

The 660th Policy Board Meeting Fargo-Moorhead Metropolitan Council of Governments THURSDAY, October 15, 2026 – 4:00 PM **AGENDA**

1. Call to Order and Introductions
 - a. Introductions & Roll Call
 - b. Approve Order and Contents of the Overall Agenda Action Item
 - c. Approve Meeting Minutes of September 17, 2026 Action Item
 - d. Approve October 15, 2026 Accounts Payable (bills list) Action Item
2. Consent Agenda Action Item
 - a. September 2026 End-of-Month Report
 - b. Metro COG Q3 Report
3. Regular Agenda
 - a. Public Comment Opportunity Public Input
 - b. West Perimeter Roadway Study – Final Report Action Item
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held
Thursday, November 19, 2026 at 2:00 PM.

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

Please use the following link to join this meeting online:

[Zoom meeting weblink](#)

Bolded Action Items require roll call votes.

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

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

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

PLANNING ORGANIZATION SERVING
FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

659th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, September 17, 2026 – 4:00 PM

Members Present:

Duane	Breitling	Cass County Commission
Rachel	Dwyer	Horace City Council
Tyler	Erickson	West Fargo City Commission
Nikki	Gullickson	Fargo City Commission
Chuck	Hendrickson	Moorhead City Council
Nicole	Mattson	Moorhead City Council
Sebastian	McDougall	Moorhead City Council
Patti	Stedman	West Fargo City Commission
Dave	Steichen	Dilworth City Council

Members Absent:

Thomas	Schmidt	Fargo Planning Commission
John	Strand	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Jenny	Mongeau	Clay Co. Commission
Chad	Peterson	Fargo City Commission
Mike	Reitz	MATBUS Representative
Art	Rosenberg	Fargo Planning Commission
Aaron	Murra	NDDOT Fargo District Engineer (<i>ex-officio</i>)
Shiloh	Wahl	MnDOT District 4 Engineer (<i>ex-officio</i>)

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Ben	Griffith	Metro COG
Michael	Maddox	Metro COG
Linghao	Zhang	Metro COG
Will	Hutchings	NDDOT - Local Government Division

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

The meeting was called to order at 4:08 PM, on September 17, 2026 by Vice Chair Dwyer, noting a quorum was present.

- 1b. Approve Order and Contents of Overall Agenda, approved**
Vice Chair Dwyer asked for approval for the overall agenda.

MOTION: Approve the contents of the Overall Agenda of the September 17, 2026 Policy Board Meeting.
Ms. Stedman moved, seconded by Mr. Breitling
MOTION, passed
Motion carried unanimously.

- 1c. Approve Meeting Minutes of August 20, 2026**
Vice Chair Dwyer asked for approval of the Minutes of the August 17, 2026 Meeting.

MOTION: Approve the August 20, 2026 Policy Board Meeting Minutes.
Ms. Mattson moved, seconded by Mr. McDougall
MOTION, passed
Motion carried unanimously.

- 1d. Monthly Account Payables, approved**
Vice Chair Dwyer asked for approval of the September 17, 2026 Accounts Payable as listed on Attachment 1d.

MOTION: Approve the September 17, 2026 Accounts Payable List.
Mr. Breitling moved, seconded by Ms. Stedman
MOTION, passed
Motion carried unanimously.

- 2. CONSENT AGENDA**
Vice Chair Dwyer asked for approval of the Item on the Consent Agenda, with the addition of item 3f. Title VI and Non-Discrimination Plan & LEP Plan.

- a. August 2026 Month End-of-Month Report
- b. Adoption of Self-Certifications
- c. Acceptance of 2025 Financial Audit
- d. Title VI and Non-Discrimination Plan & LEP Plan

MOTION: Approve Items a-d on the Consent Agenda.
Mr. Breitling moved, seconded by Mr. Steichen
MOTION, passed
Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were provided or received.

3b. 2027-2030 TIP Adoption

Mr. Zhang presented information on the 2027-2030 Transportation Improvement Program (TIP). The TIP is a federally required four-year program of transportation projects developed in coordination with state and local partners.

A public open house was held on September 2nd and public comment period closed at noon on September 14, 2026.

78% of STBG funding is for new or reconstructed projects, 12% rehabilitation and the remaining 10% is split between Safety, Bicycle and Pedestrian, Transit, and Planning.

MOTION: Approve 2027-2030 Transportation Improvement Program (TIP).

Mr. Breitling moved, seconded by Ms. Gullickson

MOTION, passed

Motion carried unanimously.

3c. 2027-2028 UPWP & Budget Adoption

Mr. Griffith presented information on 2027-2028 UPWP and Budget. Total Federal revenue for 2027 is estimated to be \$1,607,149.58. When MnDOT State Planning Grant funds and local matching funds from member jurisdictions are included, the total budget amount for 2027 will be \$2,055,387.61.

Contracted planning projects are \$418,908.38 for 2027 and \$322,291.59 for 2028. Local match is calculated at 20% of the federal projects along with \$3,800 for non-federal eligible expenditures include such items as paper towels, facial tissues, and bottled water.

MOTION: Approve adoption of Metro COG's 2027-2028 Unified Planning Program (UPWP) and Budget with minor corrections and revisions, including the addressing of any comments received from NDDOT, MNDOT, FHWA, and FTA during their 30-day review period.

Mr. Breitling moved, seconded by Mr. McDougall

MOTION, passed

Motion carried unanimously.

3d. Metropolitan Bicycle & Pedestrian Plan RFP Release

Mr. Farnsworth stated the Bicycle and Pedestrian Plan is a 1½-year project totaling \$200,000. \$155,000 has been budgeted for 2027 and \$45,000 for 2028.

This plan is conducted every five years, and the costs are in line with inflation. The plan looks at system gaps, engineering, enforcement, equity, evaluation, and encouragement.

MOTION: Approval of the Fargo-Moorhead Metro Bicycle and Pedestrian Plan RFP.

Mr. Steichen moved, seconded by Mr. Erickson

MOTION, passed

Motion carried unanimously.

3e. 2055 Streets & Highways Modal Plan RFP Release

Mr. Maddox stated this is the first stage of the Metropolitan Transportation Planning process, identifying all transportation needs of the region. This plan will be conducted with a performance-based methodology to help make informed financial decisions regarding area transportation infrastructure.

A Selection Committee, composed of members from our member jurisdictions will use NDDOT's Qualification Based Selection (QBS) process and their recommendation will go to TTC and Policy Board for approval.

MOTION: Approval of the release of the RFP for the 2055 Streets and Highways Modal Plan, pending NDDOT

Mr. McDougall moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

3f. Title VI and Non-Discrimination Plan & LEP Plan

Moved to the Consent agenda.

4. Additional Business

Metro COG will be hosting a Metro Growth Summit as part of the preparation of the Socioeconomic & Demographic Forecast for the 2055

Metropolitan Transportation Plan, next Tuesday afternoon from 1:30-3:30 at the new Moorhead Public Library. Regional Stakeholders and staff members from local jurisdictions have been invited and Policy Board members are welcome to attend.

Metro COG will have a couple of RFPs coming up in the next month or two for various planning projects related to the 2055 Metropolitan Transportation Plan and also for some of our professional service contracts which are nearing their expiration.

There was no other business brought before the Policy Board by any of the attendees.

5. Adjourn

The 659th Meeting of the FM Metro COG Policy Board held Thursday, September 17, 2026 was adjourned by Vice Chair Dwyer at 4:45 PM.

Ms. Gullickson moved, seconded by Mr. Breitling.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD THURSDAY, October 15, 2026 at 4:00 PM.

Respectfully Submitted,

Angela Brumbaugh
Office Manager



FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Unified Planning Work Program

Quarterly Progress Report: July 1, 2026 to September 30, 2026

Approved: October 15, 2026

This progress report provides a brief description and overview of the various planning activities completed by Fargo-Moorhead Metropolitan Council of Governments (Metro COG) from July 1, 2026 to September 30, 2026, in accordance with the approved Unified Planning Work Program (UPWP). Included in this report:

- Planning activities completed during this period with the percentage complete for each activity; and
- A budget summary identifying the activity, the total activity budget, the amount of activity budget spent from April 1, 2026 through June 30, 2026, and the percentage of the budget spent

For more information regarding the information presented,
please contact the Fargo-Moorhead Metropolitan Council of Governments

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2026 Staff Activities by UPWP Work Element

2026 UPWP Work Element	2026	
	Budget	Staff Hours
100 Policy and Administrative Forums	\$91,558.22	1,324
200 Contracted Planning	\$57,778.67	977
300 Federal Transportation Planning & Documentation	\$264,136.84	3,866
400 Technical Transportation Data & Analysis	\$163,119.58	2,991
500 Transit Planning	\$38,025.77	689
600 Bicycle & Pedestrian Planning	\$69,904.78	1,451
700 Local Planning Assistance	\$61,718.36	1,057
800 General Administration*	\$322,842.72	5,076
900 Publications Public Information and Communication	\$11,579.06	249
1000 Community Planning and Technical Assistance	\$0	0

*Includes estimates of staff leave time (holiday, vacation and sick leave)

100 Policy and Administrative Forums

Task 100	Policy and Administrative Forums		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Staff Hours	Programmed	Expended		
2026	\$91,558.22	\$		

Objective: To maintain and coordinate policy and administrative forums. Work includes, but is not limited to creating agendas, and supporting material, conducting meetings, traveling to and from meetings and communications with committee members.

101 Metro COG Policy Board

Status: 50% Complete

- Prepared for and attended Policy Board Meetings on January 15, February 19, and March 19
- Attended staff meetings regarding development of Policy Board agendas
- Participated in miscellaneous Policy Board coordination agenda items discussions
- Prepared agenda and packet materials for Policy Board meetings
- Recorded and prepared meeting minutes
- Recorded voting actions, roll call votes, and voting outcomes
- Review Policy Board draft meeting minutes, agenda prep and meeting packet review and assembly
- Updated Policy Board member contact information and distribution lists
- Prepared for and attended Policy Board Meetings on April 16, May 21, and June 18
- Review draft meeting minutes, agenda prep, and meeting packet review and assembly
- Updated member contact information and distribution lists as needed
- Updated orientation guide in anticipation of new member appointment following elections
- Prepared for and attended Policy Board Meetings on July 16th, August 20th, and September 17th
- Review Policy Board draft meeting minutes, agenda prep and meeting packet review and assembly
- Updated Policy Board member contact information and distribution lists as needed
- Conducted Orientation Sessions for new Policy Board members

102 Metro COG Executive Committee

Status: 50% Complete

- Prepared agenda and packet materials for Executive Committee
- Prepared meeting minutes, voting actions and outcomes

- Prepare for and attend Executive Committee meetings on January 5, February 2, and March 2 in Metro COG's large conference room
- Review Executive Committee draft meeting minutes, agenda prep and meeting packet review and assembly
- Prepare for and attend Executive Committee meetings on April 6, May 4 and June 1 in Metro COG's large conference room
- Prepare for and attend Executive Committee meetings on August 3 and September 14 in Metro COG's large conference room (the July 6 Executive Committee was cancelled)
- Review Executive Committee draft meeting minutes, agenda prep and meeting packet review, assembly, and distribution

103 Transportation Technical Committee (TTC)

Status: 50% Complete

- Prepared for and attended TTC meetings on January 8, February 12, and March 12.
- Attended staff meetings regarding development of TTC agendas
- Participated in miscellaneous TTC coordination agenda items discussions
- Prepared agenda and packet materials for TTC meetings
- Recorded and prepared minutes
- Recorded voting actions, roll call votes, and voting outcomes
- Review materials and prepare TTC Meeting packets
- Updated TTC member contact information and distribution lists
- Prepared for and attended TTC meetings on May 14 and June 11 (April meeting was canceled)
- Review TTC draft meeting minutes, agenda prep and meeting packet review and assembly
- Updated TTC member contact information and distribution lists, as needed
- Conducted orientation session for new TTC member
- Prepared for and attended TTC meetings on July 9th, August 13, September 17th
- Review TTC draft meeting minutes, agenda prep and meeting packet review and assembly
- Updated TTC member contact information and distribution lists as needed

104 Federal, State, and Local Committee Meetings

Status: 50% Complete

- Meeting with Safe Kids Fargo Moorhead
- Monthly meetings with ND MPO Directors via Teams
- Attend weekly MPO Directors Discussion meetings with NDDOT MPO Coordinator and other ND MPO Directors via Teams
- Prepare and review materials for Prioritization Committee meeting on February 5 for Project Solicitation review and recommendation to TTC
- Attended Metro COG Bike-Ped Committee meeting in large conference room on January 7
- Prepare draft agenda and coordinate with MPO Coordinator for Spring NDDOT/MPO Directors meeting
- Attended Spring NDDOT/MPO Directors meeting via Teams on March 3
- Attended MnDOT/MPO Directors Quarterly meeting via Teams on February 24
- Attended multiple meetings with ND MPO Directors to discuss distribution of CPG Turnback Funds for 2027
- Attended NDDOT Freight Advisory Committee meeting via Teams on March 5
- Attended MnDOT District 4 ATP meetings in Fergus Falls via Teams (due to inclement weather) on March 6
- Attended MnDOT Bike + Planning Government and Tribal Partner meeting via Zoom on March 10
- Review 2026 NDDOT Urban Grant Program applications for upcoming committee meeting
- Review MnDOT District 4 ATP Bylaws and Guidelines for upcoming subcommittee meeting
- Participated in MnDOT Corridor Study Handbook Technical Advisory Committee meeting on January 29th
- Participated in Fargo trails and open spaces meeting on Jan 13th
- Attended City of Fargo PWPEC meeting on Jan 12th
- Attending Geospatial Advisory Council Quarterly meeting (March 11th) and other special meetings (Judicial Data Practices and Priority Selection)
- Quarterly NDDOT & MnDOT Meetings
- Monthly meetings with ND MPO Directors via Teams
- Attend weekly MPO Directors Discussion meetings with NDDOT MPO Coordinator and other ND MPO Directors via Teams
- Attended MnDOT District 4 ATP meeting in Fergus Falls via Teams on April 3
- Attended GIS Committee meeting on April 30

