11%
CIP - Buldings	\$9,350,000	3.86%
CIP - IT	\$1,531,500	0.63%
CIP - Planning/ED	\$1,170,000	0.48%
Go Bond Payment	\$960,000	0.40%
CIP - Library	\$150,000	0.06%
Misc.	\$8,500,000	3.51%
Total	\$242,261,444	100%

- Infrastructure includes Transportation, Street, Sewer, and Water Projects led by the City's Engineering Department.
- Public Works includes Street, Sewer, and Water Projects led by the City's Public Works Department
- Building Projects include 2024 New City Hall Fit Up and future upgrades to Public Works Facilities
- IT Projects include software, hardware, and security updates to City Buildings and/or infrastructure
- Planning/Economic Development includes capital projects in West Fargo's Downtown District
- Final Payment of 2009 General Obligation Bond
- Library includes facility improvements at the West Fargo Public Library
- Funds includes for miscellaneous, unforeseen projects

FUNDING SOURCES 2024-2028

Sources	Total	Percentage
Sales Tax	\$62,589,077	27.36%
Federal Funding	\$88,579,590	38.72%
State Funding (Prairie Dog)	\$21,000,000	9.18%
Special Assessments	\$41,826,900	18.28%
Misc. Funding	\$14,771,000	6.46%
Total	\$228,766,567	100%



- Special Assessment Use has decreased from 27.44% in 2022 CIP to 18.28% in 2024 CIP.
- Capital Improvement Sales Tax is used for all projects, less \$150,000 in Economic Development Sales Tax used.
- The 2022 CIP allocated appx. \$27.5 million of water and sewer funds for capital projects, assuming an increase in utility rates. There has not been an increase, so those funds are not available for capital projects and are not included in the 2024 CIP.
- Federal and State Funding is potential based on availability and application. Prairie Dog funding is dependent on the amount of collected Oil & Gas Extraction Tax.

5 Year Funding Overview

SOURCES	2024	2025	2026	2027	2028	Total	% of Total
Sales Tax	\$ 11,400,000	\$ 12,006,000	\$ 13,023,240	\$ 12,823,450	\$ 13,336,388	\$ 62,589,078	27.36%
<i>Economic Development Sales Tax</i>	\$ -	\$ 150,000	\$ 693,000	\$ -	\$ -	\$ 843,000	
<i>Infrastructure Sales Tax</i>	\$ 11,400,000	\$ 11,856,000	\$ 12,330,240	\$ 12,823,450	\$ 13,336,388	\$ 61,746,078	
Other Funding Sources (Grants/Bonds, etc.)	\$ 5,564,490	\$ 13,271,600	\$ 63,995,000	\$ 31,050,000	\$ 10,469,500	\$ 124,350,590	54.36%
<i>Federal</i>	\$ 5,043,490	\$ 2,771,600	\$ 49,745,000	\$ 20,550,000	\$ 10,469,500	\$ 88,579,590	
<i>State</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<i>Prairie Dog Funds</i>	\$ -	\$ 10,500,000	\$ -	\$ 10,500,000	\$ -	\$ 21,000,000	
<i>Misc. Funding Sources</i>	\$ 521,000	\$ -	\$ 14,250,000	\$ -	\$ -	\$ 14,771,000	
Special Assessments	\$ 350,000	\$ 2,742,500	\$ 9,243,150	\$ 9,584,000	\$ 19,907,250	\$ 41,826,900	18.28%
TOTAL SOURCES	\$ 17,314,490	\$ 28,020,100	\$ 86,261,390	\$ 53,457,450	\$ 43,713,138	\$ 228,766,568	100.00%

USES	2024	2025	2026	2027	2028	Total	% of Total
CIP - Infrastructure	\$ 13,690,944	\$ 15,588,500	\$ 86,037,500	\$ 47,311,000	\$ 40,737,000	\$ 203,364,944	83.94%
CIP - Public Works	\$ 3,520,000	\$ 3,397,500	\$ 4,560,000	\$ 3,107,500	\$ 2,650,000	\$ 17,235,000	7.11%
CIP - Buildings	\$ 850,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ 9,350,000	3.86%
CIP - IT	\$ -	\$ 781,500	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,531,500	0.63%
CIP - Library	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	0.06%
CIP - Planning/ED	\$ 300,000	\$ 300,000	\$ 10,000	\$ 40,000	\$ 520,000	\$ 1,170,000	0.48%
GO Bond Payment - Fund 3368	\$ 960,000	\$ -	\$ -	\$ -	\$ -	\$ 960,000	0.40%
Misc. Unforseen Projects	\$ 500,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 8,500,000	3.51%
TOTAL USES	\$ 19,820,944	\$ 30,717,500	\$ 92,857,500	\$ 52,708,500	\$ 46,157,000	\$ 242,261,444	100.00%

Net Surplus/(Deficit)	(\$2,506,454)	(\$2,697,400)	(\$6,596,110)	\$748,950	(\$2,443,862)	(\$13,494,876)
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Capital Improvement Sales Tax Beginning Balance	\$ 25,000,000	\$ 22,493,546	\$ 19,796,146	\$ 13,200,036	\$ 13,948,986
Ending Balance	\$ 22,493,546	\$ 19,796,146	\$ 13,200,036	\$ 13,948,986	\$ 11,505,124

- State and Federal Funding may be contingent on program continuation and grant application status.

PROJECT STATUS LEGEND

CIP CODE	STATUS	DESCRIPTION	PROJECT COST ACCURACY
NS	NOT STARTED	Needed work has been identified and project is only conceptual.	PRELIMINARY ESTIMATE
P/S	PRELIMINARY AND/OR SCOPING	Project scope and tasks necessary for completion identified.	PROBABLE COST NARROWED
S/D	STUDY AND/OR DESIGN	Plans and specifications finalized. Bids are advertised.	STATEMENT OF ESTIMATED COST
CA	CONSTRUCTION ADMINISTRATION	In-House staff and/or contractors will complete the project.	PROJECT COSTS FINALIZED
SC	SUBSTANTIALLY COMPLETE	Final payments, special assessments certification process and/or other close-out items still pending.	FINAL PAYMENTS MADE
X	CLOSED	All work is done and paid. Special assessments certified and levied.	

PROJECT OVERVIEW 2024

Status	Special Assessed?	Department	Project Description	Total Project Cost (2024 Dollars)
CA	No	Buildings	New City Hall - WEX Building Fit Up	\$850,000
CA	No	Engineering	Multi-Use Path - Eaglewood Park to The Lights	\$396,000
CA	No	Engineering	Street Imprsv w/ Traffic Signal - 23rd Ave and Bluestem	\$1,258,400
CA	No	Engineering	Alley/Backyard Sanitary Sewer Rehab Project	\$4,698,000
CA	Yes	Engineering	NDDOT - Main Ave Slide Repair	\$2,825,544
CA	No	Engineering	Sidewalk Imprsv - Residential Gaps per N.D.C.C. & Misc Repairs	\$350,000
CA	No	Engineering	Citywide Concrete Pavement Repair and ADA Updates	\$600,000
CA	No	Engineering	Sanitary Sewer System Rehabilitation - SA11, 30, 31 and 36	\$1,735,000
CA	No	Engineering	Traffic System Software Purchase	\$66,000
CA	No	Engineering	LED Street Light Updates	\$624,000
CA	No	Engineering	2024 Street Lighting Improvements - Phase 1: HPS to LED	\$400,000
CA	No	Public Works	Fueling Stations - Citywide	\$1,000,000
CA	No	Public Works	Lagoon Decommissioning	\$1,500,000
S/D	No	Engineering	Citywide Fiber Network Planning	\$48,000
S/D	No	Engineering	EV Purchase Thru CRP Funds	\$175,000
S/D	No	Engineering	2024 ADA Ramp Reconstruction	\$0
P/S	No	Engineering	Transportation Management Center Grant Submittal	\$15,000
P/S	No	Engineering	Sanitary Sewer System Rehabilitation - SA27 Study	\$100,000
P/S	No	Engineering	2024 Street Lighting Improvements - Phase 2: Light Pole Replacement	\$400,000
P/S	No	Planning/ED	Interstate Crossing Study - MetroCOG	\$300,000
P/S	No	Public Works	Tree Planting - 12th Ave (9th St NW to 9th St NE)	\$75,000
P/S	No	Public Works	Asphalt Overlays (by PW Dept)	\$300,000
P/S	No	Public Works	Salt Shack Area Paving	\$455,000
NS	No	Public Works	SCADA System Improvements (PW Project)	\$40,000
NS	No	Public Works	I & I Mitigation (by PW Dept)	\$150,000

*As of July 1, 2024 - Project List and Costs Subject to Change

PROJECT OVERVIEW 2025

Status	Special Assessed?	Department	Project Description	Total Project Cost (2024 Dollars)
CA	No	Engineering	52nd Ave S Reconstruction (Fargo Project with West Fargo Cost Share)	\$3,000,000
S/D	Yes	Engineering	Westwood Neighborhood Reconst	\$7,475,000
S/D	No	Engineering	EV Purchase Thru CRP Funds	\$67,000
S/D	No	Public Works	Redudant Lift Station BRIC grant Scoping Phase	\$300,000
P/S	No	Engineering	Veterans Boulevard/9th St E Pedestrian Upgrades (HSIP)	\$609,500
P/S	No	Engineering	Left Turn Lane Geometry Corrections (HSIP) (Veterans w/ Fargo)	\$337,000
NS	No	Buildings	Sanitation/PW Building Expansion/Upgrades	\$8,500,000
NS	No	Engineering	Storm Modeling Study - Core Area East	\$300,000
NS	No	Engineering	Citywide Concrete Pavement Repair (12th Ave/23rd Ave/North Side)	\$1,500,000
NS	No	Engineering	Rehab Sanitary Sewer Lifts/FMs (SM 27/South Side)	\$1,625,000
NS	No	Engineering	South Side Stormwater Pond Dredging	\$200,000
NS	No	Engineering	Citywide Centerline Striping	\$150,000
NS	No	Engineering	2025 Pedestrian Ramps	\$325,000
NS	No	IT	New Building Security Camera System	\$254,000
NS	No	IT	Door Access Improvements	\$262,500
NS	No	IT	City Wide Fiber Looping	\$250,000
NS	No	IT	ICAC Server Update for PD	\$15,000
NS	No	Library	Library Flooring Replacement	\$150,000
NS	No	Planning/ED	Growth Area Master Plan	\$300,000
NS	No	Public Works	Tree Planting - 9th St W (21st Ave to 32nd Ave W)	\$82,500
NS	Yes	Public Works	Asphalt Overlays (by PW Dept)	\$1,000,000
NS	No	Public Works	Sign Replacement	\$100,000
NS	No	Public Works	SCADA System Improvements	\$40,000
NS	No	Public Works	I & I Mitigation (by PW Dept)	\$150,000
NS	No	Public Works	Increased Tree Planting	\$75,000
NS	No	Public Works	Inert Landfill - Transfer Station - Planning/Design/Permitting	\$150,000
NS	No	Public Works	Lagoon Decomissioning	\$1,500,000

*As of July 1, 2024 - Project List and Costs Subject to Change

PROJECT OVERVIEW 2026

Status	Special Assessed?	Department	Project Description	Total Project Cost (2024 Dollars)
S/D	Yes	Engineering	6th St/23rd Ave Intersection Improvements (Signal or Roundabout)	\$2,080,000
S/D	Yes	Engineering	9th Street NE/7th Avenue NE Reconstruction (STBG)	\$30,940,000
P/S	No	Engineering	Left Turn Lane Geometry Corrections (HSIP)	\$462,000
P/S	Yes	Engineering	9th Street NE Overpass (RAISE, CRISI or RCE Grant)	\$39,000,000
NS	No	Engineering	Sanitary Sewer Lift Station Rehabilitation - South Side	\$1,950,000
NS	No	Engineering	Sanitary Spot Repairs	\$1,690,000
NS	Yes	Engineering	Meadow Ridge Reconstruction	\$5,590,000
NS	Yes	Engineering	1st Ave E (2nd St to 4th St)	\$1,800,500
NS	No	Engineering	Citywide Signal Retiming	\$375,000
NS	No	Engineering	Citywide Concrete Pavement Repair	\$1,000,000
NS	No	Engineering	2026 Pedestrian Ramps	\$250,000
NS	Yes	Engineering	Sidewalk Impr - Residential Gaps per N.D.C.C. & Misc Repairs	\$400,000
NS	No	Engineering	Pavement Mgmt - Seal Coating (2025 Overlays)	\$300,000
NS	No	Engineering	South Side Stormwater Pond Dredging	\$200,000
NS	No	IT	City Wide Fiber Looping	\$250,000
NS	No	Planning/ED	Main Avenue/Sheyenne Crosswalk Striping	\$10,000
NS	No	Public Works	Tree Planting - 9th St W (32nd Ave to 52nd Ave)	\$120,000
NS	Yes	Public Works	Asphalt Overlays (by PW Dept)	\$1,000,000
NS	No	Public Works	Sign Replacement	\$100,000
NS	No	Public Works	Citywide Centerline Striping	\$150,000
NS	No	Public Works	SCADA System Improvements	\$40,000
NS	No	Public Works	I & I Mitigation (by PW Dept)	\$150,000
NS	No	Public Works	Inert Landfill - Transfer Station	\$1,500,000
NS	No	Public Works	Lagoon Decommissioning	\$1,500,000

*As of July 1, 2024 - Project List and Costs Subject to Change

PROJECT OVERVIEW 2027

Status	Special Assessed?	Department	Project Description	Total Project Cost (2024 Dollars)
P/S	No	Engineering	Rivers Bend Multi Use Path	\$1,391,000
NS	No	Engineering	Meadow Ridge Pond Rehab	\$100,000
NS	No	Engineering	Citywide Concrete Pavement Repair	\$1,000,000
NS	No	Engineering	2027 Pedestrian Ramps	\$250,000
NS	Yes	Engineering	Oakwood Bend Sanitary Lift Replacement	\$1,300,000
NS	No	Engineering	South Side Stormwater Pond Dredging	\$200,000
NS	No	Engineering	Pavement Mgmt - Seal Coating (2026 Overlays)	\$300,000
NS	No	Engineering	Sanitary Sewer Lift Station Rehabilitation - South Side	\$1,950,000
NS	Yes	Engineering	13th Ave E (Reconst) - Sheyenne St to Prairie Pkwy (STBG)	\$18,720,000
NS	No	Engineering	Redudant Lift Station	\$22,100,000
NS	No	IT	City Wide Fiber Looping	\$250,000
NS	No	Planning/ED	Transit Shelters	\$40,000
NS	No	Public Works	Citywide Centerline Striping	\$150,000
NS	No	Public Works	Tree Planting - Beaton Dr & 19th Ave E (Fargo to Doosan/Bobcat)	\$57,500
NS	Yes	Public Works	Asphalt Overlays (by PW Dept)	\$1,000,000
NS	No	Public Works	Sign Replacement	\$100,000
NS	No	Public Works	Citywide Centerline Striping	\$150,000
NS	No	Public Works	I & I Mitigation (by PW Dept)	\$150,000
NS	No	Public Works	Lagoon Decomissioning	\$1,500,000

*As of July 1, 2024 - Project List and Costs Subject to Change

PROJECT OVERVIEW 2028

Status	Special Assessed?	Department	Project Description	Total Project Cost (2024 Dollars)
NS	Yes	Engineering	9th Street NW Reconstruction	\$10,010,000
NS	Yes	Engineering	7th Ave Reconstruction - Phase I (Sheyenne River to Sukut St)	\$11,500,000
S/D	Yes	Engineering	7th Ave Stormwater Pumping Station (SM 79) - BRIC GRANT	\$12,025,000
NS	No	Engineering	Citywide Concrete Pavement Repair	\$1,000,000
NS	No	Engineering	Sanitary Sewer Lift Station Rehabilitation - South Side	\$1,950,000
NS	No	Engineering	2028 Pedestrian Ramps	\$250,000
NS	Yes	Engineering	Sidewalk Imprs - Residential Gaps per N.D.C.C. & Misc Repairs	\$400,000
P/S	Yes	Engineering	9th Street W - 52nd Ave W Roundabout (HSIP - Proposed)	\$3,302,000
NS	No	Engineering	Pavement Mgmt - Seal Coating (2027 Overlays)	\$300,000
NS	No	IT	City Wide Fiber Looping	\$250,000
NS	No	Planning/ED	Bollards for Downtown Civic Events	\$20,000
NS	No	Planning/ED	Comprehensive Plan Update	\$500,000
NS	No	Public Works	Asphalt Overlays (by PW Dept)	\$1,000,000
NS	No	Public Works	Citywide Centerline Striping	\$150,000
NS	No	Public Works	Lagoon Decommissioning	\$1,500,000

*As of July 1, 2024 - Project List and Costs Subject to Change

CASS COUNTY COMPREHENSIVE HIGHWAY & BRIDGE 5 YEAR PLAN



2025-2029

Cass County Highway Department Cass County, North Dakota

This document was prepared pursuant to NDCC 11-31-03(2) and is intended to be used for internal planning purposes. Data used herein is deemed to be accurate, however, is not all-encompassing. Maps within are graphical displays of conditions at the time of preparation and are not to be used as a substitute for an accurate field survey.

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Plan Purpose

Cass County operates and maintains a highway system, which in conjunction with local, regional, and state systems, helps to serve the transportation needs of its residents and businesses. The Cass County Comprehensive Highway Plan provides the framework for development of the long-range highway and bridge planning guidance for 2025-2029. The Plan describes system principles and standards, evaluates the existing County transportation system, identifies future system needs, develops a maintenance plan, identifies funding sources, and outlines strategies to implement the Plan. The Plan provides the framework for decisions regarding the roadway and bridge infrastructure improvements necessary to develop a safe and efficient highway system.

Note on plan priorities and funding uncertainties: Cass County has received additional transportation funding over the last 10 years. This funding has been greatly appreciated, but because of the unreliable nature of the funding, this Plan sets priorities for how to best spend those funds if they become available.

- **The 2019 Legislature passed the “Operation Prairie Dog” infrastructure bill which was projected to add approximately \$7 million to the county per biennium. Unfortunately, 2020-2021 Prairie Dog funding was not available due to reduced oil prices and activity. However, Cass County did receive just over \$6.4 million in Prairie Dog funding for the 2022-2023 biennium. This plan does assume Prairie Dog funding will be available in the 2024-2025, 2026-2027, & 2028-2029 biennium’s. Based on the current ND state revenue forecasts, funding for the 2024-2025 biennium should be seen in the first quarter of 2025**
- **In 2023 the ND Legislature did approve additional transportation funding through the Legacy Fund and Flexible Transportation Fund.**
 - **Cass County received just over \$2.4 million from the Legacy Fund in 2024 and this will continue every other year thereafter.**
 - **The Flexible Transportation Fund is distributed through a project application grant process for a portion of \$43 million. The first round of applications were compiled and selected projects were awarded in February 2024. Cass County did receive funding for one project through the Flexible Transportation Fund due for construction during the 2025 construction season.**
- **We will continue to be proactive in identifying future projects and will be prepared if state revenues increase. We will also update this plan as other funding becomes available from ARPA, ND State Funding, Federal/State Grants, or new Federal Funding. Cass County will seek to maximize this funding and have projects designed and construction ready.**

Plan Updates and Proponent for Changes in this Plan

The Cass County Engineer is the chief proponent for updates to the Cass County Comprehensive Highway Plan. Working in conjunction with the Deputy Cass County Engineer, Assistant County Engineer, County Road Supervisor, Vision Zero Coordinator, and County Planner. Any updates to this plan will be approved through the Road Advisory Committee and the Cass County Commission.

The five-year plan will serve as a living document that will be updated annually to maintain a long-range focus while allowing for flexibility due to changes in construction costs, revenues, state funding, grants, flooding, and other considerations. The plan will be reviewed and updated in June of each year. The updated plan will be

forwarded to the Road Advisory Committee for review during the November rotational meeting. The plan will then be sent to the County Commission for final approval after budget approval. The plan will provide the future project costs and will serve as the basis for the Highway Department's annual highway and bridge budget line items.

Vision and Mission

Vision - To be recognized as a premiere county road program in the Northern Plains states.

Mission - To provide and maintain an efficient, safe, environmentally responsible, and cost-effective county road system that effectively meets the citizen's needs for personal mobility and the movement of freight consistent with the importance of the economy.

Commitment - We are committed to community service and providing quality, low-cost project construction, engineering, and administration. Through public involvement, working with landowners, townships, and the traveling public, we strive to deliver effective highway and bridge maintenance, rehabilitation, and new construction. Safety is paramount in everything we do. Whether plowing snow, maintaining traffic signs, graveling rural roads, or building a new bridge, the safety of our employees and the travelling public always comes first. Our commitment has been validated in the awards received by the Cass County Highway Department to including:

- North Dakota Vision Zero Infrastructure Project of the Year Award in 2023
- NDDOT's inaugural Vision Zero Safety Program Award in 2019
- National Association of Counties Achievement Award for Cass County's Highway Recycling and Reconstruction Program to reconstruct County Highways at a cheaper, more environmentally friendly method, all while providing a high-quality road for the travelling public. Between 2017 and 2020 this program saved Cass County nearly \$12 million.

Goals

Cass County's transportation goals are interdependent, mutually supportive, and apply to our transportation system's infrastructure and services. Our goals are nested with both the NDDOT and FM Metro COG transportation priorities. Cass County's transportation goals are:

1. Safe and secure transportation.
2. Sustainable and reliable mobility through planning and maintenance.
3. Communication and cooperation with landowners, townships, cities, NDDOT, and other stakeholders.
4. Transportation supports economic growth with consideration of environmental, cultural, and social impacts.
5. Cost effective construction with diversified and sufficient funding.

Summary

The 2025-2029 Cass County Comprehensive Highway Plan was prepared to assist staff and decision makers in planning for maintenance and capital improvements to the County Highway System. The plan addresses both funding and project planning, so resources are used carefully to ensure the highest return to taxpayers. The Cass County highway system consists of 640 miles of roadway covering more than 1,768 square miles and 581 structures (Major and Minor) of which 228 span 20 feet in length or greater (Major).

Safe, efficient, and responsive transportation infrastructure is necessary to the incidents of commerce, public safety, recreation, and education. The 2018 Cass County Comprehensive and Transportation Plan describes Cass County's commitment to transportation and can be found at: <https://www.casscountynd.gov/our-county/planning/cass-county-comprehensive-and-transportation-plan/comprehensive-plan-current-documents>. The 2018 Cass County Comprehensive and Transportation Plan focuses on the Guiding Principles of

“Regionalism, Resilience, and Livability”. It also emphasizes the need to “Manage the County Highway System and collaborating with federal, state, and local officials to provide and maintain appropriate transportation systems.”

This plan has been developed through compiling data from multiple sources including:

- North Dakota Department of Transportation (NDDOT)
- Fargo-Moorhead Metropolitan Council of Governments (FM Metro COG)
- Pavement Testing and Traffic Counts from Consultant Engineers
- Cass County Highway Department
- Cass County Planning Department
- Cass County GIS Department
- Cass County Tax Equalization Office

The Highway Department is continuing to develop its inventory of data including an analysis of structures under 20 feet in length, inventory of signage on County Highways, geo-locating culverts and approaches on County Highways, inventory of ditch grades of all County Highways, and continued development of characteristics of each road segment. Collecting this data will further improve the County’s asset management program.

Further, the plan works in conjunction with various regional plans and corridor studies. Staff works closely with FM Metro COG, NDDOT, and other entities of the County in planning and programming new projects. The Metropolitan Long-Range Transportation Plan guides development of the transportation system in the Fargo-Moorhead metropolitan area. Along with this larger plan, FM Metro COG has completed several complimentary studies that offer guidance in programming.

The development of a Regionally Significant Transportation Infrastructure in the Traffic Operations Incident Management Strategy identifies the importance of moving traffic quickly during in times of disaster. Some County Highways have been identified in this strategic plan and are noted as new projects and are programmed. FM Metro COG, through the Metro Bike/Ped Committee, also creates a Bicycle and Pedestrian Master Plan every five years which helps identify needs in the system for accommodating alternate modes of traffic. Along with these plans, specific corridor studies in the metro area assist Cass County Highway anticipate or respond to necessary improvements to the system.

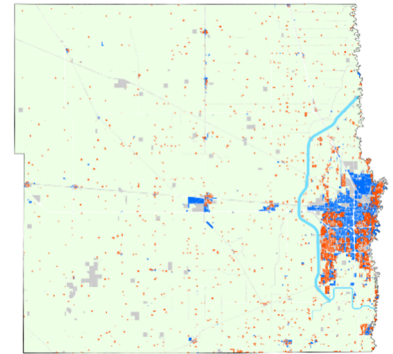


Existing and Future Land Use

The Fargo Moorhead metropolitan area has seen tremendous growth in recent years. The economic prosperity of the metro area has contributed to the growth in the surrounding communities. According to the 1990 Census, Cass County population was 102,874, grew to 123,138 in 2000, then increased 21.6% to 149,778 in 2010 and then increased 23.2% to 184,525 in 2020. With significant growth in commercial and residential building permits, Cass County can expect continued growth. In addition to utilizing Census data to project growth, Cass County participates with the FM Metro COG in researching demographic trends as part of its long-range transportation planning and modeling. It is anticipated that by the year 2030 population in Cass County could grow to over 200,000. Table 1 illustrates population in the County’s largest cities.

Table 1 - Population - US Census				
City	1990 Census	2000 Census	2010 Census	2020 Census
Fargo	75,111	90,559	105,549	125,990
West Fargo	12,287	14,940	25,830	38,626
Horace	662	915	2,430	3,085
Casselton	1,602	1,855	2,329	2,479
Mapleton	682	606	762	1320
Harwood	590	607	718	794
Kindred	569	614	692	889

Despite the growth and importance of the metro area, the County remains primarily agricultural. The 2022 Census of Agriculture showed that Eighty percent (80%) of the approximately 1.13 million acres of land in Cass County are used for agricultural purposes. Map 1 illustrates this by showing agricultural land uses in light green, commercial in dark blue, and residential in blue. It becomes evident that the County’s land use is predominately agricultural.



Map 1: Existing Land Use

Further, the County has committed promoting development only in areas that can adequately accommodate it. The 2018 Cass County Comprehensive and Transportation Plan describes Cass County’s commitment to achieve orderly development that maintains Cass County’s rural heritage.

The plan can be found at: <https://www.casscountynd.gov/our-county/planning/cass-county-comprehensive-and-transportation-plan/comprehensive-plan-current-documents>.

Highway Safety

Cass County and its agents are committed to continuing to implement effective roadway safety practices during the planning and maintenance of the county road network. Commitment to educating the public, roadway safety improvements, sign maintenance and improvement, routine road maintenance, and operational safety are all components of each project. Cass County is a member of the state’s Vision Zero Partnership Network and has won multiple Vision Zero Partner Awards in safety and infrastructure since the program began in 2018, including the North Dakota Vision Zero Infrastructure Project of the Year Award in 2023 and the NDDOT’s inaugural Vision Zero Safety Program Award in 2019.



Cass County uses a systemic approach to highway safety. All new construction and maintenance overlays include the use of edge line rumble strip installation to separate the roadway from the shoulder while leaving on-off gaps for bicycle safety. This method can help reduce crashes that occur from inadvertently leaving the roadway. Lane departure is the most common type of crash resulting in injuries in rural areas. Nearly all asphalt County Highways have rumble strips, except on older concrete roads and highways within City limits. Intersection improvements and safety enhancements are implemented where collisions have historically happened or where collisions may be likely. Using a systemic approach, improvements such as flashing signals on stop and stop ahead signs, rumble strips, and improved signage have proven successful in past projects. Striping is performed annually on all paved County Highways. Cass County is also planning on widening our typical 4” center and edge line striping to 6” on all county roads around the FM area as well as all our 65 mph county roads. This will provide better visibility during nighttime and inclement weather conditions.

Highway Access Ordinance #2007-1 was developed to reduce the number of access points on County Highways for more efficient and safe operation. With design speeds on County Highways at 55 – 65 mph and the reduction of accesses to one per ¼ mile, a County Highway can operate with less interruption and more predictable intersections. In addition, the Ordinance regulates the design of the approach by increasing the slope of the approach to reduce severity in off road crashes.

Cass County uses crash data provided by the NDDOT in planning and implementing safety enhancements. When significant crashes occur on Cass County Highways, a general reconnaissance is performed by the County Engineer or Highway Superintendent to assess the road condition and variables that may be present.

Signs and Traffic Control Devices

Cass County utilizes the 2023 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) from the US Department of Transportation, Federal Highway Administration. The MUTCD is the standard for traffic control devices and has been adopted by the NDDOT. Cass County maintains an inventory of their signs indicating condition and location in a geo-database.

SmartSign Driver Behavior Pilot Program

In October 2023, Cass County and SaferStreet Solutions began the installation of the traffic safety equipment throughout the county road system to help identify and provide feedback of these unsafe driving behaviors to help prevent crashes.

The three-year SmartSign Driver Behavior Pilot Program for Cass County was made possible through federal grant funding from the North Dakota Department of Transportation’s Highway Safety Plan to assist in achieving the goal of Vision Zero.

Driver behaviors including not wearing a seat belt, speeding and/or driving aggressively, and distracted driving are all preventable factors that have contributed to motor vehicle crashes throughout North Dakota.

The comprehensive safe driving system from SaferStreet Solutions utilizes a SmartSign, driver behavior detectors, and the IntelliRoad cloud dashboard. The SmartSign, is an intelligent driver feedback sign that can identify speeding, distracted driving, and unbelted drivers and notify them in real time. Due to the SmartSign’s ability to alert the right driver, at the right time, with the right message, it is an effective tactic to reach a target audience. The non-invasive system uses advanced infrared sensor technology to keep Cass County drivers’ identities anonymous while simultaneously collecting information and alerting drivers of unsafe driver behaviors.



Local Road Safety Plan

In 2014 the NDDOT sponsored a statewide Local Road Safety Plan (LRSP) for counties. The purpose of this plan was to develop the following:

1. Establish safety emphasis areas
2. High priority safety strategies
3. Identify at-risk locations
4. Develop safety investment options
5. Identify high priority safety projects, both proactive and reactive
6. Position local agencies to compete for safety funds
7. Foster safety culture among local stakeholders

One of the critical issues identified was the higher crash rate on rural paved roads. While gravel roads make up approximately 93% of North Dakota’s 97,600 miles of rural local road system, approximately half of the severe crashes are on the paved roads that make up 7% of the rural system.

The LRSP therefore focused on the Cass County paved road network and a Risk Rating Criteria was developed for the paved roads based on: Density of Road Departure Crashes; Traffic Volume; Curve (Critical Radius) Density; Access Density; and Road Edge Risk Assessment.

To develop a comprehensive LRSP, a public workshop was held with an emphasis on the 4 E’s: Engineering, Enforcement, Education, and Emergency Medical Services. Through group discussion and review of crash data, participants worked to address severe crashes on the County roadways. Critical emphasis areas discussed were: Unbelted Vehicle Occupants; Lane Departure Crashes; Alcohol Related Crashes; Excessive Speed or Aggressive Driving; Intersection Crashes; and Crashes Involving Drivers Under Age 21.

Crash data from 2008 to 2012 was used for the countywide crash analysis. For Cass County, there were not enough crashes to be statistically reliable; therefore, decisions were based on the crashes for all cities, statewide data, or national research. The safety emphasis areas for Cass County are consistent with the state’s emphasis areas. This process revealed where crashes were overrepresented based on a comparison to statewide averages or where a large enough number of crashes represented an opportunity to substantially reduce crashes. As a result, the following safety emphasis areas were identified as priorities for safety investments:

- Driver Behavior – Young drivers, aggressive drivers, alcohol-related, and unbelted vehicle occupants
- Highways – Lane departure and intersection crashes.

The table below shows Cass County’s severe crash data over the past 5 years.