- Review NDDOT Urban Grant Program applications for upcoming Committee meeting
- Attended NDDOT Urban Grant Program Committee meeting on May 4
- Attended ND MPO-ATAC Spring Partnership meeting at NDSU campus on May 11
- Annual Metro COG / MnDOT D4 meeting on May 13
- Attended final meeting of Director's Advisory Council to review Transportation Connection on May 28
- Attended Safe-Kids Fargo Moorhead meeting on May 28th
- Attended ND Freight Advisory Committee meeting via Teams on June 4
- Drove to and attended MnDOT District 4 ATP meeting in Fergus Falls on June 5
- Participated in Mid-Year Review by Oversight Agencies before and after TTC meeting on June 11
- Participated in MnDOT TZD Roundtable meeting on June 17th
- Participated in Regional Traffic Safety Advocates (Red River Valley) on June 18th
- Participated in Fargo trails and open spaces meeting on May 12th
- Participated in Regional Traffic Safety Advocates (Red River Valley) on Sept 30th
- Participated in stakeholder meeting for Moorhead 11th/14th Street Corridor Study
- Participated in NDDOT UIPP meeting on August 12th
- Participated in Fargo trails and open spaces meeting on September 8th
- Participated in Safe Kids Fargo-Moorhead Coalition meeting on August 12th
- Attended REVIR (Regional Electric Vehicle Infrastructure Readiness) July 28th
- Attended GFMEDC (Greater FM Economic Development Data Committee) August 18th
- Attended GAC (Geospatial Advisory Committee) September 16th
- Participated in the ATIP/TIP programming process meeting
- Participated in the mid-year review and MPO director meetings
- Monthly meetings with ND MPO Directors via Teams
- Attend weekly MPO Directors Discussion meetings with NDDOT MPO Coordinator and other ND MPO Directors via Teams
- Drove to and attended MnDOT-MPO Directors Summer Workshop in Mankato July 28-30
- Attended NDDOT UIPP meetings at NDDOT Fargo District Office on August 11 & 12
- Review MnDOT West Central District 4 ATP Bylaws and Guidelines for updating
- Coordinate and prepare agenda for NDDOT-MPO Directors Fall Quarterly meeting

- Facilitated NDDOT-MPO Directors Fall Quarterly meeting in Bismarck
- Attended NDDOT Freight Advisory Committee meeting via Teams on September 3
- Attended Greater MN Mobility Workshop at MnDOT West Central District 4 Office in Detroit Lakes on September 8

200 Contracted Planning Services

Task 200	Contracted Planning Services		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Staff Hours	Programmed	Expended		
2026	\$57,778.67	\$27,737.54		

Objective: To conduct Metro COG's annual contracted planning projects for the purpose of analyzing local and regional issues as well as development of Metro COG's required transportation planning documentation. This element allows Metro COG the resources to develop contracted planning scopes of work, go through the consultant procurement process and provide contract management and oversight for work that is contracted to a consultant. Staff actively participate in the plan's development by coordinating with local jurisdictions as well as guiding the consultant teams based upon Metro COG's goals as stated in the adopted Metropolitan Transportation Plan.

201 NDSU ATAC Participation (Technical Support) (Year 2 of 3)

Task 201	NDSU ATAC Participation		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2025	\$10,000.00	\$10,000.00	100%	100%
2026	\$10,000.00	\$2,500.00	25%	50%

Metro COG contracts with the Advanced Traffic Analysis Center (ATAC) for technical assistance in transportation planning and MPO responsibilities, most notably staying abreast of technological advances in the field of traffic analysis and travel demand modeling, among other things. The master contract enables Metro COG to contract with ATAC for the purpose of updating and maintaining the Metro COG Travel Demand Model (TDM), furthering the signalized intersection data collection program, and maintaining/updating the Regional ITS Architecture.

Status: 10% Complete

Discussed the next ITS Architecture update

205 Moorhead Intersection Data Collection (Year 2 of 3)

Task 205	Moorhead Intersection Data Collection		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2025	\$16,492.00	\$16,489.68	100%	100%
2026	\$16,492.00	\$8,247.32	50%	50%

Metro COG and the City of Moorhead will continue this project, which begins in 2025, through the three-year time frame of the contract. Metro COG and the City of Moorhead will team with ATAC to conduct an intersection traffic counting program that will, over time, provide counts of the City's signalized intersections

every three years. Each year, the project will include approximately one-third ($\frac{1}{3}$) of intersections within the City of Moorhead.

Status: 50% Complete

During the first quarter Metro COG staff invoiced Moorhead for their local match and coordinated camera setup for the 2026 turning movement counts.

- Spoke with Moorhead Engineer regarding possible revisions to scope of work and contract addendum
- Coordinated intersection camera setup with Moorhead and ATAC
- Set out cameras for turning movement counts
- Reviewed 2027 scope of work
- Invoice Review
- Coordination with Moorhead Engineering and ATAC for contract addendum for 2027/Year 3 of 3

208 West Metro Perimeter Highway Corridor Study (Year 4 of 4)

Task 208	West Metro Perimeter Highway Corridor Study		Percent Billed	Task Percent Complete
	Task Start/End	1/2026	Q3 2026	
Financial	Programmed	Expended		
2023	\$250,000.00	\$46,968.64	19%	19%
2024	\$150,000.00	\$114,302.56	65%	65%
2025	\$99,791.08	\$77,433.28	20.67%	38%
2026	\$25,000.00	\$16,147.03	65%	66%
Project Total	*\$269,474.39	\$254,851.31	95%	92%
*Programmed Project Total is not a sum of all years. The project has not been completed; therefore, funds have been programmed each year. Note the expended amount are less than the programmed amounts in prior years.				

The purpose of this study would be to pick up where the Interstate Operations Analysis left off relative to future needs of the corridor. The Interstate Operations Analysis projected ADT volumes that would make this one of the most heavily traveled highways in Cass County. The timing of the study is critical in that excess right-of-way purchased for the Red River Diversion Project is available for a portion of the corridor north of I-94. In the future, this property will need to be placed on the market, but the opportunity exists for the County to purchase all or a portion of the property. If delayed, the right-of-way will either no longer be available or will cost significantly more in the future. South of I-94, section line corridors exist, minimizing the need for additional right-of-way. The study would serve as a template for moving forward into the project development process and would allow the metro area to apply for grants to construct the project.

Status: 92% Complete

The first quarter consisted of internal discussions, meetings, and consultant meetings to discuss the new direction for the project. The consultant started pulling together the various elements developed during the study to develop a draft document. Metro COG and the consultant coordinated on tasks remaining and how to address remaining tasks as well as how to draw the project to a close. This was accomplished through multiple check-in and coordination meetings.

- Internal discussions and meetings regarding project scope and progress
- Communicate with consultants regarding timeline and remaining tasks for project

For the second quarter, the consultant started pulling together the various elements developed during the study to develop a draft document. Metro COG and the consultant coordinated on tasks remaining and how to address remaining tasks as well as how to draw the project to a close. This was accomplished through multiple check-in and coordination meetings. Metro COG staff worked with the consultant to work through issues and to focus on the elements of the final report.

For the third quarter:

- Communication with HDR

- Planning approval process for final plan
- Reviewing HDR responses to comments
- Reviewing HDR updated plan after comments and communication with HDR
- Review of comments and elements
- Communication with HDR on status
- Reaching out for comments on draft plan
- Receipt of Cass County comments
- Receipt and coordination of invoice
- Review final draft report of West Metro Perimeter Roadway Study

230 2026 FM Metro COG Area-Wide Traffic Counts

Task 230	2026 FM Metro COG Area-Wide Traffic Counts		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2026	\$150,000.00	\$138,356.74	92%	90%

Traffic counts will be collected to assist in the preparation for the 2055 MTP by providing updated traffic counts for Metro COG's Travel Demand Model. The collection of traffic counts for the FM region will provide updated data for Metro COG's Travel Demand Model for preparation of the Federally required 2055 MTP.

Status: 90% Complete

- Reviewed consultant proposal
- Scheduled/coordinated consultant interview
- Interviewed consultant. Consultant selection paperwork

- Developed QBS packet for NDDOT
- Updated traffic count locations for contract negotiations
- Developed contract and scope of work
- Project kick-off meeting
- Coordinated traffic count schedule with consultant
- Acquired local jurisdiction contact information and provided contacts to consultant
- Coordination with Horace on traffic counts
- QA/QC of draft traffic count data
- Invoice review
- Coordinated upcoming traffic counts with consultant
- Developed adjustment factors for traffic count data
- QA/QC of draft traffic count data
- Invoice review

231 2026 Data Purchase

Task 231	2026 Data Purchase		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2026	\$7,500	\$0.00	100%	100%

The data purchased will be used in the travel demand model for Metro COG. There are two main sets of data that need to be provided, household and employment data. All data should have the capabilities to be aggregated into the Transportation Analysis Zone (TAZ) geographies for Metro COG's travel demand model. The data does not need to be provided in the TAZ geographies structure; however, the data should be easily aggregated into the TAZ geographies. Point GIS data for the different households and employment data are possible formats that will fit this purpose. GIS shapefiles are the preferred data delivery format.

Status: 100% Complete

- Coordinated with Data Axle on Data requirements
- Coordinated with NDDOT on procurement guidelines
- Checked Data for accuracy
- Worked with Data-Axle to revise data pull
- Formatted data for use in TAZ update
- Meeting with ATAC for Data Purchase support
- Coordination and review of 2026 household and employment data purchase

232 2055 Socioeconomic and Demographic Forecast

Task 232	2055 Socioeconomic and Demographic Forecast		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2026	\$120,000.00	\$0.00	0%	30%

The data purchased will be used in the travel demand model for Metro COG. There are two main sets of data that need to be provided, household and employment data. All data should have the capabilities to be aggregated into the Transportation Analysis Zone (TAZ) geographies for Metro COG's travel demand model. The data does not need to be provided in the TAZ geographies structure; however, the data should be easily aggregated into the TAZ geographies. Point GIS data for the different households and employment data are possible formats that will fit this purpose. GIS shapefiles are the preferred data delivery format. the Demographic forecast data is a critical element to Metro COG's metropolitan planning program. Although forecast data is used by Metro COG and local jurisdictions for a variety of purposes, its core purpose is in maintaining and updating the regional travel demand model (TDM). The TDM is a critical component in the development of the Metropolitan Transportation Plan (MTP), and relies on demographic data including detailed population, household, and employment assessments and projections to properly calibrate trip generations, distributions, and assignments. Socioeconomic and demographic forecasts based on good data provide a solid foundation for data-driven decision making by policy makers.

Status: 25% Complete

- TAZ Shapefile and boundaries
- Geocoded data to new TAZ Boundaries
- Attended SRC meeting #1 on June 18
- Updated TAZ boundaries
- Geocoded data to new TAZ Boundaries
- Worked with consultant to fix data problems in GIS
- Attended Project manager meetings
- Provided data purchase information
- Created Data Dictionary for dataset
- Attended 2055 Socioeconomic & Demographic Forecast SRC meeting #2 on August 10
- Attended Metro Growth Summit at the Moorhead Public Library on September 22

234 Metro COG Regional Freight Plan Update

Task 234 Metro COG Regional Freight Plan Update			Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2026	\$175,000.00	\$28,788.00	%	%

Metro COG's current Regional Freight Plan was adopted in January 2018 and needs an update for the preparation of the 2055 MTP. The Fargo-Moorhead region sees a large amount of freight movement, a large driver of the growing economy. Freight mobility, which is both efficient and reliable, is crucial to strengthen regional economic priorities and support efficient consumer mobility and delivery. Regional transportation decisions tie local and regional priorities together, promote fiscal responsibility, and support the movement of goods and people. It accommodates freight movement to strengthen regional economic priorities and support efficient consumer mobility and delivery. the Demographic Study is a key component for the preparation of the MTP and has value not just in helping to determine long-range transportation infrastructure

needs, but other growth-related issues for the region. A demographic study based on good data, provides a solid foundation for data-driven decision making by policy makers.

Status: 0% Complete

- Participated in project check-in meetings
- Assisted with data collection needs
- Reviewed public engagement materials including draft stakeholder and public engagement plan
- Review Existing Conditions Report
- Review Freight Peer Reviews
- Participated in Stakeholder interviews with consultant
- Attended check-in meetings with NDDOT Freight and Rail staff
- Participated in SRC meeting #1 on August 24th

237 Metro COG Regional ITS Architecture Update

Task 234	Metro COG Regional Freight Plan Update		Percent Billed	Task Percent Complete
Task Start/End	1/2026	Q3 2026		
Financial	Programmed	Expended		
2026	\$36,200.00	\$12,670.00	%	75%

Regional ITS (Intelligent Transportation System) Architecture provides a comprehensive framework that can be used to plan future ITS, define system requirements, coordinate agency roles, and integrate functions across jurisdictional lines. Metro COG's original Regional ITS Architecture was completed in 2005 by ATAC under the sponsorship of Metro COG and has been updated periodically since then, with the last update completed in 2022. Periodic updates are nationally recommended every 4-5 years.

Status: 20% Complete

- Kick-off meeting with ATAC
- Developed stakeholders list and advisory committee member list
- Scheduled first advisory committee meeting
- Advisory Committee meeting
- Coordinated & participated in stakeholder meetings
- Attended ITS Architecture Stakeholder meeting on May 27
- Attended ITS Architecture Stakeholder meeting with the Maintenance Group on May 29
- Invoice review
- Project check-in meeting
- Check-in with ATAC on project progress

300 Federal Transportation Planning and Documentation

Task 300	Federal Transportation Planning Documentation		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Staff Hours	Programmed	Expended		
2025	\$264,136.84	\$85,146.69		

Objective: To develop, research, and implement Federal transportation planning directives and regulations.

301 Transportation Improvement Plan (TIP)

Status: 50% Complete

- Meeting with Metro COG staff
- Coordinating with the jurisdictions
- Coordination and review of 2026 household and employment data purchase
- Updated online TIP dashboard in GIS

- Reviewed STBG, CRP and TA project proposals
- Review proposed Administrative Modifications to TIP
- Met to discuss TIP projects after prioritization committee
- Review and ranking of TA applications
- Coordination and preparation of amendment #2 and #3 for the 2026-2029 TIP
- Begin preparations for 2027-2030 TIP
- Review proposed Amendments and Administrative Modifications to 2026-2029 TIP
- Provided Horace with information regarding past funding submittals
- Provided letter of support to Cass County for RTP grant application
- TIP Dashboard Maintenance
- Coordinating with the jurisdictions
- Study TIP documentation
- Worked with staff to update the TIP
- Trained new staff on TIP process
- Coordination and preparation of amendment #4 and #5 for the 2026-2029 TIP
- TIP Dashboard Maintenance 2026-2029
- TIP Dashboard Development 2027-2030
- Meeting with Metro COG staff
- Ongoing coordination with the local jurisdictions
- Assisted in updating the Draft 2027-2030 TIP Project List, Document, and Public Input including Public Meeting.
- Documentation Amendments for 2026-2029 TIP to TTC and Policy Board.
- Review proposed Amendments and Administrative Modifications to 2026-2029 TIP
- Review proposed 2027-2030 TIP development
- Attended 2027-2030 TIP Open House at Moorhead Public Library on September 2
- Attended MnDOT West Central District 4/MnDOT Central Office ATIP-TIP Programming meeting via Teams on September 15

302 Unified Planning Work Program (UPWP) and Budget Maintenance and Reporting

Status: 50% Complete

- Review and research Amendments and Administrative Modifications for UPWP
- Discussions with oversight agencies regarding 2026 UPWP Amendment #1
- Preparation of 2026 UPWP Amendment #1
- Discussions with oversight agencies regarding 2026 UPWP Amendment #1
- Preparation of 2026 UPWP Amendment #1
- Transmit 2026 UPWP Amendment #1 as approved by Policy Board to NDDOT via FTP site
- Transmit 2026 UPWP Amendment #1 as approved by Policy Board to NDDOT via FTP site
- Review and execute NDDOT CPG Contract Amendment for 2026 UPWP Amendment #1
- Prepare and review quarterly and annual end-of-year reports for MnDOT and NDDOT
- Preparation and submittal of materials for Indirect Cost Rate Audit
- Indirect Cost Rate Audit Entrance Conference with NDDOT Finance staff on February 24
- Review of proposed CPG Turnback Funds from NDDOT for 2027
- Updated Quarterly report
- Researched other MPO costs of consulted travel demand models for upcoming UPWP
- Met to discuss 2025 and 2026 UPWP projects
- Prepared for and attended bi-weekly Project Managers meetings
- Met to discuss turnback funds
- Estimated 2026 UPWP staff hours
- Coordinated standard consultant contract language with NDDOT
- Continued review and research Amendments and Administrative Modifications for UPWP
- Discussions with oversight agencies regarding DRAFT 2027-2028 UPWP
- Preparation of DRAFT 2027-2028 UPWP
- Transmit DRAFT 2027-2028 UPWP as approved by Policy Board to NDDOT via FTP site
- Discussions with oversight agencies regarding 2026 UPWP Amendment #2
- Preparation of 2026 UPWP Amendment #2
- Prepare and review quarterly reports for MnDOT and NDDOT
- Preparation and submittal of materials for Indirect Cost Rate Audit

- Indirect Cost Rate Audit Entrance Conference with NDDOT Finance staff on February 24
- NDDOT guidance regarding QBS submittal
- Provided description language for 2027 projects
- Project managers meetings
- Meeting with consultant to discuss 2027 projects
- Reviewed changes to subtask hours
- Started the development of the Streets and Highways Modal Plan and the MTP development process
- Developed RFP for 2027 Bicycle & Pedestrian Plan
- Developed language for UPWP work item
- Addressed NDDOT comments on Bike/Ped Plan RFP
- Emailed RFPs to consultants via Mailchimp
- Developed scope of work & RFP for 2026 TDM Development & Calibration
- Fulfilled open records request (firm asking for past consultant proposal & cost estimate)
- Communication with NDDOT on RFP and meeting with consultants about RFP
- Set up meetings with consultants about RFP
- Consultant requests for information on RFP, meeting setup
- Looking over RFP for 2055 Streets and Highways prior to inclusion in TTC
- Work on S&H Modal Plan RFP
- Completed the draft of modal plan and submission to NDDOT for review
- Prepared Q2 Report for oversight agencies
- Revise and verify CPG and local match amounts for Amendment #2 for the 2026-2027 UPWP
- Prepared Amendment #2 for the 2026-2027 UPWP
- Prepare approved Amendment #2 for the 2026-2027 UPWP for posting on Metro COG's website
- Prepared 2027-2028 UPWP & Budget
- Revise and update 2027-2028 UPWP & Budget due to multiple changes in CPG funding amounts
- Review comments provided by oversight agencies and revise 2027-2028 UPWP & Budget to prepare for final adoption by Policy Board
- Review RFPs for Regional Bicycle-Pedestrian Plan Update and 2055 Streets & Highways Modal Plan projects

303 Public Participation

Status: 50% Complete

- Reviewed Metro COG's public participation requirements as part of its Public Participation Plan
- Internal meetings and discussions regarding proposed updates to Metro COG's Public Participation Plan
- Review draft of Metro COG's updated Public Participation Plan
- Review ND Century Code regarding development of Public Comment Policy for governmental bodies
- Drafted Public Comment Policy for Metro COG
- Reviewed Metro COG's public participation requirements as part of its Public Participation Plan
- Reviewed draft Public Participation Plan
- Developed public survey and other materials for public input for Casselton Hwy 18 Corridor Study
- Notifications for Casselton Hwy 18 Study pop-up event
- Held pop-up event for Casselton Hwy 18 Corridor Study on Aug 20th
- Follow-up from Casselton Hwy 18 Study pop-up event
- Interviewed by newspaper regarding Casselton Hwy 18 study
- Preparing materials for the public open house and participated in the meeting.
- Review oversight agencies' comments regarding draft PPP Update

304 Congestion Management Process

Status: 20% Complete

- Implemented CMP monitoring processes

305 Federal and State Rules and Regulations Compliance and Maintenance

Status: 20% Complete

- Studying Capital Program

- Review of new Federal legislation related to transportation
- Review of CFR language on the requirements for MPO documents
- Attended MnDOT Carbon Reduction presentation
- Reviewed new federal legislation
- Reviewed CFR language on the requirements for MPO required documents
- Researched transportation bill language

306 Civil Rights/Title VI/LEP/Environmental Justice

Status: 50% Complete

- Updated Title VI certification needs and reviewed Title VI/LEP plan updates
- Completed Title VI annual training
- Ongoing review of potential changes to Title VI/LEP
- Preparation for Metro COG TitleVI/LEP Plan in 2026
- Discuss Title VI/LEP language updates with NDDOT Civil Rights Program Administrator
- Title VI Draft updated and Environmental Justice Data
- Update Title VI certification needs and reviewed Title VI/LEP updates
- Ongoing review of potential changes to Title VI/LEP
- Preparation for Metro COG TitleVI/LEP Plan in 2026
- Discuss Title VI/LEP language updates with NDDOT
- Title VI Draft, Finalization, and Presentation
- Ongoing review of potential changes to Title VI/LEP
- Preparation for Metro COG 2026 TitleVI/LEP Plan Update
- Discuss Title VI/LEP language updates with NDDOT, as needed

307 Metropolitan Transportation Plan (MTP) Implementation and Maintenance

Status: 20% Complete

- Reviewing the current MTP to address development of the 2055 MTP

- Research other MPO MTP documents
- Review the MTP for directions on internal tasks, goals, and policies to provide direction on internal staff projects
- Reviewing the 2050 MTP and ensure consistency.
- Reviewing current MTP to address how to develop the next MTP.
- Research other MPO documents
- Mapping the new Streets and Highways Modal Plan
- Reviewing the current MTP to address how the development of the next MTP should occur.
- Research other MPOs documents
- Review the MTP for direction on internal tasks/goals/policies that provide direction on internal staff projects
- Mapping out the Streets and Highways Modal Plan effort

308 US Census Coordination and Technical Assistance

Status: 50% Complete

- Reviewed monthly ND census reports
- Reviewed monthly U.S. Census updates
- Reviewed IPUMS updates
- Reviewed ACS information on the late release of information
- Reviewed the Census Bureau Notice of Proposed Rule-making for 2030 Census

309 TMA Transition

Status: 0% Complete

- No Activities reported this quarter
- Review TMA Status of Funds amounts emailed by Stacey Hanson at NDDOT LGD
- Participated in End-of-Year TMA Fund meeting with NDDOT and Federal oversight agencies on August 18
- Prepare, draft, review and sign Metro COG 2026 TMA Funding Sources letter to NDDOT LGD

310 TIP Project Monitoring

Status: 50% Complete

- Coordination with area jurisdictions on current and future TIP project needs
- Attended regular monthly meetings with local jurisdictions regarding TIP construction projects
- Updated TIP Dashboard
- Coordination with area jurisdictions on current and future TIP project needs
- Attended various monthly meetings
- Meeting with MATBUS
- Meeting with NDDOT
- Meeting with MNDOT
- Meetings with City of Fargo, West Fargo, and Cass County
- Regularly check construction project development, programming, and bid letting.
- Ongoing coordination with MATBUS, local jurisdictions, NDDOT and MnDOT
- Regularly check Metro COG construction project development, programming, and bid lettings
- Attended various monthly check-in meetings with local jurisdictions
- Attended various project check-in/progress meetings with consultants and other agencies

400 Technical Transportation Data and Analysis

Task 400	Technical Transportation Data & Analysis		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Staff Hours	Programmed	Expended		
2026	\$163,119.58	\$75,985.77		

Objective: To conduct technical analysis of Metro COG's core responsibilities; implement and maintain the regional Metropolitan Transportation Plan; develop and update the Travel Demand Model; develop local and

corridor-level planning studies; conduct Metro COG's traffic counting program; develop data reporting tools; integrate performance measurement; and support the activities recommended by the MTP.

401 Performance Measures

Status: 50% Complete

- Internal discussions and meetings regarding adoption of Safety Performance Measure (PM1) from MnDOT and NDDOT for 2026
- Review of Performance Measure staff reports and adopting resolutions
- Research Performance Measures, analysis and meeting preparations for formal adoption of targets
- Oversaw the analysis of PM1 for the region
- Designed the analysis tools for state comparison
- Ongoing discussions with NDDOT to obtain PM data
- Assisted with performance measures for Metro Profile
- Analyze performance measure targets from NDDOT
- Analysis and response to NDDOT target setting of PM1
- Supervised staff to acquire and analyze PM2 and PM3 data to comment on NDDOT target setting.
- MnDOT State Target setting
- NDDOT State Target setting
- Analyze performance measure targets NDDOT
- Oversaw the analysis and response to NDDOT target setting of PM1, PM2, and PM3
- Coordinated the response to comments
- Coordinated Metro COG's Performance Measure analysis for its target setting efforts
- Worked with Metro COG staff to acquire and analyze PM2 and PM3 data to comment on NDDOT target setting
- Assisted with Performance Measure analysis
- Ongoing discussions with NDDOT to obtain PM data
- Attended PM informational webinars from MnDOT
- Review of PM data provided by MnDOT and NDDOT

402 Federal Functional Classification Update

Status: 50% Complete

- Internal discussions and staff meetings to develop FFC process with NDDOT
- Research Federal Functional Classification, analysis and preparation for meetings
- Formulated an approach to an interim update to the FFC for the Fargo region
- Attended internal meeting to discuss Fargo FFC request
- Processed the FFC change request
- Review FFC staff reports for TTC and Policy Board meetings
- Prepare presentation for TTC and Policy Board
- Communication with NDDOT and MnDOT
- Participated on development review commissions with local jurisdictions, reviewed materials, and gave comments
- Followed up on status of latest submittal to NDDOT LGD

403 Travel Demand Model (TDM) Maintenance and Operation

Status: 0% Complete

- Internal Metro COG discussions about development timeline and budgeting for TDM update

404 Freight and Goods Movement

Status: 50% Complete

- Reviewed metropolitan freight needs for the upcoming regional freight plan
- Continued to review metropolitan freight needs for the upcoming regional freight plan
- Attended 2026 UGPTI Autonomous Trucking Conference on June 24
- Meeting with NDDOT to discuss NDDOT's State Freight & Rail Plan Update via Teams on September 21

405 FM Metropolitan Profile

Status: 50% Complete

- Data collection and management
- Research, data gathering, analysis and preparation for the Metro Profile for 2026
- Presentation to Fargo City Commission on January 5th
- Presentation to Clay County Commission on January 13th
- Presentation to Dilworth City Council on January 26th
- Prepared for and attended regular Check-In meetings with project staff
- Data Collection from Jurisdictions
- Data gathering and preparation of the document
- Assign tasks
- Implement new Metro Profile initiatives
- Ongoing Check-In meetings with internal staff
- Completed Transit Section of Metro Profile
- Completed Housing section of Metro Profile
- Preparation of Metro Profile document
- Reviewed the Metro Profile document
- Assign Tasks and implement new initiatives
- Internal staff discussions on data collection and general progress

406 Traffic Data Collection & Analysis

Status: 50% Complete

- Comparison of existing traffic count data with Streetlight data per request of Cass Co.
- Performed firmware updates to traffic collection cameras
- Comparison of existing traffic count data with Streetlight data per request of Cass Co.
- Set up traffic cameras in Moorhead

- Installed traffic speed counters along 26th St S in Fargo per request
- Installed traffic camera for traffic counts at intersection of 52nd Ave & 9th St W in W Fargo
- Installed traffic cameras for traffic counts at intersections along 38th St in Fargo per request
- Installed traffic speed counters in Fargo per request
- Installed cameras for turning movement counts in Fargo per request
- Installed traffic speed counters at various locations in West Fargo per request
- Installed traffic counter along Cass County roadway per request
- Installed traffic speed counters in Moorhead per request

407 Metropolitan Transportation Technical Assistance

Status: 50% Complete

- Attended to miscellaneous metropolitan technical assistance and contracted planning needs
- Reviewed 2006 12th Ave S Corridor Study (Clay Co)
- Provided information to City of Fargo related to passenger rail working group
- Worked with NDDOT to obtain NDDOT's current LRTP
- Mapping request for Barnesville
- Developed list of MN Mobility locations

408 ITS/Traffic Operations Technical Assistance

Status: 50% Complete

- Participated in SMART Signals steering committee meeting on Feb 5th
- Participated in SMART Signals steering committee meeting on May 7th
- Participated in Spring ATAC/NDDOT/MPO meeting.