Safety Emphasis Areas	Statewide (% of Total)		2019 to 2023 Severe Crashes					
			Cass County		State Roads		Local System	
	%	#	%	#	%	#	%	#
Total Severe Crashes	1,437		65		33		32	
Involving Drivers Under Age 21	17%	248	22%	14	24%	8	19%	6
Involving Drivers Over Age 64	15%	213	23%	15	24%	8	22%	7
Excessive Speed or Aggressive Driving	38%	550	43%	28	61%	20	25%	8
Alcohol-Related	29%	416	35%	23	21%	7	50%	16
Distracted, Asleep, or Fatigued Drivers	10%	138	17%	11	21%	7	13%	4
Unbelted Vehicle Occupants	38%	540	20%	13	24%	8	16%	5
Pedestrian Crashes	3%	43	8%	5	12%	4	3%	1
Bicycle Crashes	0%	7	0%	0	0%	0	0%	0
Motorcycle Crashes	13%	193	12%	8	12%	4	13%	4
Heavy Vehicle Crashes	18%	257	23%	15	33%	11	13%	4
Train-Vehicle Collisions	1%	11	0%	0	0%	0	0%	0
Lane-Departure Crashes	64%	924	57%	37	55%	18	59%	19
<i>Head-On</i>	<i>7%</i>	<i>107</i>	<i>12%</i>	<i>8</i>	<i>12%</i>	<i>4</i>	<i>13%</i>	<i>4</i>
<i>Run-off-the-Road Crashes</i>	<i>57%</i>	<i>817</i>	<i>45%</i>	<i>29</i>	<i>42%</i>	<i>14</i>	<i>47%</i>	<i>15</i>
Intersection Crashes	25%	354	22%	14	12%	4	31%	10
Work Zone Crashes	2%	27	5%	3	9%	3	0%	0
Deer Collisions	3%	50	0%	0	0%	0	0%	0
Adverse (Winter) Weather Related	14%	207	12%	8	18%	6	6%	2

Source: TraCS Data | Prepared by: UGPTI, NDSU | Date: November 2024

Cass County is doing quite well regarding roadway safety in comparison to the other counties in North Dakota. This is due to Cass County's existing safety strategies including rumble strips, pavement markings, pavement safety edges, and improved signing. Another factor is the low number of curves in our roadways as this reduces the number of roadway departures and other safety issues experienced in other counties in our region with winding roads. Our biggest safety issue involves our intersections. Because of adequate signing and lower traffic volumes, many of our intersections are safe and do not require any improvements. However, several of our intersections along ND 18, ND 38, and ND 46, as well as some intersections of two County Highways could be improved. Overall, the biggest safety recommendation includes evaluating streetlights, signage, pavement markings, and dynamic warning signs. We have worked with the NDDOT to determine the best safety options at the intersections of state highways. For these critical intersections, safety funding was used for intersection destination lighting and School Zone signs. Local funding was used to replace the remaining School Zone signs and flashing lights. All rural school locations on the Cass County Highway system have been replaced since 2017. Finally, local funding was also used to install red LED flashing beacons on the top of stop signs located at critical road intersections to alert drivers of these stop conditions.

At this time projects have been completed or developed for Destination Lighting, Radial T Intersection Improvement at Cass 5/10, chevron signing on curves, rumble strips/stripes, and flashing red beacons on stop signs at critical intersections.

In 2011 edge-line rumble strips were installed on nearly all the counties paved highways. It is difficult to determine if this was a factor in the reduction of crashes since that time. But it is encouraging to see the decrease of 27% between the two six-year periods before and after the implementation of these systemic safety improvements. See Appendix 18 that summarizes all types of crashes from 2006 to 2021 on the Cass County Highway network.

The NDDOT is looking to update these plans between 2024-2025. The 2014 LRSP can be found on the Cass County website at: <https://www.casscountynd.gov/home/showpublisheddocument/690/636258046316370000>

Permitting

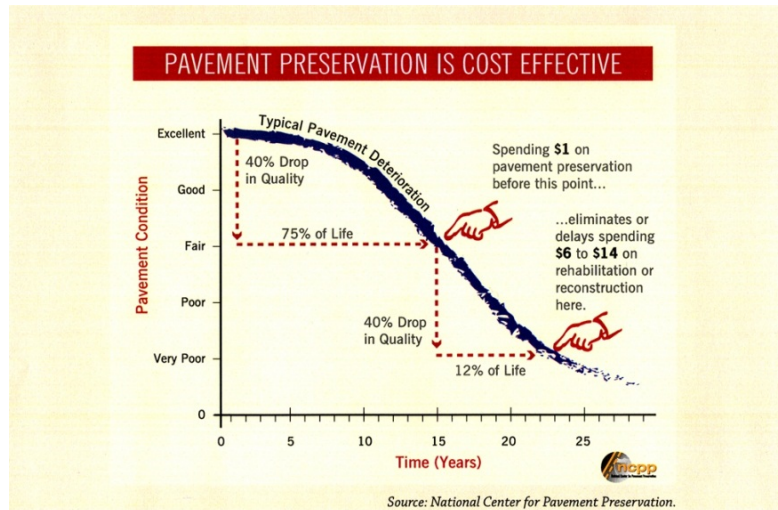
Related to safety and maintenance, the County relies on various permitting procedures to uphold the mission of the Department. Significant permits include:

1. Over Dimension Vehicles Permits: Ordinance #2005-2 regulates over dimension vehicles to ensure safe practices and avoidance of damage to County Highways. Similarly, the County annually enacts Spring Load Restrictions to avoid damage to the road surface and subgrade during the wet months of spring.
2. Utility Permits: The County also permits use of its right of way for utilities which includes provisions to ensure safe operation during construction activities on or near the roadway.
3. Ditch Cleaning/Drainage Permits: There is also a permitting process for ditch cleaning to better inventory what is being done and to ensure that the water resource district is adequately notified.
4. Access Permits: The County actively permits any new access to County Highways through the Highway Access Ordinance #2007-1.
5. Subdivision Platting: The County Planning Office administers the Subdivision Ordinance which regulates growth in the County and efficiently accommodates for new roads and land use changes that may affect the County Highway System. The County Engineer reviews all new developments and assists in advising the Planning Commission.

Valuation of Highway and Bridge Assets

Cass County has invested a significant amount of funding in developing and maintaining its transportation network. Since 2000 around \$243 million has been spent on both our highway and bridge projects. See Appendices 20a – 20d. A lot of this work has been done in the last 10 years due to additional funding opportunities from the state and oil money funding sources. However, Cass County still has a lot to complete when it comes to road and bridge projects.

Regarding our asphalt highways, they generally require a maintenance overlay every 15-20 years. Current costs of a typical asphalt overlay in Cass County can range from \$250,000-\$525,000 per mile, depending on road width and thickness of the asphalt overlay, with the most frequent 36' wide, 2.5" thick overlay being approximately \$325,000 per mile. Under the desired maintenance schedule an overlay would occur every 17½ years. Given the current inventory in Cass County, we could schedule approximately 17 miles of asphalt overlay per year. Using the rate of \$325,000 per mile we can estimate a cost of \$5.5 million per year. If pavements are not overlaid with a new asphalt surface before they deteriorate, they will require full reconstruction.



The current average cost to completely rebuild a paved highway is \$1.75 million. Cass County currently has 314 miles of paved roads, of which 84 miles have been rebuilt since 2000, leaving the remaining 230 miles needing to be rebuilt. To rebuild our remaining 230 miles of paved highway to an average width of 32 feet would cost over \$400 million. The current average cost to completely rebuild and stabilize a gravel highway is \$400k. Cass County currently has 326 miles of gravel roads, of which 92 have been rebuilt and stabilized since 2000, leaving the remaining 234 miles needing to be rebuilt and stabilized. To rebuild our remaining 234 miles of gravel roads to an average width of 28 feet would cost over \$94 million.

With 581 structures, our bridges and large box culverts also have a significant asset value. Of the 228 major structures (20 feet in length or greater), the average structure length is 80 feet with an average width of 30 feet. Since 2000 Cass County has replaced 97 major structures of the 228 total, leaving 131 major structures in need of replacement. Replacement values for these 131 structures, at a cost of \$425 per square foot would be approximately \$225 million.

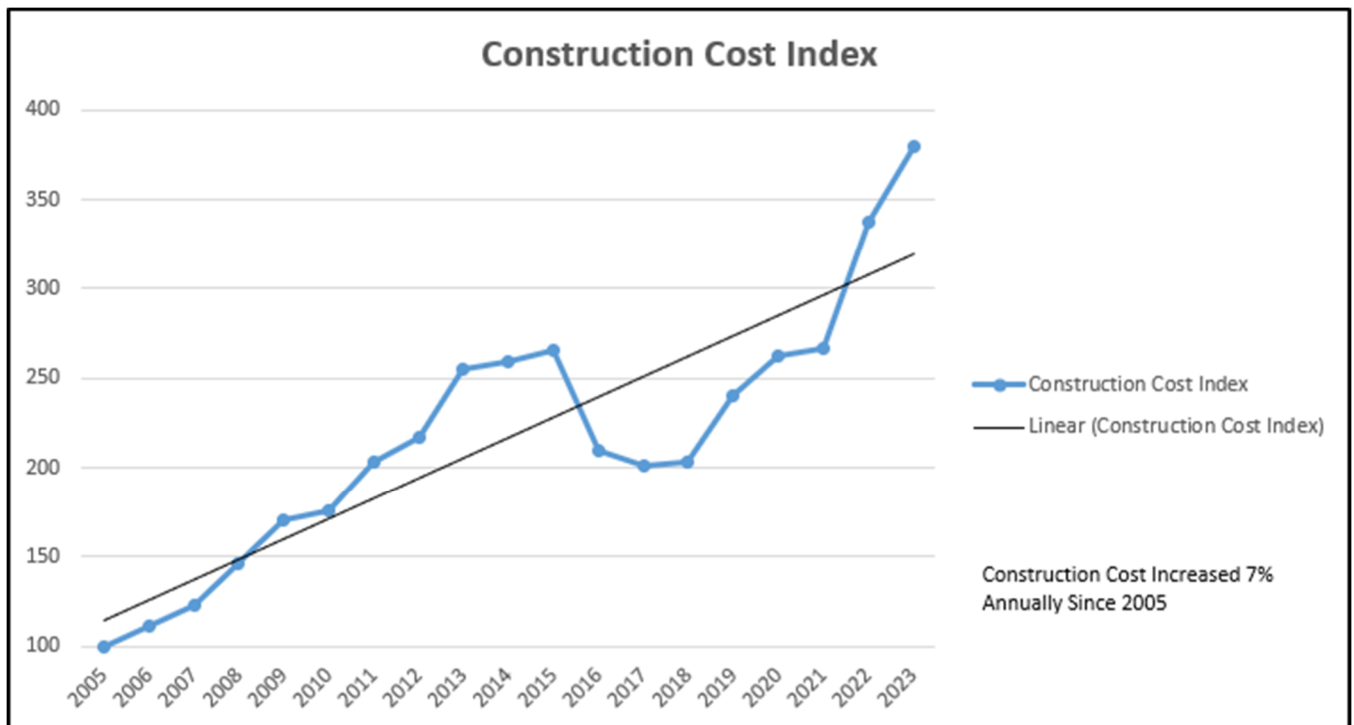
Of the 353 minor structures (Less than 20 feet in water way opening and more than 30SF waterway opening), Cass County has replaced 74 leaving 279 minor structures needing replacement. When factoring in the additional cost to replace the 279 minor structures, the total replacement cost of our highway and bridge infrastructure is nearly \$800 million. While no local government can bear the replacement cost of this large amount of infrastructure, it emphasizes the importance of funding and sustaining an effective maintenance program. An organized and well-planned maintenance and replacement program will keep replacement costs down, efficiently spend the County's resources, extend the life of our infrastructure, and ensure the long-term viability of our highway system.

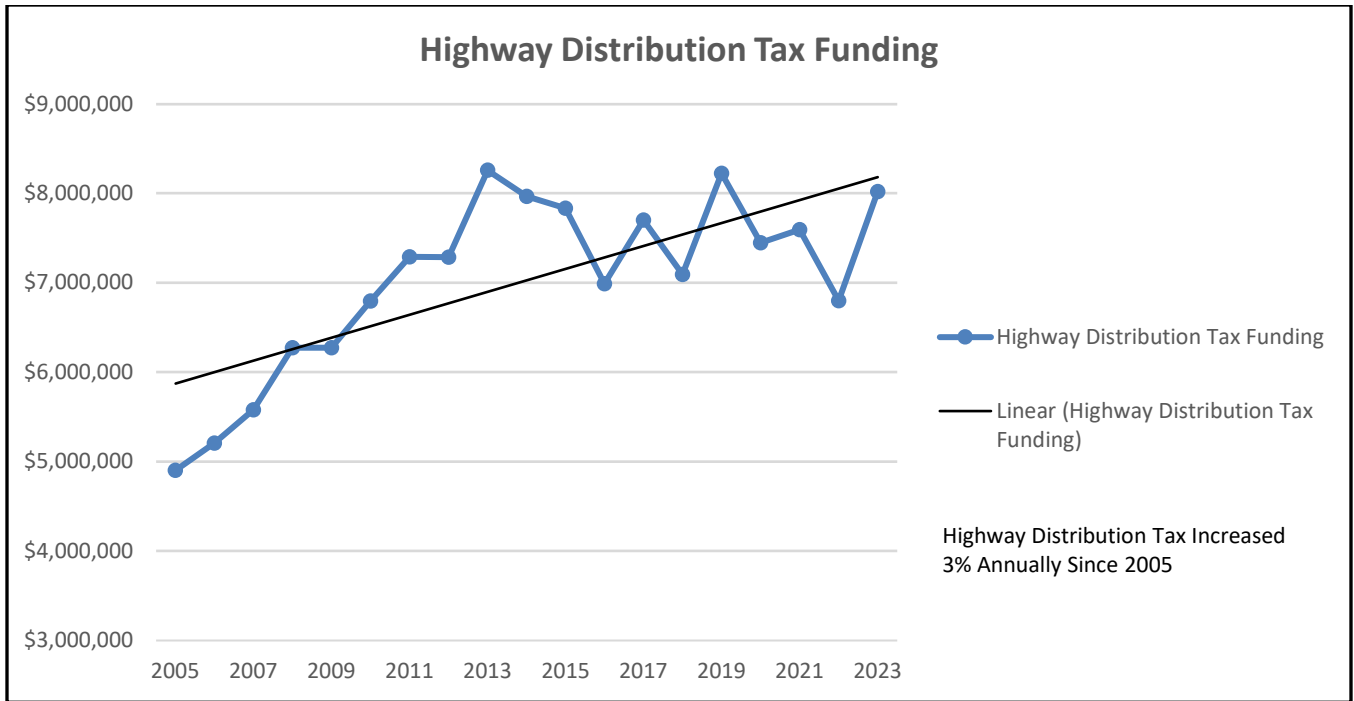
Funding Maintenance and Construction

The County relies upon a combination of the 23-cent state fuel tax that was last updated in 2005, state motor vehicle license fees, federal road and bridge funds, local property tax, and when available, one-time state funding, Prairie Dog funding, and Legacy fund funding. Other items such as permit fees make up a very small portion of the budget. Cass County also continually pursues grant funding opportunities as they become available.

Influencing the cost of construction is the significant rise in the ND Construction Cost Index. From 2005 to 2023, ND's overall Construction Cost Index increased annually by an average of 7%. *We are still feeling the economic challenges of the COVID pandemic and price increases in construction materials and other construction costs.* Rebuilding just one mile of road can cost up to \$1.75 million. Considering this reality, it is important to maintain a road maintenance policy to reduce the need for reconstruction.

While Construction Costs have increased annually by an average of 7% since 2005, Cass County's Highway Distribution Tax Funding (without One Time Funding) has only increased 4%. North Dakota has a state tax that currently collects 23 cents per gallon of gasoline. This tax was last increased in 2005.





Federal funding comes from the federal gas tax of 18.4 cents, last increased in 1993. In 2000, Cass County received \$1.25 million in Federal Aid Highway Funds. With the changes from federal Fixing America’s Surface Transportation Act (FAST Act), we receive approximately \$1 million in Federal Aid Highway Funds, which equates to a 20% decrease. The 2024 projection is \$1.36 million, slightly above what we received back in the year 2000. To keep up with the 7% construction cost index, Federal Aid Highway Funds should be approximately \$2 million a year. Since 2000 we have continued to receive between \$400 to \$700k in Federal Aid Bridge Funds every year on average. However, in the past 5 years this funding went from a criteria-based funding to an application based funding. The criteria based funding was guaranteed on structures with rating below a specific threshold, but the application based funding is more uncertain due to the fact you are now competing with other counties for these funds now.

Federal Aid as a percentage of the County’s total revenues has continued to decrease. In 2025 we plan on constructing two mill and overlay projects with \$6.6 million in Federal Aid. In 2000, Federal Aid made up 21% of Cass County’s revenues. From 2000-2005 Federal Aid averaged 19% of our total funding and from 2006-2012 it averaged 13% of our total funding. In 2025 Federal Aid will make up 19% of our county revenues, however we don’t have any other federal funding project slated in our plan until 2030. While our costs have increased 7% annually since 2005, our Federal Aid has failed to increase enough to keep pace with costs. Over that same time, local and state funding increased from \$7.4 million to \$20.4 million. If it were not for the growth in local and state funding, we would not be able to maintain our existing highway and bridge network. Federal Aid has become a very small component of our overall revenues and can no longer be counted on to fund major projects. *The new Federal Transportation Funding was approved in November 2021 and has increased the level of Federal Funding that the County receives. The Federal Aid Highway Funds are now back to the year 2000 level.*

Table 2 shows the estimated revenue for the Cass County Highway Department over the planning years. These estimates use revenue inflation rates of 1.5% for Federal Funding, 3% for State Funding, and 6% for Local Funding. These inflation rates were developed by Metro COG. In addition, the Operation Cost inflation rate use was 4%. The Highway Distribution Tax totals are an estimate based on past funding. Estimated annual Federal

Aid Highway funding is \$1,360,000. County Federal Aid Bridge funding is based on need as the NDDOT had \$5 million allocated statewide for county bridges and inspections. Due to increase costs of bi-annual bridge inspections, the NDDOT only have \$3 million allocated statewide for annual county bridge construction (Cass County competes for these funds based on other county needs throughout the state). The chart also includes the Prairie Dog Bill & Legacy Fund Grant as mentioned above as well as other awarded grants applied for.

<i>Table 2 - Estimated Revenue</i>					
Revenue Description	2025	2026	2027	2028	2029
Property Taxes	\$12,673,227	\$13,433,621	\$14,239,638	\$15,094,016	\$15,999,657
Highway Distribution Tax and Additional State Funding	\$7,799,040	\$8,111,002	\$8,435,442	\$8,772,859	\$9,123,774
Other Income (Interest & Permits/Fees)	\$784,508	\$808,043	\$832,285	\$857,253	\$882,971
Prairie Dog Bill	\$6,571,730	\$0	\$6,571,730	\$0	\$6,571,730
Legacy Fund Grant	\$0	\$2,423,296	\$0	\$2,423,296	\$0
Border County & Cities Shared Projects	\$0	\$0	\$1,500,000	\$0	\$0
Total Revenues	\$27,828,505	\$24,775,961	\$31,579,094	\$27,147,425	\$32,578,131
Previous Year Carry Over	\$5,250,000	\$9,246,533	\$3,422,401	\$4,927,170	\$3,925,050
Diversion Reimbursement	\$0	\$0	\$3,705,000	\$0	\$0
Other (Grants or Oil Dollars)	\$2,000,000	\$0	\$4,860,000	\$0	\$960,000
Federal Aid Highway Funding	\$7,502,417	\$0	\$0	\$0	\$0
Federal Aid Bridge Funding	\$0	\$0	\$0	\$0	\$0
Total Revenues, Carry Over, & Federal Aid	\$42,580,922	\$34,022,494	\$43,566,495	\$32,074,595	\$37,463,181
Total Operating Cost	\$7,717,216	\$7,871,560	\$8,028,992	\$8,189,571	\$8,353,363
Total Available for Road/Bridge Projects	\$34,863,706	\$26,150,934	\$35,537,503	\$23,885,023	\$29,109,819

Long Range Funding Estimates

In 2018-2019, Metro COG updated its Long-Range Transportation Plan – Metro 2045 ([Metropolitan Transportation Plan :: Fargo-Moorhead Metro COG \(fmmetrocog.org\)](http://metropolitantransportationplan.org)). This plan contains Short-Range, Mid-Range, and Long-Range revenue estimates. These estimates also use revenue inflation rates of 1.5% for Federal Funding, 3% for State Funding, 6% for Local Funding, and an Operation Cost inflation rate of 4%. Table 3 uses the Metro 2045 revenue estimates. These estimates use standard Highway Distribution Tax funding and do not include additional one-time State funding. With the continued support of one-time funding from the ND Legislature, Cass County could have an additional \$7 million per biennium and more than \$105 million over the next 30 years. When looking out to 2045, additional one-time state funding only keeps up with maintaining our highway system. Continued funding based on the ND Legislature’s Prairie Dog Fund, Legacy Fund, and Flexible Transportation Fund allocations will allow us to annually overlay 18 miles, reconstruct 3.5 miles, replace 3-4 bridges, and complete seven miles of gravel road construction.

Table 3 - Long Range Revenue Estimates

Revenue Description	Short-Range (2025-2029)	Mid-Range (2030-2034)	Long-Range (2035-2044)	Total
Property Tax	\$71,440,159	\$95,603,048	\$299,148,941	\$466,192,148
Highway Distribution Tax	\$42,242,116	\$51,393,993	\$138,604,316	\$232,240,426
Prairie Dog Funding Bill	\$19,715,190	\$13,143,460	\$0	\$32,858,650
Other - Grants	\$6,860,000	\$960,000	\$0	\$7,820,000
Legacy Fund Grant	\$4,846,592	\$4,846,592	\$12,116,480	\$21,809,664
Border County & Cities Shared Projects	\$1,500,000	\$0	\$0	\$1,500,000
Total Revenues	\$111,330,985	\$168,858,449	\$439,340,328	\$719,529,762
Diversion Reimbursement	\$3,705,000	\$0	\$0	\$3,705,000
Federal Aid Highway Funding	\$7,502,417	\$5,760,000	\$15,213,662	\$28,476,079
Federal Aid Bridge Funding	\$0	\$11,700,000	\$8,191,970	\$19,891,970
Total Revenues & Federal Aid	\$152,244,506	\$218,018,939	\$492,971,263	\$863,234,708
Total Operating Cost (not including Road/Bridge Projects)	\$31,807,339	\$43,471,235	\$100,986,950	\$176,265,524
Total Available for Road/Bridge Projects	\$120,437,167	\$174,547,703	\$391,984,313	\$686,969,183

Cass County Highways: Design Standards

The typical section of a County Highway is rural in nature with two lanes, either paved or gravel surface. Different modes of travel and location of roadways to population centers, agricultural points of traffic, or schools sometimes require different needs. Further drainage needs may vary from roadway to roadway. Table 4 summarizes the Design Standards for New or Reconstruction of Existing Cass County Highways. Starting in the winter of 2021 select roads were increased to 65 mph, based on clear zone, vertical and horizontal curve data. See Appendix 19 for more details. CMC (County Major Collector) roads that federal funds can be used for reconstruction and paving projects. Off- System roads cannot utilize federal funding for road improvements but can use them for bridges over 20' in length.

Table 4 - Minimum Design Standards on County Collectors and Local Roads for New or Reconstruction of Existing Infrastructure

	County Major Collectors (CMC) "On System"	Local Roads (County) "Off-System"	Local Roads (Township) "Off-System"	Local Roads (Other) "Off-System"
Bridge Width (Clear Roadway) - Min. is 28 ft.	36' - 40'	28' - 30'	28' - 30'	28' - 30'
Storm Design Frequency (Bridges)*	25 yr min/100 yr preferred	25 yr min/100 yr preferred	15 yr	15 yr
Design Loading (Bridges) - Min is HL-93	HL-93	HL-93	HL-93	HL-93
Culvert Design Frequency*	25 yr min/100 yr preferred	25 yr	10 yr	10 yr
Graded Roadbed Width (sub-grade) - Paved Surface	34' min/42' preferred	34' min/42' preferred	34' min/36' preferred	34' min/36' preferred
- Minimum travel way width(both lanes + shoulders)	24' min/36' preferred	24' min/36' preferred	24' min/36' preferred	34' min/36' preferred
- Minimum pavement section (base and HBP)	18"	18"	12"	12"
Graded Roadbed Width (sub-grade) - Gravel Surface	32' - 36'	32' - 36'	28' - 32'	28' - 32'
- Minimum travel way width(both lanes + shoulders)	28' - 32'	28' - 32'	24' - 28'	24' - 28'
- Minimum gravel thickness	6"	6"	4"	4"
Design Speed	55 mph min/65 mph preferred	55 mph min/65 mph preferred	55 mph	50 mph
Right of Way Width	150' min/200' preferred	150' min/200' preferred	66'	66'
Inslope Ratio	4:1 min/5:1 preferred	4:1 min/5:1 preferred	4:1	4:1
Separation (Road top to Ditch Bottom)	4'	4'	4'	4'

* **Bridges** - For County Major Collectors (On-System); the design frequency is 25 years and other local roads (Off-System); the design frequency is 15 years. If an overflow section is provided, then the waterway opening plus the overflow section must pass the appropriate design frequency. **Culverts** - The same design frequencies are required for culverts as they are for bridges; except for Townships roads, the design frequency is 10 years. The requirements are required according to North Dakota Century Code.

Cass County Highways: Snow Removal Routes

Cass County has prioritized roads to assist in such issues as maintenance, striping, and snow removal. Priorities are used to determine which roads are plowed first and the schedule for which maintenance or construction projects will be completed. Priorities are developed by the County Engineer by considering average daily traffic volumes, pavement conditions, as well as important points of need such as schools, cities, and commerce. Map 2 displays the priorities listed below:



Key Commuter Routes: Plowing used in combination with abrasives and/or deicing chemicals over entire route as determined appropriate. Objective is to complete first pass in both lanes with plow and/or abrasive/deicing chemicals by 7:00 AM following a normal snowfall. During operations hours, plows operate when there is a significant accumulation that a plow can remove.

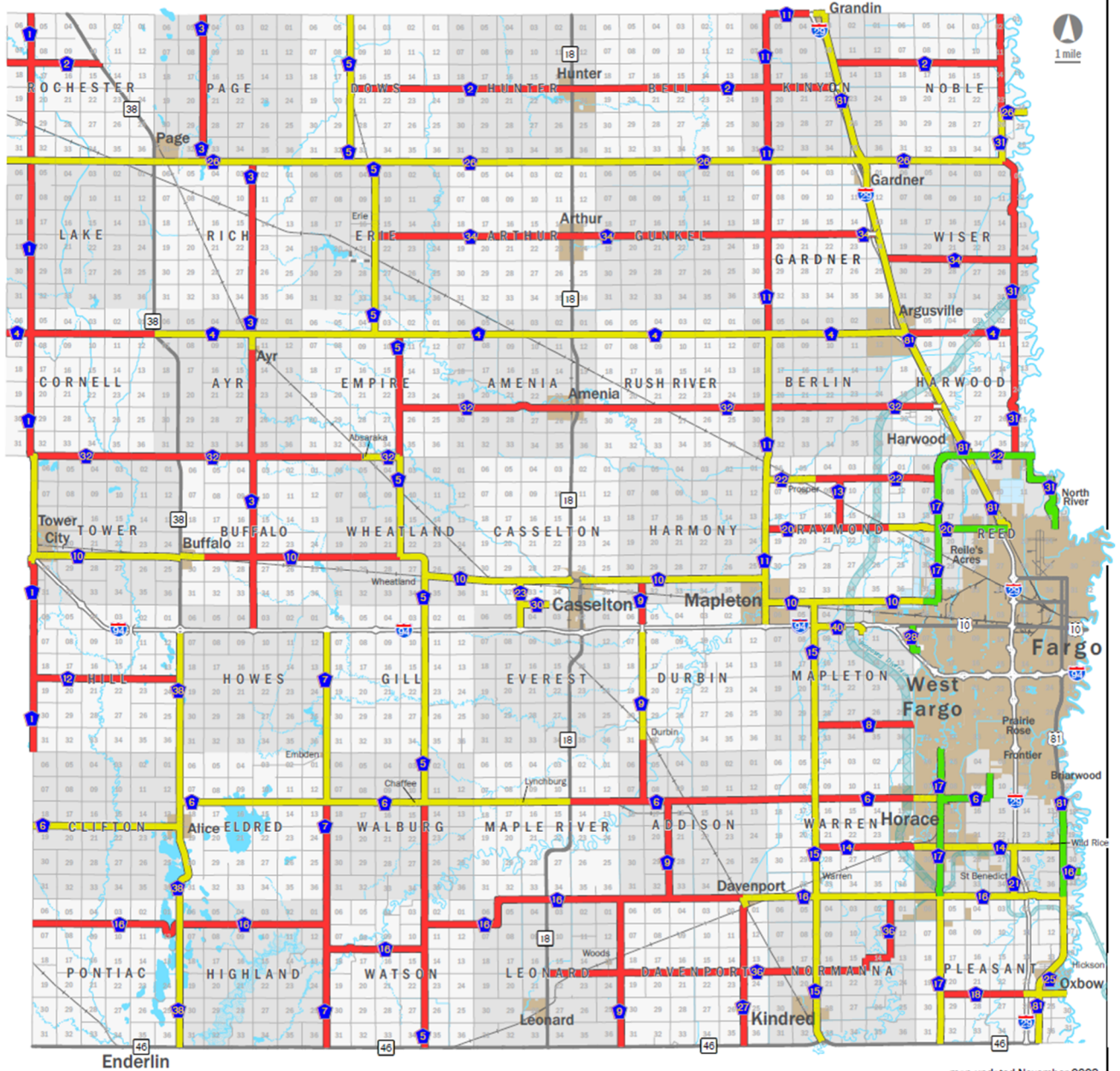


Secondary Commuter Routes: In addition to plowing the entire route, abrasives and/or deicing chemicals used at curves, intersections and extensive build-up areas as required. Objective is to complete first pass in both lanes with plow and/or abrasives/deicing by 9:00 AM following a normal snowfall. During operation hours, plows operate when there is a significant accumulation that a plow can remove.



Gravel Surfaced County Routes: Clearing by plowing. Generally, abrasives and deicing chemicals are not used. Objective is to complete a single pass with plow by 1:00 PM following a normal snowfall. Supervisor may elect not to plow for very light snowfalls or when unfrozen gravel conditions exist. Generally, plows operate when there is an accumulation in excess of 3 inches.

Cass County Highway Department SNOW REMOVAL ROUTES



map updated November 2023



Key Commuter Routes: Plowing used in combination with abrasives and/or deicing chemicals over entire route as determined appropriate. Objective is to complete first pass in both lanes with plow and/or abrasive/deicing chemicals by 7:00 AM following a normal snowfall. During operations hours, plows operate when there is a significant accumulation that a plow can remove.

Secondary Commuter Routes: In addition to plowing of the entire route, abrasives and/or deicing chemicals used at curves, intersections and extensive build-up areas as required. Objective is to complete first pass in both lanes with plow and/or abrasives/deicing by 9:00 AM following a normal snowfall. During operation hours, plows operate when there is a significant accumulation that a plow can remove.

Gravel Surfaced County Routes: Cleared by plowing. Generally abrasives and deicing chemicals are not used. Objective is to complete a single pass with plow by 1:00 PM following a normal snowfall. Supervisor may elect not to plow for very light snowfalls or when unfrozen gravel conditions exist. Generally plows operate when there is an accumulation in excess of 3 inches.

For more information visit: <https://www.casscountynd.gov/our-county/highway/road-and-bridge-maintenance>



Cass County Hwy Dept
1201 Main Ave W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov

Cass County Highways: Current Status of Paved Highways

Cass County currently maintains 314.2 miles of paved highways along the rural portions of the county. These highways vary in age and building materials (See Appendix 5 for pavement age) and will deteriorate at varying rates due to these factors. To determine their condition, county roads are inspected every 5 years by an independent testing consultant using a “Falling Weight Deflectometer” and given a PCI (Pavement Condition Index) rating from the results of this test. These results are used by county engineering staff to help shape decisions for future roadway maintenance/rebuilding. The most recent PCI survey was completed in 2022 and results are shown in Appendix 3. Cass County’s goal is to have an overall PCI of 90. Our current PCI average is 81.6, thus we will be focusing on overlaying a number of our older, “Fair” rated asphalt pavements. Additionally, seal coats are applied to asphalt highways one year after paving or overlaying has been completed to increase the life of the pavement to 15-20 years. Our overall goal is to complete another chip seal around years 8-14 if needed to extend the life of the existing pavement before another overlay is necessary. A map showing the most recent seal coat for each highway is shown in Appendix 6.