409 GIS Management, Mapping & Graphics

Status: 50% Complete

- Assisted with GIS analyses for Metro COG internal projects

- Metro COG bike map app updates
- Embedding Bike Map App into website
- TIP Dashboard implementation
- Downloaded and learned Arc GIS Pro
- Assisted with installing Arc GIS Pro
- West Fargo Safe Routes online interactive map
- Resolving GIS credit issue with ESRI
- Provided GIS files to consultants as requested
- Coordinated update of Shared Use Path shapefile
- Fielded phone call from aerial imagery vendor and facilitated demonstration
- Updated sidewalk & shared use path shapefiles
- Obtained, mapped, analyzed crash data for WF SRTS Plan
- Developed maps for West Fargo SRTS Plan
- Provided shapefiles per request from consultant
- West Fargo and Fargo Truck Routes
- Data Management – organization of the Z drive
- Various dashboard updates
- High injury network dashboard updates

500 Transit Planning

Task 500	Transit Technical Assistance		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Staff Hours	Programmed	Expended		
2026	\$38,025.77	\$10,187.27		

Objective: To coordinate with MATBUS, the regional transit provider, to further multimodal transportation.

501 Transit Technical Assistance

Status: 50% Complete

- Attended to miscellaneous transit technical assistance needs
- Working on Transit section of Metro Profile
- Coordinated with MATBUS on 5310 Suballocated funding questions
- Attended to miscellaneous transit technical assistance needs
- Discussions with MATBUS Director and staff regarding Remix-VIA software modules
- Working on Transit section of Metro Profile
- Discussions with Transit Director and staff on various technical topics
- Participated in interview and selection process for new Transit Director
- Meeting with MATBUS Transit Director about Comprehensive Operations Analysis on September 11
- Continued discussions with MATBUS Transit Director about Comprehensive Operations Analysis

502 MATBUS Coordinating Board

Status: 50% Complete

- Prepared the agenda and packet materials for the January 21, February 18, and March 18 MATBUS Coordinating Committee meetings
- Transcribed minutes from the MATBUS Coordinating Committee meetings
- Prepared for and participated in miscellaneous check-in meetings
- Discussion with Jordan Miller on process for inclusion of MATBUS projects in Metro COG's TIP
- Prepared for and participated in miscellaneous check in meetings.
- Prepared for and attended MCC meetings on April 15 and June 17 (missed May 20 meeting)
- Prepared agenda packet and attended meetings on April 15th, May 20th, and June 17th
- MCC Meeting on July 15th
- Meeting minutes for the July MCC meetings
- Prepared for and attended MCC meetings on July 15, August 19 and September 16 in Metro COG's large conference room

600 Bicycle and Pedestrian Planning

Task 600	Bicycle & Pedestrian Planning		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	%
Staff Hours	Programmed	Expended		
2026	\$69,904.78	\$27,064.25		

Objective: To provide staff support; monitor, collect and process data; participate in bicycle and pedestrian planning activities and implement objectives of the Metro COG Bicycle/Pedestrian Plan as well as participate in local planning efforts and committees.

601 Bicycle-Pedestrian Activities and Technical Assistance

Status: 50% Complete

- Development of new FM bikeways map
- Research on Physical Bike Maps
- Coordinated with printing companies
- Bike/Ped Committee meeting on January 7th
- Reviewed materials regarding Complete Streets programming of funds for Bike-Ped programs
- Met with oversight agencies regarding Complete Streets Program and how it relates to Metro COG's Bike-Ped programs
- Updated bike/ped project status table as requested by Bike/Ped Committee
- Public notifications for new FM bikeways map
- Provided PartnerSHIP4Health information on Heartland Trail study for upcoming event
- Coordination, agenda, meeting materials for upcoming Bike/Ped Committee meeting
- Provided Central Dakota MPO with information about Metro COG Bike/Ped Committee
- Update Bike and Ped shapefiles to conform to the new NC-BPAID guidelines
- Development of new FM bikeways map
- Distribution of new FM Bike maps around the FM Area

- Coordinated with printing companies
- Bike/ped committee meeting on April 1st
- Participated in meeting involving Bicycle Alliance of MN and Bike/Walk ND
- Meeting minutes from past Bike/Ped Committee meeting
- Reached out to FM Diversion Authority about status of trail along Diversion
- Provided bike maps to citizens. Answered citizen questions.
- Updates to the Bike Map App
- Distributed new bike maps
- Prep for next Bike/Ped Committee meeting
- Meeting minutes from past Bike/Ped Committee meeting
- Responded to citizens' comments
- Meeting with BikeMN on August 25th
- Reviewed bike/ped committee citizen rep applications
- Solicitation for next Bike/Ped Committee citizen rep
- Researched Fargo bike/ped ordinances and necessity of stop signs on shared use paths
- Assisted with Maintaining Eco-Counters by validating data
- Distribution of new FM Bike Maps around the FM Area
- Manual Bike/Ped Counts (4th St and Center Ave, Moorhead)
- Attended Metro COG Bike-Ped Committee meeting on July 15 in large conference room

602 Bicycle and Pedestrian Counts and Analysis

Status: 50% Complete

- Assisted with Maintaining Eco-Counters by validating data
- Met with Eco Counter to discuss bike/ped counters
- Replaced batteries in bike/ped counters and ongoing maintenance
- Removed automated bike/ped counter temporarily installed in Moorhead Park
- Reviewed materials regarding Complete Streets programming of funds for Bike-Ped programs
- Met with oversight agencies regarding Complete Streets Program

- Set up new automated bike/ped counters
- Installed new Eco-Counter at Oak Grove
- Collected data at automated bike/ped counters
- Removed automated bike/ped counter temporarily installed in Moorhead Park
- Met with Eco Counter to discuss bike/ped counters
- Replaced batteries in bike/ped counters and ongoing maintenance
- Collected data from automated bike/ped counters
- Met with Aiden to transfer bike/ped counting responsibilities
- Complied count data for West Fargo SRTS Plan
- Coordinated annual manual bike/ped counts
- Set up / picked up cameras for annual bike/ped counts
- Conducted manual bike-ped counts
- Replaced automated bike/ped counter batteries
- Collected Bike Ped data with Dan on July 13th
- Conducting manual bicycle and pedestrian counts and related counts and analysis work

603 Heartland Trail Extension (Countywide Coordination – Clay County Portion)

Status: 50% Complete

- Provided Heartland Trail update at Clay Co Township Officers meeting on March 16th
- Heartland Trail Task Force meeting on January 22nd
- Follow-up items from last Heartland Trail Task Force meeting
- Met with DNR and MSUM to discuss Heartland Trail within Buffalo River State Park and MSUM Science Center
- Meeting minutes and follow-up items from previous Task Force meeting
- Prepped for next Clay Co Heartland Trail Task Force meeting
- Researched existing road right-of-way for trail alignment
- Presentation to Dilworth Planning Commission
- Update email to Clay Co Heartland Trail Task Force about
- Presentation to the Clay Co Board of Commissioners

- Held Clay Co Heartland Trail Task Force meeting on August 5th
- Coordinated next Clay County Heartland Trail Task Force meeting
- Development of meeting minutes from past meeting
- Meeting with city of Moorhead to discuss Heartland Trail
- Follow-up items from last Heartland Trail Task Force meeting
- Mapping of trail routing alternatives in Moorhead

604 West Fargo School District Safe Routes to Schools Plan Update

Status: 40% Complete

- Document Development
- Developed Safe Routes to School Maps
- Development of Existing conditions Pages
- Held SRC #1 on March 23rd
- Coordinated with Stakeholders for the Second year of the study
- Conducted site observations at Freedom Elementary School on April 29
- Conducted site observations at Heritage Middle School on May 6
- Conducted site observations at Horace Elementary School on May 7
- Document Development
- Held walk audits at each school
- Developed observed challenges maps and tables
- Met with Dan to discuss observed challenges
- Development of Existing conditions Pages
- Coordinated with Stakeholders for the Second year of the study
- Held public engagement event at Liberty Middle School on May 13th
- School student arrival & dismissal observations
- Reviewed results of public input survey
- Developed maps for study documents
- Meeting to discuss project handoff from Aiden to Dan
- Study review committee meeting on July 16th

- Development of study documents
- Field visit to verify completed projects
- Developed public engagement material for study document
- Coordinated SRC meeting.
- Developed materials for next SRC meeting
- Held SRC meeting on September 16th
- Developed observed challenges maps and tables
- Met with Dan to discuss observed challenges
- Coordinated with Stakeholders for the Second year of the study

700 Local Planning Assistance

Task 700	Local Planning Assistance		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	%	75%
Financial	Programmed	Expended		
2026	\$825	\$		

Objective: Knowing that land use and transportation are inexorably linked, Metro COG has created a program to assist local jurisdictions in planning efforts that may affect the regional transportation network, and in staying apprised about land use and other planning-related decisions made by local jurisdictions within both the UZA and the MPA. This includes assisting local jurisdictions with comprehensive planning efforts, educating communities on MPO goals, efforts, and initiatives, attendance at local planning commission meetings/commission meetings, and generally providing outreach to get communities involved in regional coordination.

701 Agency Outreach

Status: 50% Complete

- Presented information to the Dilworth Planning Commission and Dilworth City Council

- Attended to miscellaneous local planning assistance needs
- Attended 57th Annual Clay County Intergovernmental Retreat to provide Metro COG update presentation
- Developed/coordinated presentation for ND Transportation Conference
- Developed presentation for Clay Co Intergovernmental Retreat
- Provided feedback on consultant experience to MN county per their request
- Provided MnDOT with consultant reference as requested
- Met to discuss upcoming Clay Co Intergovernmental Retreat presentation
- Presentation of the Metro Profile to local jurisdictions (Clay County Council, Fargo City Commission, Dilworth City Commission)
- Met with SRF to discuss upcoming travel demand model update
- Attended West Fargo Growth Plan open house on May 19th
- Assisted Bis-Man MPO with questions about traffic counts
- Assisting in handling requests for support regarding local planning
- Participating in Cass County / Metro COG coordination meetings
- Attended Harwood City Council meeting to discuss planning presentation for comprehensive planning

702 Local Planning Assistance

Status: 50% Complete

- Followed up with 2025 SS4A award needs for rural Midwest trauma BloodSync network
- Attended to miscellaneous local planning assistance needs
- Attended Dilworth City Council and Planning Commission meetings for final Comp Plan adoption
- Document development
- Attended meetings with BNSF consultants and City of Dilworth regarding potential rail overpass project
- Assisted with miscellaneous planning including the Metro-wide neighborhood map
- Participated in meetings reviewing materials and formulating comments on how developments would impact the transportation network
- Attended Dilworth City Council to discuss potential rail overpass project and grant applications
- Attended regular meetings with BNSF consultants and City of Dilworth staff regarding potential rail overpass project and grant applications

- Discussion with West Fargo about roundabout at 52nd and 9th
- Discussion with NDDOT regarding MS2 and NPMRDS on April 23rd
- Assisted West Fargo with crash data request
- Attended development review commissions with local jurisdictions
- Reviewed material and formulated comments
- Focused on how those impacts could be addressed/mitigated through development review process

703 Casselton Hwy 18 Turn Analysis

Task 703	Local Planning Assistance		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	54%	75%
Staff Hours	Programmed	Expended		
2026	\$61,718.36	\$30,396.17		

Status: 40% Complete

- Conducted traffic counts on Hwy 18 in Casselton
- Coordination with stakeholders
- Attended SRC meeting on March 16th
- Developed project schedule and SRC member list
- Coordinated video processing for turning movement counts
- Worked with NDDOT on eligibility of traffic count vendor
- Developed outline of study document
- Developed document text, maps, figures
- Set out traffic cameras for intersection turning movement counts
- Turning movement counts for turn lane warrant analysis
- Facilitated traffic counts with JAMARai for Hwy 18 in Casselton and compared counts to tube counts for accuracy
- Coordinated & held SRC meeting on March 16th

- Trip generation analysis
- Attended Casselton Planning & Zoning Commission meeting on April 15th
- Developed document text, maps, figures
- Developed traffic forecasting and future trip generation
- Turning movement counts for turn lane warrant analysis
- Turn lane warrant analysis
- Meeting with Casselton Planning & Zoning Committee on April 15th
- Coordinated & held SRC meeting on May 15th
- Stakeholder meeting with Central Cass School District on June 10th
- SteetLight analysis
- Developed traffic forecasting
- Developed document text, maps, figures
- Stakeholder meeting on July 27th
- Researched NDDOT & Casselton access management guidelines
- Coordinated & held SRC meeting on July 15th
- Coordinated next SRC meeting, developed materials
- Compiled Hwy 18 survey results
- Coordinated & held SRC meeting on Sept 23rd

800 General Administration

Task 700	Local Planning Assistance		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	40%	75%
Staff Hours	Programmed	Expended		
2026	\$322,842.72	\$129,761.38		

Objective: To provide for the efficient administration of Metro COG programs; compliance with federal, state and local regulations; administer human resources and benefits responsibilities; and report on activities of the agency. Estimated staff hours and budget for vacation, sick leave, holidays and other leave are included in the total assigned staff hours and budget for this category of the UPWP.

801 General Administration, Management, IT, and Secretarial

Status: 50% Complete

Administrative

- Received and recorded invoices, checks, and correspondence; submitted to Christy Eickhoff for accounting/payroll
- Mailed invoices, invoice payments, correspondence, etc.
- Prepared purchase orders for office supply procurement, kept rolling total of dollars spent
- Ordered office supplies and maintained inventory
- Updated payroll as necessary
- Prepared for, attended and participated in weekly Staff Meetings
- Prepare, process and review bi-weekly payroll
- Prepared and submitted bi-weekly timesheets for review and approval
- Scanned approved timesheets
- Update Monthly reports
- Attend to daily emails, voicemails, and document organization
- Timesheets
- Attended Staff meetings
- Regular and ongoing general file maintenance and organization
- Attended project management meetings
- Printer troubleshooting
- Completed self-evaluation and annual performance review
- Coordinated StreetLight license renewal
- Review and forward emailed information regarding NDDOT's Transportation Connection

- Interviews and reviewed resumes for new Planner position
- Coordination with IT for firewall issue
- Attended weekly staff meetings
- Updated monthly/quarterly reports
- Attended to miscellaneous emails
- Daily responses to emails and phone calls on a variety of transportation-related subjects
- Regular and ongoing file maintenance and organization
- Project manager meetings
- IT & computer updates
- File organization
- Printer troubleshooting
- Helped coordinate Streetlight license
- Provided StreetLight access to consultant per request through city
- Onboarding paperwork
- Developed time tracking spreadsheet
- Reviewed Assistant Planner position candidates
- Interviewed Assistant Planner position candidates
- Handoff meetings with project managers
- Worked with Eide Bailly on laptop issues
- Reviewed proposed changes to 2 CFR 200 regarding MPO operations
- Daily responses to emails and phone calls on a variety of transportation-related subjects
- Regular and ongoing physical and digital file maintenance and organization

Management

- Various discussions and consultations with State MPO liaison on various MPO topics
- Prepare agendas for and facilitate bi-weekly Metro COG staff meetings
- Prepare agendas for and facilitate bi-weekly Metro COG project manager meetings
- Review and approve bi-weekly timesheets; prepare monthly timesheet reports for NDDOT reimbursement requests
- Prepare and process bi-weekly payroll and distribute paystubs to staff

- Regular one-on-one check-in meetings with staff
- Prepare reference sheet for timecode use
- Added and updated timecodes to timekeeping software
- Completed annual performance evaluations as needed
- Conducted bi-weekly performance meetings with individual staff members
- Conducted interviews for Assistant Transportation Planner for TIP
- Prepared offer of employment for Assistant Transportation Planner for TIP
- Completed hiring process for Assistant Transportation Planner for TIP
- Review BASICS Act and attend webinar from NLC, AMPO and others
- Discussions with Brady Martz auditors while in office to conduct annual financial audit
- Answered questions from auditors and provided documentation materials as requested
- Met with new HR Consultant at the City of West Fargo
- Review and complete I-983 forms for new staff member
- Completed annual performance evaluations as needed
- Review BASICS Act for ND MPO support letter
- Review BUILD America 250 Act for ND MPO support letter
- Prepare background materials for proposed Cash Reserve Fund
- Various discussions and consultations with State MPO liaison on various MPO topics
- Prepare agendas for and facilitate bi-weekly Metro COG staff meetings
- Prepare agendas for and facilitate bi-weekly Metro COG project manager meetings
- Review and approve bi-weekly timesheets; prepare monthly timesheet reports for NDDOT reimbursement requests
- Meetings with Office Manager to discuss proposed Timesheets for staff use, possibly replacing timesheet software
- Prepare and process bi-weekly payroll and distribute paystubs to staff members
- Conducted regular one-on-one check-in meetings with individual staff members
- Update reference sheet for timecode use
- Revised and updated timecodes to timekeeping software
- Discussions via email and phone with Brady Martz auditors regarding annual financial audit
- Review final draft of financial audit report and prepare for acceptance by Policy Board

- Complete annual financial audit and upload and distribute to agencies
- Completed annual performance evaluations as needed
- Posted vacant Assistant Transportation Planner position
- Conducted interviews of applicants for Assistant Transportation Planner position
- Prepared and extended two offers of employment for Assistant Transportation Planner – both declined

IT Management

- IT assistance from Eide Bailly for various computer and system issues
- Software application coordination
- Review various transportation and office software applications for compatability and annual budgeting, including StreetLight, Urban SDK, Remix-VIA and NPMRDS
- Service calls for VPN update on laptop for remote work and retrieval of archived emails
- Coordinate with staff and outside resources for ADA website compliance
- IT assistance from Eide Bailly for various computer and system issues
- Review various transportation and office software applications for compatability and annual budgeting, including StreetLight, Urban SDK, Remix-VIA and NPMRDS
- Service calls for various computer issues, such as Teams, Zoom and print drivers
- Coordinate with staff and outside resources for ADA website compliance
- IT assistance from Eide Bailly for various computer and system issues
- Meetings with software vendors to discuss termination agreements
- Service calls for various computer issues, such as Teams and Zoom
- Reset access to MnDOT FTP site – working with MnDOT IT staff
- Set up on MnDOT ArcGIS online – working with MnDOT IT staff

802 Financial Budgeting and Tracking

Status: 50% Complete

- Revise and update time codes in timekeeping software for new year
- Review and approve bills and invoices for payment processing
- Review and approve purchase orders

- Review and approve monthly bank and credit card statements
- Renew Sam.gov entity registration; also updated administrator rights and other information
- Prepared and sent out invoices for local jurisdictions' 2026 annual dues and 2026 local match for projects
- Review and approve monthly NDDOT reimbursement request packet
- Review and finalize updated Annual Report to NDDOT and FHWA
- Reconcile bank and credit card statements
- Prepare and submit NDDOT reimbursement requests
- Review and approve bills and invoices for payment processing
- Review monthly expenditures and cash flows of Metro COG
- Prepare and forward Budget Request Letters to Cass and Clay Counties regarding 2027 UPWP Budget
- Preparation and submittal of materials for Indirect Cost Rate Audit
- Attended NDDOT Indirect Rate Exit Interview via Teams on June 16
- Review and approve bills and invoices for payment processing
- Review monthly expenditures and cash flows of Metro COG
- Attend Cass and Clay County Budget hearings regarding 2027 UPWP Budget
- Review 2025 NDOT Indirect Cost Rate (ICAP) when received from NDDOT on August 7

803 Professional Development, Education, and Training

Status: 50% Complete

- Participated in the MnDOT Capital Program Training on February 26
- Attended ND Transportation Conference March 10th & 11th in Bismarck
- TDM-CP Certification Information
- Rethinking Transit in America's Fastest-Growing Cities Webinar – January 22nd
- Safe Kids Fargo-Moorhead ATV/Road/Farm Safety Committee Meeting – January 29th
- Attended various webinars and training sessions for professional development and certificate maintenance
- Attended MnDOT Capital Program Training on February 26 at the MnDOT St. Cloud Training Center
- Completed 2 CFR 200 training courses through NHI/Blackboard on-line platform

- Completed the Basic Involvement in Transportation Decision Making training course through NHI/Blackboard on-line platform
- Completed the Statewide and Metropolitan Transportation Programming training course through NHI/Blackboard on-line platform
- Participated in NDDOT AASHTOWare Safety platform training
- Booked reservations for upcoming conference
- Participated in ND Traffic Operations Roundtable on March 18th & 19th
- Inclusive and Accessible Transportation for All
- Attended MN 2030 Census Kickoff
- Attended various webinars and training sessions for professional development and certificate maintenance
- Attended 2 CFR 200 training provided by NDDOT to MPO Directors and Admin Support Staff on April 1
- Safe Kids Fargo-Moorhead E-Bike Discussion on April 1st
- Safe Kids Fargo-Moorhead E-Bike Discussion on May 28th
- AMPO Symposium in Lexington, KY April 20-22
- Participated in MnDOT training for new Corridor Planning Handbook
- ADA for Pedestrians training on April 9th
- Registered for National Safe Routes to School Conference
- NHI Courses
- AMPO: New MPOs and Graduated TMAs
- AMPO: MPO 101
- AMPO: TIP Deep Dive
- NIH: Basics of Transportation Planning-2026
- Minnesota MPO Workshop, Mankato
- NHI Courses
- Census Webinars
- ESRI Trainings (Python)
- AMPO: TIP Deep Dive
- Attended Western Planner Conference and included a presentation on the Horace Downtown Neighborhood Plan

- Attended various webinars and training sessions for professional development and certificate maintenance

DRAFT

900 Publications, Public Information, and Communications

Task 900	Publications, Public Information, and Communications		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	45%	75%
Staff Hours	Programmed	Expended		
2026	\$11,579.06	\$5,707.45		

Objective: To publicize Metro COG activities and accomplishments to Metro COG member jurisdictions, state and local officials, and the public. To provide transportation related information and data to public and private sector representatives. To maintain contact databases and inventories of media resources and agency contact information.

902 Website and Social Media

Status: 50% Complete

- Update website with project data
- Updated website with current Policy Board, TTC, and MAT Coordinating Board packets
- Updated social media account as necessary
- Updated Metro COG website as necessary
- Update and maintain Metro COG website calendar as necessary
- Assisted with website maintenance and posted upcoming news and events
- Updated the general directory of Metro COG stakeholders for MailChimp campaigns
- Assisted with miscellaneous MailChimp maintenance
- Assisted with website maintenance and posted upcoming news and events
- Updated the general directory of Metro COG stakeholders for MailChimp campaigns
- Review website performance and data collection capabilities
- Review website for ADA compliance

- Updated project webpage for West Fargo School District SRTS project
- Updated project webpage for online bike map
- Social Media Posts for the West Fargo Safe Routes to School plan
- Project website updates
- Developed website for Casselton Hwy 18 Study
- Project website updates
- Meet with local website designers to discuss updating Metro COG website and ADA website compliance
- Review procurement requirements for seeking website designer

DRAFT

1000 Community Planning and Technical Assistance

Task 1000	Community Planning & Technical Assistance		Percent Billed	Task Percent Complete
Task Start/End	2026	Q3 2026	0%	0%
Staff Hours	Programmed	Expended		
2026	\$0	\$0		

Objective: To provide technical planning assistance to local jurisdictions and perform various contracted planning functions to be funded entirely with funding provided by local jurisdictions.

1001 Cass-Clay Food Systems Advisory Commission

Status: 0% Complete

To: Policy Board
From: Michael Maddox, AICP
Date: October 9, 2026
Re: **West Metro Perimeter Roadway Study – Final Report**

Metro COG embarked on a planning study in 2023 to look at a perimeter route outside of the Metro Flood Diversion. The concept for the study was originally put forward by Cass County. Metro COG included a rudimentary analysis within the 2023 Interstate Operations Analysis Study.

Metro COG contracted with HDR to develop ring-route alternatives in consultation with a Study Review Committee (SRC) comprised of:

- Cass County
- City of West Fargo
- City of Horace
- NDDOT – Local Governments Division
- NDDOT – Fargo District
- City of Mapleton
- City of Harwood
- City of Argusville
- City of Kindred
- FM Diversion Authority
- FHWA
- BNSF

The study originally developed alternatives for a ring route that connected to I-29 on the north and south sides of the region. However, the study was redirected in 2025 to focus on the north/south component of the ring route, knowing that east/west connections were developed as part of the Metro Flood Diversion project and those roadways would be improved by the local jurisdiction in response to localized traffic patterns.

Alternatives were developed based upon roadway ownership scenarios depending upon whether the roadway would be developed by Cass County (in coordination with local jurisdictions) or NDDOT. The plan ultimately lays a framework for the development of such a perimeter roadway at such a time that the need presents itself, especially as the need for higher-speed, limited access roadways become more necessary as the region continues to grow.

The TTC asked for staff to give a synopsis of the old direction versus the new direction of the study, specifically focused on elements in Horace. The new direction eliminated all alignment alternatives in Horace and focused on North/South alignment alternatives. The Horace TTC representative asked if staff could give an update to the Horace City Council. Staff said it would be happy to either meet with the Mayor or City Councilmembers.

The TTC recommended approving the study to include any comments made by Horace after staff meets with city leaders.

Attachment: West Metro Perimeter Roadway Study final report

Requested Action: Approval of the final report of the West Metro Perimeter Roadway Study.



METROCOG

**West Metro Perimeter
Roadway Study**

Draft Report

August 2026

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Attachments

Attachment A: Existing and Planned Conditions Memorandum
 Attachment B: Engagement Materials
 Attachment C: Vision & Alignment Framework
 Attachment D: Traffic Forecasting Memorandum
 Attachment E: Alternatives Development Materials

1.0 Executive Summary

The West Metro Perimeter Roadway Study was initiated by Cass County in 2023 to evaluate and preserve a long-term transportation corridor west of the Fargo-Moorhead metropolitan area. The County recognized a unique opportunity presented by the Fargo-Moorhead Diversion Project, where portions of excess diversion property may be available for future transportation purposes. Building upon recommendations from previous regional transportation studies, the effort focused on preserving future transportation options that support regional mobility, economic development, and long-term growth.

A comprehensive review of existing and planned conditions, previous transportation plans, diversion infrastructure, environmental resources, railroads, bicycle and pedestrian facilities, and jurisdictional considerations was completed. Input from a Study Review Committee (SRC) representing local, state, and federal agencies, along with a Stakeholder Committee representing townships, water resource districts, cities, and industry partners, guided the study throughout its development.

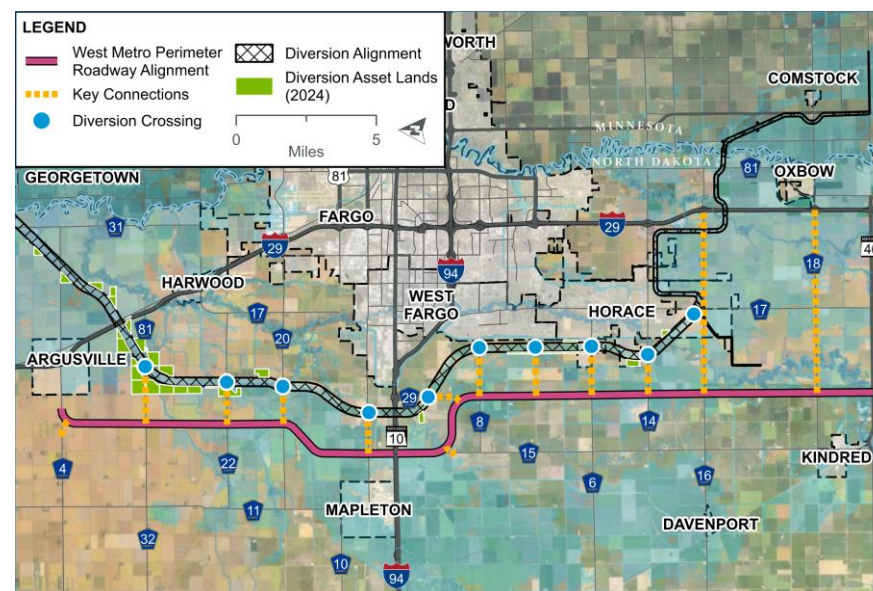
Initial study efforts explored a traditional perimeter roadway connecting Interstate 29 (I-29) and Interstate 94 (I-94) in both the northwest and southwest quadrants of the metro area. Through technical evaluation, stakeholder input, and travel demand analysis, the study evolved toward a preferred concept centered on a north-south regional mobility corridor supported by strategically located east-west connections, including those planned as part of the Fargo-Moorhead Diversion Project. This approach provides greater flexibility for incremental local implementation, distributes traffic more

effectively throughout the transportation network, and reduces reliance on a single connection to I-29 at each end of the corridor.