Cass County Highways: Current Status of Gravel Highways

Cass County currently maintains 325.8 miles of gravel highways within the rural portions of the county. These highways vary in age, and some have been widened for future paving. Currently, the roads are maintained with weekly or bi-weekly grading depending on usage. Additionally, a budget for road repairs is prepared every year and additional gravel is added to roads requiring repairs with the allotted funds on a priority system of damage and usage. A more uniform plan for gravel roads has been adopted for the future, where a general standard of 28’ road tops with a 4% crown grade will be used for future gravel grading and reshaping projects. In addition to these dimensional standards, areas with weak subgrade are retrofitted with drain tile to remove excess moisture from the subgrade or cement reinforcement sections to increase the structural capacity of the road top. Gravel roads that have become widened or flatter over time from traffic will also be reshaped. Reshaping returns the roadway back to its designed width and crown. As gravel costs and traffic increase, gravel stabilization, dust control, and subgrade stabilization are becoming more important. Since 2011 we have completed over 50 Miles of centerline draitile, and 92 Miles of subgrade stabilization on gravel roads throughout the county. We anticipate adding more miles of stabilized gravel and more miles of roads with dust control in the future. A map showing the completed draitile projects is shown in Appendix 11, and the completed subgrade stabilization projects is shown in Appendix 12. This will help bridge the gap between gravel roads with 100 ADT or less and paved roads with more than 400 ADT. Our gravel roads with 100-400 ADT have a need for more enhanced gravel treatments, stabilization, and dust control to adequately manage the roadway conditions as traffic increases.

Bridge Maintenance and Construction

Cass County maintains 581 structures of which 228 span 20 feet in length or greater. Inevitably these bridges will deteriorate over time. Maintenance, reconstruction, replacement, and removal needs to and does occur. The NDDOT conducts bi-annual inspections, with consultants, of all bridges greater than 20 feet in length and every third year for any culverts greater than 20 feet in length giving County officials an accurate inventory of existing bridge conditions. This inventory is used to conduct planning for the most effective projects on bridges most in need. In Cass County the average age of a bridge is 34 years old. Of the 228 major structures, about 17% were built before 1960. Designed to the standards of their time, many of these bridges have reached the end of their design life or cannot handle the truck traffic of today. If we assumed a 70-year lifespan for our structures, we would need to replace an average of six major structures per year to keep pace with deterioration. Since Cass County has so many major structures with the average age of half their life span, the next twenty years we will have a higher number of bridge replacements, further straining our finances.



Cass County Bridges: Current Status of 20 foot or Longer Bridges on County Highways

Appendix 7 shows bridges of 20 feet or longer on County Highways. On average, these bridges are in fair condition. Currently 3 bridges are required to be posted on County Roads. These bridges are planned to be replaced within the next 5 to 7 years. The NDDOT staff no longer inspects all 20 foot or longer bridges on a 2-year cycle and rates each on a 0-100 scale. Instead, now this work is done by consultants. The old sufficiency rating system is now replaced by placing bridges in Good, Fair and Poor categories. Now bridges need be in the Poor and Fair categories as well as being load posted for potential federal funding for replacement or rehabilitation. These structures vary in condition from poor, fair, and good. There are 2 poor, 34 fair and 54 good county bridges. These bridges are replaced or repaired on a priority basis.

Cass County Bridges: Current Status of 20 foot or Longer Bridges on Township Roads

Appendix 8 shows bridges of 20 feet or longer on township highways. These structures vary in condition from poor, fair and good. There are 8 poor, 57 fair and 73 good township bridges. These bridges are replaced or repaired on a priority basis with input from the township officials.

Cass County Bridges: Current Status of Bridges less than 20 feet in Length

There are many minor structures that are less than 20 feet in length. The NDDOT no longer inspects these bridges. The Cass County Highway Department has developed a 5-year rotation for inspecting these structures. These bridges are replaced or repaired on a priority basis.

Cass County: Future Staffing – Heavy Equipment – Facilities Needs

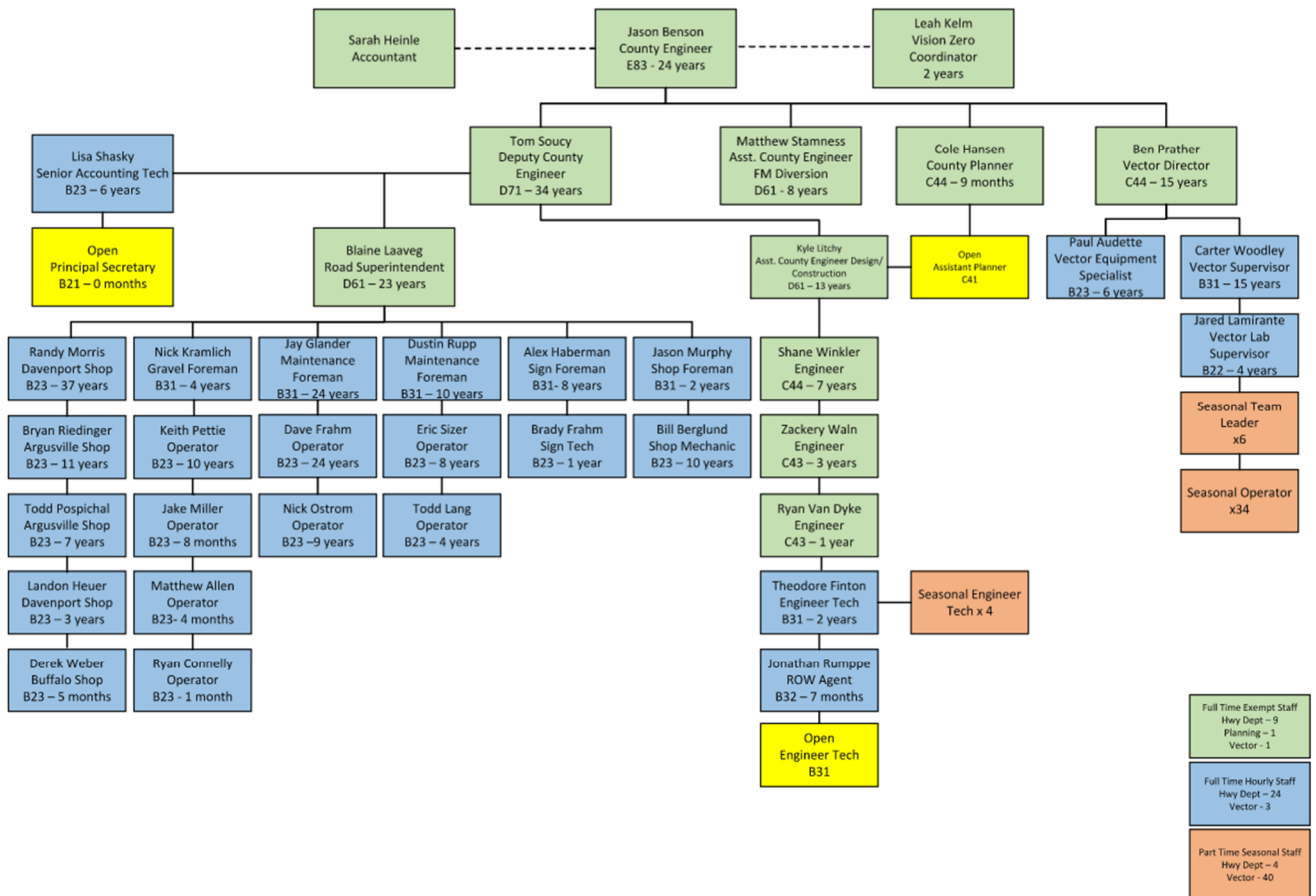
Highway & Vector Staffing

- Current Staffing: The Highway Department is made up of 33 full-time administrative, operations, and engineering staff. The County Engineer also supervises the County Planning and the County Vector Control Departments totaling five full time employees. The Highway Department currently has the County Engineer, a Deputy County Engineer, an Assistant County Engineer (FM Diversion), Assistant County Engineer (Design and Construction), a Road Superintendent, and two office administration staff.

Under the Assistant County Engineer (Design and Construction) are six full time engineering staff and under the Road Superintendent are 20 full time operations staff. The Highway Department also hires between 5-10 part-time engineering and operations staff during the summer. The Vector Control Department has 4 full-time employees and hires around 40 part-time summer employees. Below is the current organizational chart. For 2025, the Cass County Commission authorized adding an Assistant Planning position. This position will help assist in inspection and enforcing residential, commercial, industrial, and other properties before, during and after plat approval to ensure they meet the requirements of Cass County Subdivision Ordinance, Cass County Floodplain Ordinance, Township Zoning, and Fargo Cass Public Health regulations, as well as help out the highway department with GIS duties with 5 year plan maps and asset management of our facilities.

- Proposed Future Staffing: Over the last 5 years we have added 4 full-time positions. With the recent added positions, we feel as though we are set up for future growth needs as the county continues to grow, as well as help transition for potential retirements and changes.

CASS COUNTY HIGHWAY DEPARTMENT ORGANIZATIONAL CHART
(as of 10-01-24)



Highway Heavy Equipment:

- Current Equipment:
Motor graders, Trucks, Pickups, Loaders, Backhoes, Tractors and Trailers are replaced on a as needed to keep the fleet in working order.
- Five Year Projected Equipment Purchases:

2025	2026	2027	2028	2029
Shop P/U (1)	Engr. P/U (2)	Tractor	Dozer	Tandem Trucks (68&69)
Engr. P/U (1)	Shop P/U (3)	Engr. P/U (2)	Shop P/U (3)	Engr. P/U (2)
Excavator	Pup Trailers	Shop P/U (1)	Engr. P/U (5)	Disc Mower
Brush Cat	Tandem Axle Truck (65&66)	Pup Trailers	Water Tank	
Reversible Plows 68&69		Snowblower	Tandem Axle Truck (67)	
Snow Blower		Low boy Trailer		
Walk N Roll		Tandem Axle Truck (1)		
Tandem Axle Truck(64)				
Equipment and years listed subject to change.				

Highway Department Facilities:

- Current Facilities:
 - West Fargo Shop was built in 1969.
 - Office addition was built in 1970.
 - The roof was upgraded in 2018.
 - The main office was remodeled in 1997.
 - The main office was remodeled and expanded in 2023/2024.
 - The Davenport rural shop was built in 1982.
 - The Argusville and Buffalo rural shops were built in 1988.
 - The service hoist main shop was removed, and a pit was installed for service work in 1998.
 - An asphalt curb and gutter parking lot for employees/visitors and fuel pumps are also moved to their current location in 2001.
 - The Vector/Weed equipment storage building was built in 2000.
 - Sand/Salt Storage building was built in 2003.
 - The Vector addition was added to the west side of the office section in 2005 and completed in 2006. This year the vector pesticide storage building was also constructed.
 - Concrete Paving East of the Main Shop was built in 2007.
 - East Storage Building was built in 2012.
 - Concrete Paving West of the Main Shop was built in 2013.
 - Concrete Paving South of the Main Shop was built in 2014.
 - Concrete Paving west of the East storage building to the main entrance roadway. The wash bay drains, and old paint room concrete floor was replaced. The heated storage area of the main shop floor drains and concrete near the overhead shop doors was all built in 2015.
 - The asphalt paving, curb and gutter for the Employee and Visitor parking lot was expanded to the north in 2017 and the remaining portion of the parking lot was overlaid with new asphalt in 2020.
 - 2021 we moved into a new facility for our Davenport Shop and sold the old shop to (KNDPA) Kindred, Normanna, Davenport, Pleasant, Addison Township’s.
 - 2023 we started construction on the addition/remodel of our Highway Department Office Space. In April of 2024 we moved into our newly remodeled office building. This addition/remodel gives us the room we needed and also provides us with the opportunity to continue to grow as a department.

- Five to Ten Year Projected Facilities Remodel, Changes, or New Additions:
 - 2030-2034 upgrade the Highway Department's Sand/Salt storage building.

Vector Department Facilities:

- Current Facilities:
 - Vector vehicle storage building was built in 2000.
 - Vector Control Office was built in 2006
 - Locker room facilities built for approximate 25 men and 25 women.
 - The locker space is extremely tight. Future staffing growth could pose challenges.
 - Vector pesticide storage facility built in tandem with offices and locker rooms in 2006.
 - 75ft Addition to the south end completed in Spring 2019 to meet demand of larger operation. The previous space was inadequate since 2015.
 - Conditioned space built into existing structure in 2020-2021 for cooling and heating.
 - Minor improvements to further insulate garage doors and improve energy efficiency anticipated.
 - Pesticide storage building fully enclosed in 2024
 - Eliminated water ingress and increased cold storage capacity

Strategic Mid/Long Range Goals

Now through the year 2043, Cass County will continue to aggressively design, build, and maintain our future highway network. Below are the goals listed by Range:

Mid-Range (2030 to 2034)

- Continue to complete asphalt overlays on pavement that is at or near 20 years of life.
- Aggressively apply for State and Federal Grants to supplement local funding.
- Regrade County Highways to improve safety by adding shoulders, flattening inslopes, and constructing improved intersections.
- After completion of the FM Diversion Project, regrade/asphalt surface county highways that match up with structures over the FM Diversion. Highways south of I94 will tie into Cass highway 15 and highways North of I94 will tie into Cass Highway 11.
- Repair, replace, or remove all bridges/structures identified as poor or severely load rated. As well as any structures within the FM Diversion footprint.

Long-Range (2035 to 2044)

- Continue to complete asphalt overlays on pavement that is at or near 20 years of life.
- Continue with our plan to regrade all paved County Highways that are narrow and have steep inslopes to improve safety by adding shoulders, flattening inslopes, and constructing improved intersections.
- Replace/reline existing centerline pipe under our county highways that are 50 years or older.
- Construct a continuous paved highway running east-west across the County south of Interstate 94.
- Continue with our plan to regrade/reshape all gravel roads to ensure we maintain a proper 28-foot-wide surface, maintain 4:1 inslopes, and maintain ditch drainage and culverts.
- Work towards having no load posted bridges on our County Highway system.

2025-2029 Highway Improvement Plan

There are numerous factors that can be and are used to make decisions regarding improvements and maintenance on the County Highway System. Many variables go into prioritizing future projects such as average daily traffic as obtained from the NDDOT and/or the FM Metro COG, PCI ratings, asphalt thickness, last year paved, last year sealed, population within the proximity, and points of commerce or increased traffic. These variables are taken into consideration when scheduling the most efficient construction schedules in upcoming years.

Many factors are used to make decisions regarding improvements and maintenance of our gravel road system. Routine maintenance, motor grader operations, and annual gravelling programs are sufficient in maintaining a consistent, high quality gravel road. However, there are times where excessive moisture, poor drainage, soft subgrade, and other issues must be addressed. In addition, there are times when major reshaping or regrading of gravel roads must occur.

Cass County is proactively working to reduce soft roadbeds through drain tile and subgrade repair/cement stabilization. In addition, Cass County will address significant soft spots and subgrade issues through near term drain tile and subgrade repair projects. Long term work will be done to reshape gravel roads that have become widened or flattened over time from traffic, and up to 15 miles of gravel road will be reshaped annually. This reshaping will save money over time by reducing the width of the roadway back to County design standards, which in turn reduces the overall gravel required to resurface the roadway.

Over the last 10 years, Cass County has implemented a plan to stabilize and improve gravel road performance. This has been through completing road reconstruction, cement treated subgrade, and gravel stabilization with dust control. This has helped improve many roads, but additional work is needed on our gravel roads to replace culverts, regrade ditches, and improve the roadway. If additional funding becomes available it would be ideal to allocate a significant portion to improving the roadway, culverts, and ditches of our gravel roads. Table 5 illustrates the proposed highway projects for the next five years that are a result of these components.

Table 5 - Proposed Highway Improvements					
Hwy	Proejct Location	Type of Project	Funding Source (Local/Fed Aid)	Year to be Completed *	Total Cost
16	State Hwy 18 to Davenport	Bituminous Surfacing	Federal	2025	\$5,773,671
26	Hwy 5 North to State Hwy 18	Mill and Overlay	Federal	2025	\$3,496,584
26	Barnes Co. Line to ST Hwy 38	Mill and Overlay	Grant	2025	\$2,500,000
16	Hwy 15 to Hwy 17	Culvert Lining	Local	2025	\$125,000
10	Cassleton to Wheatland	Culvert Lining	Local	2025	\$50,000
81	76th Ave S to Hwy 16 W	Culvert Lining	Local	2025	\$225,000
34	State Hwy 18 to 0.5 Mile East	Grading & Surfacing	Local	2025	\$750,000
34	Half a Mile East of State 18 to 4.0 Miles East	Subgrade Repair & Grading	Local	2025	\$1,750,000
10	Hwy 1 to State Hwy 38	Grading	Local	2025	\$6,500,000
				TOTAL =	\$21,170,255
10	State Hwy 38 through Buffalo 1 Mile East	Grading & Surfacing	Local	2026	\$1,900,000
10	Hwy 11 Mapleton to Sheyenne Diversion Bridge	Mill and Overlay	Local	2026	\$2,400,000
10	Hwy 1 to State Hwy 38	Bituminous Surfacing	Local	2026	\$4,725,000
				TOTAL =	\$9,025,000
14	Diversion to Hwy 17	Grading	Local	2027	\$2,200,000
17	Hwy 14 to 0.50 Miles North	Grading	Local	2027	\$550,000
20	I29 to 45th Street	Grading & Roundabout	Grant	2027	\$4,200,000
34	Hwy 5 to State Hwy 18	Subgrade Repair & Grading	Local	2027	\$3,000,000
81	54th Ave S to 88th Ave S	Shared Use Path Concrete	Grant	2027	\$2,200,000
16	Hwy 17 to I29	Grading & Surfacing	Local	2027	\$3,600,000
16	I29 to Hwy 81	Mill and Overlay	Local	2027	\$2,000,000
31	Improvement 2: South Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$320,000
31	Improvement 3: South Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$110,000
31	Improvement 4: North Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$675,000
31	Improvement 5: North Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$2,600,000
				TOTAL =	\$21,455,000
4	State Hwy 18 to Hwy 11	Grading	Local	2028	\$6,500,000
6	Hwy 15 to St 18	Subgrade Repair & Grading	Local	2028	\$4,100,000
32	State Hwy 18 West 0.5 Mile through Amenia & East 0.25 Mile	Grading & Surfacing	Local	2028	\$875,000
				TOTAL =	\$11,475,000
15	Through Kindred	Shared Use Path Concrete	Grant	2029	\$1,200,000
32	State Hwy 38 to C1	Subgrade Repair & Grading	Local	2029	\$2,800,000
4	State Hwy 18 to Hwy 11	Bituminous Surfacing	Local	2029	\$6,750,000
4	State Hwy 18 to Hwy 5 North	Mill and Overlay/ Shoulder Paving	Local	2029	\$4,350,000
				TOTAL =	\$15,100,000
* Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.					

2025-2029 Bridge Improvement Plan

The County utilizes bi-annual inspection reports provided by the NDDOT to identify necessary improvements to County and township structures. Funding is allocated annually to account for these necessary improvements. In addition to these improvements the County includes, in the construction schedule, necessary flood repairs which combine local and federal funds. There are approximately 49 bridges currently slated for improvements with additional funding set aside for replacing minor structures. Table 6 illustrates the proposed bridge improvements for 2025-2029.

Table 6 - Proposed Bridge Improvements							
HWY	TWP	LOCATION	PROJECT TYPE	FUNDING	STRUCTURE TYPE	YEAR	Total Cost
	Kinyon/Noble	1 Kinyon/6 Noble Drain 16	Box Culvert	Local	Minor	2025	\$175,000
	Howes	16/21 Howes - Buffalo Creek Trib.	Box Culvert	Local	Minor	2025	\$140,000
	Wheatland	11/12 N Wheatland Twp - Swan Creek Trib	Box Culvert	Local	Major	2025	\$325,000
	Wheatland	11/12 S Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2025	\$350,000
	Kinyon/Noble	25 Kinyon/30 Noble Drain 19	Box Culvert	Local	Minor	2025	\$125,000
					COUNTY FORCES STRUCTURES =		\$1,115,000
10	Tower	C10 - 22/27 Tower Twp - Maple River	Bridge Replacement	Local	Major	2025	\$2,000,000
					CONTRACTED STRUCTURES =		\$2,000,000
					TOTAL STRUCTURES =		\$3,115,000
32	Cornell/Tower	C32 - 36 Cornell/2 Tower - East Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$160,000
32	Cornell/Tower	C32 - 36 Cornell/2 Tower - West Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$160,000
	Hunter	33/34 Hunter Twp - Elm River Trib.	Box Culvert	Local	Minor	2026	\$215,000
36	Normanna	C36 - 14 Normanna Twp - Sheyenne River Trib.	Box Culvert	Local	Minor	2026	\$215,000
					COUNTY FORCES STRUCTURES =		\$750,000
31	Harwood	C31 - 13/14 Harwood Twp - Sheyenne River	Bridge	Local	Major	2026	\$8,400,000
	Harwood	29 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$475,000
	Harwood	29/30 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$475,000
					CONTRACTED STRUCTURES =		\$9,350,000
					TOTAL STRUCTURES =		\$10,100,000
	Durbin	25/36 Durbin Twp	Box Culvert	Local	Minor	2027	\$225,000
	Everest	11/12 Everest - Wheatland Channel	Box Culvert	Local	Major	2027	\$250,000
	Wheatland	30/31 Wheatland Twp - Buffalo Creek Trib.	Box Culvert	Local	Major	2027	\$110,000
	Durbin/Everest	7 Durbin/12 Everest Twps.	Box Culvert	Local	Minor	2027	\$250,000
					COUNTY FORCES STRUCTURES =		\$835,000
	Rush River	29/32 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2027	\$1,650,000
10	Raymond & Mapleton	C10 - 34 Raymond/3 Mapleton - Dr 14	Box Culvert	Local	Major	2027	\$220,000
5	Wheatland	15/16 Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2027	\$550,000
	Hunter	21/22 Hunter Twp - South Branch of the Elm River	Box Culvert	Local	Major	2027	\$415,000
5	Erie	C5 - 27/28 Erie Twp - Rush River Trib.	Box Culvert	Local	Minor	2027	\$330,000
					CONTRACTED STRUCTURES =		\$3,165,000
					TOTAL STRUCTURES =		\$4,000,000
5	Empire	34/35 Empire - North	Box Culvert	Local	Major	2028	\$200,000
5	Empire	34/35 Empire - South	Box Culvert	Local	Minor	2028	\$230,000
	Highland	23/26 Highland Twp. - Maple River Trib.	Box Culvert	Local	Minor	2028	\$315,000
	Highland	26/35 Highland Twp. - Maple River Trib.	Box Culvert	Local	Minor	2028	\$315,000
					COUNTY FORCES STRUCTURES =		\$1,060,000
	Raymond	23/24 Raymond Township - Maple River	Box Culvert	Local	Major	2028	\$575,000
	Raymond	35 Raymond Township	Box Culvert	Local	Major	2028	\$345,000
	Tower	2/3 Tower Twp - Maple River	Box Culvert	Local	Major	2028	\$950,000
9	Durbin	C9 - 5/6 Durbin Twp - Swan Creek	Box Culvert	Federal	Major	2028	\$1,380,000
	Normanna	34/35 Normanna Twp - Sheyenne River	Bridge Replacement	Local	Major	2028	\$2,100,000
					CONTRACTED STRUCTURES =		\$5,350,000
					TOTAL STRUCTURES =		\$6,410,000
4	Cornell	1/12 Cornell Twp - Drain 56	Box Culvert	Local	Minor	2029	\$240,000
	Mapleton	25/26 Mapleton Twp - Drain 21	Box Culvert	Local	Minor	2029	\$270,000
	Leonard	12/13 Leonard Twp - Drain 39	Box Culvert	Local	Minor	2029	\$480,000
	Leonard	2/11 Leonard Twp - Drain 15	Box Culvert	Local	Major	2029	\$270,000
					COUNTY FORCES STRUCTURES =		\$1,260,000
	Rush River	32/33 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2029	\$1,440,000
	Hunter	22/23 Hunter Twp - Branch of the Elm River	Box Culvert	Local	Major	2029	\$900,000
11	Harmony/Raymond	13 Harmony/18 Raymond	Bridge Replacement	Local	Major	2029	\$2,400,000
					CONTRACTED STRUCTURES =		\$4,740,000
					TOTAL STRUCTURES =		\$6,000,000
					5 YEAR COUNTY FORCES STRUCTURES =		
					5 YEAR CONTRACTED STRUCTURE TOTAL =		
					5 YEAR STRUCTURE TOTAL =		

2025-2029 Revenues vs Project Costs

Table 7 illustrates the revenue stream and estimated costs of the 2025-2029 Plan. Appendices 1 and 2 illustrate the proposed capital improvements over the 2025-2029 period.

<i>Table 7 - Revenue vs. Project Costs</i>					
Revenue Description	2025	2026	2027	2028	2029
Property Tax	\$12,673,227	\$13,433,621	\$14,239,638	\$15,094,016	\$15,999,657
Highway Distribution Tax	\$7,799,040	\$8,111,002	\$8,435,442	\$8,772,859	\$9,123,774
Other Income (Interest & Permits/Fees)	\$784,508	\$808,043	\$832,285	\$857,253	\$882,971
Prairie Dog Funding Bill	\$6,571,730	\$0	\$6,571,730	\$0	\$6,571,730
Legacy Fund Grant	\$0	\$2,423,296	\$0	\$2,423,296	\$0
Border County & Cities Shared Projects	\$0	\$0	\$1,500,000	\$0	\$0
Total Revenues	\$27,828,505	\$24,775,961	\$31,579,094	\$27,147,425	\$32,578,131
Previous Year Carry Over	\$5,250,000	\$9,246,533	\$3,422,401	\$4,927,170	\$3,925,050
Diverstion Reimbersment	\$0	\$0	\$3,705,000	\$0	\$0
Other (Grants or Oil Dollars)	\$2,000,000	\$0	\$4,860,000	\$0	\$960,000
Federal Aid Highway Funding	\$7,502,417	\$0	\$0	\$0	\$0
Federal Aid Bridge Funding	\$0	\$0	\$0	\$0	\$0
Total Revenues & Federal Aid	\$42,580,922	\$34,022,494	\$43,566,495	\$32,074,595	\$37,463,181
Total Operating Cost (not including Road/Bridge Projects)	\$7,717,216	\$7,871,560	\$8,028,992	\$8,189,571	\$8,353,363
Total Available for Road/Bridge Projects	\$34,863,706	\$26,150,934	\$35,537,503	\$23,885,023	\$29,109,819
Total Highway Project Costs	\$21,170,255	\$9,025,000	\$24,887,800	\$11,475,000	\$15,100,000
County Bridge Project Costs	\$3,115,000	\$10,100,000	\$4,000,000	\$6,410,000	\$6,000,000
Crackseal, Chipseal, & Striping	\$650,000	\$2,903,533	\$1,022,533	\$1,374,973	\$650,000
Total Project Costs	\$24,935,255	\$22,028,533	\$29,910,333	\$19,259,973	\$21,750,000
Differences (Revenues-Costs)	\$9,928,451	\$4,122,401	\$5,627,170	\$4,625,050	\$7,359,819

2030-2034 Highway Improvement Plan

With all the different/changing circumstances revolving funding, grants, and supply chain issues we felt it was necessary to have a 5-10 year plan to give us more flexibility to move projects around from year to year depending on funding. This also gives us the ability to plan further into the future with federal funding, grant applications, hydraulic reports, and other necessary permitting needed to construct the project. In turn we will have more shelf ready projects that can easily be bid and constructed with little to no work. This was very apparent to us as we were going through the RAISE grant application. The more accurate the plans/costs are the more accurate our future grant applications will be, which in turn will give us a better chance to secure future those grants.

Table 8 illustrates the proposed highway projects from year 5 to year 10 that are a result of these components.

Table 8 - Long Range Proposed Highway Improvements					
Hwy	Project Location	Type of Project	Funding Source (Local/Fed Aid)	Year to be Completed *	Total Cost
16	Hwy 81 to Red River	Mill and Overlay	Federal	2030	\$300,000
18	I29 to Red River	Mill and Overlay	Federal	2030	\$200,000
25	Hwy 81 through Hickson	Mill and Overlay	Local	2030	\$90,000
81	Hwy 16 W to State Hwy 46	Mill and Overlay	Federal	2030	\$2,600,000
21	Hwy 16 to Hwy 14	Mill and Overlay	Local	2030	\$750,000
26	State Hwy 18 to I29	Mill and Overlay	Federal	2030	\$4,100,000
5	Wheatland to I94	Grading & Surfacing	Local	2030	\$4,400,000
81	Diversion to Hwy 34E	Grading & Surfacing/Crack and Seat	Local	2030	\$5,100,000
32	C81 to West of I29	Mill and Overlay	Local	2030	\$65,000
81	City of Fargo to Diversion	Grading & Surfacing/Crack and Seat	Local	2030	\$5,300,000
				TOTAL =	\$22,905,000
81	Hwy 34E to Traill County	Mill and Overlay	Local	2031	\$2,700,000
11	Through Grandin	Mill and Overlay	Local	2031	\$125,000
2	Over I29	Mill and Overlay	Local	2031	\$75,000
34	Over I29	Mill and Overlay	Local	2031	\$100,000
26	I29 to C31	Grading	Local	2031	\$7,000,000
31	Hwy 26 West to Hwy 26 East	Grading	Local	2031	\$1,900,000
6	Hwy 38 to Barnes County	Grading	Local	2031	\$5,200,000
				TOTAL =	\$17,100,000
7	I94 to Hwy 6	Grading	Local	2032	\$6,700,000
26	I29 to C31	Bituminous Surfacing	Local	2032	\$5,700,000
31	Hwy 26 West to Hwy 26 East	Bituminous Surfacing	Local	2032	\$1,900,000
26	Hwy 31 to Red River	Mill and Overlay	Local	2032	\$450,000
6	Barnes Co Line to Hwy 38	Bituminous Surfacing	Local	2032	\$5,700,000
				TOTAL =	\$20,450,000
7	I94 to Hwy 6	Bituminous Surfacing	Local	2033	\$6,800,000
22	Hwy 17 to Hwy 11	Grading & Surfacing	Local	2033	\$10,000,000
16	State Hwy 38 to Barnes County Line	Subgrade Repair & Grading	Local	2033	\$3,600,000
				TOTAL =	\$20,400,000
2	ST18 to Hwy 11	Subgrade Repair & Grading	Local	2034	\$4,500,000
6	Sheyenne Diversion to Hwy 15	Grading & Surfacing	Local	2034	\$7,100,000
1	Hwy 4 to Hwy 26	Subgrade Repair & Grading	Local	2034	\$4,000,000
10	C5N to Buffalo	Bituminous Surfacing	Local	2034	\$7,000,000
	Brewer Lake Park Road	Bituminous Surfacing	Grant	2034	\$1,000,000
				TOTAL =	\$23,600,000
* Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.					