Travel demand modeling was conducted using both the 2050 Metropolitan Transportation Plan growth assumptions and a long-range full buildout development scenario. Forecast traffic volumes support phased development of the corridor, with the highest projected demand occurring near I-94 and the major regional east-west connections.

The recommended facility consists of a north-south alignment as shown in **Figure 1**, extending from the I-29/County Highway 4 area near Argusville to North Dakota Highway 46 in southern Cass County. The corridor is intended to accommodate future growth in West Fargo, Horace, and Cass County while providing improved freight mobility, network redundancy, and regional connectivity.

Figure 1. West Perimeter Roadway Alignment



While excess FM Diversion lands were a primary reason for the initiation of the West Metro Perimeter Roadway Study, feedback during alternatives development as well as the shift to a north-south corridor both contributed to a refined alignment that does not go through these areas.

A primary recommendation of the study is proactive right-of-way preservation. Protecting the corridor before future development occurs will maintain implementation flexibility, reduce long-term acquisition costs, and preserve opportunities for future roadway expansion. The study recommends preserving a wider corridor between County Highway 14 and County Highway 22, where long-term traffic demand is expected to be greatest, while preserving narrower corridor widths in lower-demand segments to the north and south. This approach allows for flexibility in potential future ownership or transfer of ownership and allows for the corridor to evolve as needed over time.

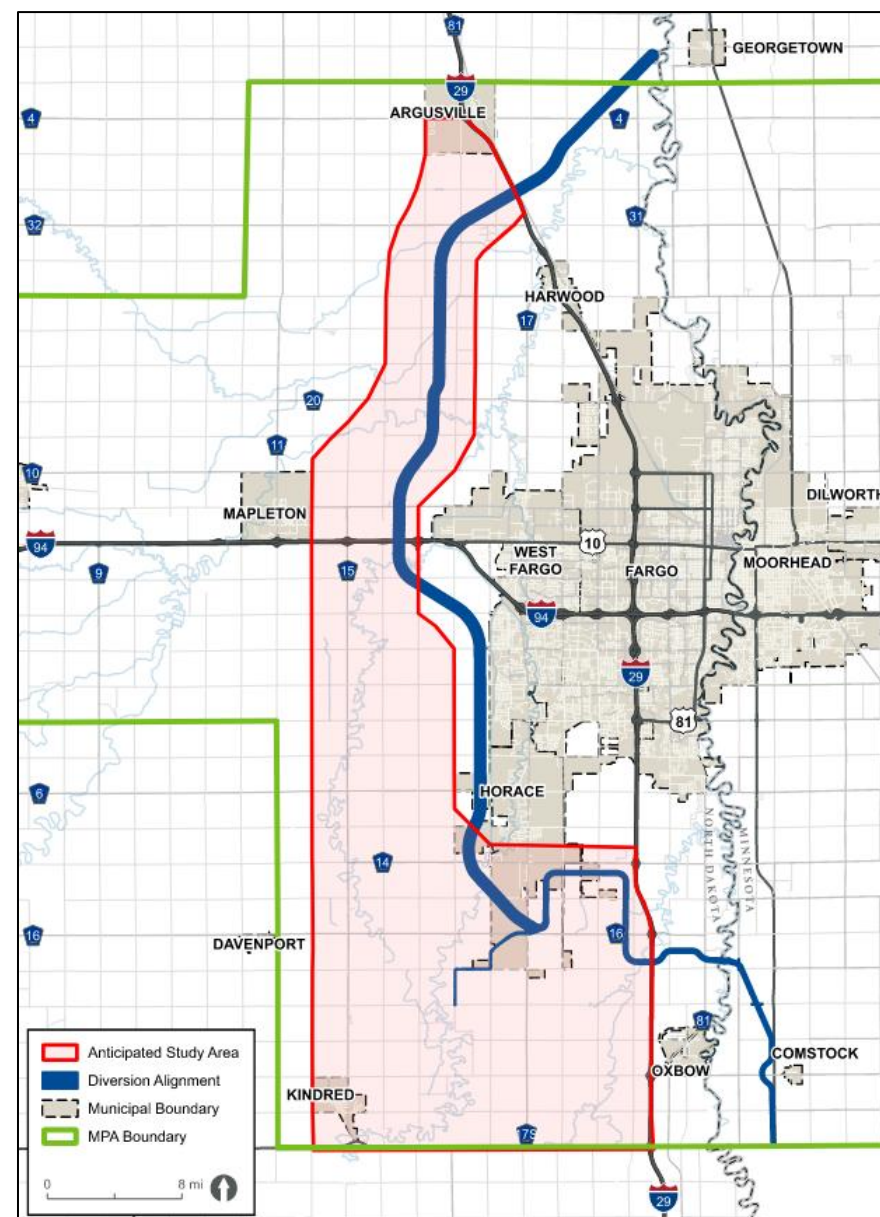
Implementation should occur incrementally over time, beginning with roadway improvements already planned near I-94 and expanding northward and southward as development and travel demand warrant. Those segments of the alternatives that are in high growth pressure areas are likely to be impacted as development occurs. In these areas, it is important to implement appropriate facilities over time. Continued coordination among Metro COG, Cass County, NDDOT, and local communities will be essential for corridor preservation, consistent access management, and successful integration with the region's evolving transportation network.

2.0 Study Background

The West Metro Perimeter Roadway Study was launched in 2023 at the request of Cass County. The County recognized that excess FM Diversion lands would be available to local jurisdictions prior to becoming available to any potential private buyers. The County understood that the opportunity to acquire any of this land for a west metro perimeter roadway would be available for only a short period of time. Cass County also saw a trend of vehicles “cutting the corner” of the Interstate system and utilizing County roadways to avoid going through the metro area. This trend has continued to increase as the region grows. The Interstate Operations Study completed by FM Metro COG in 2023 identified potential perimeter routes for the FM metro area, which FM Metro COG used as a basis for developing the study area shown in **Figure 1** to be included in the West Metro Perimeter Roadway Study.

The concept of a western perimeter route for the Fargo-Moorhead metropolitan area is not new. For several decades, regional transportation planning efforts have identified the need for a roadway system that could provide north-south mobility west of the urban area, improve regional and freight connectivity, support incident management, and serve growing communities beyond the Interstate 29 corridor. Previous planning efforts, including the 2011 Traffic Operations Incident Management Strategy, successive Metropolitan Transportation Plans, and the previously mentioned 2023 Interstate Operations Study, all recognized the potential need for a western ring-route or perimeter roadway and recommended additional study as growth continued westward.

Figure 2. West Metro Perimeter Roadway Study Area



As the western portion of the metropolitan area has experienced urban growth and development has progressively reduced the number of feasible corridors available for a high-mobility regional route. Roadways such as Sheyenne Street, 52nd Avenue South, and 76th Avenue South were historically capable of serving a larger regional mobility function when surrounding development was limited. As residential, commercial, institutional, and industrial development expanded westward, these corridors increasingly transitioned toward serving local access and community circulation needs. Development patterns have introduced additional driveways, intersections, schools, neighborhoods, parks, and other community destinations that do not fully align with the operational characteristics desired for a limited-access regional mobility corridor. As a result, opportunities to establish a true western perimeter facility near to the metropolitan core have become increasingly constrained.

The Horace area provides one example of how changing land use patterns have influenced corridor planning. As Horace has experienced substantial residential growth and expanded municipal boundaries, transportation corridors that may once have been considered for regional mobility functions have become increasingly integrated into the local street network. The development of schools, residential neighborhoods, parks, and other community facilities along corridors such as 76th Avenue South has increased the importance of balancing local access, pedestrian activity, and community connectivity with regional transportation objectives. Similar challenges have occurred in other portions of the metropolitan area where corridors previously envisioned for higher-speed regional travel have evolved into community-serving roadways as development occurred.

These historical development trends were a contributing reason for initiating the West Metro Perimeter Roadway Study. Committee discussions throughout the study repeatedly emphasized the importance of identifying and preserving a corridor before future growth further limits available options. Stakeholders noted that previous decisions to defer corridor preservation efforts have reduced flexibility, increased potential right-of-way impacts, and narrowed the range of practical alternatives available today. Consequently, one of the objectives of this study became identifying a corridor that could be preserved through future planning, access management, and development review processes, even if ultimate construction occurs incrementally.

The study also builds upon broader regional efforts to establish a long-term ring-route transportation system around the Fargo-Moorhead metropolitan area. On the Minnesota side of the metropolitan area, the development of MN 336 provided one of the first major components of this long-range strategy by creating a high-mobility connection east of Moorhead that serves regional travel and freight movement while reducing reliance on urban arterial streets. The West Metro Perimeter Roadway Study represents a continuation of this regional planning approach by evaluating opportunities to establish a complementary western corridor capable of supporting future mobility, system resiliency, freight transportation, and continued metropolitan growth. Together, these efforts reflect a long-term vision of preserving strategic transportation corridors before land use patterns permanently eliminate future options.

The study team worked to form both a Study Review Committee (SRC) and a Stakeholder Committee to help guide the study and gather information and insight from local jurisdictions and organizations. The SRC consisted of members representing Cass County, NDDOT, FHWA, the FM Diversion Authority, City of Horace,

City of Mapleton, City of Harwood, City of Argusville, City of West Fargo, and the City of Kindred. The Stakeholder Committee consisted of members representing local townships, cities, water resource districts, and BNSF.

The study team began work by gathering data on existing and planned conditions and prepared a summary memo. The content of this memo is included in **Attachment A**. Next steps included developing initial alignment alternatives, relying on several rounds of feedback from the SRC and Stakeholder Committee. These alternatives were refined as the team performed travel analysis. Due to existing conditions and a shift in study vision, the alignment was refined again as the study changed course to focus on a north-south corridor, providing opportunities for key east-west connections.

Note on Study Naming Convention

At the onset of the study, it was named the West Metro Perimeter Highway Study. Since the intent of the study is primarily to identify a perimeter route, the Study has since been renamed, substituting “Roadway” for “Highway.” Some materials developed during the course of the study may reference it as the West Metro Perimeter Highway Study, though the official study name is now the West Metro Perimeter Roadway Study.

3.0 Existing and Planned Conditions

Existing and planned conditions were reviewed and summarized to provide some general guidelines for potential alignment alternatives, ROW needs, environmental considerations, and linkage to current and planned infrastructure, and considerations for modes that may use or cross the west perimeter roadway. A detailed review of considerations is shown in **Attachment A**.

3.1 Literature Review

A literature review of previous studies and plans surrounding the study area was completed, and included:

- 2023 FM-Area Interstate Operations Study (FM IOS)
- 2045 Fargo-Moorhead Metropolitan Transportation Plan (MTP)
- Fargo-Moorhead Greenway Recreation Master Plan
- 2022 Fargo-Moorhead Metro Bicycle & Pedestrian Plan
- West Fargo 2.0
- Northwest Metro Transportation Plan
- Southwest Transportation Plan

The goals, issues, and recommendations of these plans were considered in how they may impact the study area and a potential corridor. The review found the potential project may impact the recommendations of existing plans and studies. Elements of each of the plans were taken into consideration during the development of alternative alignments.

The existing and planned conditions memo was submitted to Metro COG in 2024. Since then, the following projects have been completed by Metro COG:

- 2050 MTP
- Horace Downtown Neighborhood Plan

- West 94 Area Transportation Plan

The FM IOS study developed a list of alternatives to improve operational and safety needs along I-29 and I-94. As part of the recommendations, the team developed draft perimeter road alignments and planning level costs in all quadrants of the metro area, shown in **Figure 3**.

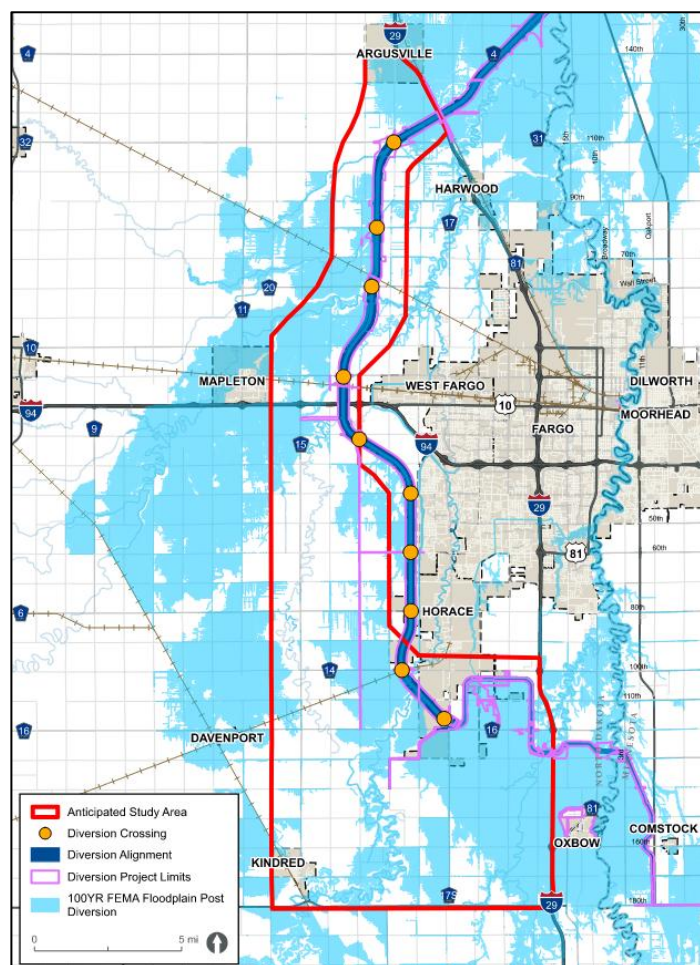
Figure 3. Perimeter Road Alignments from Interstate Operations Study



3.2 FM Diversion Considerations

The FM Area Diversion Project consists of a 30-mile diversion channel, 22 miles of earthen embankments, two aqueducts and associated infrastructure. The project is scheduled to be completed in 2027. As shown in **Figure 4**, bridge crossings which correspond to county roadways are planned to be constructed, or now have been constructed approximately every 2 miles.

Figure 4. FM Diversion Considerations



Upon completion of the diversion project, land purchased for the diversion may be available for purchase as right-of-way for the West Metro Perimeter Roadway. The 100-year flood plain, though not avoidable, was a consideration during the development of alternatives.

3.3 Relevant Study Area Features

Study area features were reviewed and summarized to provide some general guidelines for potential alignment alternatives.