Appendix 1

**2025 - 2029
5 Year Capital Improvement Plan
Proposed Highway Projects**

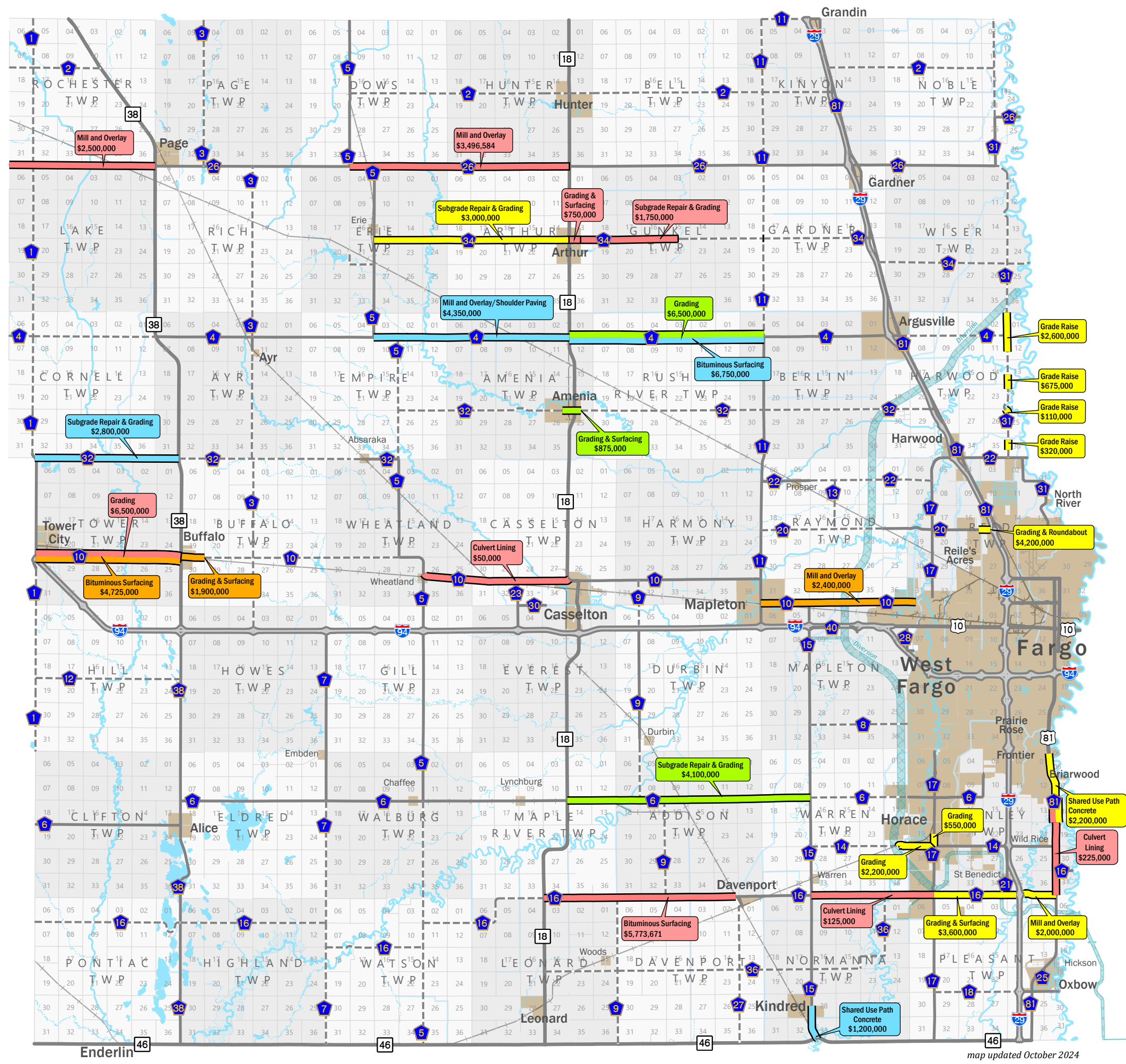
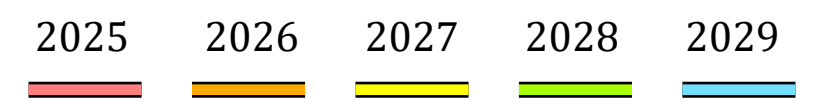


TABLE 5 - PROPOSED HIGHWAY IMPROVEMENTS

HWY	LOCATION	PROJECT TYPE	FUNDING	YEAR	COST
16	State Hwy 18 to Davenport	Bituminous Surfacing	Federal	2025	\$5,773,671
26	Hwy 5 North to State Hwy 18	Mill and Overlay	Federal	2025	\$3,496,584
26	Barnes Co. Line to ST Hwy 38	Mill and Overlay	Grant	2025	\$2,500,000
16	Hwy 15 to Hwy 17	Culvert Lining	Local	2025	\$125,000
10	Cassleton to Wheatland	Culvert Lining	Local	2025	\$50,000
81	76th Ave S to Hwy 16 W	Culvert Lining	Local	2025	\$225,000
34	State Hwy 18 to 0.5 Mile East	Grading & Surfacing	Local	2025	\$750,000
34	Half a Mile East of State 18 to 4.0 Miles East	Subgrade Repair & Grading	Local	2025	\$1,750,000
10	Hwy 1 to State Hwy 38	Grading	Local	2025	\$6,500,000
10	State Hwy 38 through Buffalo 1 Mile East	Grading & Surfacing	Local	2026	\$1,900,000
10	Hwy 11 Mapleton to Sheyenne Diversion Bridge	Mill and Overlay	Local	2026	\$2,400,000
10	Hwy 1 to State Hwy 38	Bituminous Surfacing	Local	2026	\$4,725,000
14	Diversion to Hwy 17	Grading	Local	2027	\$2,200,000
17	Hwy 14 to 0.50 Miles North	Grading	Local	2027	\$550,000
20	I29 to 45th Street	Grading & Roundabout	Grant	2027	\$4,200,000*
34	Hwy 5 to State Hwy 18	Subgrade Repair & Grading	Local	2027	\$3,000,000
81	54th Ave S to 88th Ave S	Shared Use Path Concrete	Grant	2027	\$2,200,000
16	Hwy 17 to I29	Grading & Surfacing	Local	2027	\$3,600,000
16	I29 to Hwy 81	Mill and Overlay	Local	2027	\$2,000,000
31	Improvement 2: South Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$320,000
31	Improvement 3: South Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$110,000
31	Improvement 4: North Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$675,000
31	Improvement 5: North Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$2,600,000
4	State Hwy 18 to Hwy 11	Grading	Local	2028	\$6,500,000
6	Hwy 15 to St 18	Subgrade Repair & Grading	Local	2028	\$4,100,000
32	State Hwy 18 West 0.5 Mile through Amenia & East 0.25 Mile	Grading & Surfacing	Local	2028	\$875,000
15	Through Kindred	Shared Use Path Concrete	Grant	2029	\$1,200,000*
32	State Hwy 38 to C1	Subgrade Repair & Grading	Local	2029	\$2,800,000
4	State Hwy 18 to Hwy 11	Bituminous Surfacing	Local	2029	\$6,750,000
4	State Hwy 18 to Hwy 5 North	Mill and Overlay/Shoulder Paving	Local	2029	\$4,350,000

*Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.
project for which grant is possible

Cass County Highway Department

Jason Benson
County Engineer, P.E.

Tom Soucy
Deputy County Engineer, P.E.

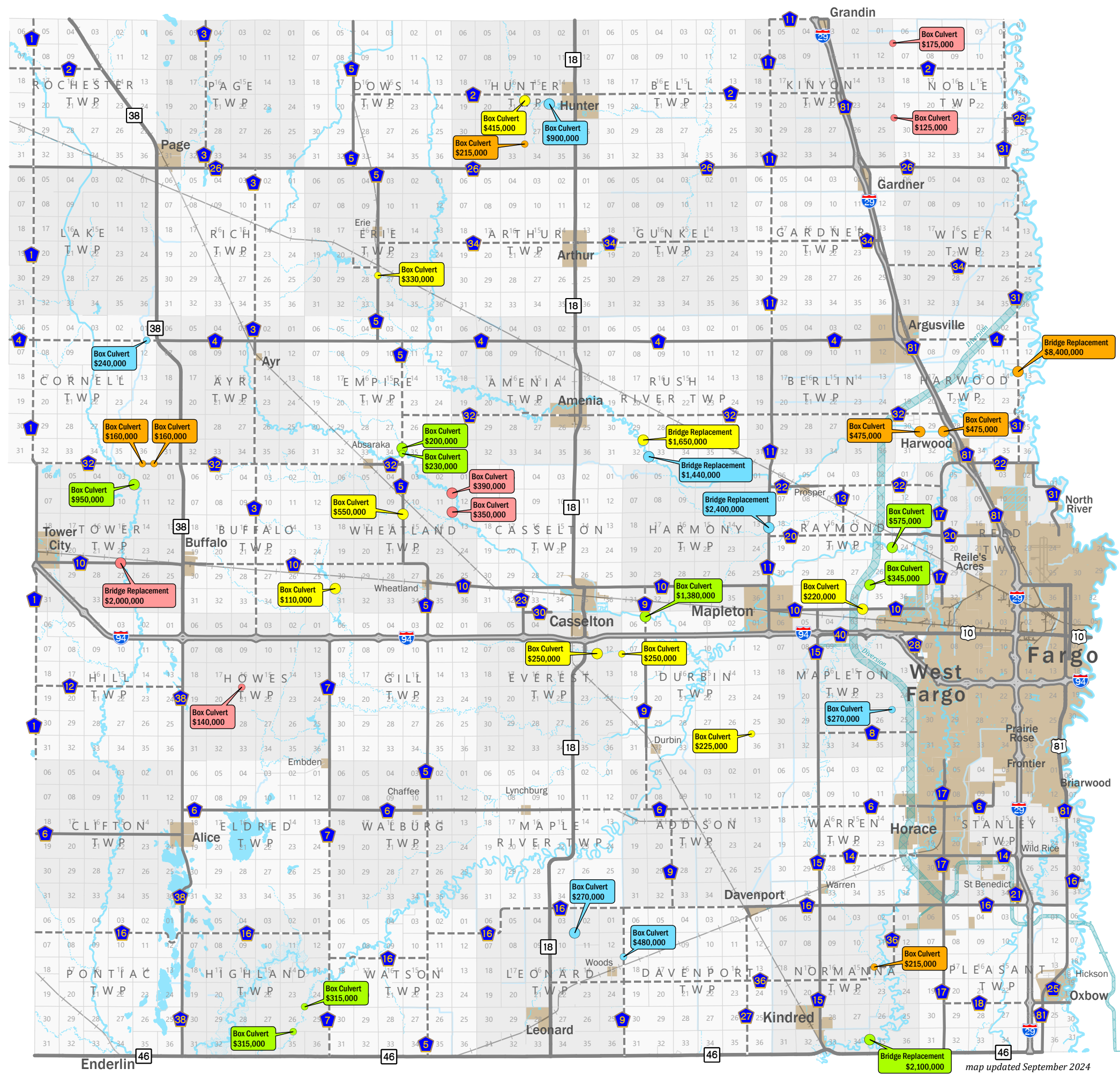
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Appendix 2

2025 - 2029

5 Year Capital Improvement Plan Proposed Structure Projects

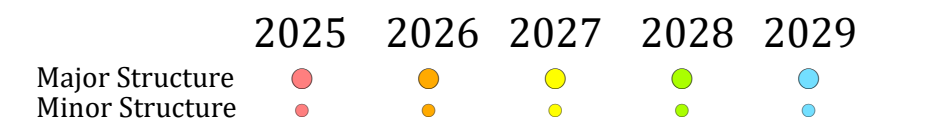


TABLE 7 - PROPOSED BRIDGE IMPROVEMENTS

HWY	LOCATION	PROJECT TYPE	FUNDING	STRUCTURE TYPE	YEAR	COST
	1 Kinyon/6 Noble Drain 16	Box Culvert	Local	Minor	2025	\$175,000
	16/21 Howes - Buffalo Creek Trib.	Box Culvert	Local	Minor	2025	\$140,000
	11/12 N Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2025	\$325,000
	11/12 S Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2025	\$350,000
	25 Kinyon/30 Noble Drain 19	Box Culvert	Local	Minor	2025	\$125,000
10	C10 - 22/27 Tower Twp - Maple River	Bridge Replacement	Local	Major	2025	\$2,000,000
32	C32 - 36 Cornell/2 Tower - East Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$160,000
32	C32 - 36 Cornell/2 Tower - West Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$160,000
	33/34 Hunter Twp - Elm River Trib.	Box Culvert	Local	Minor	2026	\$215,000
36	C36 - 14 Normanna Twp - Sheyenne River Trib.	Box Culvert	Local	Minor	2026	\$215,000
31	C31 - 13/14 Harwood Twp - Sheyenne River	Bridge Replacement	Local	Major	2026	\$8,400,000
	29 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$475,000
	29/30 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$475,000
	25/36 Durbin Twp	Box Culvert	Local	Minor	2027	\$225,000
	11/12 Everest - Wheatland Channel	Box Culvert	Local	Major	2027	\$250,000
	30/31 Wheatland Twp - Buffalo Creek Trib.	Box Culvert	Local	Major	2027	\$110,000
	7 Durbin/12 Everest Twps.	Box Culvert	Local	Minor	2027	\$250,000
	29/32 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2027	\$1,650,000
10	C10 - 34 Raymond/3 Mapleton - Dr 14	Box Culvert	Local	Major	2027	\$220,000
5	15/16 Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2027	\$550,000
	21/22 Hunter Twp - South Branch of the Elm River	Box Culvert	Local	Major	2027	\$415,000
5	C5 - 27/28 Erie Twp - Rush River Trib.	Box Culvert	Local	Minor	2027	\$330,000
5	34/35 Empire - North	Box Culvert	Local	Major	2028	\$200,000
5	34/35 Empire - South	Box Culvert	Local	Minor	2028	\$230,000
	23/26 Highland Twp - Maple River Trib.	Box Culvert	Local	Minor	2028	\$315,000
	26/35 Highland Twp - Maple River Trib.	Box Culvert	Local	Minor	2028	\$315,000
	23/24 Raymond Township - Maple River	Box Culvert	Local	Major	2028	\$575,000
	35 Raymond Township	Box Culvert	Local	Major	2028	\$345,000
	2/3 Tower Twp - Maple River	Box Culvert	Local	Major	2028	\$950,000
9	C9 - 5/6 Durbin Twp - Swan Creek	Box Culvert	Federal	Major	2028	\$1,380,000
	34/35 Normanna Twp - Sheyenne River	Bridge Replacement	Local	Major	2028	\$2,100,000
4	1/12 Cornell Twp - Drain 56	Box Culvert	Local	Minor	2029	\$240,000
	25/26 Mapleton Twp - Drain 21	Box Culvert	Local	Minor	2029	\$270,000
	2/11 Leonard Twp - Drain 15	Box Culvert	Local	Major	2029	\$270,000
11	32/33 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2029	\$1,440,000
	13 Harmony/18 Raymond	Bridge Replacement	Local	Major	2029	\$2,400,000
	12/13 Leonard Twp - Drain 39	Box Culvert	Local	Minor	2029	\$480,000
	22/23 Hunter Twp - Branch of the Elm River	Box Culvert	Local	Major	2029	\$900,000

Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.

Cass County Highway Department

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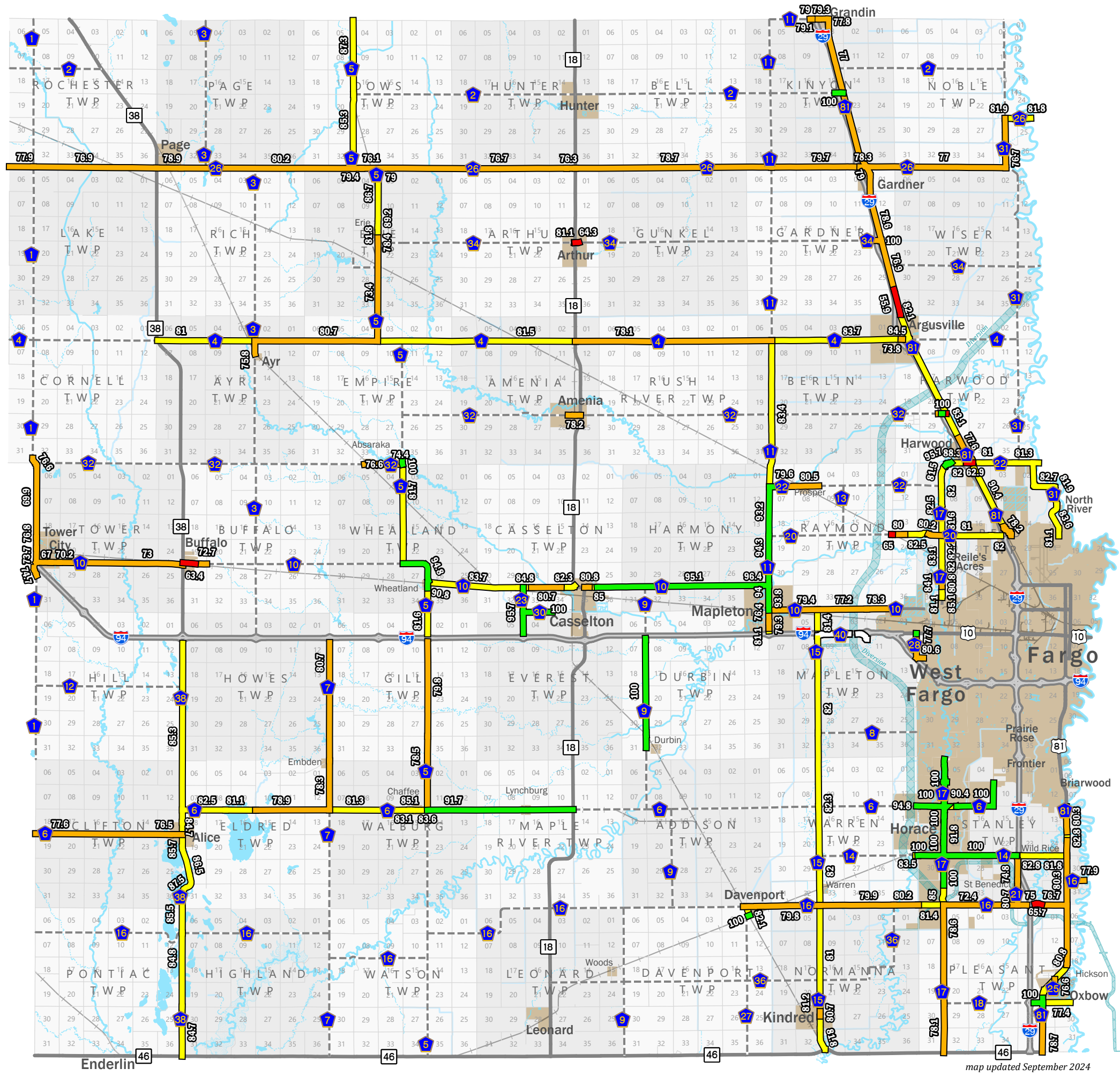
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Appendix 3

Pavement Condition Index (PCI) 2022 Testing Results

- Poor
- Fair
- Good
- Very Good
- Unknown

PCI	Paved Miles	% of Paved Miles
Poor PCI 0 - 65	2.44	0.78%
Fair PCI 66 - 80	150.23	47.82%
Good PCI 81 - 90	117.39	37.36%
Very Good PCI 91 - 100	42.34	13.48%
not measured/unknown	1.78	0.56%

Total Paved Miles: 314.18

Average PCI*: 82.03
*prorated per length

Pavement Evaluation completed by American Engineering Testing in 2022. The evaluation consisted of deflection testing with a Model 8002 & 8012 Dynatest Falling Weight Deflectometers. Pavement surface condition assessment based on the Pavement Condition Index (PCI) method developed by the Army Corps of Engineers. The resulting data is analyzed to evaluate the structural and surface condition of the existing pavements on the tested road segments.

Roads reconstructed or repaved after 2022 have been assigned a PCI value of 100.

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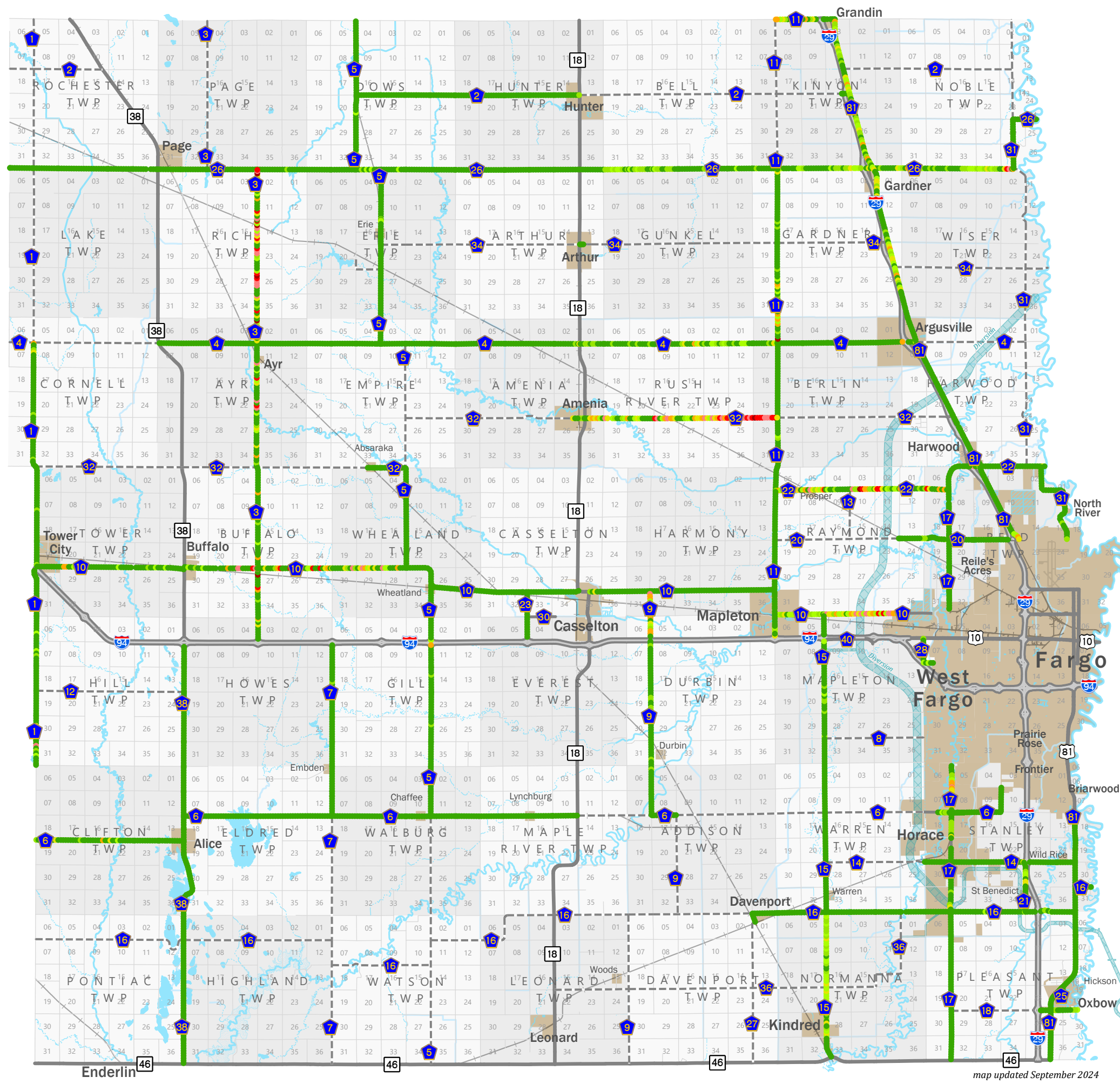
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map updated September 2024

Appendix 4

**Highway Load Capacity
2022 Testing Results**



Tons/Axle

- 3 (worst)
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (best)

Pavement Evaluation completed by American Engineering Testing in 2022. The evaluation consisted of deflection testing with a Model 8002 & 8012 Dynatest Falling Weight Deflectometers. Pavement surface condition assessment based on the Pavement Condition Index (PCI) method developed by the Army Corps of Engineers. The resulting data is analyzed to evaluate the structural and surface condition of the existing pavements on the tested road segments.

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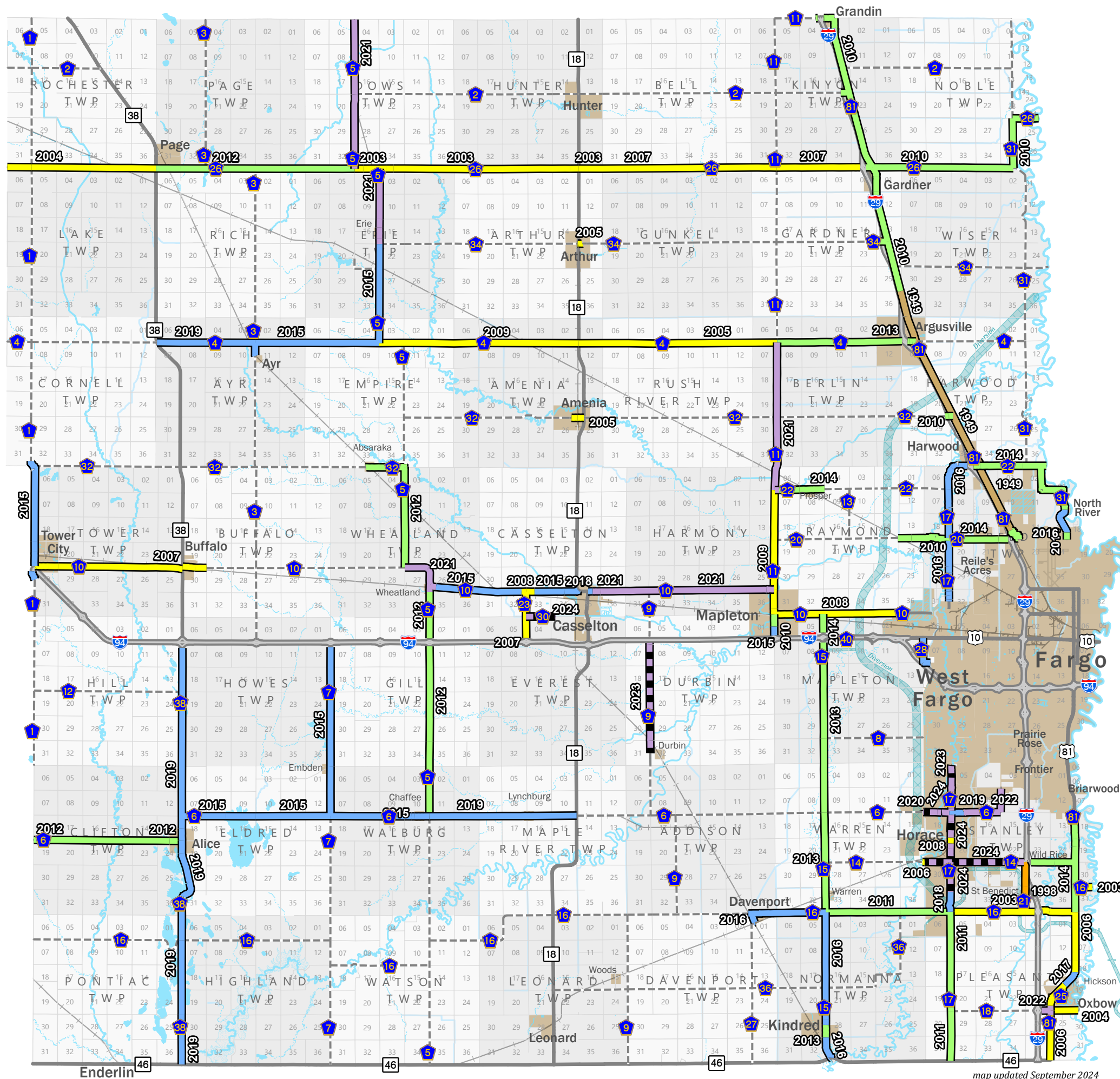
Appendix 5

Paving Projects

Year of Last Project

-  1949
-  1998
-  2000 - 2009
-  2010 - 2014
-  2015 - 2019
-  2020 - 2022
-  2023 - 2024

Year	Miles	Average PCI per segment
1949	10.66	77.82
1998	2.02	77.75
2000 - 2009	74.87	78.63
2010 - 2014	97.75	80.30
2015 - 2019	83.38	82.43
2020 - 2022	27.69	91.27
2023 - 2024	16.03	98.96
not measured/unknown	1.78	unknown



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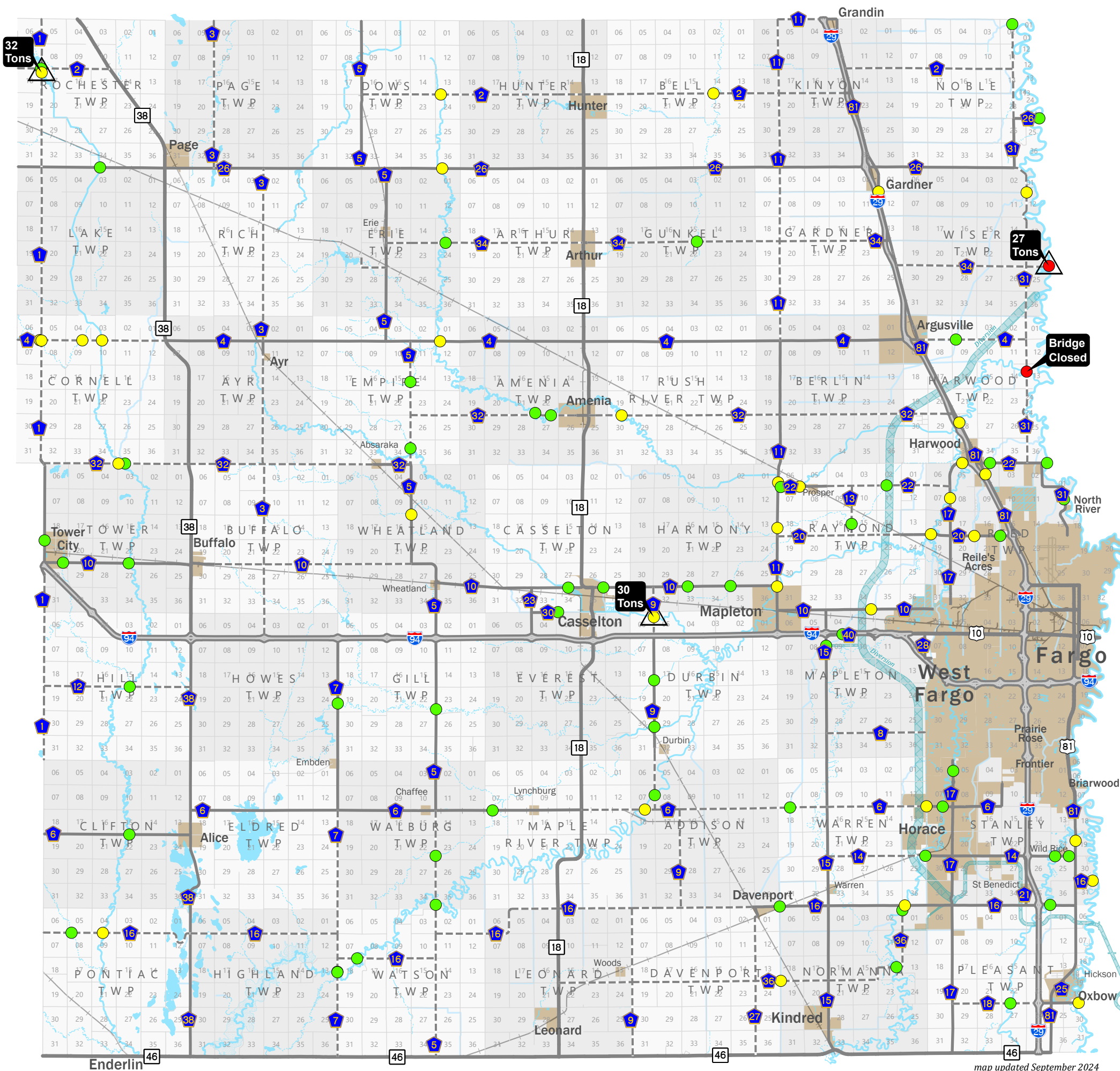
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Appendix 7

Bridges on County Roads: ND DOT Bridge Inspection and Appraisal



Condition

- GOOD (54)
- FAIR (34)
- POOR (2)

Posted Tons

- Posted (3)

Bridges constructed after testing have an assumed rating of good.