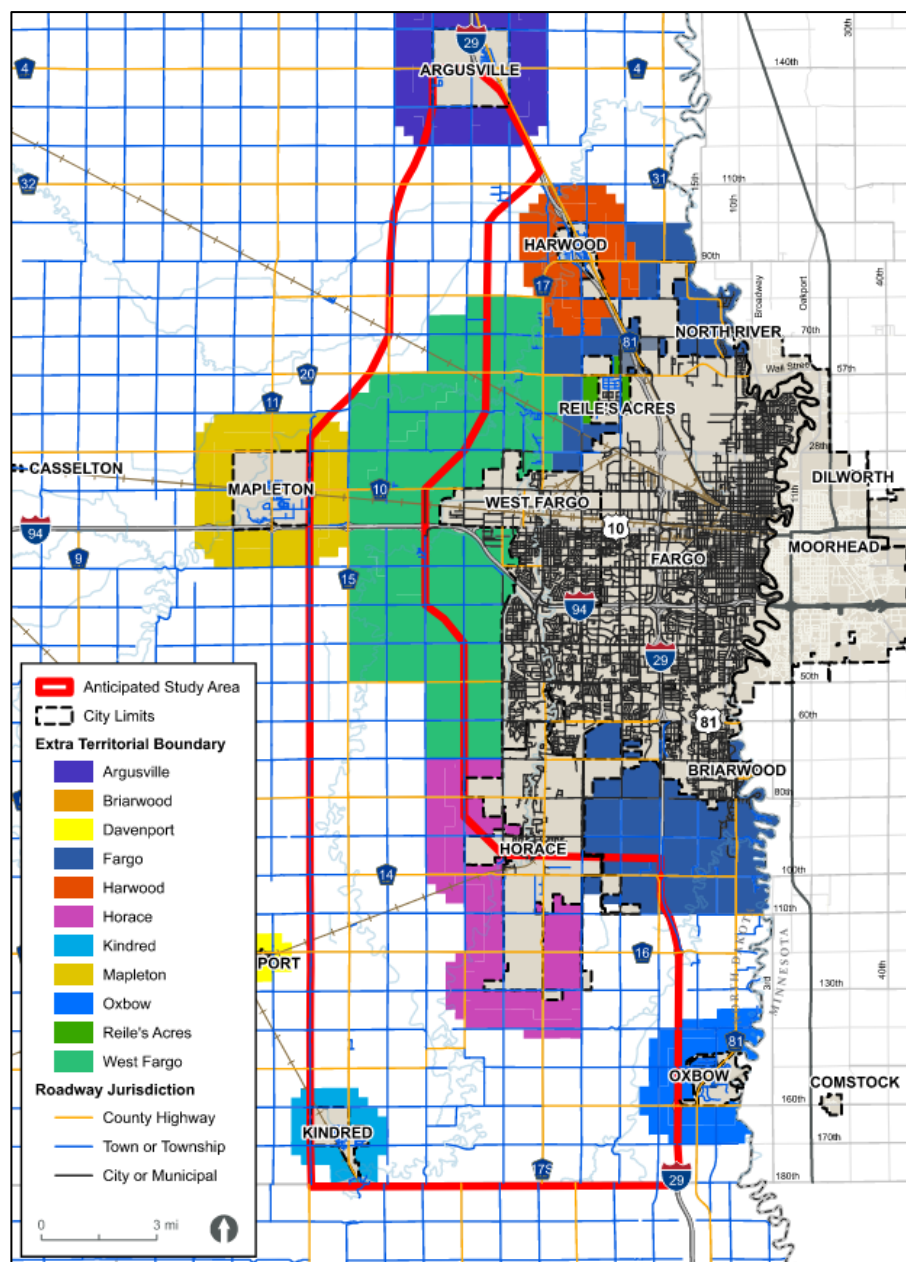
Roadways

Cass County intends for all County roads to cross the FM Diversion channel. The County will be taking over 32nd Avenue West and making it the new County Road 8. With this adjustment, the township will take over the current County Road 8 (40th Avenue West). Additionally, County Road 29 will provide a connection from I-29 through the West I-94 area, across the FM Diversion, and connect to the new County Road 8. Notably, 52nd Avenue West will remain a township road.

Jurisdictional Authority

Understanding the multi-jurisdictional nature of the potential alignment is an important piece of the overall puzzle. Jurisdictional authority of roadways and city limits / ETJ boundaries are shown in **Figure 5**. Close coordination between all parties will be important to facilitate consistent typical sections, access control, and future preservation of ROW, both in developmental stages and into future implementation.

Figure 5. Jurisdictional Authority



Bicycle / Pedestrian Infrastructure

A focus for the study team was to accommodate the potential greenway along the FM Diversion, and not to preclude any future active transportation infrastructure. Planned FM Diversion crossing points for bicycles and pedestrians were noted in the Fargo-Moorhead Greenway Recreation Master Plan including:

- County Road 20
- County Road 10
- 32nd Avenue West (New County Road 8)
- County Road 6
- County Road 14
- County Road 17

Railroad Considerations

It is important to understand railroad crossing locations during the development of preliminary alternatives. Some of the projected volume forecasts may warrant the need of future grade separated railroad crossings, so understanding the location, number of tracks, ownership, and trains per day will help determine the need for grade-separated vehicular movements. An additional figure is included in **Attachment A**.

Environmental Data

In a desktop-level review of environmental considerations, data on wetlands, waterways, potential endangered species, and migratory birds was gathered. The main environmental concerns are wetlands and waterways.

Existing Structures

Both major and minor structures were reviewed to be considered when analyzing alternatives. Structures along potential routes may result in cost savings for the initial build of a perimeter road.

4.0 Engagement

4.1 Engagement Introduction

Since the West Metro Perimeter Roadway is a long-range planning effort, engagement efforts for the study primarily consisted of the formation and subsequent meetings of a Study Review Committee (SRC) as well as a Stakeholder Committee. Five SRC meetings and three stakeholder meetings were held throughout the study. Additional coordination with SRC and Stakeholder Committee members also occurred through data collection and organizational meetings.

4.2 Study Review Committee

The study team owes the SRC a debt of gratitude for its participation throughout the study process. The SRC served to guide the study team while providing input on jurisdictional and oversight considerations, local issues, local preferences, and potential development trends or patterns within various FM Metro COG member jurisdictions. In addition to the five SRC meetings, members of the SRC also made themselves available for follow-up phone calls, supplemental discussions, clarifications on jurisdictional or organizational policy, and various other requests throughout the study. The alternatives developed and moved forward in this study are truly due to the collaboration and compromise of the SRC members.

SRC materials are included in **Attachment B**. These include meeting presentation materials, printout materials, and meeting minutes. Members of the SRC are listed in **Table 1**.

Table 1. Study Review Committee Members

SRC Member	Organization
Dan Farnsworth	Metro COG
Michael Maddox	Metro COG
Ben Griffith	Metro COG
Tom Soucy	Cass County
Cole Hansen	Cass County
Kyle Litchy	Cass County
Ethan Lehmann	Cass County
Aaron Murra	NDDOT
Will Hutchings	NDDOT
Kristen Sperry	FHWA
Paul Barthel	FM Diversion Authority
Nathaniel McHaffie	City of Horace
Tom Pederson	City of Mapleton
Brandon Oye	City of Mapleton (Moore)
Andrew Aakre	City of Harwood (Moore)
Parker Vander Wal	City of Argusville
Aaron Nelson	City of West Fargo
Kyle McCamy	City of West Fargo
Adam Spelhaug	City of Kindred
Jodi Smith*	FM Diversion Authority
Wayne Zacher*	NDDOT
Jace Hellman*	City of Horace
Jason Benson*	Cass County

*Left SRC and/or organization during study

4.3 Stakeholder Committee

Similar to the SRC, the Stakeholder Committee is owed a debt of gratitude for their participation throughout the study process. The Stakeholder Committee provided additional input and feedback on local issues, preferences, and potential development trends or patterns, while following prior guidance from the SRC. The first stakeholder meeting took place on August 6, 2024, and the second stakeholder meeting took place on October 24, 2024. Throughout the two Stakeholder Committee meetings, members provided valuable information and feedback on potential alternatives, and the alternatives that moved forward were a direct result of both collaboration and compromise.

Stakeholder Committee materials are included in **Attachment B**. These include meeting presentation materials, printout materials, and meeting minutes. **Table 2** lists the members of the Stakeholder Committee.

4.4 Additional Engagement Items

As noted in previous sections, **Attachment B** includes all engagement materials from the SRC and Stakeholder Committee meetings. It also contains an unsolicited post and subsequent comment thread from [reddit.com](https://www.reddit.com) as well as a formal resolution passed by the City of Horace taking a stance against the study, which is discussed further at the end of the **Initial Concepts and Background** subsection of this report.

Table 2. Stakeholder Committee Members

Name	Title	Entity
Karl Langseth	Chairman	Berlin Township
Alex Fiorini	Tentative Contact	BNSF
Nicole Crutchfield	Director of Planning	City of Fargo
Kim Citrowske	Long Range Planner	City of Fargo
Daniel Palmer	Chairman	Harwood Township
Rodger Olson	Chairman	Maple River Water Resource District
John Rutten	Chairman	Mapleton Township
David Gust	Chairman	Raymond Township
William Hejl	Chairman	Rush River Water Resource District
Keith Weston	Chairman	Southeast Cass Water Resource District
Melissa Hinkemeyer	Secretary Treasurer	Southeast Cass Water Resource District
Todd Ellig	Chairman	Stanley Township
Jeff Fuchs	Chairman	Warren Township
Brandon Kub	Chairman	Normanna Township
Curtis (Curt) Leslie	Clerk	Normanna Township
Mark Hiatt	Chairman	Pleasant Township
Nicole Bice	Clerk	Pleasant Township
Tabitha Arnaud	Auditor	City of Kindred

5.0 Vision & Agency Alignment

Regional Benefits and Long-Term Role

The West Metro Perimeter Roadway represents a long-term investment in the transportation resilience, mobility, and growth management of the Fargo-Moorhead metropolitan area. Similar to how MN 336 benefits the eastern side of the metropolitan area, a west perimeter roadway has the potential to provide significant benefits on the North Dakota side of the metro, where continued growth in West Fargo and the surrounding areas of Cass County is anticipated following completion of the Fargo-Moorhead Diversion and the removal of floodplain development constraints.

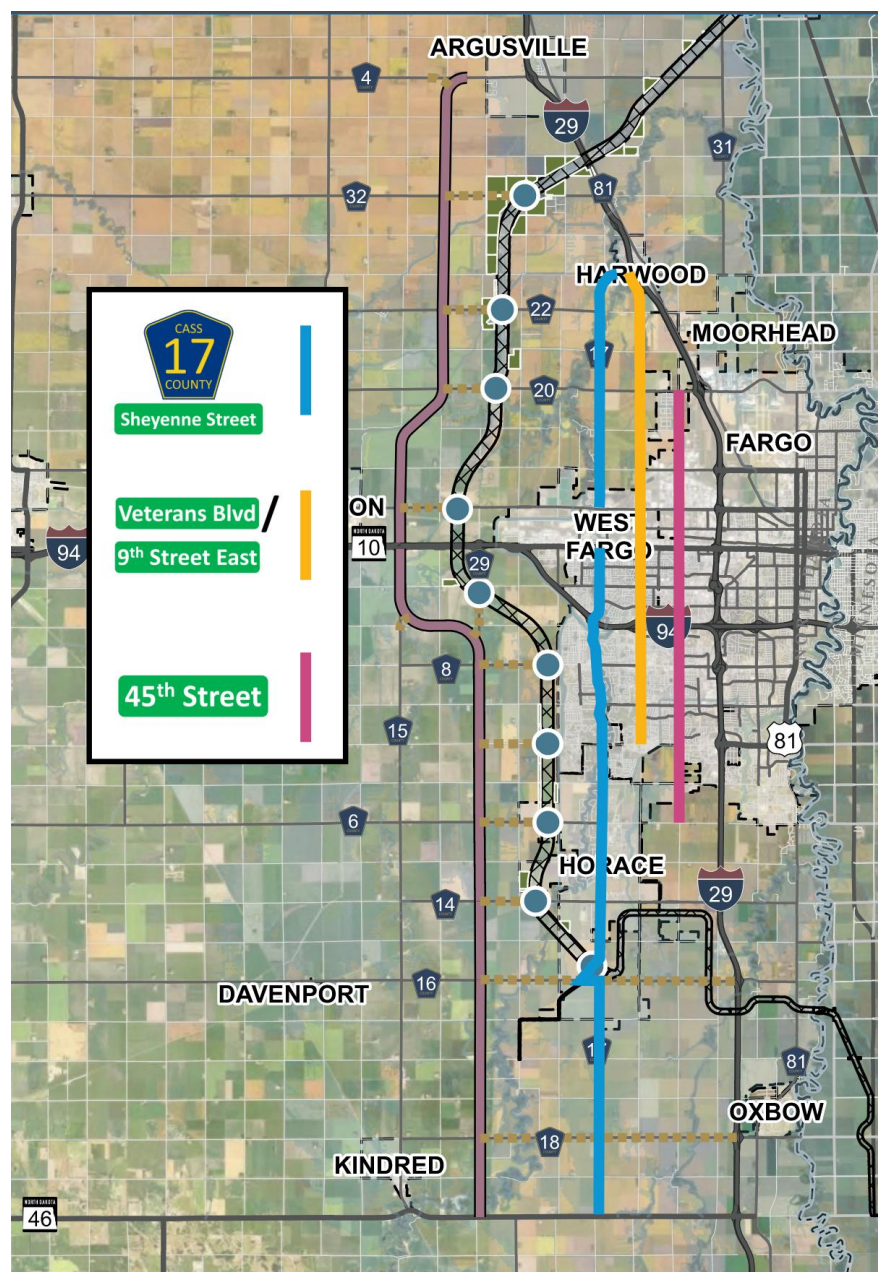
By establishing a high-capacity, limited-access corridor west of current development, the facility can help guide orderly expansion, support economic development opportunities, improve intraregional travel, and reduce pressure on existing urban and interstate facilities. This includes improving freight movement and regional goods mobility by providing a reliable alternative for truck traffic that currently relies heavily on the interstate system through the urban core. It also offers an opportunity to enhance system redundancy by providing an alternative route for regional and through traffic, thereby improving overall network reliability and travel times during incidents, peak congestion, and construction events.