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Appendix 8

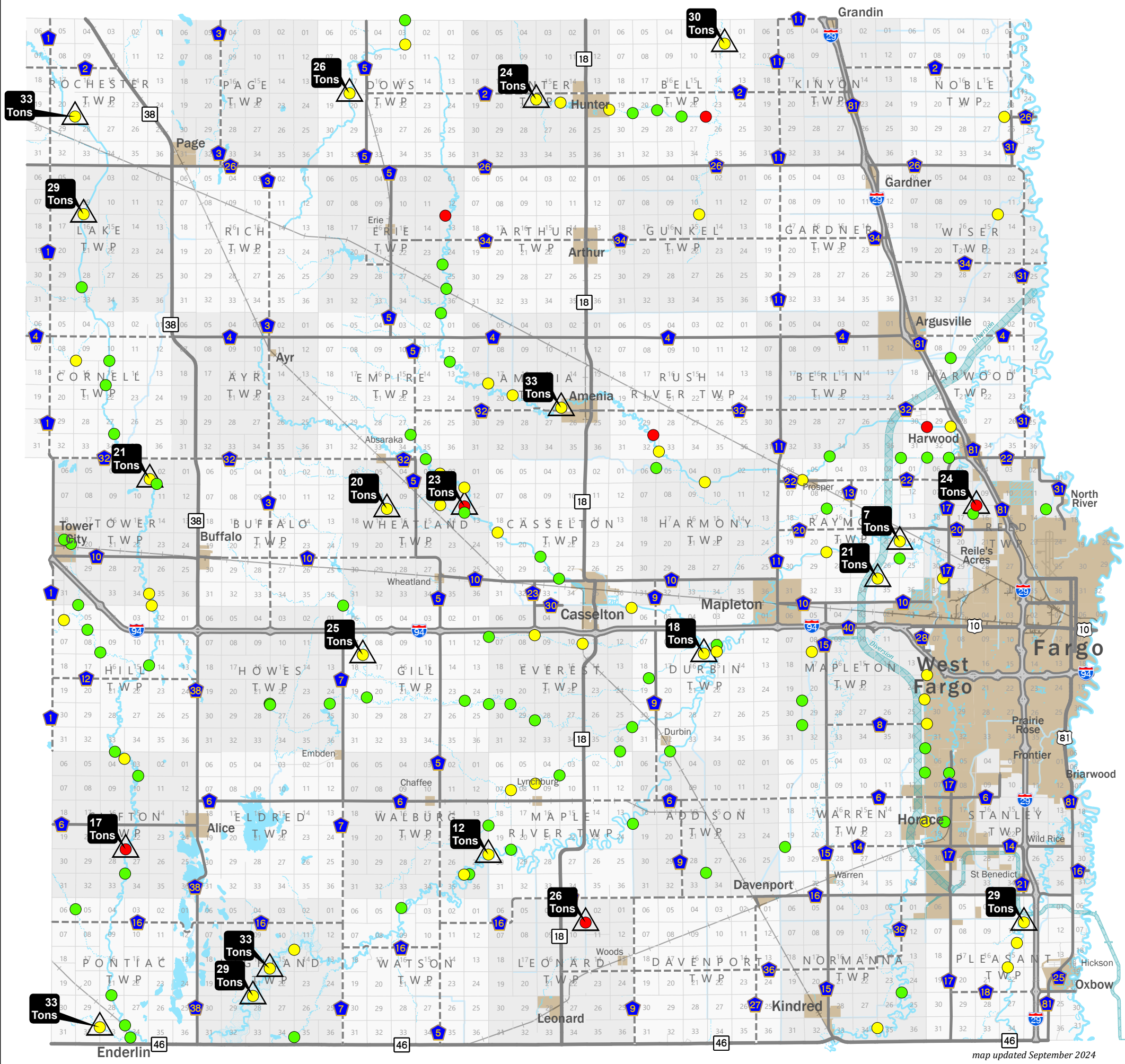
Bridges on Township Roads: ND DOT Bridge Inspection and Appraisal

Condition

- GOOD (73)
- FAIR (57)
- POOR (8)

Posted Tons

- △ Posted (21)



Bridges constructed after testing have an assumed rating of good.

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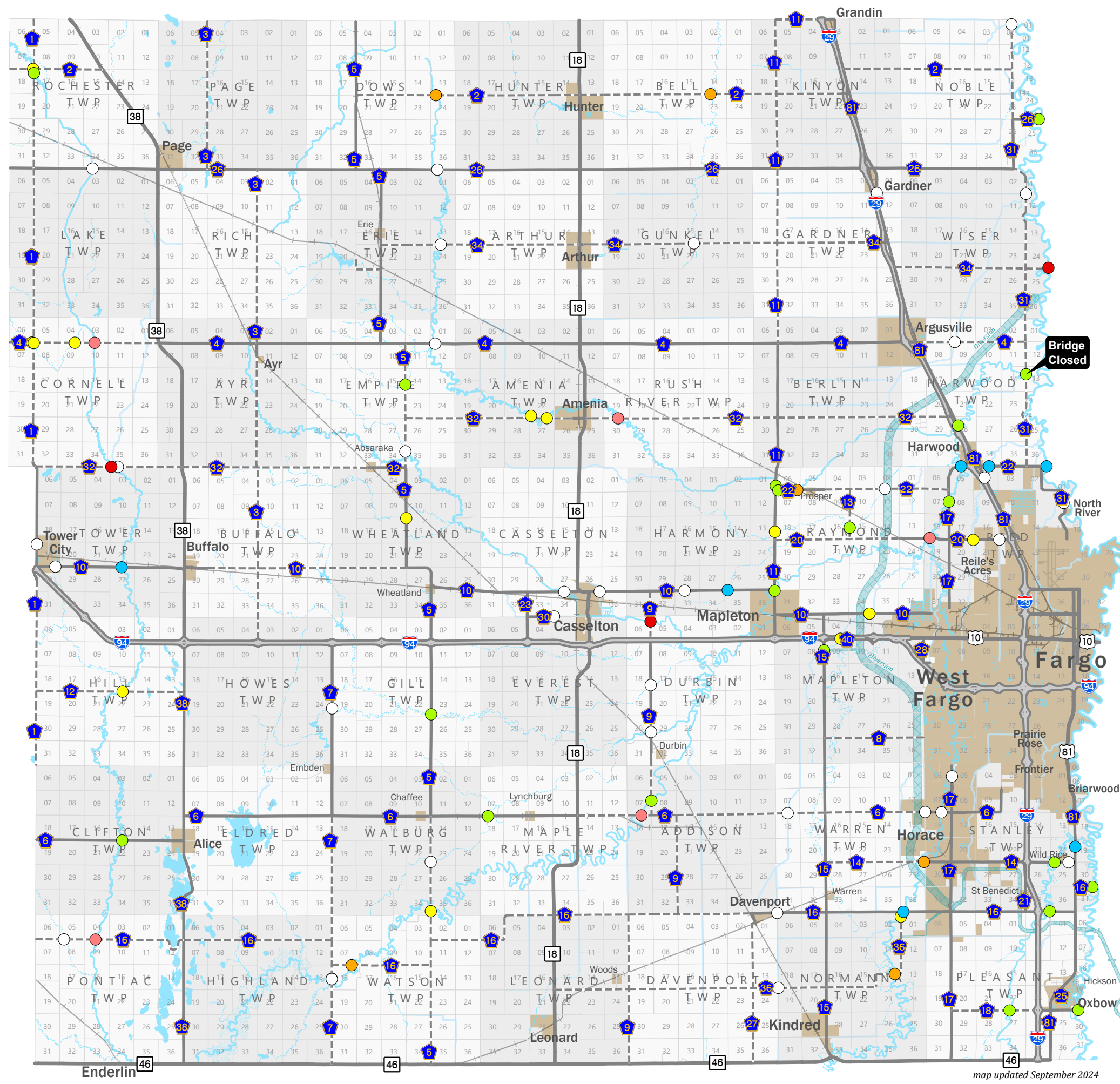
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Appendix 9

Bridges on County Roads: Width Restriction

Structure Width

- culvert/no width restriction (35)
- under 24' (3)
- 24' - 25.9' (5)
- 26' - 27.9' (6)
- 28' - 29.9' (14)
- 30' - 39.9' (20)
- 40' + (7)



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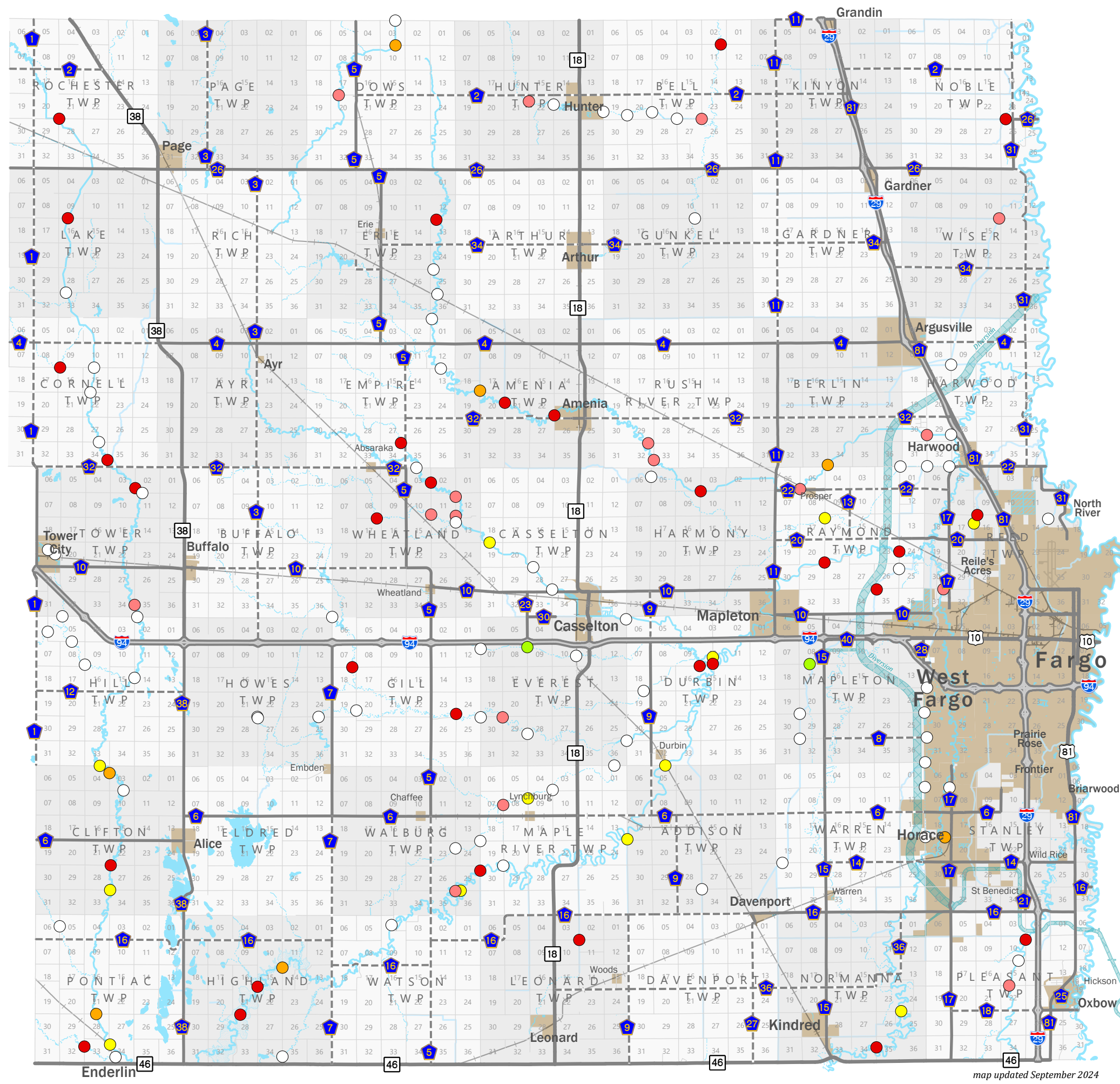
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Appendix 10

**Bridges on Township Roads:
Width Restriction**

Structure Width

- culvert/no width restriction (70)
- under 24' (30)
- 24' - 25.9' (17)
- 26' - 27.9' (7)
- 28' - 29.9' (12)
- 30' - 39.9' (2)
- 40' + (0)



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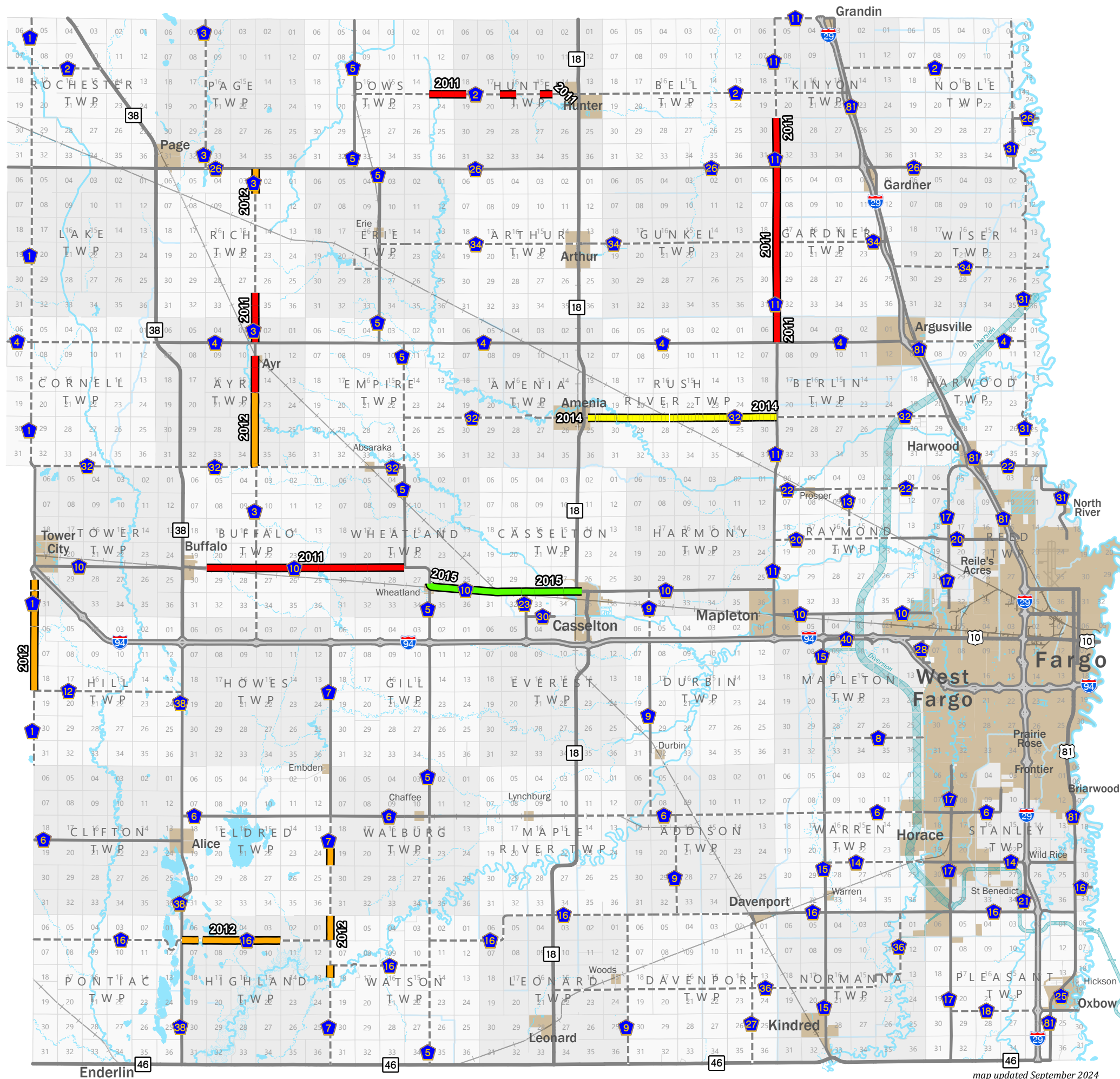
Appendix 11

Drain Tile Projects

Year of Last Project

- 2011
- 2012
- 2014
- 2015

Year	Miles
2011	23.07
2012	14.25
2014	7.45
2015	6.2
Total	50.97



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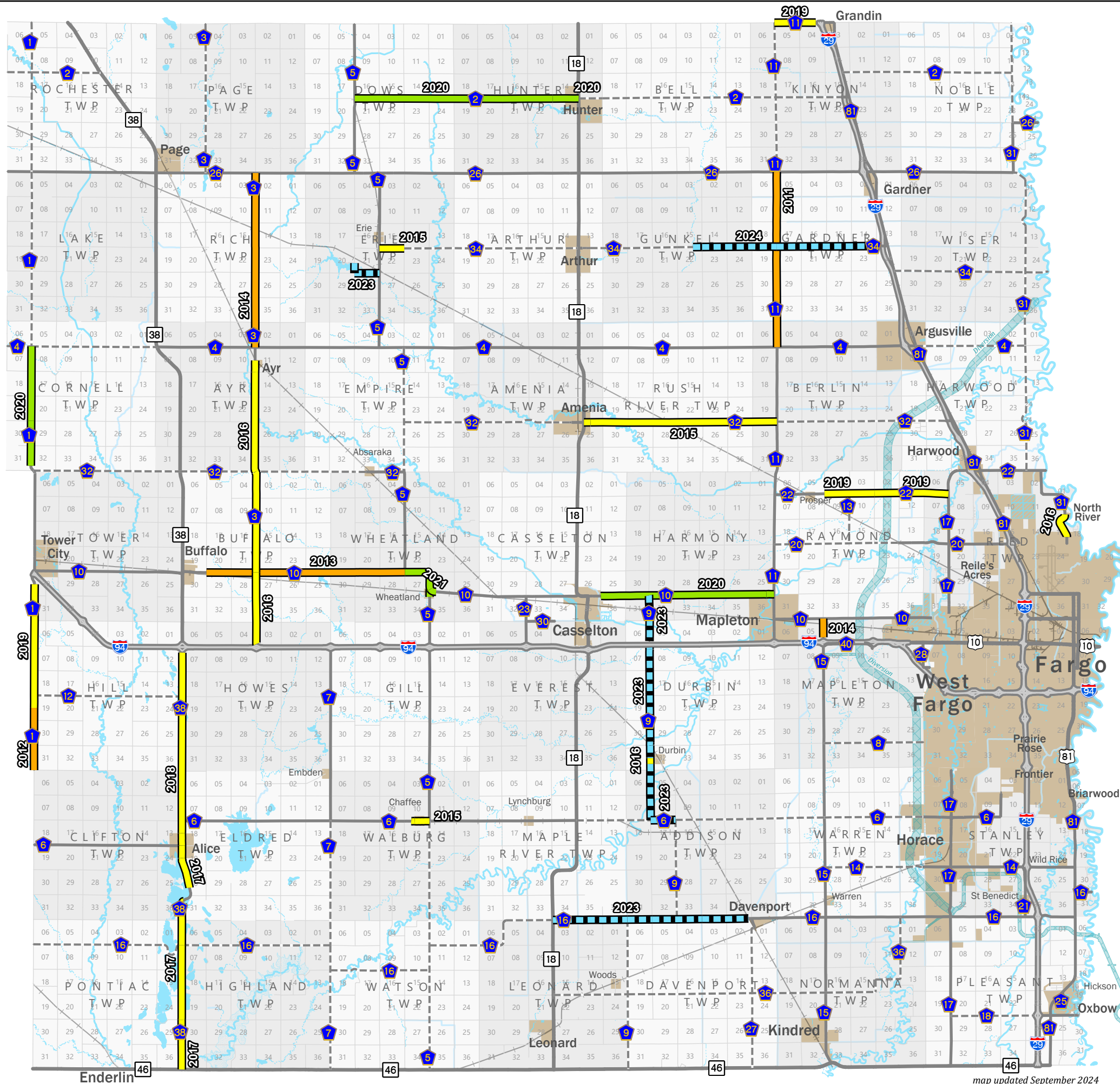
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Appendix 12

Subgrade Repair Projects



Year of Last Project

- 2010 - 2014
- 2015 - 2019
- 2020 - 2022
- 2023 - 2024

Year	Gravel Miles	Paved Miles	Total Miles
2010 - 2014	24.57	0.75	25.31
2015 - 2019	32.06	18.09	50.15
2020 - 2022	13.81	9.16	22.97
2023 - 2024	21.86	4.44	26.3
Total	92.29	32.43	124.72

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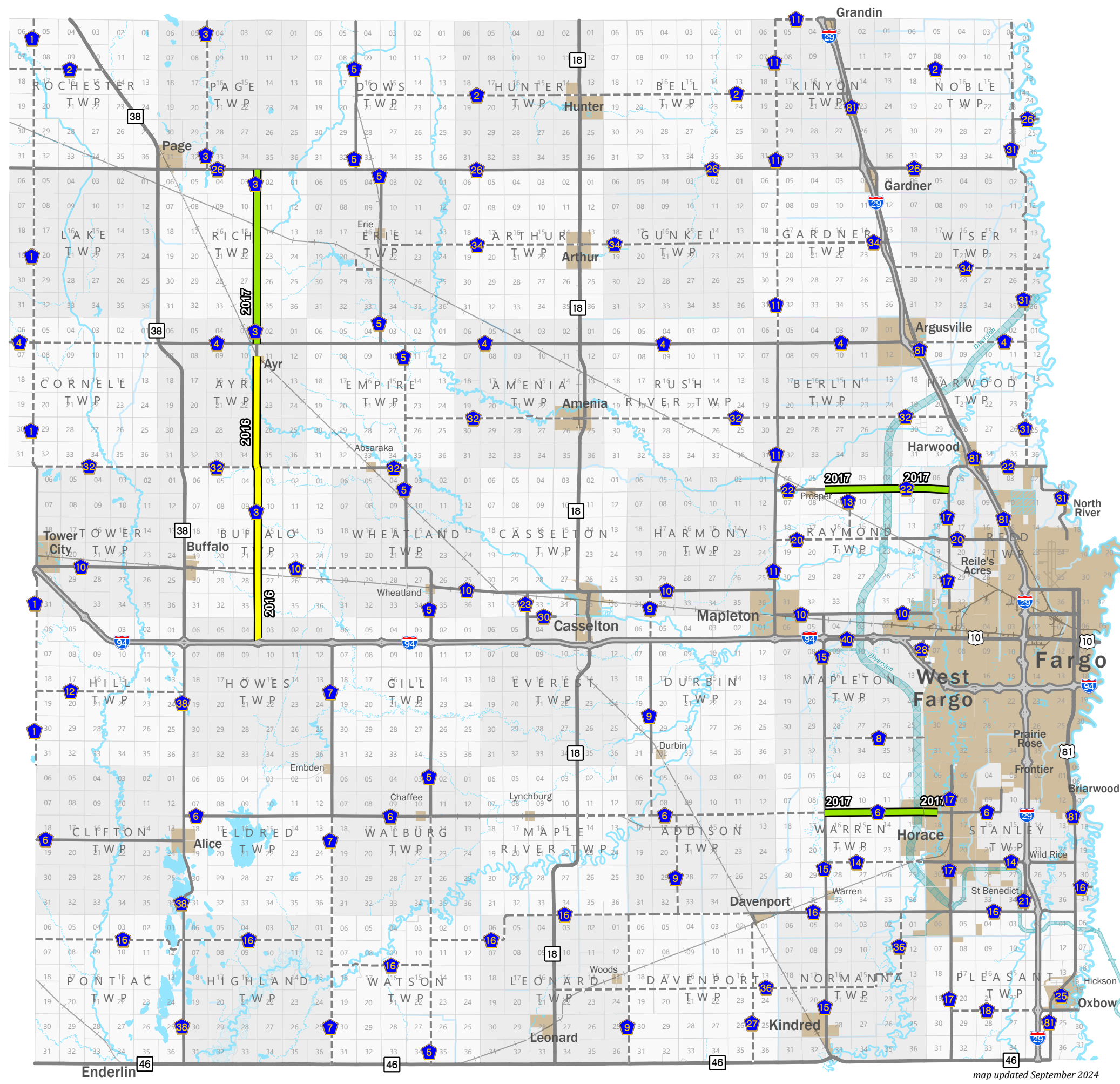


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Gravel Stabilization Projects



Year of Last Project

2016

2017

Year	Miles
2016	11.42
2017	16.55
Total	27.97

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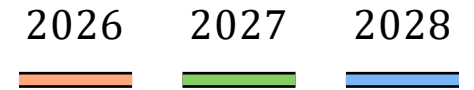


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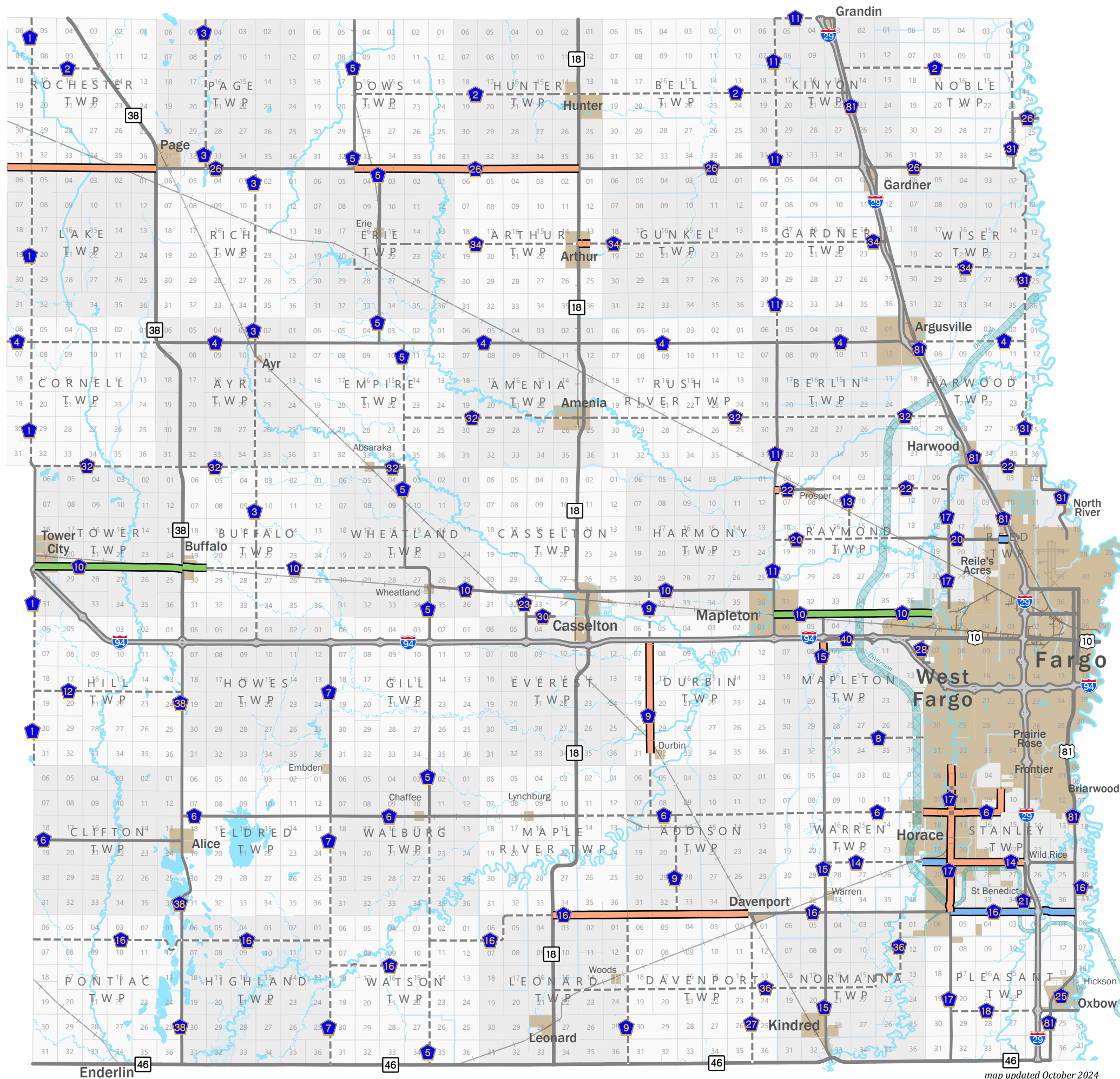
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Proposed Chip Seal Projects



Year	Miles
2026	40.9
2027	13.3
2028	6.2
Total	60.4



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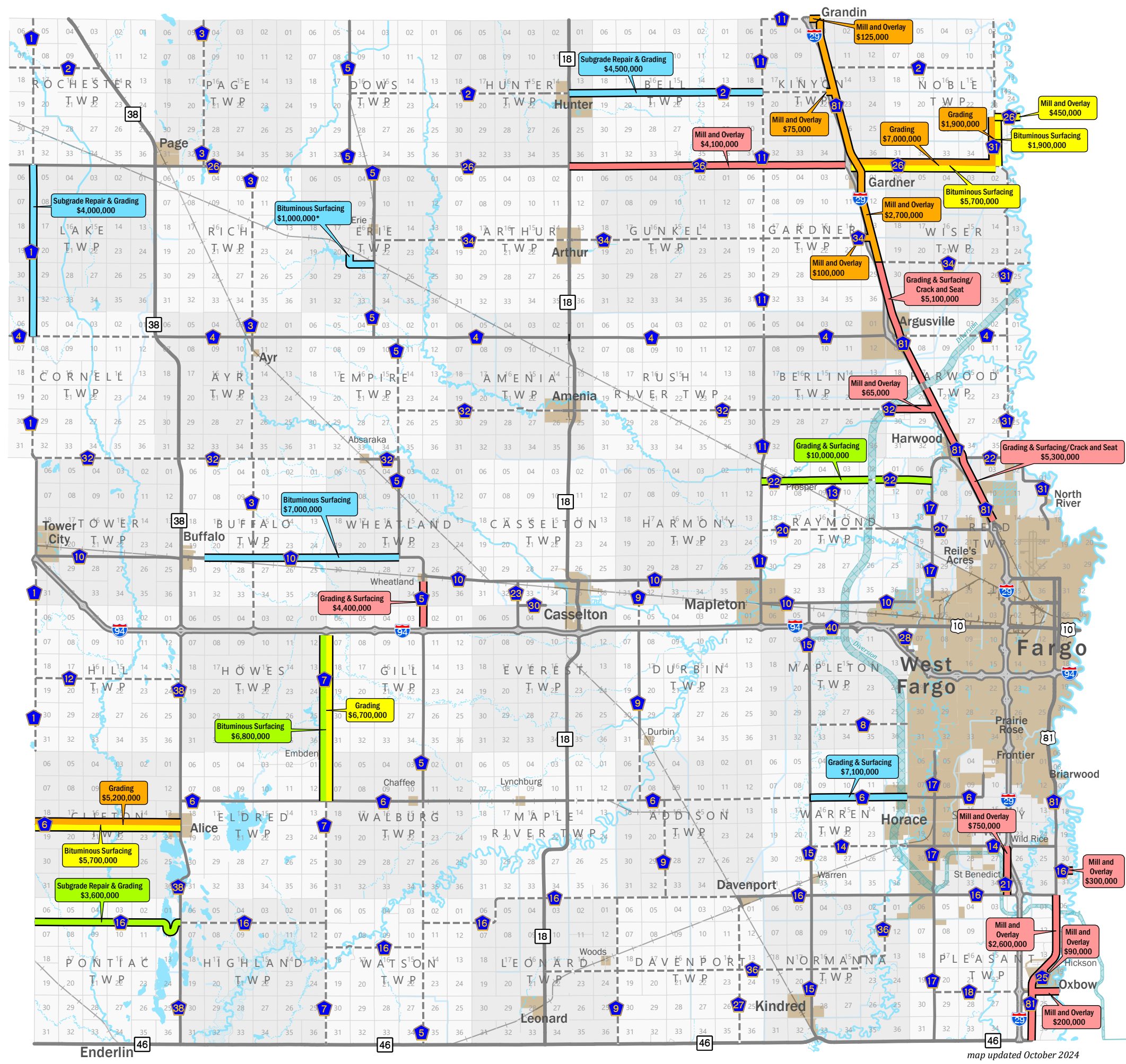
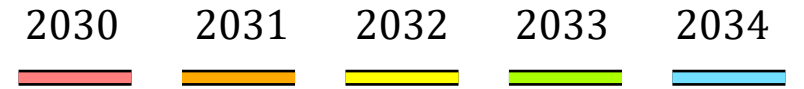
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Appendix 15

2030 - 2034

6-10 Year Capital Improvement Plan Proposed Highway Projects



LONG RANGE PROPOSED HIGHWAY IMPROVEMENTS

HWY	LOCATION	PROJECT TYPE	FUNDING	YEAR	COST
16	Hwy 81 to Red River	Mill and Overlay	Federal	2030	\$300,000
18	I29 to Red River	Mill and Overlay	Federal	2030	\$200,000
25	Hwy 81 through Hickson	Mill and Overlay	Local	2030	\$90,000
81	Hwy 16 W to State Hwy 46	Mill and Overlay	Federal	2030	\$2,600,000
21	Hwy 16 to Hwy 14	Mill and Overlay	Local	2030	\$750,000
26	State Hwy 18 to I29	Mill and Overlay	Federal	2030	\$4,100,000
5	Wheatland to I94	Grading & Surfacing	Local	2030	\$4,400,000
81	Diversion to Hwy 34E	Grading & Surfacing/Crack and Seat	Local	2030	\$5,100,000
32	C81 to West of I29	Mill and Overlay	Local	2030	\$65,000
81	City of Fargo to Diversion	Grading & Surfacing/Crack and Seat	Local	2030	\$5,300,000
81	Hwy 34E to Traill County	Mill and Overlay	Local	2031	\$2,700,000
11	Through Grandin	Mill and Overlay	Local	2031	\$125,000
2	Over I29	Mill and Overlay	Local	2031	\$75,000
34	Over I29	Mill and Overlay	Local	2031	\$100,000
26	I29 to C31	Grading	Local	2031	\$7,000,000
31	Hwy 26 West to Hwy 26 East	Grading	Local	2031	\$1,900,000
6	Hwy 38 to Barnes County	Grading	Local	2031	\$5,200,000
7	I94 to Hwy 6	Grading	Local	2032	\$6,700,000
26	I29 to C31	Bituminous Surfacing	Local	2032	\$5,700,000
31	Hwy 26 West to Hwy 26 East	Bituminous Surfacing	Local	2032	\$1,900,000
26	Hwy 31 to Red River	Mill and Overlay	Local	2032	\$450,000
6	Barnes Co Line to Hwy 38	Bituminous Surfacing	Local	2032	\$5,700,000
7	I94 to Hwy 6	Bituminous Surfacing	Local	2033	\$6,800,000
22	Hwy 17 to Hwy 11	Grading & Surfacing	Local	2033	\$10,000,000
16	State Hwy 38 to Barnes County Line	Subgrade Repair & Grading	Local	2033	\$3,600,000
2	ST18 to Hwy 11	Subgrade Repair & Grading	Local	2034	\$4,500,000
6	Sheyenne Diversion to Hwy 15	Grading & Surfacing	Local	2034	\$7,100,000
1	Hwy 4 to Hwy 26	Subgrade Repair & Grading	Local	2034	\$4,000,000
10	C5N to Buffalo	Bituminous Surfacing	Local	2034	\$7,000,000
	Brewer Lake Park Road	Bituminous Surfacing	Grant	2034	\$1,000,000*

Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.
*project for which grant is possible

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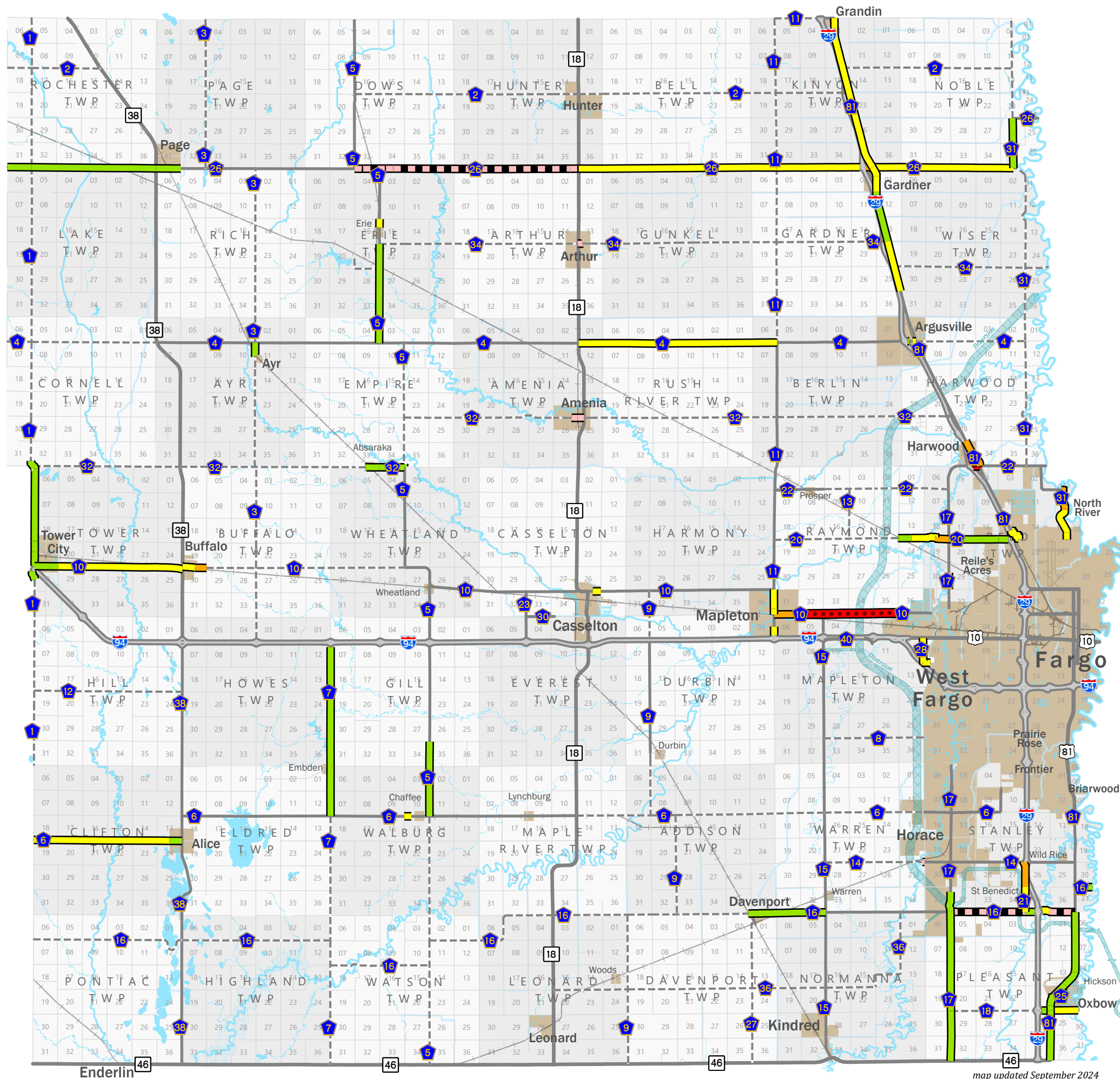
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Appendix 16

Recommended Pavement Improvements

-  1.5 - 2 inch Overlay
-  2.5 - 4 inch Overlay
-  Mill and Overlay/Seal
-  Chip Seal
-  Reconstruction

Recommended Pavement Improvements	Miles
1.5 - 2 inch Overlay	54.3
2.5 - 4 inch Overlay	5.6
Mill and Overlay/Seal	5.6
Chip Seal	47.5
Reconstruction	4.3
Total	117.3



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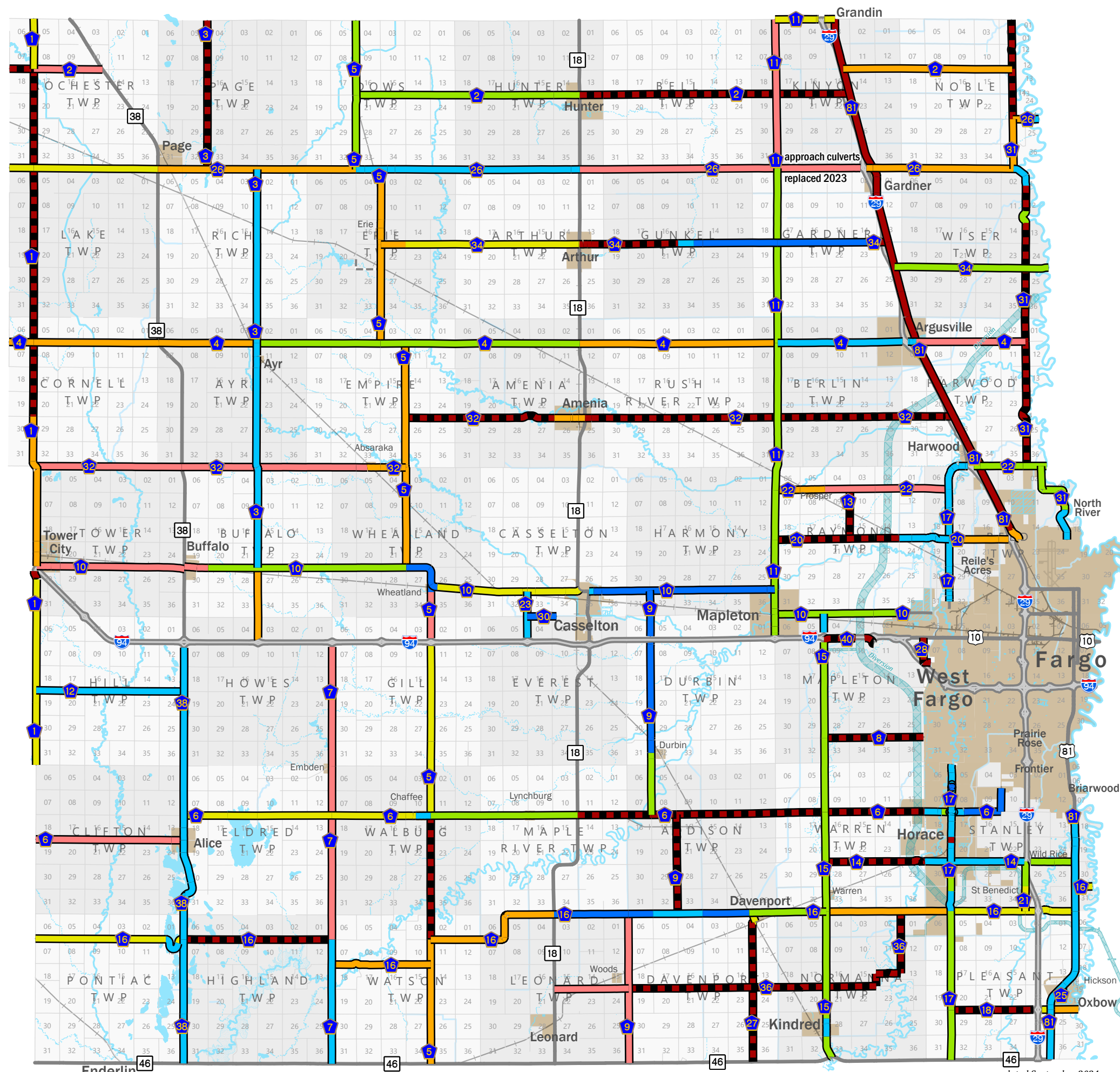


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Age of Highways and Estimated Age of Culvert Infrastructure



Year of Road Grading - Est. Age of Culverts

- unknown/TBD 65+ years old
- 1937 - 1949 75 - 87 years old
- 1950 - 1959 65 - 74 years old
- 1960 - 1969 55 - 64 years old
- 1970 - 1979 45 - 54 years old
- 1980 - 1999 25 - 44 years old
- 2000 - 2019 5 - 24 years old
- 2020 - 2024 0 - 4 years old

Year of Road Grading	Miles	% of Mileage
unknown/TBD (65+ years old)	142.8	22.32%
1937 - 1949	22	3.44%
1950 - 1959	78.4	12.25%
1960 - 1969	96.4	15.06%
1970 - 1979	59.4	9.28%
1980 - 1999	110.1	17.21%
2000 - 2019	97.5	15.24%
2020 - 2024	33.3	5.20%

The age of highways is based upon the year of road grading. In most cases, the age of culverts is equivalent to the age of highways.

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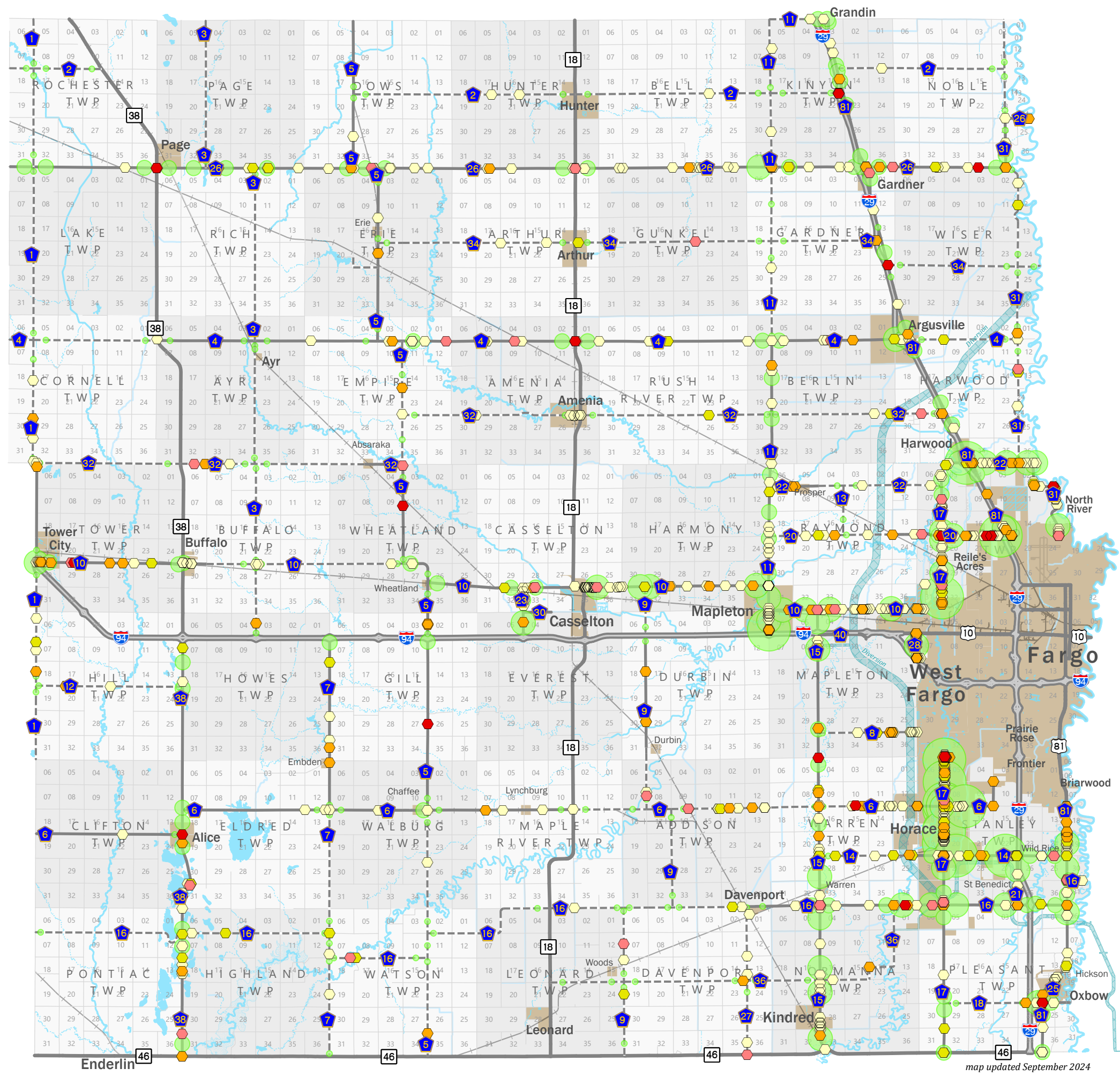
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Appendix 18

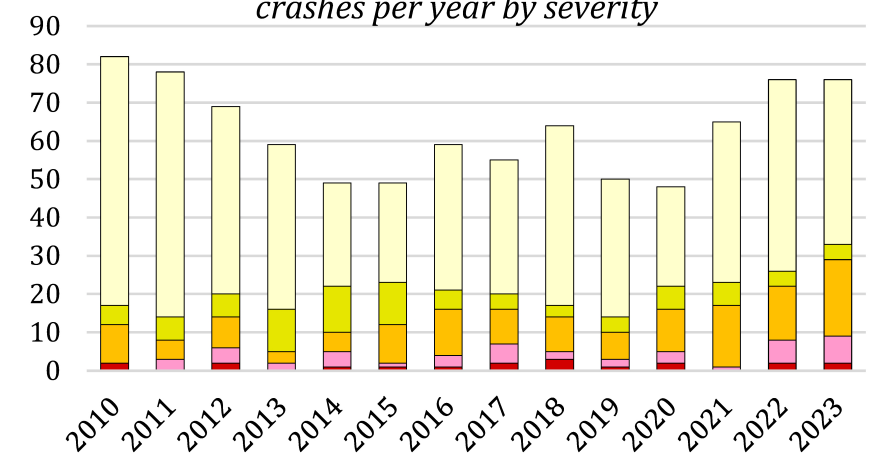
**Crashes on County Highways:
2010 - 2023**



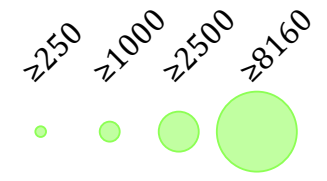
Crash Severity

- Fatal
- Incapacitating Injury
- Non-incapacitating Injury
- Possible Injury
- Property Damage Only (PDO)

crashes per year by severity



Adjusted Average Daily Traffic Count (2023)



County Highway Type

- Paved
- Gravel

Crash Data Source: North Dakota Department of Transportation
Traffic Count Source: KIJ Engineering

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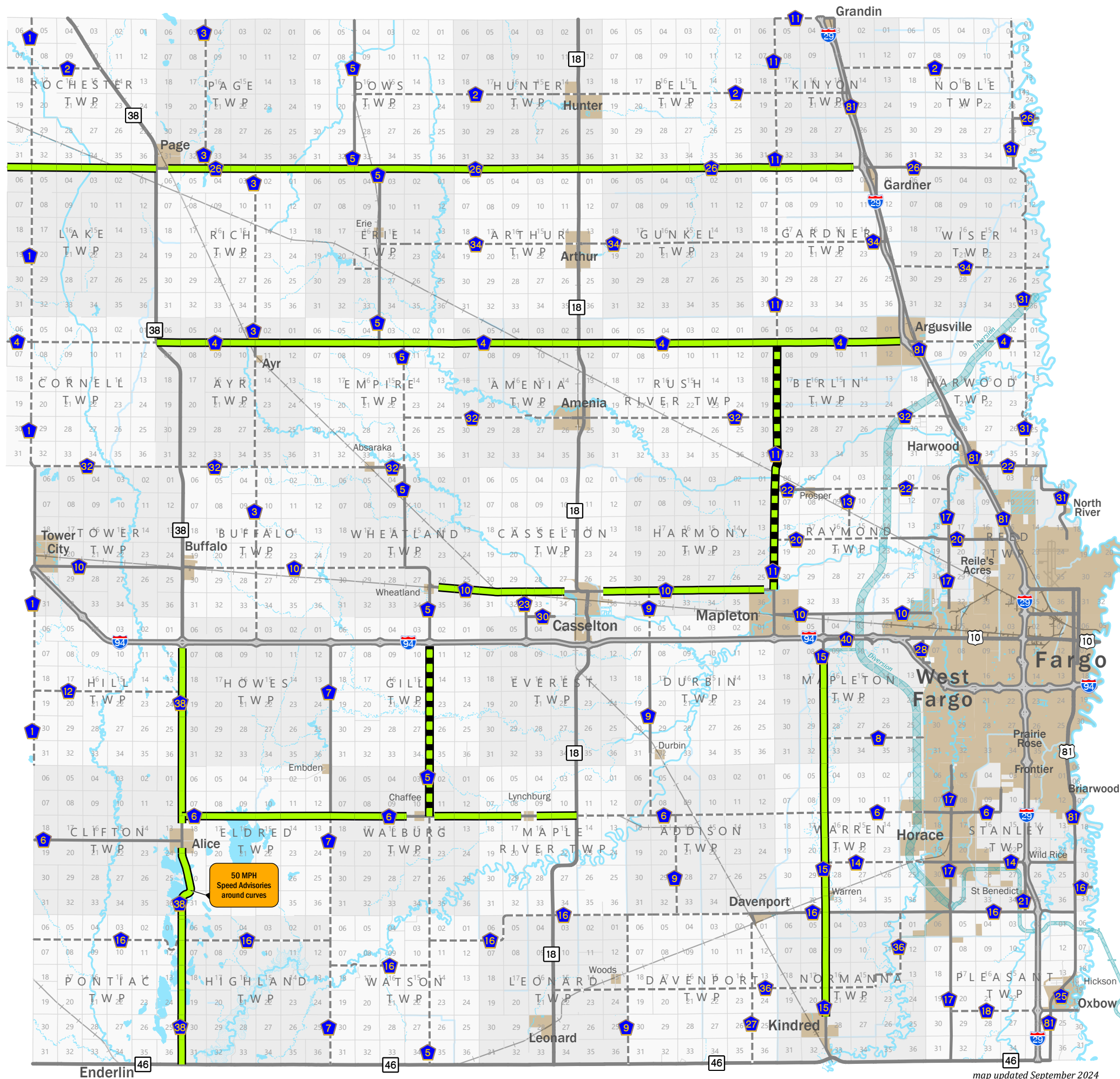
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65 MPH County Highways

-  65 MPH Posted Speed Limit
-  65 MPH Proposed Speed Limit



The speed limit increase on designated county highways from 55 MPH to 65 MPH was passed by the Cass County Commission on October 19, 2020. Approximately 119.86 miles of County Highway now have a speed limit of 65 MPH.

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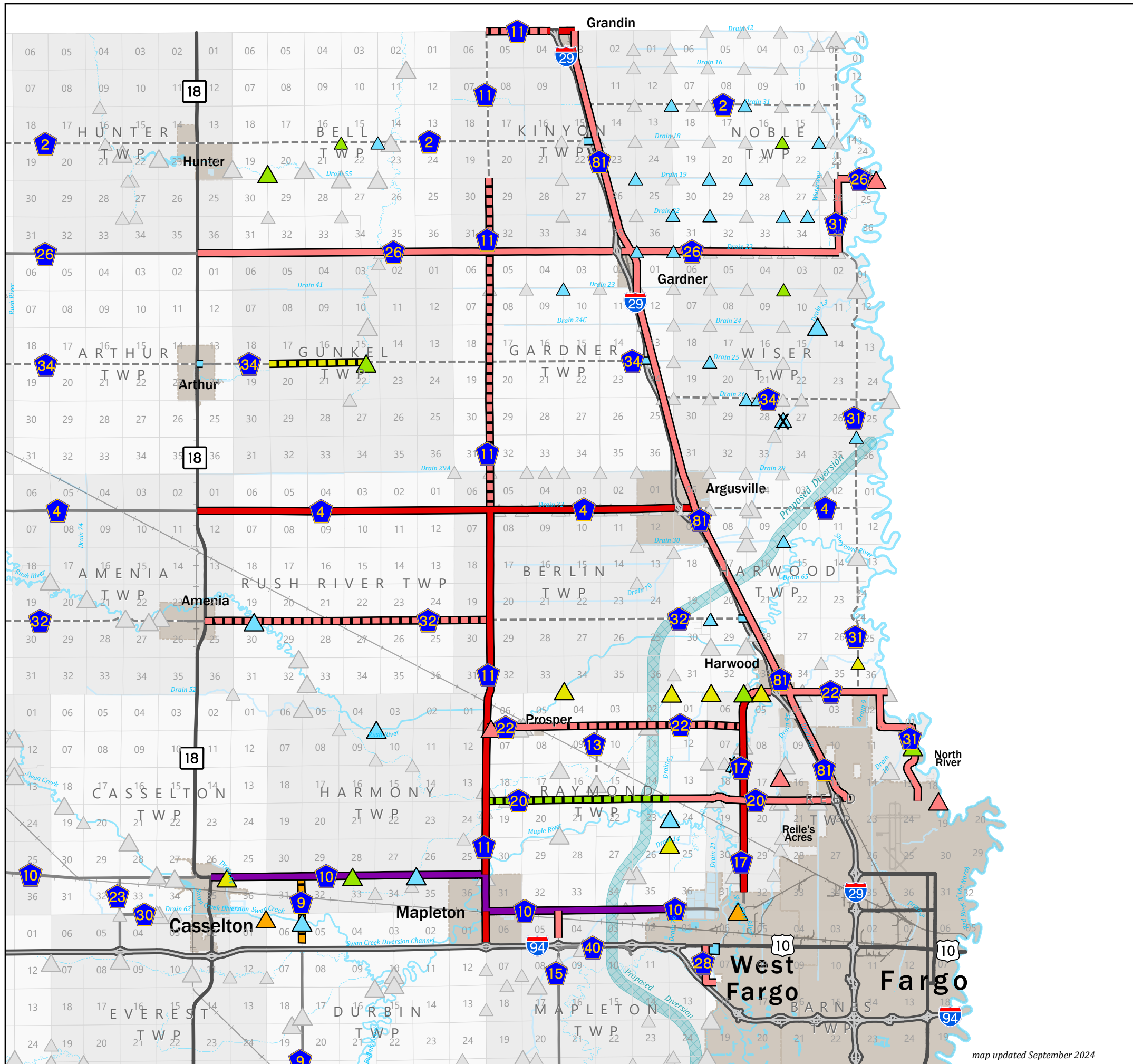
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Appendix 20a

2000 - 2023

Construction Project History

northeast quadrant



County Structures

cost per structure in this quadrant

Minor	Major	Removed	
▲ (21)	▲ (6)	✕ (2)	under \$100K
▲ (3)	▲ (5)	✕ (0)	\$100K - \$250K
▲ (1)	▲ (6)	✕ (0)	\$250K - \$500K
▲ (0)	▲ (1)	✕ (0)	\$500K - \$1M
▲ (0)	▲ (3)	✕ (0)	over \$1M

Projects also occurred on structures currently in Fargo and West Fargo that are displayed in the map but are not included in the counts above. Since being constructed by Cass County, these structures have been turned over to those cities.

County Highways

cost per highway in this quadrant

Gravel	Paved	
▬	▬	under \$100K
▬	▬	\$100K - \$250K
▬	▬	\$250K - \$5000K
▬	▬	\$500K - \$1M
▬	▬	\$1M - \$5M
▬	▬	\$5M - \$10M
▬	▬	over \$10M

Bridge Removals	2	\$50,286
Bridge Repairs	10	\$480,825
New Bridges	44	\$22,401,125
Total Bridge Cost		\$22,932,236
Total Road Cost		\$61,374,071
Final Cost		\$84,306,307

Note: Projects for school beacons and snow gates on County Highways are not displayed in the map but are included in highway costs.

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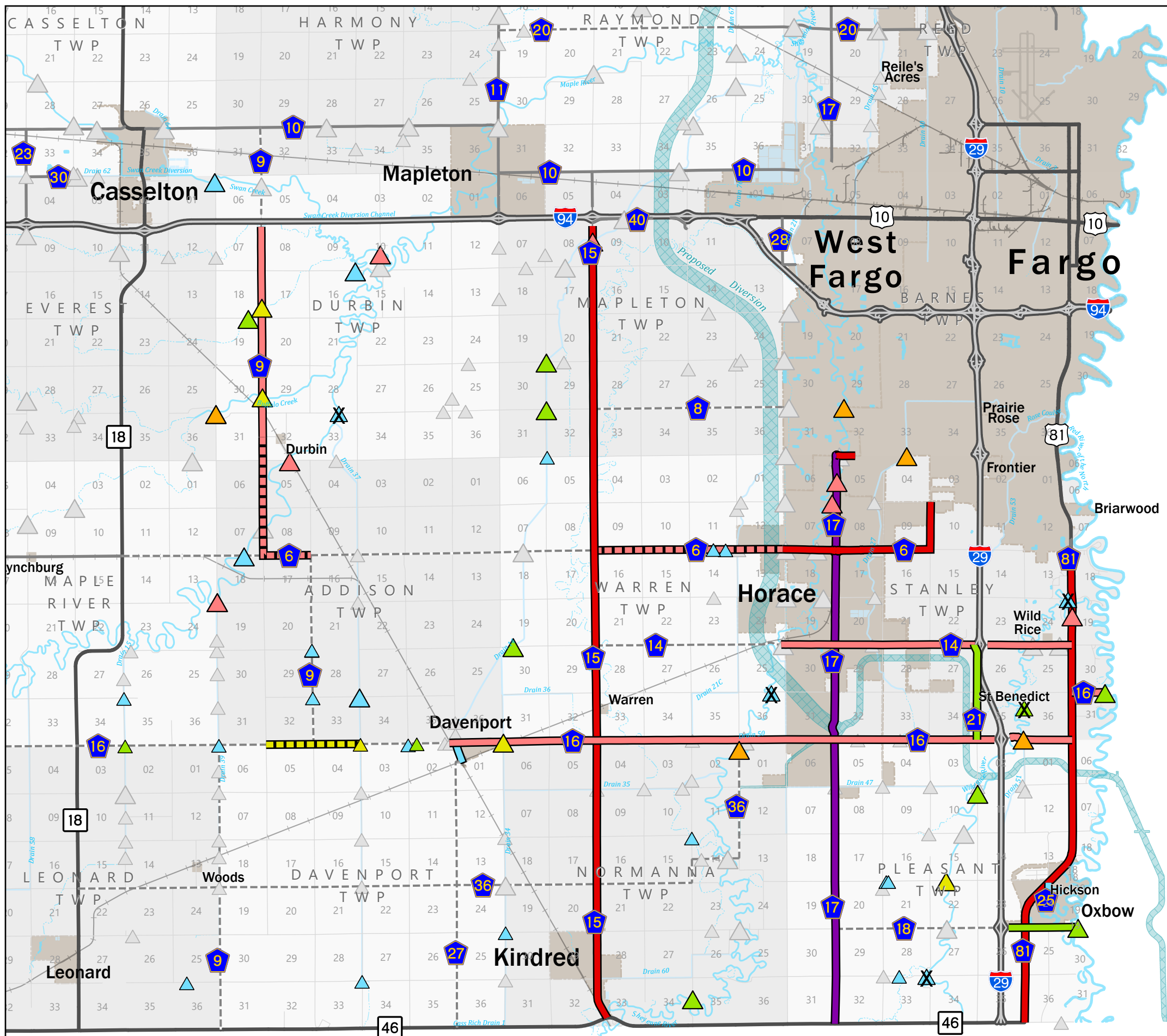
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Appendix 20b

2000 - 2023 Construction Project History southeast quadrant



County Structures

cost per structure in this quadrant

Minor	Major	Removed	
▲ (16)	▲ (5)	▲ (4)	under \$100K
▲ (2)	▲ (9)	▲ (1)	\$100K - \$250K
▲ (1)	▲ (4)	▲ (0)	\$250K - \$500K
▲ (0)	▲ (3)	▲ (0)	\$500K - \$1M
▲ (0)	▲ (7)	▲ (0)	over \$1M

Projects also occurred on structures currently in Fargo and West Fargo that are displayed in the map but are not included in the counts above. Since being constructed by Cass County, these structures have been turned over to those cities.

County Highways

cost per highway in this quadrant

Gravel	Paved	
▬	▬	under \$100K
▬	▬	\$100K - \$250K
▬	▬	\$250K - \$5000K
▬	▬	\$500K - \$1M
▬	▬	\$1M - \$5M
▬	▬	\$5M - \$10M
▬	▬	over \$10M

Bridge Removals	5	\$283,732
Bridge Repairs	13	\$990,497
New Bridges	40	\$19,691,740
Total Bridge Cost		\$20,965,970
Total Road Cost		\$48,496,885
Final Cost		\$69,462,855

Note: Projects for school beacons and snow gates on County Highways are not displayed in the map but are included in highway costs.

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Blaine Laaveg
Highway Superintendent



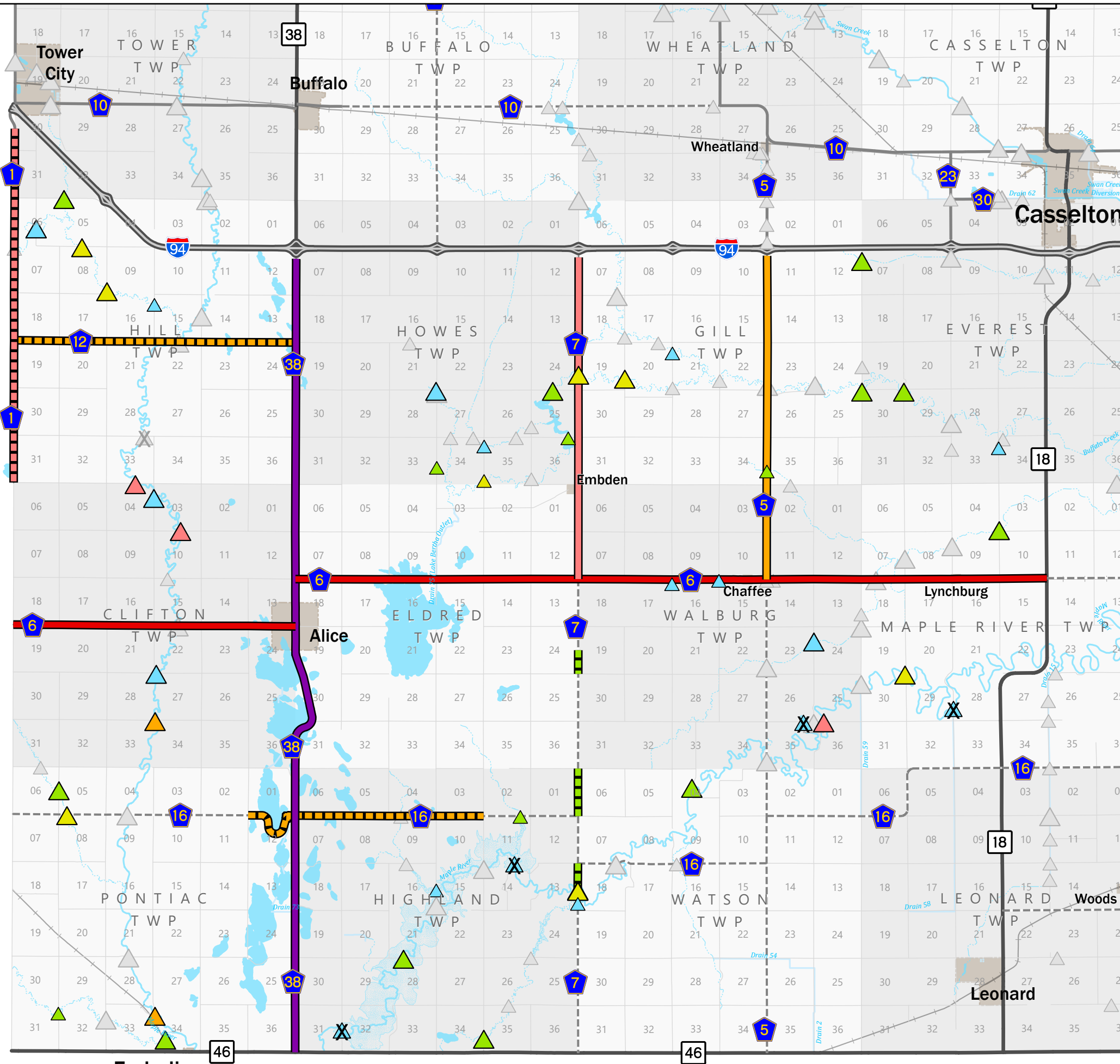
1201 Main Ave. W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov

Appendix 20c

2000 - 2023 Construction Project History southwest quadrant



County Structures

cost per structure in this quadrant

Minor	Major	Removed	
▲ (8)	▲ (5)	✕ (4)	under \$100K
▲ (5)	▲ (11)	✕ (0)	\$100K - \$250K
▲ (1)	▲ (8)	✕ (0)	\$250K - \$500K
▲ (0)	▲ (2)	✕ (0)	\$500K - \$1M
▲ (0)	▲ (3)	✕ (0)	over \$1M

Projects also occurred on structures currently in Fargo and West Fargo that are displayed in the map but are not included in the counts above. Since being constructed by Cass County, these structures have been turned over to those cities.

County Highways

cost per highway in this quadrant

Gravel	Paved	
▬	▬	under \$100K
▬	▬	\$100K - \$250K
▬	▬	\$250K - \$5000K
▬	▬	\$500K - \$1M
▬	▬	\$1M - \$5M
▬	▬	\$5M - \$10M
▬	▬	over \$10M

Bridge Removals	4	\$221,892
Bridge Repairs	10	\$538,471
New Bridges	40	\$12,363,492
Total Bridge Cost		\$13,123,855
Total Road Cost		\$30,821,379
Final Cost		\$43,945,234

Note: Projects for school beacons and snow gates on County Highways are not displayed in the map but are included in highway costs.

Cass County Highway Department

Jason Benson
County Engineer, P.E.

Tom Soucy
Deputy County Engineer, P.E.

Blaine Laaveg
Highway Superintendent



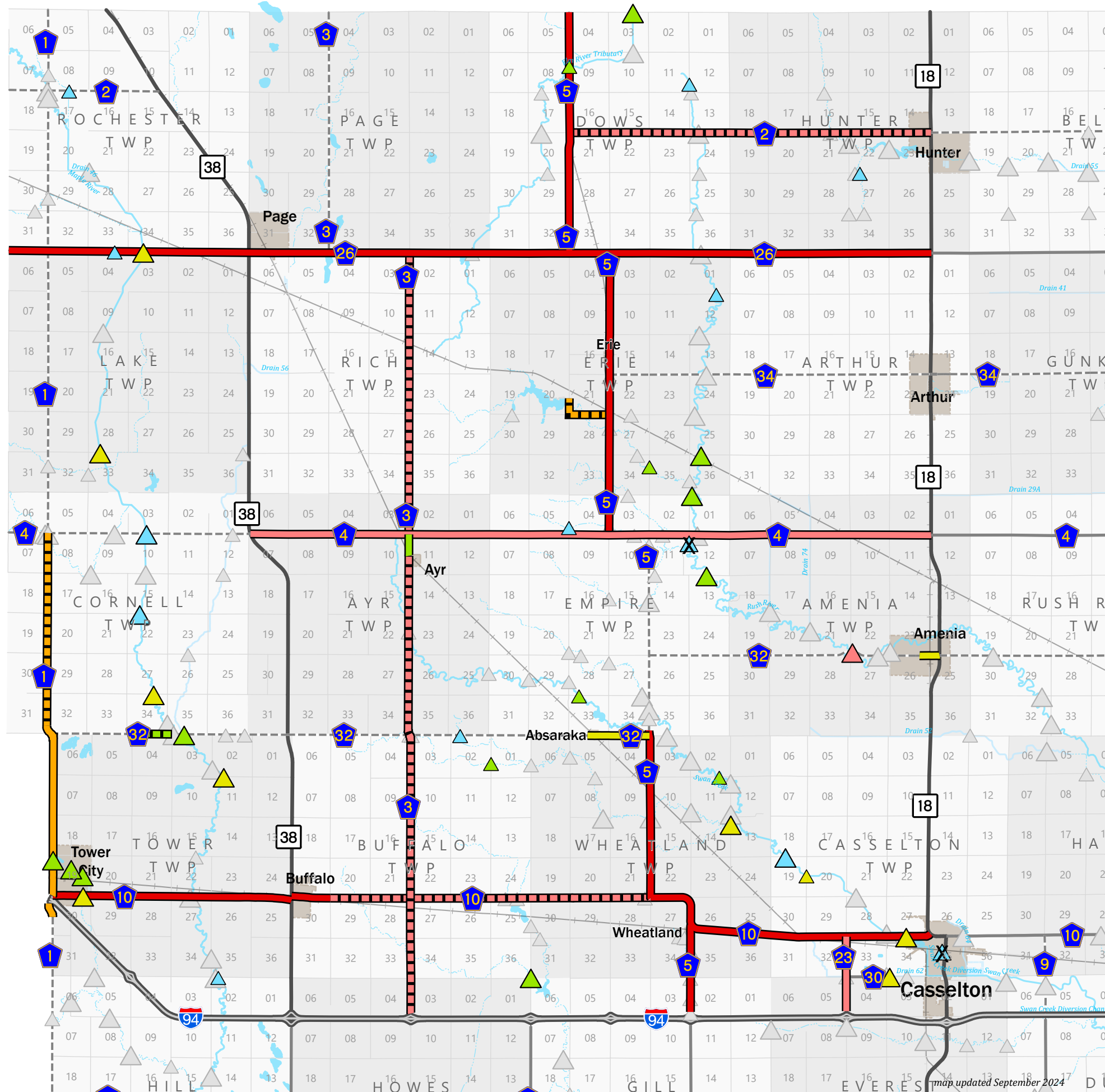
1201 Main Ave. W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov

Appendix 20d

2000 - 2023 Construction Project History northwest quadrant



County Structures

cost per structure in this quadrant

Minor	Major	Removed	
▲ (8)	▲ (3)	✕ (2)	under \$100K
▲ (5)	▲ (9)	✕ (0)	\$100K - \$250K
▲ (1)	▲ (8)	✕ (0)	\$250K - \$500K
▲ (0)	▲ (0)	✕ (0)	\$500K - \$1M
▲ (0)	▲ (1)	✕ (0)	over \$1M

Projects also occurred on structures currently in Fargo and West Fargo that are displayed in the map but are not included in the counts above. Since being constructed by Cass County, these structures have been turned over to those cities.

County Highways

cost per highway in this quadrant

Gravel	Paved	
▬	▬	under \$100K
▬	▬	\$100K - \$250K
▬	▬	\$250K - \$500K
▬	▬	\$500K - \$1M
▬	▬	\$1M - \$5M
▬	▬	\$5M - \$10M
▬	▬	over \$10M

Bridge Removals	1	\$9,040
Bridge Repairs	4	\$97,160
New Bridges	33	\$7,056,328
Total Bridge Cost		\$7,162,528
Total Road Cost		\$37,937,779
Final Cost		\$45,100,307

Note: Projects for school beacons and snow gates on County Highways are not displayed in the map but are included in highway costs.

Cass County Highway Department

Jason Benson
County Engineer, P.E.

Tom Soucy
Deputy County Engineer, P.E.

Blaine Laaveg
Highway Superintendent



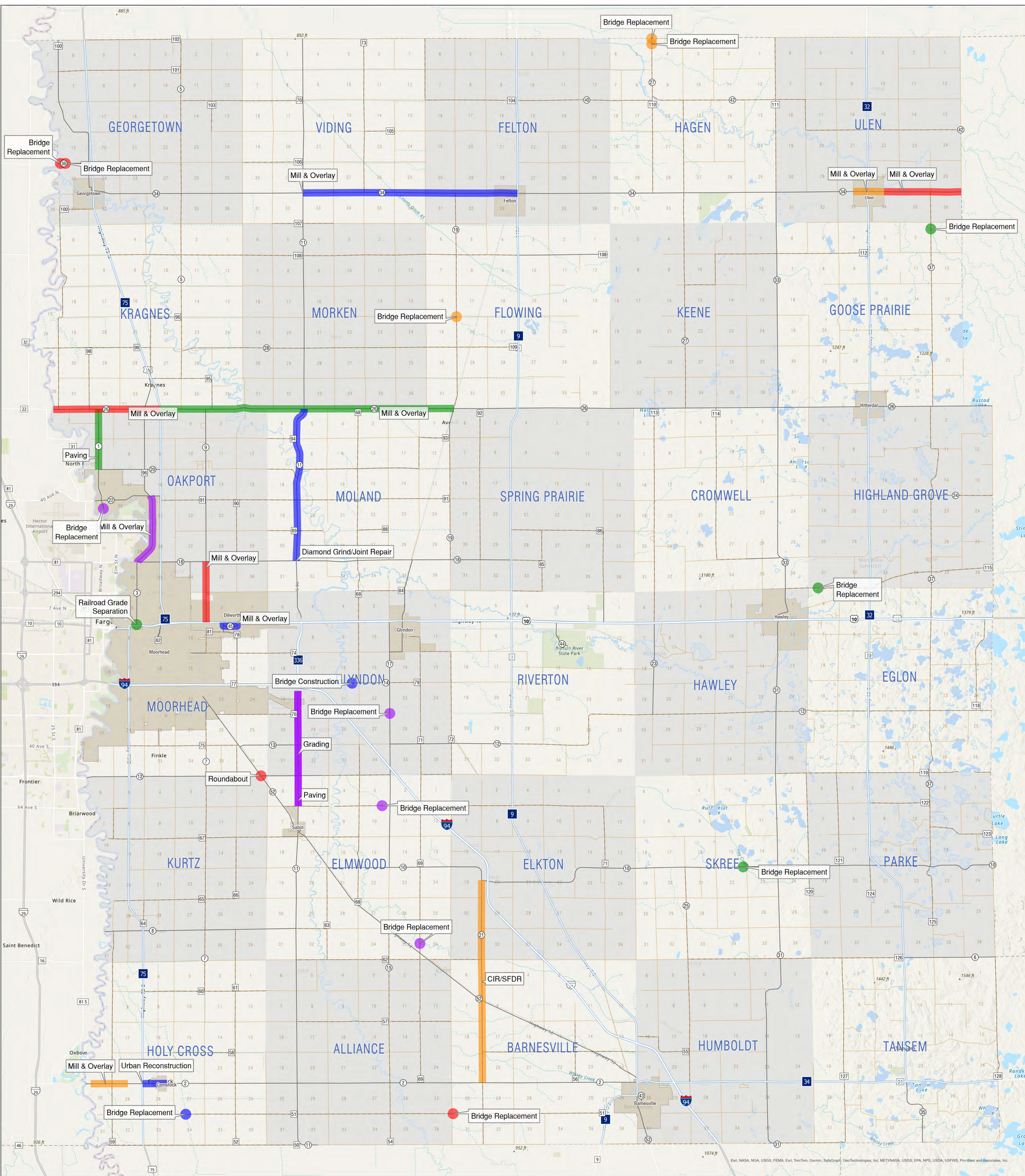
1201 Main Ave. W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov

Clay County, Minnesota

2024-2028 Proposed Construction



Proposed Construction

Year

- 2024
- 2025
- 2026
- 2027
- 2028



Clay County GIS
GIS@claycountymn.gov
(218) 299-5003

THIS MAP IS FOR REFERENCE PURPOSES ONLY. CLAY COUNTY, MN IS NOT RESPONSIBLE FOR ANY INACCURACIES HEREIN CONTAINED. THIS MAP IS IN THE PUBLIC DOMAIN AND MAY BE COPIED WITHOUT PERMISSION; CITATION OF THE SOURCE IS APPRECIATED.

Monday, July 29, 2024

G:\Staff\Maps\Highway Construction.aprx

State Aid Reg. Const. Allotment = \$4,376,192

State Aid Mun. Const. Allotment = \$379,406

Clay County Const. Allotment = \$400,000

Wheelage Tax = \$350,000

**CLAY COUNTY HIGHWAY DEPARTMENT
2024-2028 PROPOSED CONSTRUCTION PROGRAM**

Balance as of 1/1/2024	State Aid Regular Const Balance -	\$402,000	\$0	\$1,433,657		
	State Aid Municipal Const Balance -	\$836,740.00				

Project No.	Highway No.	Location	Type of Construction	Miles	ADT	YEAR	Estimated Cost	Fed. Aid Funding	State Aid Funding	County Funding	Wheelage Tax	State Bridge Funding	Local Funding
1	10	Sect. 15/22 Skree Twp. Br. 10-3	Bridge Replacement	0.1	2714	2024	\$476,808			\$282,768		\$194,040	
2	37	Sect. 1/2 Goose Prairie Twp. Br. 37-2	Bridge Replacement	0.1	44	2024	\$291,090		\$42,348	\$107,232		\$141,510	
3	115	Sect. 31 Highland Grove Twp.	Bridge Replacement	0.1	115	2024	\$169,187			\$10,000		\$159,187	
4	1	CSAH 20 to CSAH 26	Paving	2.0	800	2024	\$1,460,230		\$1,460,230				
5	26	TH 75 to CSAH 19	Mill and Overlay	9.5	3000	2024	\$3,672,365		\$2,372,365		\$1,300,000		
6	3	11th Street Underpass	Railroad Grade Separation	0.1	7100	2024	\$1,500,000		\$500,000 \$1,000,000				
TOTAL ESTIMATED COSTS							\$6,632,595	\$0	\$4,374,943 \$1,000,000 Muni	\$400,000	\$1,300,000	\$494,737	\$0
Balance as of 1/1/2025							State Aid Regular Const Balance -		\$403,249	\$0	\$483,657		
							State Aid Municipal Const Balance -		\$216,146				

***This plan is subject to change due to uncontrollable variables including Bridge LPI Ratings, State Aid Allotment, and State Bridge Funding Availability

9/24/2024

State Aid Reg. Const. Allotment = \$3,900,000

State Aid Mun. Const. Allotment = \$240,000

Clay County Const. Allotment = \$725,000

Wheelage Tax = \$350,000

**CLAY COUNTY HIGHWAY DEPARTMENT
2024-2028 PROPOSED CONSTRUCTION PROGRAM**

Balance as of 1/1/2025	State Aid Regular Const Balance -	\$403,249			
	State Aid Municipal Const Balance -	\$216,146.00	\$0	\$483,657	

Project No.	Highway No.	Location	Type of Construction	Miles	ADT	YEAR	Estimated Cost	Fed. Aid Funding	State Aid Funding	County Funding	Wheelage Tax	State Bridge Funding	Local Funding	
7	51	Sect. 27/34 Holy Cross Township	Bridge Replacement	0.1	29	2025	\$385,000			\$10,000		\$375,000		
8	14	Sect. 16/21 Glyndon Township Br. 14-2	Bridge Replacement	0.1	1200	2025	\$1,530,295	\$736,000	\$184,000			\$610,295		
9	11	CSAH 18 to CSAH 26	Diamond Grind/Joint Repair	0.1	1160	2025	\$1,100,000	\$539,948	\$560,052					
10	34	CSAH 11 to TH 9	Mill and Overlay	7.0	740	2025	\$3,100,000		\$2,785,000	\$315,000				
11	45	Dilworth City Limits	Mill and Overlay	0.6	610	2025	\$400,000		\$400,000					
12	2	TH 75 to East City Limits of Comstock	Urban Reconstruct	0.8	870	2025	\$4,500,000						\$4,500,000	
13		Various County Roads	Seal Coat/Striping			2025	\$500,000			\$400,000	\$100,000			
TOTAL ESTIMATED COSTS							\$11,515,295	\$1,275,948	\$3,529,052 \$400,000 Muni	\$725,000	\$100,000	\$985,295	\$4,500,000	
Balance as of 1/1/2026							State Aid Regular Const Balance -		\$774,197					
							State Aid Municipal Const Balance -		\$56,146		\$0	\$733,657		

***This plan is subject to change due to uncontrollable variables including Bridge LPI Ratings, State Aid Allotment, and State Bridge Funding Availability

*Project #12 Project includes \$4,500,000 in proposed funding from the Diversion Authority

9/24/2024

State Aid Reg. Const. Allotment = \$3,900,000
 State Aid Mun. Const. Allotment = \$240,000
 Clay County Const. Allotment = \$800,000
 Wheelage Tax = \$350,000

**CLAY COUNTY HIGHWAY DEPARTMENT
 2024-2028 PROPOSED CONSTRUCTION PROGRAM**

Balance as of 1/1/2026	State Aid Regular Const Balance -	\$774,197	\$0	\$733,657		
	State Aid Municipal Const Balance -	\$56,146.00				

Project No.	Highway No.	Location	Type of Construction	Miles	ADT	YEAR	Estimated Cost	Fed. Aid Funding	State Aid Funding	County Funding	Wheelage Tax	State Bridge Funding	Local Funding	
14	36	Sect. 30/19 Georgetown Twp. Br. 36-2A	Bridge Replacement	0.1	2	2026	\$150,000		\$75,000			\$75,000		
15	36	Sect. 30/19 Georgetown Twp. Br. 36-3A	Bridge Replacement	0.1	5	2026	\$150,000		\$75,000			\$75,000		
16	51	Sect. 31/30 Barnesville Twp. Br 51-4	Bridge Replacement	0.1	55	2026	\$405,000	\$375,000		\$10,000		\$20,000		
17	9	TH 10 to CSAH 18	Mill and Overlay	2.0	2350	2026	\$875,000		\$875,000					
18	26	TH 75 to Red River	Mill and Overlay	3.5	3000	2026	\$1,750,000		\$1,750,000					
19	52	CSAH 12 & CSAH 52 Intersection	Roundabout	0.1	5200	2026	\$3,100,000	\$750,000	\$1,815,000				\$535,000	
20	34	East Limits of Ulen to East County Line	Mill and Overlay	2.8	880	2026	\$1,100,000		\$460,000	\$390,000	\$250,000			
21		Various County Roads	Seal Coat/Striping			2026	\$400,000			\$400,000				
TOTAL ESTIMATED COSTS							\$7,930,000	\$750,000	\$5,050,000	\$800,000	\$250,000	\$170,000	\$535,000	
Balance as of 1/1/2027							State Aid Regular Const Balance -		(\$375,803)		\$0	\$833,657		
							State Aid Municipal Const Balance -		\$296,146					

***This plan is subject to change due to uncontrollable variables including Bridge LPI Ratings, State Aid Allotment, and State Bridge Funding Availability

9/24/2024

*Project #19 Project includes \$535,000 in LRIP Funding from MNDOT and \$750,000 in HSIP Funding

State Aid Reg. Const. Allotment = \$3,900,000
 State Aid Mun. Const. Allotment = \$240,000
 Clay County Const. Allotment = \$800,000
 Wheelage Tax = \$350,000

**CLAY COUNTY HIGHWAY DEPARTMENT
 2024-2028 PROPOSED CONSTRUCTION PROGRAM**

Balance as of 1/1/2027	State Aid Regular Const Balance - (\$375,803)	\$0	\$833,657		
	State Aid Municipal Const Balance - \$296,146.00				

Project No.	Highway No.	Location	Type of Construction	Miles	ADT	YEAR	Estimated Cost	Fed. Aid Funding	State Aid Funding	County Funding	Wheelage Tax	State Bridge Funding	Local Funding	
22	19	Sect. 19 & 20 Flowing Twp. Br. 19-7	Bridge Replacement	0.1	74	2027	\$150,000		\$75,000			\$75,000		
23	27	Sect. 5/4 Hagen Twp. Br. 27-4	Bridge Replacement	0.1	70	2027	\$150,000		\$75,000			\$75,000		
24	27	Sect. 5/4 Hagen Twp. Br. 27-5	Bridge Replacement	0.1	70	2027	\$150,000		\$75,000			\$75,000		
25	2	Red River to West Limits of Tie-Back Levee	Mill and Overlay	1.3	850	2027	\$875,000		\$475,000	\$400,000				
26	34	City limits of Ulen	Mill & Overlay	0.7	1100	2027	\$600,000		\$600,000					
27	21	CSAH 2 to CSAH 10	CIR/SFDR	6.5	220	2027	\$3,000,000		\$3,000,000					
28		Various County Roads	Seal Coat/Striping			2027	\$400,000			\$400,000				
TOTAL ESTIMATED COSTS							\$5,325,000	\$0	\$3,700,000 \$600,000 Muni.	\$800,000	\$0	\$225,000	\$0	
Balance as of 1/1/2028							State Aid Regular Const Balance - (\$175,803)		\$0	\$1,183,657				
							State Aid Municipal Const Balance - (\$63,854)							

***This plan is subject to change due to uncontrollable variables including Bridge LPI Ratings, State Aid Allotment, and State Bridge Funding Availability

9/24/2024

State Aid Reg. Const. Allotment = \$3,900,000
 State Aid Mun. Const. Allotment = \$240,000
 Clay County Const. Allotment = \$800,000
 Wheelage Tax = \$350,000

**CLAY COUNTY HIGHWAY DEPARTMENT
 2024-2028 PROPOSED CONSTRUCTION PROGRAM**

Balance as of 1/1/2028	State Aid Regular Const Balance -	(\$375,803)	\$0	\$1,183,657		
	State Aid Municipal Const Balance -	\$296,146				

Project No.	Highway No.	Location	Type of Construction	Miles	ADT	YEAR	Estimated Cost	Fed. Aid Funding	State Aid Funding	County Funding	Wheelage Tax	State Bridge Funding	Local Funding	
29	1	North Broadway Bridge	Bridge Replacement	0.1	2250	2028	\$20,000,000							
30	17	Sect. 26/27 Glyndon Township Br. 17-2	Bridge Replacement	0.1	241	2028	\$200,000		\$100,000			\$100,000		
31	69	Sect. 3/10 Elmwood Twp. Br. 69-4	Bridge Replacement	0.1	75	2028	\$160,000			\$10,000		\$150,000		
32	69	Sect 35/36 Elmwood Twp. Br. 69-2	Bridge Replacement	0.1	75	2028	\$420,000			\$10,000		\$410,000		
33	3	CSAH 18 to CSAH 22	Mill and Overlay	2.5	2900	2028	\$1,300,000	\$1,000,000	\$300,000					
34	11	TH 336 to Sabin	Grading	4.1	1500	2028	\$3,000,000		\$1,520,000	\$380,000	\$1,100,000			
35	11	TH 336 to Sabin	Paving	4.1	1500	2028	\$2,460,000		\$2,460,000					
36		Various County Roads	Seal Coat/Striping			2028	\$400,000			\$400,000				
TOTAL ESTIMATED COSTS							\$27,940,000	\$0	\$4,380,000	\$800,000	\$1,100,000	\$660,000	\$0	
Balance as of 1/1/2029							State Aid Regular Const Balance -		(\$1,055,803)		\$0	\$433,657		
							State Aid Municipal Const Balance -		\$536,146					

***This plan is subject to change due to uncontrollable variables including Bridge LPI Ratings, State Aid Allotment, and State Bridge Funding Availability

9/24/2024

*Project #29 is Currently Unfunded



Appendix D
Solicitation Process



Appendix D – 2024 Solicitation Process

2024 Solicitation Process

Since Metro COG was designated as a TMA on June 5, 2023, Metro COG is responsible for the solicitation of TA, CRP, and STBG Federal Funding Sources within the MPA and/or UZA. The Metro COG Policy Board is the ultimate selection authority for the previously mentioned funding sources. See below for the process that was taken for the first solicitation of TMA funding source. Metro COG will continue to improve this process and work with the local jurisdictions, the public, the Policy Board, both DOTs, and both FHWA's to improve this process. The "Reference" column below is used as a reference for the images in the following pages accompanying that activity.

Table D.1 2024 Solicitation Process

Reference	Notice	Activity	Date
A	First Prioritization Committee Meeting	Metro COG staff meets with the Prioritization Committee to review the updated solicitation process based on the process laid out in Metro 2050.	October 4, 2024
B	Release TA Applications	TA applications are released	October 18, 2025
C	Second Prioritization Committee Meeting	Prioritization Committee discussed every direct suballocated funding sources (STBG, CRP, and TA) for each state (ND, MN). Each jurisdiction then presented projects from the Metro 2050 that they would like to see utilize each source.	November 4, 2024
D	TA Applications Due	Transportation Alternatives Applications are due.	November 15, 2024
E	Third Prioritization Committee Meeting	Metro COG staff analyzed the projects presented at the previous Prioritization Committee meeting against all of the recent planning studies including Metro 2050 and the Regional Comprehensive Safety	December 3, 2024

		<p>Action Plan. Metro COG staff presented this analysis. Each member was asked to explain in detail the following items about their proposed projects</p> <ul style="list-style-type: none"> • Project Scope • Timeliness and Need • Pavement Condition • Congestion • System Benefit • Potential Challenges <p>After all of this information, the Prioritization Committee provided a funding recommendation or ranking of projects for every funding source.</p>	
F	Bicycle and Pedestrian Committee Meeting	Bicycle and Pedestrian Committee scores received TA projects.	December 4, 2024
G	Release of CRP and STBG Applications	CRP and STBG applications are released	December 20, 2025
H	Begin Public Ranking of Received Projects	Public Ranks Received Projects	January 1, 2025
I	Public Input Meeting	Public Input Meeting asking the Public to Rank Received Projects in West Fargo and Fargo	January 15, 2025 January 21, 2025
J	CRP and STBG Applications Due	CRP and STBG applications are due.	January 24, 2025
K	NDDOT and MnDOT Coordination Meetings	Meeting with both NDDOT and MnDOT to review received applications	January 28, 2025 January 29, 2025
L	Fourth Prioritization Committee Meeting	Prior to this meeting Metro COG staff met with each jurisdiction to consider options for additional 2025 ND funding. Metro COG presented proposed projects to the committee.	February 5, 2025

		The Prioritization Committee provided a funding recommendation for the additional 2025 ND funding.	
M	End Public Ranking of Received Projects	Ending the Public Ranking of Received Projects	February 5, 2025
N	TTC Reviewed Received Projects	TTC performs a review of received projects for all funding sources. TTC considered the Prioritization Committee's recommendation. TTC provided a funding recommendation or project ranking to Policy Board.	February 13, 2025
O	Policy Board Selects Projects	The Policy Board considers TTC technical evaluation, Prioritization Committee Recommendation, Carbon Reduction, Bicycle and Pedestrian Committee Scoring, DOT comments, and Public Input Ranking. Policy Board Selects Projects to receive funding for TA, CRP, and STBG funding sources	February 20, 2025
P	Award Letters	Notifying jurisdictions about funding awards	February 28, 2025
Q	Notify NDDOT and MnDOT of Projects Selected	Notifying both DOTs of projects selected by the Policy Board on the February 20, 2025 meeting	March 1, 2025

Public Ranking of Received Projects

The Public was given the opportunity to rank all received projects based on each individual's preference for each respective Federal Funding Source.

F - Bicycle and Pedestrian Committee Meeting and Scoring
Bicycle and Pedestrian Committee Scored all received TA projects based on the established scoring criteria. These scores were approved by TTC and presented to the Policy Board prior to project selection.

127th Metropolitan Bicycle and Pedestrian Committee Meeting
December 4th, 2024 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Cheryl Stetz, Fargo Cass Public Health
Forrest Steinhoff, City of Moorhead Planning
Kyle McCamy, West Fargo Engineering
Peyton Mastera, City of Dilworth
Tom Trowbridge, City of Moorhead Engineering
Eric Hodgson, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Tyler Kirchner, Fargo Parks
Cole Hansen, Cass County Planning
Rosemary Bruce-White, MnDOT - District 4
Patrick Hollister, PatnerSHIP 4 Health
Christine Holland, River Keepers
Kurt Kopperud, Citizen Representative

Others Present:

Ben Griffith, Metro COG
Paul Bervik, Metro COG
Aiden Jung, Metro COG
Terry Steen, Citizen/Flatlands Cycling Club
Jason Pike, Citizen

1. Welcome and Introductions

The meeting began at 3:02 pm. Both virtual and in-person attendees introduced themselves.

2. Approve minutes from September 11th, 2024 meeting

A motion to approve the September 11th minutes was made by E. Hodgson and seconded by K. McCamy. The minutes passed unanimously.

3. Public input opportunity

One member of the public was present at the time of the public input opportunity, however there were no public comments made.

4. Bike/Ped Committee Citizen Representative

In early September Metro COG solicited for a second citizen representative to serve on the Bicycle & Pedestrian Committee. Metro COG received a total of nine applications. A selection committee comprised of representation from the jurisdictions of Horace, West Fargo, Fargo, Moorhead, and Dilworth was used to review the applications. Due to the competitive nature of the applications, the selection committee narrowed the applications down to the top three with the top three asked to participate in brief in-person interviews.

Upon interviews, Terry Steen, was the top ranked applicant. Pending approval by the Committee, Mr. Steen will serve the two-year term beginning January 1, 2025 and ending December 31, 2026.

A motion to approve Terry Steen as this solicitation's Bicycle & Pedestrian Committee's Citizen Rep was made by P. Mastera and seconded by T. Trowbridge. The motion was passed unanimously.

5. Procedure for Bike-Ped Committee Citizen Rep

D. Farnsworth described the current procedure for the two Bike/Ped Committee citizen representative seats. The current procedure allows for the citizen rep to be offered to serve another two years once their first two-year term is complete. However, Metro COG, in agreement with the citizen rep selection group felt this could be confusing for candidates and doesn't tap into the many quality interested candidates as frequently. Therefore, Metro COG is requesting this option for a two-year extension be excluded.

Another suggestion from Metro COG and the citizen rep selection group was to keep applications on-file for two years. This wouldn't require reapplying candidates to reapply every year. This would also retain interested candidates who may be discouraged from applying due to not being chosen in past years.

It was asked if applicants who've already served can reapply. After discussion, P. Mastera suggested that a person who's already served a term can't reapply immediately, but could reapply one year after their term has expired. For example, if their term expired Dec 31 2026, they could reapply in the September 2027 solicitation for the Jan 1, 2028 – Dec 31, 2029 term. Selection of that individual to serve on the Committee would be at the discretion of the representative selection group.

A motion for this new procedure was made by P. Mastera and seconded by F. Steinhoff. The motion is as follows: Omit offering a second term to citizen representatives immediately after their term, keep applications of applicants on-file for two years, and allow any serving citizen representatives to reapply one year after their term has expired.

6. Revised Transportation Alternatives (TA) Scoring

P. Bervik walked through proposed revisions to the TA as recommended by the Bicycle & Pedestrian Committee in 2023. Bervik noted that a subcommittee met to revise the TA scoring criteria during the summer/fall of 2024. Bervik presented the proposed changes to the scoring criteria. These included:

- Urban TA Criteria: 5 points for maintenance projects which are not specified in a plan. This applies to the plan/study scoring criteria.
- Rural TA Criteria: 10 points for a project that maintains or rehabilitates an existing facility.
- A change to the environmental justice map. The revised map used the Census tract groups rather than the Census block groups and also broke the income groups into 'Below Median Household Income' and 'Below Environmental Justice Parameters'.

7. Review & scoring of urban TA applications

P. Bervik walked through the urban TA applications by briefly describing each project for which an application was submitted. Bervik then went through the scoring with the Committee for each project, pointing out the scoring for which he wanted the Committee's concurrence. None of the scores for the projects needed adjusting, however there were a few comments from Committee members requesting changes/considerations to scoring criteria in the future. Comments/changes/considerations to the scoring criteria were as follows:

- School proximity criteria – T. Trowbridge suggested considering a range of points for various distances.
- Land use criteria – It was suggested that in the future industrial land use should also be included, similar to commercial land use.

As a result of the scoring, the projects were scored as follows:

- City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 1 – 30 pts
- City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 2 – 30 pts
- City of Fargo – Low Level Drain 53 Crossing – 20 pts
- City of Fargo – Drain 53 Shared Use Path (64th Ave S to 73rd Ave S) – 20 pts
- City of West Fargo – Westside Elementary Area Pedestrian Ramps – 50 pts
- City of West Fargo – 8th Street Shared Use Path Reconstruct - 50 pts
- City of West Fargo – Beaton Dr Shared Use Path – 25 pts
- City of Moorhead – Bluestem Bridge Pedestrian Bridge - 35 pts

A motion to approve the scoring of the projects as shown was made by F. Steinhoff and seconded by K. McCamy. The motion was passed unanimously.

8. Review & scoring of rural TA applications

P. Bervik described the one rural TA application – a Cass County application for the reconstruction of a shared use path in Kindred. Bervik then went through the scoring with

the Committee. The Committee concurred with the scoring as presented. The scoring yielded 55 points for the Cass County / Kindred shared use path reconstruction project.

A motion to approve the scoring of the projects as shown was made by M. Elshaug and seconded by C. Stetz. The motion was passed unanimously.

9. Project updates

Clay County Heartland Trail Study

D. Farnsworth provided an update on the Heartland Trail Study in Clay County. Farnsworth noted that the study has narrowed down the alignments to one alignment. Farnsworth described the alignment and noted the opportunities and challenges with the alignment. He pointed out that a public open house will be held on Monday Dec 9th at the MSUM Science Center for the Buffalo River State Park management plan. Farnsworth encouraged the public and those interested in attending or to participate online. The Heartland Trail Study in Clay County is anticipated to be wrapped up in March of 2025.

Moorhead Safe Routes to School Plan

D. Farnsworth provided an update on the Moorhead Safe Routes to School Plan. He noted that this plan has been moving quickly, with work kicked off in the beginning of 2024. Metro COG is wrapping up the plan right now with a draft plan anticipated to be released to the public and study review committee by the end of the week.

Bike Map App update

D. Farnsworth updated the Committee on updates & fixes to the Fargo Moorhead Bike Map app. This app, which can be found on Metro COG's website and also downloaded via Apple Store or Google Play, is in the process of being updated. Metro COG strives to update the bikeway network on the app every two years or so. He also pointed out that the app may not be working via Google Play at the time being, but they are working with the app developer to get this resolved.

Bicycle Friendly Community Application update

D. Farnsworth noted that Metro COG submitted an application for Bicycle Friendly Community in June of 2024. This application is for the Fargo-Moorhead Metro Area, which includes Fargo, West Fargo, Moorhead, Horace, and Dilworth. Applicants are anticipated to hear from the League of American Bicyclists by the end of the year about any potential awards. Farnsworth pointed out that Metro COG applied and was awarded Bronze designation in 2014 and 2018. The FM Area hopes to be awarded Bronze again, or possibly even Silver.

Installation of new bicycle & pedestrian counters

Bervik provided an update on the installation of new bicycle & pedestrian counters which Metro COG ordered in 2024. Bervik mentioned the Committee's involvement in selecting locations of future counter locations in the past. Metro COG was able to order eight

counters in 2024 which are currently being installed. Of the eight counters ordered, five have been installed thus far. Metro COG plans to install the other counters by the end of 2024. Bervik pointed out that data from the counters can be provided to jurisdictions via the data dashboard. Metro COG plans to provide jurisdictions with this access after all counters are set up.

10. Other business

There was no other business. The meeting was adjourned around 4:45 pm.

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

O– Policy Board Reviews Selection

Policy Board reviews the projects selected at the February 20, 2025 meeting. Policy Board optimizes funding, and funding levels, funding years, and funding sources to maximize project selection

Agenda Item 1c, Attachment 1

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

Members Present:

Chuck	Hendrickson	Moorhead City Council (late)
Rory	Jorgensen	West Fargo City Commission
Stephanie	Landstrom	Horace City Council (late)
Nicole	Mattson	Moorhead City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Mike	Reitz	MATBUS Representative (late)
Dave	Steichen	Dilworth City Council
John	Strand	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Shiloh	Wahl	MnDOT District 4 Engineer <i>(ex-officio)</i>
Aaron	Murra	NDDOT Fargo District Engineer <i>(ex-officio)</i>

Members Absent:

Denise	Kolpack	Fargo City Commission
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Joel	Vettel	Cass County Commission

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Paul	Bervik	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ Engineering
Brent	Muscha	Apex Engineering
Tom	Knakmuhs	City of Fargo Engineering Department

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**
The meeting was called to order at 4:00 PM, on Thursday, February 20, 2025 by Chair Mongeau, noting a quorum was present. Introductions were made.
- 1b. Approve Order and Contents of Overall Agenda, approved**
Chair Mongeau asked for approval for the overall agenda.
- MOTION: Approve the contents of the Overall Agenda of the February 20, 2025 Policy Board Meeting.**
Mr. Piepkorn moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.
- 1c. Past Meeting Minutes, approved**
Chair Mongeau asked for approval of the Minutes of the January 16, 2025 Meeting.
- MOTION: Approve the January 16, 2025 Policy Board Meeting Minutes.**
Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.
- 1d. Monthly Bills, approved**
Chair Mongeau asked for approval of the February 2025 Bills as listed on Attachment 1d.
- MOTION: Approve the February 2025 Bills List.**
Mr. Jorgensen moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.
- 2. CONSENT AGENDA**
Chair Mongeau asked for approval of Items a-c on the Consent Agenda.
- a. January 2025 Month End Report
b. Metro COG 2024 3-C Agreement
c. Dilworth Comp Plan Contract
- MOTION: Approve Items a-c on the Consent Agenda.**
Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.
- 3. REGULAR AGENDA**
- 3a. Public Comment Opportunity**
No public comments were made or received.

3b. TIP Solicitation

i. North Dakota Carbon Reduction Program (ND CRP)

Mr. Bervik stated applications for ND CRP projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

Mr. Bervik stated that the future of the CRP program was uncertain due to the expiration of the current transportation bill in 2026. Since the CRP is a new funding source in the current bill, it is possible that it may be eliminated from a future transportation bill, and any project programmed with CRP funding in 2027 or later is not guaranteed to receive funding.

MOTION: Approval of projects to be funded by North Dakota Carbon Reduction Program (ND CRP) program funding in FY 2025, FY 2028, and FY 2029

Mr. Piepkorn moved, seconded by Mr. McDougall.

MOTION, passed

Motion carried unanimously.

ii. North Dakota Transportation Alternatives (ND TA)

Mr. Bervik stated applications for ND TA projects were due on November 15, 2024. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. All ND TA projects were scored using the Bicycle and Pedestrian Committee's scoring criteria and recommended for approved by said committee.

Policy Board determination:

2025 – 8th Street Shared Use Path - \$132,970

2028 – Drain 27 Shared Use Path Phase 1 - \$870,000

2029 – Drain 27 Shared Use Path Phase 2 - \$460,828

Beaton Drive Shared Use Path - \$419,172

MOTION: Approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) program funding in FY2025, FY2028, and FY2029

**Mr. Piepkorn moved, seconded by Mr. Reitz.
MOTION, passed
Motion carried unanimously.**

- iii.) **North Dakota Surface Transportation Block Grant (ND STBG)**
Mr. Bervik stated applications for ND STBG projects were due on January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

MOTION: Approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) program funding in FY2025, FY2027, and FY2029

**Mr. Olson moved, seconded by Mr. Piepkorn.
MOTION, passed
Motion carried unanimously.**

- iv.) **Minnesota Carbon Reduction Program (MN CRP)**
Mr. Bervik stated applications for MN CRP projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

Mr. Bervik stated that the future of the CRP program was uncertain due to the expiration of the current transportation bill in 2026. Since the CRP is a new funding source in the current bill, it is possible that it may be eliminated from a future transportation bill, and any project programmed with CRP funding in 2027 or later is not guaranteed to receive funding.

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

**Mr. Steichen moved, seconded by Mr. Reitz.
MOTION, passed
Motion carried unanimously.**

- v.) **Minnesota Transportation Alternatives (MN TA)**
Mr. Bervik stated applications for MN TA projects were due by November 15, 2024. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. All MN TA projects were scored using the Bicycle and Pedestrian Committee's scoring criteria and recommended for approval by said committee.

MOTION: Approval of projects to be funded by Minnesota Transportation Alternatives (MN TA) program funding in FY2028.

Mr. Olson moved, seconded by Mr. Piepkorn.

MOTION, passed

Motion carried unanimously.

- vi.) **Minnesota Surface Transportation Block Grant (MN STBG)**
Mr. Bervik stated applications for MN STBG projects were due by January 24, 2025. The public was invited to rank the projects using an online ranking tool and during two in-person meeting options.

Projects were required to undergo an extensive technical evaluation against the ten 2050 MTP Goals. The Prioritization Committee, a sub-committee of the TTC met four times throughout the solicitation process to evaluate the projects. The criteria used were project scope, timeliness, need for the project, estimated traffic use, pavement condition, congestion mitigation, system benefit, and potential challenges.

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

Mr. Olson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

3c. 2025-2028 TIP Amendment 4

Mr. Bervik presented Amendment 4 regarding the 2025-2028 Transportation Improvement Program (TIP). A public notice was published on Wednesday, February 5, 2025, and comments will be accepted until 12:00 noon on Thursday, February 20, 2025. As of today, no comments have been received. The proposed Amendment to the 2025-2028 TIP is as follows:

1. **Modification of Project 4220019:** Fargo rehabilitation of Rose Coulee bridge at 36th Street South (2025). Increasing the federal share of the project.
2. **Modification of Project 4240008:** Fargo construction of a shared use path along the Red River in the vicinity of the VA Hospital (2025). Updating project limits.

3. **New Project 3254048:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 CRP
4. **New Project 3254049:** West Fargo reconstruction of shared use path along 8th Street West from 5th Avenue to 12½ Avenue (2025). 2025 TA

MOTION: Approval of Amendment 4 to the Metro COG 2025-2028 Transportation Improvement Program (TIP)
Mr. Peipkorn moved, seconded by Mr. Olson.
MOTION, passed
Motion carried unanimously.

3d. Performance Measures (PM)

i) Performance Measure 1 – Highway Safety MN and ND

Ms. Pavek presented information regarding the Highway Safety performance measures for both Minnesota and North Dakota. The following is used to calculate safety: Number of fatalities, Fatality rate per 100 million VMT, Number of serious injuries, Serious injury rate per 100 million VMT, Non-motorized (walking/biking) fatalities and serious injuries.

A percentage of the population is used to calculate a common factor to compare state comparison with our regional MPO. FM Metro COG is 2.35% of the total Minnesota Population and 26.94% of the total North Dakota Population. Metro COG's numbers are within MnDOT and NDDOT targets for 2025.

ii.) Performance Measure 2 – Bridge and Pavement MN and ND

Ms. Pavek presented information regarding the Bridge and Pavement performance measures for both Minnesota and North Dakota. We are currently in the Mid-performance period progress report of 2023 for the performance period of 2022-2026.

MPOs may choose to either support state targets or set their own targets based on specific MPO targets for both Minnesota and North Dakota.

Three bridges classified as poor condition were discussed as one was built in 1939 and the other two in 1968. Classified as poor does not mean they are not safe.

iii.) Performance Measure 3 – System Performance & Freight Movement MN and ND

Ms. Pavek presented information regarding the System Performance & Freight Movement in both Minnesota and North Dakota. MPOs may choose to either support state targets or set their own targets based on specific MPO targets for both Minnesota and North Dakota. Metro COG staff believe the region is contributing to each respective state's targets.

MOTION: Approve support of MNDOT and NDDOT 2025 Highway Safety Performance Measures, MNDOT and NDDOT 2025 Pavement and Bridge Condition Performance Measure Targets, and MNDOT and NDDOT Reliability Performance Measure Targets

Mr. Olson moved, seconded by Mr. Piepkorn.

MOTION, passed

Motion carried unanimously.

3e. TTC Bylaw Extension Study

Mr. Griffith reported that MATBUS has been designated as a “large urban” transit agency by Federal Transit Administration; therefore, Fargo and Moorhead transit agencies are being restructured into a single organization with the City of Fargo being the dedicated recipient. MATBUS members asked if the TTC Bylaws could be revised to include two representatives because of the changes to the restructuring of transit. After legal counsel review, changes were made to the Bylaws.

MOTION: Approve the proposed amendment to the TTC Bylaws regarding MATBUS representation on the TTC, with an effective date of March 1, 2025.

Mr. Reitz moved, seconded by Mr. McDougall.

MOTION, passed

Motion carried unanimously.

3f. 8th Avenue Extension Study

Mr. Maddox introduced Brent Muscha with Apex Engineering. Mr. Muscha presented the information for the 8th Avenue Extension Study project. 8th Avenue North was identified as a corridor to make regional connections as an alternative to TH10. UPWP Amendment #5 had included this study using unspent 2023 CPG funds. Apex Engineering completed the study, and it was presented to the City of Dilworth on January 27, 2025.

The study included plans for the extension of 8th Avenue North, analysis of surrounding land uses, and community engagement. With in-person and virtual engagements, many residents were able to provide their input.

The following was summarized at the end of the study:

- Street/Intersections
 - Control Access
 - 2-Lane Undivided – Residential
 - 2-Lane with Median – Parkway
 - 34th St Walmart Improvements
 - Main Street Connection
- Alignment
 - Northernmost – Park Access/School Use
 - Central – Utilize Existing Utility Corridor
 - Southernmost – Maximize Parcel Flexibility
- Phasing
 - Developer Led vs City Led
 - Reevaluate with Each Phase

MOTION: Approve the Dilworth 8th Avenue Extension Study to include all relevant comments received by Metro COG staff pursuant to its oversight agencies reviews.

Ms. Mattson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

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Thursday, February 20, 2025

3g. 15th Avenue Corridor Study

Mr. Maddox introduced Scott Middaugh with KLJ Engineering. Mr. Middaugh presented information for the 15th Avenue North project. 15th Avenue North was identified as a corridor to make regional connections as an alternative to TH10, particularly if a three-lane option were to be selected. UPWP Amendment #4 had included this study using unspent 2023 CPG funds. KLJ Engineering completed the study and presented it to the Dilworth Planning Commission on February 5, 2025.

Three types of traffic volume added to the corridor:

- Background growth rate
- Land use changes
- Traffic diversion from I-94, US 10, and 28th Avenue

The study was coordinated with the Heartland Trail study, since a portion of the proposed trail could parallel 15th Avenue in the future.

The public input meeting was held on November 21, 2024. Next steps would be to develop and execute a memorandum of understanding with the Townships, Clay County, and the City of Dilworth.

MOTION: Approve the final report of the 15th Avenue North Corridor Study to include all relevant comments received by Metro COG staff pursuant to its oversight agencies' review.

Ms. Mattson moved, seconded by Mr. Steichen.

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith provided four updates:

- Metro COG staff is moving the 2024 Year-End Budget Close-Out to the March 20 Policy Board meeting because consultant invoices for work performed in 2024 were still being received.
- Metro COG staff is working diligently on the adoption process of the 2050 MTP and are scheduling it for Policy Board consideration on March 20.
- There are a couple of new Policy Board members that I will be reaching out to schedule orientation sessions with – hopefully before the next Policy Board meeting next month!
- Last week, Metro COG received an updated information packet from MnDOT regarding GHG reduction targets which was forwarded to both the TTC and Policy Board earlier today.

Mr. Piepkorn stated that City of Dilworth Council Member Julie Nash should be recognized in some way for her years of service to Metro COG.

Mr. Jorgensen requested information regarding the TIP and Project Solicitations.

5. Adjourn

**MOTION: Adjourn the 639th Meeting of the FM Metro COG Policy Board
Mr. Piepkorn moved, seconded by Mr. Jorgensen.**

MOTION, passed.

Motion carried unanimously.

The 639th Meeting of the FM Metro COG Policy Board held Thursday, February 20, 2025 was adjourned at 5:37 pm.

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

Respectfully Submitted,

Angela Brumbaugh
Office Manager

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Thursday, February 20, 2025

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R003

Resolution of Approval of North Dakota Funding Designation of Carbon Reduction Program (CRP) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$1,200,000 for FFY2028, and \$1,220,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Carbon Reduction Program in federal fiscal years 2028 and 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2025, 2028, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in each of the funding years.

2025 North Dakota CRP Projects	
Project	Awarded CRP Funding
Remove 3240004 West Fargo 2024 Electric Vehicle Purchase	Remove \$140,000
Remove 3240009 West Fargo 2025 Electric Vehicle Purchase	Remove \$53,665
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	(\$140,000 + \$53,665 + \$27,046) = \$220,711

2028 North Dakota CRP Projects	
Project	Awarded CRP Funding
Reconstruction of Red River Shared Use Path	\$1,100,000

2029 North Dakota CRP Projects	
Project	Awarded CRP Funding
Beaton Drive Shared Use Path and River Crossing	\$1,220,000

Priority Ranking of Unfunded Projects	
Project Name	Rank
Drain 27 Shared Use Path from 64 th Ave to 76 th Ave	1
Pedestrian Improvements at University and 25 th Ave	2

Approved this 20th day of February, 2025.


 Jenny Mongeau
 Metro COG Policy Board Chair


 Ben Griffith
 Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R004

Resolution of Approval of North Dakota Funding Designation of Transportation Alternatives (TA) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Carbon Reduction Program (CRP), Transportation Alternatives (TA), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Transportation Alternatives funding in the amount of \$870,000 for FFY2028, and \$880,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Transportation Alternatives in federal fiscal years 2028 and 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for TA funding for 2025, 2028, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of TA funding in each of the funding years.

2025 North Dakota TA Projects	
Project	Awarded TA Funding
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	\$132,970

2028 North Dakota TA Projects	
Project	Awarded TA Funding
Drain 27 Phase 1 (52 nd Ave to 64 th Ave)	\$870,000

2029 North Dakota TA Projects	
Project	Awarded TA Funding
Drain 27 Phase 2 (Drain 27 to Deer Creek Elementary)	\$460,828
Beaton Drive Shared Use Path and River Crossing	\$419,172

Approved this 20th day of February, 2025.


 Jenny Mongeau
 Metro COG Policy Board Chair


 Ben Griffith
 Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R005

Resolution of Approval of North Dakota Funding Designation of Surface Transportation Block Grant (STBG) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$10,907,772 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the North Dakota portion of the Urbanized Area on October 7, 2024 to be funded through the Surface Transportation Block Grant in federal fiscal year 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for STBG funding for 2025, 2027, and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of STBG funding in each of the funding years.

2025 North Dakota STBG Projects	
Project	Awarded STBG Funding
4220019 Rehabilitation of 36 th St Bridge at Rose Coulee	(\$156,000 + \$186,711) = \$342,711

2027 North Dakota STBG Projects	
Project	Awarded STBG Funding
Remove 3250013 Reconstruction of 13 th Avenue from Sheyenne St to 9 th St E (West Fargo)	Remove \$6,324,210
Reconstruction of 1 st Ave N from 10 th St to University Drive (Fargo)	\$6,324,210

Priority Ranking of Unfunded 2027 Projects	
Project Name	Rank
Urbanization of 64 th Avenue from 66 th St to 57 th St (Horace)	1
Installation of a RCUT/J-Turn at the intersection of 52 nd Ave S and 27 th St (Fargo)	2

2029 North Dakota STBG Projects	
Project	Awarded STBG Funding
3250013 Reconstruction of 13 th Avenue from Sheyenne St to 9 th St E (West Fargo)	\$10,907,772

Approved this 20th day of February, 2025.


 Jenny Mangeau
 Metro COG Policy Board Chair


 Ben Griffith
 Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R006

Resolution of Approval of Minnesota Funding Designation of Carbon Reduction Program (CRP) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$100,000 for FFY2026, \$108,000 for FFY2027, \$110,000 for FFY2028, and \$110,00 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Carbon Reduction Program in federal fiscal years 2026 through 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the

prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2026, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in the funding year.

2026 Minnesota CRP Projects	
Project	Awarded CRP Funding
Pedestrian Improvements along CSAH 9 (40th Street) from 4th Avenue NW to 3rd Avenue N Amphitheater Dilworth, MN	\$100,000

Approved this 20th day of February, 2025.



Jenny Mongeau
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R007

Resolution of Approval of Minnesota Funding Designation of Transportation Alternatives (TA) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Transportation Alternatives funding in the amount of \$450,000 for FFY 2028; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Transportation Alternatives in federal fiscal year 2028; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for TA funding for 2028, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of TA funding in the funding year.

2028 Minnesota TA Projects	
Project	Awarded TA Funding
Pedestrian Bridge and associated Shared Use Path in the area of Bluestem Amphitheater Moorhead, MN and Fargo, ND	\$450,000

Approved this 20th day of February, 2025.


Jenny Mongeau
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments Resolution 2025-R008

Resolution of Approval of Minnesota Funding Designation of Surface Transportation Block Grant (STBG) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of Minnesota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, Minnesota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded the population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being established as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$1,149,000 for FFY2029; and

WHEREAS, Metro COG began a solicitation for projects on the Minnesota portion of the Urbanized Area on October 7, 2024 to be funded through the Surface Transportation Block Grant in federal fiscal year 2029; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on February 13, 2025 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG TTC found that all projects met technical feasibility and unanimously voted to forward a prioritized list of projects to the Policy Board for consideration; and

WHEREAS, The Metro COG Policy Board reviewed the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to correspond to the attached table; and

WHEREAS, The Metro COG Policy Board prioritized project with the understanding that those projects that did not receive funding will be held in reserve if funded projects should not move forward for any reason and the prioritization of projects shall serve as the order by projects will be selected should that scenario occur.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board ranked projects submitted pursuant to Metro COG solicitation for CRP funding for 2027 and 2029, as well as determined funding levels utilizing the entirety of Metro COG's direct suballocation of CRP funding in each of the funding years.

2027 Minnesota STBG Projects	
Project	Awarded STBG Funding
Remove 5250002 Mill and Overlay of 34th Street from 3rd Avenue N to 28th Avenue N	Remove \$210,960
Remove 5250003 Reconstruction of 34th Street from 12th Avenue S to 24th Avenue S	Remove \$930,040
Reconstruct of 8 th Street Shared Use Path (5 th Ave – 12 ½ Ave)	(\$210,960 + \$930,040) = \$1,141,000

2029 Minnesota STBG Projects	
Project	Awarded STBG Funding
Paving of 15th Avenue N from 40th Street N to 7th Street NE Dilworth, MN	\$1,149,000

Approved this 20th day of February, 2025.


 Jenny Mongeau
 Metro COG Policy Board Chair


 Ben Griffith
 Metro COG Policy Board Secretary

Q - Notify NDDOT and MnDOT of Projects Selected

Notifying both DOTs of projects selected by the Policy Board on the February 20, 2025 meeting



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

February 26, 2025

Bryan McCoy
State Program Administrator
Office of Transportation System Management
Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

Re: Metro COG Notification of project selection for 2026 CRP, 2028 TA, and 2027/2029 STBG

Dear Mr. McCoy,

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) was designated on June 5, 2023 by FHWA as a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c by exceeding 200,000 population threshold. As a TMA, Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG).

Metro COG opened a solicitation for projects for 2026 CRP, 2028 TA, and 2027 & 2029 STBG funding sources on October 7, 2024. Metro COG staff coordinated with local jurisdictions' staff throughout the application process. All projects considered for this solicitation were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). Metro COG staff met with NDDOT and NDDOT staff in early December to initially review received projects. From January 1, 2025 through February 5, 2025, Metro COG requested the public to provide a ranking of the received projects. Metro COG provided two in-person events (January 15, 2025 in West Fargo and January 21, 2025 in Fargo) and a digital ranking activity before funding decisions were made.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by the Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery. Through this assessment, the Prioritization Committee

provided a unanimous recommendation for the TTC, which they unanimously recommended to the Policy Board for consideration.

Metro COG presented all received projects to the Policy Board at their regularly scheduled February 20, 2025 meeting. At this meeting the Policy Board considered the TTC's recommendation, the public's ranking, Bicycle and Pedestrian Committee's score (only for TA projects), and the carbon reduction factor (only for CRP projects) before determining a funding designation for all received projects.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- (1) 2025-R006 - Minnesota Funding Designation of Carbon Reduction Program (Mn CRP) Projects
 - (1a) Minnesota CRP Applications
 - (1b) 2050 MTP Scores Project List
 - (1c) Minnesota CRP One Page Summary of Projects

- (2) 2025-R007 - Minnesota Funding Designation of Transportation Alternatives (Mn TA) Projects
 - (2a) Minnesota TA Applications
 - (2b) 2050 MTP Scores Project List
 - (2c) Metro COG Bicycle and Pedestrian Committee Scores
 - (2d) Minnesota TA One Page Summary of Projects

- (3) 2025-R008 - Minnesota Funding Designation of Surface Transportation Block Grant (Mn STBG) Projects
 - (3a) Minnesota STBG Applications
 - (3b) 2050 MTP Scores Project List
 - (3c) Minnesota STBG One Page Summary of Projects

cc:

Bryan McCoy, MnDOT
Voni Vegar, MnDOT
Susan Siemers, MnDOT
Milt Wilson, MnDOT
Mary Safgren, MnDOT
Jeff Buschette, MnDOT
Anna Pierce, MnDOT
Justin Sorum, Clay County
Robert Zimmerman, City of Moorhead
Jonathan Atkins, City of Moorhead
Peyton Mastera, City of Dilworth
Don Lorsung, City of Dilworth
Julie Bommelman, MATBUS
Jordan Smith, MATBUS
Michael Maddox, Metro COG
Paul Bervik, Metro COG

February 28, 2025

Stacey Hanson
Assistant Local Government Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505

Re: Metro COG Notification of project selection for 2025/2028/2029 TA,
2025/2028/2029 CRP, and 2025/2027/2029 STBG

Dear Ms. Hanson,

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) was designated on June 5, 2023 by FHWA as a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c by exceeding 200,000 population threshold. As a TMA, Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG).

Metro COG opened a solicitation for projects for 2025, 2028, and 2029 TA; 2025, 2028, and 2029 CRP; and 2025, 2027, and 2029 STBG funding sources on October 7, 2024. Metro COG staff coordinated with local jurisdictions' staff throughout the application process. All projects considered for this solicitation were required to undergo an extensive technical evaluation as a part of the 2050 Metropolitan Transportation Plan (2050 MTP). Metro COG staff met with NDDOT and NDDOT staff in early December to initially review received projects. From January 1, 2025 through February 5, 2025, Metro COG requested the public to provide a ranking of the received projects. Metro COG provided two in-person events (January 15, 2025 in West Fargo and January 21, 2025 in Fargo) and a digital ranking activity before funding decisions were made.

The Prioritization Committee, a sub-committee of the TTC, met four (4) times throughout the solicitation process to evaluate projects that were submitted by Metro COG's member agencies. The projects were evaluated based upon project scope, timeliness, need for the project, federal functional classification, traffic volumes, pavement condition, impact to congestion, the wholistic impact to the transportation system, and if there were potential challenges that would delay project delivery. Through this assessment, the Prioritization Committee provided a unanimous recommendation for the TTC, which they unanimously recommended to the Policy Board for consideration.

Metro COG presented all received projects to the Policy Board at their regularly scheduled February 20, 2025 meeting. At this meeting the Policy Board considered the TTC's recommendation, the public's ranking, Bicycle and Pedestrian Committee's score (only for TA projects), and the carbon reduction factor (only for CRP projects) before determining a funding designation for all received projects.

Yours in public service,



Ben Griffith, AICP
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

Attachments:

- (0) NDDOT Submittal Checklist
- (1) 2025-R003 - North Dakota Funding Designation of Carbon Reduction Program (ND CRP) Projects
 - (1a) North Dakota CRP Applications
 - (1b) 2050 MTP Scores Project List
 - (1c) North Dakota CRP One Page Summary of Projects
- (2) 2025-R004 - North Dakota Funding Designation of Transportation Alternatives (ND TA) Projects
 - (2a) North Dakota TA Applications
 - (2b) 2050 MTP Scores Project List
 - (2c) Metro COG Bicycle and Pedestrian Committee Scores
 - (2d) North Dakota TA One Page Summary of Projects
- (3) 2025-R005 - North Dakota Funding Designation of Surface Transportation Block Grant (ND STBG) Projects
 - (3a) North Dakota STBG Applications
 - (3b) 2050 MTP Scores Project List
 - (3c) North Dakota STBG One Page Summary of Projects

cc:

Will Hutchings, NDDOT
Wayne Zacher, NDDOT
Pam Wenger, NDDOT
Aaron Murra, NDDOT
Tom Soucy, Cass County
Kyle Litchy, Cass County
Cole Hansen, Cass County
Tom Knakmuhs, City of Fargo
Jeremy Gorden, City of Fargo
Julie Bommelman, MATBUS
Jordan Smith, MATBUS
Kyle McCamy, City of West Fargo
Aaron Nelson, City of West Fargo
Jace Hellman, City of Horace
James Dahlman, City of Horace (Contracted Engineer)
Michael Maddox, Metro COG
Paul Bervik, Metro COG