Addressing North-South Mobility Gaps

In addition, the project responds to existing limitations in north-south mobility within the developed portion of the metro area on the North Dakota side. While several roadways provide important north-south connectivity, none currently function as a high-speed regional mobility corridor serving the western portion of the metropolitan area. Key corridors are shown in **Figure 6** and include:

- **Interstate 29** serves as the region's primary limited-access north-south facility and carries regional and interstate travel. However, it is located near the eastern edge of the North Dakota urbanized area, requiring many trips originating in West Fargo and western Cass County to travel east before heading north or south. As growth continues westward, this results in increased out-of-direction travel for many regional trips.
- **45th Street** is paved from 76th Avenue South to County Highway 20 on the north. It serves a mixture of local, commercial, and regional traffic but includes numerous signalized intersections, commercial access points, and urban development along much of the corridor. These conditions limit travel speeds and reduce its effectiveness as a regional mobility route.
- **Veterans Boulevard (9th Street East)** is largely serving as an urban arterial due to adjacent development. The corridor is paved from 52nd Avenue South to 19th Avenue North. Frequent intersections, commercial access, and development pressure limit its ability to function as a higher-speed regional facility.
- **Sheyenne Street/County Highway 17** is one of the most continuous north-south corridors in the western portion of the metropolitan area and provides important connectivity between West Fargo, Horace, and surrounding areas. However, the corridor directly serves residential neighborhoods, schools, commercial development, parks, and community destinations. While future improvements could potentially improve operations along portions of the corridor, existing development patterns, access needs, and community-serving functions create constraints that limit its ability to serve as a true regional mobility corridor.

Figure 6. Key North-South Corridors



As the metropolitan area has expanded westward, these corridors have increasingly evolved from transportation routes serving primarily through travel to facilities that balance regional mobility with local access, community connectivity, and adjacent development. The development of residential neighborhoods, schools, parks, commercial areas, and other community destinations has made it increasingly difficult to establish a new high-speed north-south corridor within the existing urbanized area. As a result, opportunities for a regional mobility corridor have progressively shifted farther west, reinforcing the importance of identifying and preserving a corridor before future development further constrains available options.

In this way, the corridor serves not only as transportation infrastructure, but also as a framework for preserving strategic transportation options and maintaining long-term regional mobility as the Fargo-Moorhead metropolitan area continues to grow.

Corridor Concept and Functional Shift

A key component of this vision is the conceptual shift from a perimeter roadway that directly ties into I-29 at both termini to a more flexible north-south corridor supported by east-west connecting routes. Under this framework, the West Metro Perimeter Roadway functions as a regional mobility spine. This shift changes the functional role of the corridor. Rather than acting solely as an Interstate reliever with direct Interstate-to-Interstate movements, the corridor becomes a backbone facility that distributes traffic across a broader network of arterial connections. At the southern end in particular, the absence of a direct tie into I-29 introduces a more distributed traffic pattern, where connectivity is achieved through strategically planned east-west corridors that cross the FM Diversion and/or connect to I-29 via an interchange. This approach reduces concentrated demand at a single interchange and instead spreads

traffic across multiple connection points, improving system efficiency, enhancing travel time reliability, and potentially lowering the scale and cost of individual interchange improvements.

Local Flexibility and Incremental Implementation

The north-south orientation with east-west connectors also introduces a level of flexibility and autonomy for local jurisdictions. Cities, counties, and agencies on the North Dakota side would have the ability to plan, phase, and design east-west connections in a manner that reflects local land use plans, development timing, and access management policies. This creates opportunities to align transportation improvements with growth patterns and community priorities, while still contributing to the overall regional network. The corridor can also be implemented incrementally, with individual segments or key east-west connections developed over time as demand warrants and funding becomes available, while still maintaining independent utility at each stage of implementation.

One potential drawback of this approach is that in certain portions of the West Perimeter Roadway, the cross section could be dependent upon jurisdictional ownership. A divided roadway facility, for example, would have a greater cost to construct, and different impacts to adjacent land use than an undivided roadway. Development outside the FM Diversion is another variable. Assumptions for study purposes are generally that development should not occur within areas within the remapped floodplain.

Need for Agency Coordination and Alignment

While the flexibility of shifting to a north-south facility with east-west connectors is beneficial, it underscores the importance of strong agency alignment. The effectiveness of the West Metro Perimeter Roadway will depend on how well the east-west connections function as an integrated system. Without coordination,

inconsistencies may arise. As such, continued collaboration between Metro COG, the North Dakota Department of Transportation, Cass County, the City of West Fargo, and other local jurisdictions will be essential. This coordination should focus on establishing a shared vision for corridor access, right-of-way preservation, the function of east-west connections, and the long-term relationship between the perimeter roadway and the supporting arterial network.

Overall Vision

Ultimately, the vision for the West Metro Perimeter Roadway is not simply that of a single transportation facility, but rather that of a coordinated system that supports regional mobility while allowing for some degree of local flexibility. Achieving this balance will require a clear framework for agency alignment, so decisions made by jurisdictions contribute to a cohesive, resilient, and high-performing transportation network that supports long-term growth and economic vitality for the metro area.

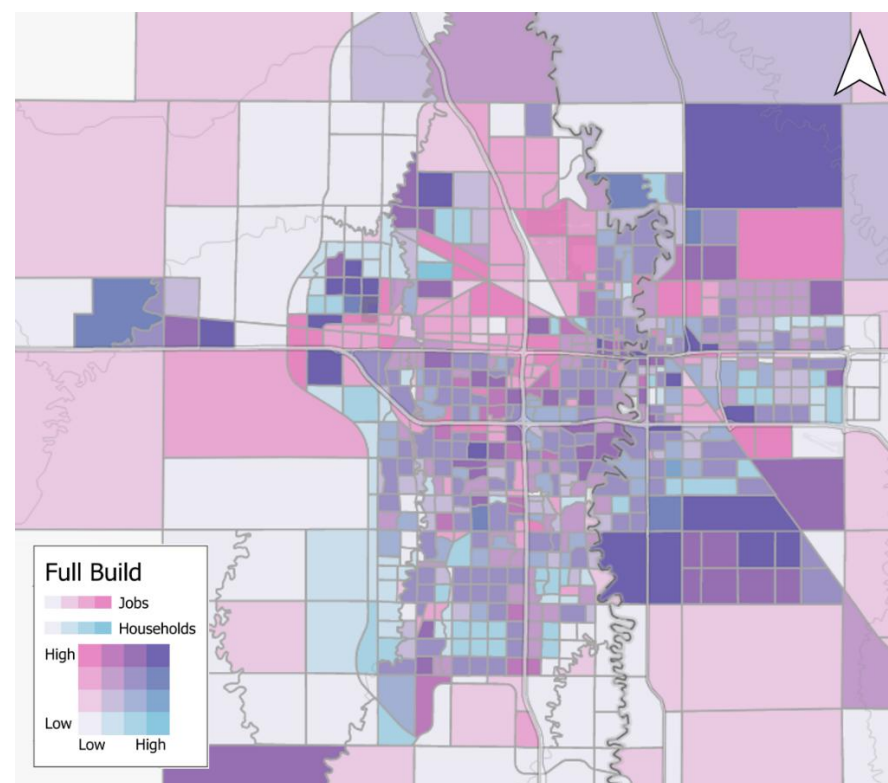
6.0 Travel Analysis

Travel Demand Modeling forecasts for the future year conditions were developed for the West Perimeter Roadway. Forecasts helped guide the development of typical section recommendations, design considerations, and intersection / interchange configurations. Metro COG's TDM was modified to test different perimeter roadway configurations and to test land use scenarios. The two future year land use scenarios tested include:

- **2050 MTP (Baseline)** – includes future re-allocation of development patterns due to lands previously in the floodplain that will no longer be in the floodplain once the FM Diversion is complete and operational
- **Full Build Out** – Metro COG developed a socioeconomic dataset during the Interstate Operations Study that assumed a fully built-out metro area where developable.

Future land use and growth assumptions in the metro area are anticipated to change significantly over the coming years once the Diversion is completed. Because of this, Metro COG developed a socioeconomic dataset that assumed a fully built out metro area in areas that are developable. **Figure 7** shows the additional growth from the MTP future land use to the Full Build Out totals. Areas of dark purple show significant increases in total households and jobs in the full build out compared to the future year MTP socioeconomic data. This added around 130,000 households and 140,000 jobs to the underlying land use in the TDM.

Figure 7. Full Build Out Growth Areas



6.1 Daily Traffic Volumes

Future 2050 daily traffic forecast ranges are shown in **Table 3** and **Table 4**, with the forecast keys shown in **Figure 9** and **Figure 10**. These planning-level estimates were developed from combining similar-type TDM runs detailed in **Attachment D**.

Additionally, daily origin and destination regional volumes were developed during the Interstate Operations Study for all vehicles and trucks utilizing I-94 and I-29. This analysis utilized Streetlight Data that provides estimates of existing travel patterns. Note that some County roads in the northwest quadrant of the metro area currently carry some regional traffic that wishes to “cut the corner” between I-94 and I-29, shown in **Figure 8**.

Figure 8. Streetlight Top Routes for NW Quadrant



Northwest Perimeter Road – Base

Table 3. Northwest Perimeter Road Daily Forecasts

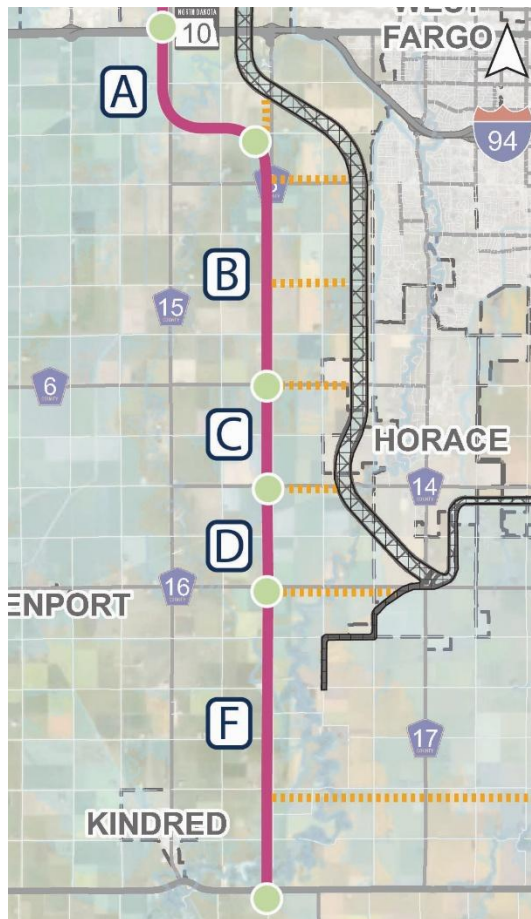
ID	2050 SE (veh/day)	Full Build SE (veh/day)
A	6,000-7,000	9,000-11,000
B	8,500-9,500	14,000-15,000
C	10,500-11,500	19,000-20,000
D	14,000-15,000	24,000-27,000

Figure 9. Northwest Perimeter Road Forecast Key



*Southwest Perimeter Road – ND 46 Connection***Table 4. Southwest Perimeter Road (ND 46) Daily Forecasts**

ID	2050 SE (veh/day)	Full Build SE (veh/day)
A	6,000-7,000	12,000-16,000
B	10,000-13,000	20,000-23,000
C	6,000-7,000	12,000-13,000
D	5,000-6,000	9,000-10,000
F	4,000-5,000	8,000-9,000

Figure 10. Southwest Perimeter Road (ND 46) Forecast Key

7.0 Development of Alternatives

7.1 Initial Concepts and Background

Initial concept development included multiple rounds of preliminary alignment identification, screening, and refinement guided by technical analysis, previous planning studies, travel forecasting, and input from both the SRC and Stakeholder Committee. A series of meetings with each group allowed the study team to present potential corridors, discuss tradeoffs, and refine alternatives using local knowledge and stakeholder feedback. Early concept development focused on identifying a western perimeter corridor that could provide long-term regional mobility while balancing operational performance, community impacts, environmental constraints, and future growth considerations. Key factors influencing corridor development included consistency with previous regional transportation plans, Fargo-Moorhead Diversion infrastructure and crossing locations, floodplain and hydraulic constraints, existing section-line roadways, Red River crossings, railroad crossings, connections to Interstate 29 and Interstate 94, projected traffic volumes, and compatibility with existing and planned land uses. Corridor preservation opportunities, including the potential use of excess Diversion lands, were also considered throughout the screening process.

Early concepts focused on developing a western perimeter facility that could provide a continuous connection between I-29 and I-94. Multiple east-west tie-in locations at the southern end of the study area were evaluated alongside several north-south corridor alignments west of existing development. With assistance from the SRC and Stakeholder Committee, the study team identified multiple routes through the area west of the Fargo-Moorhead Diversion. I-94 served as a natural dividing point, allowing alternatives to be

developed as a series of north-south and east-west segments. Four north-south segments and three east-west segments were identified north of I-94, while four north-south segments and five east-west segments were developed south of I-94. The evolution of these alternatives is shown on the left-hand side of **Figure 11**. Alternatives were evaluated based on mobility, system connectivity, compatibility with planned growth, flood risk, interaction with Fargo-Moorhead Diversion infrastructure, and overall feasibility.

Throughout the concept development process, committee discussions emphasized that the corridor should function as more than a bypass route. Participants identified the need for a facility capable of supporting regional mobility, freight movement, emergency response, system resiliency, and long-term growth while minimizing impacts to established and planned communities. Stakeholder feedback consistently highlighted the importance of reducing through-traffic and heavy truck traffic within communities, maintaining efficient travel between Interstate 29 and Interstate 94, and supporting developing areas west of Fargo and West Fargo. Transportation safety, reliability, corridor placement, and emergency access emerged as the highest priorities from committee discussions and stakeholder surveys.

A significant area of discussion involved the relationship between potential roadway alignments and the Fargo-Moorhead Diversion corridor. Alternatives were evaluated based on proximity to the Diversion, opportunities to utilize available lands adjacent to the project, compatibility with planned Diversion crossings and the FM Greenway Recreation Master Plan, and limitations associated with flood operations. Some stakeholders favored alignments adjacent to the Diversion because they could minimize impacts to agricultural properties, take advantage of publicly controlled lands, and avoid directing additional traffic through communities. At the same time,

concerns were raised regarding required setbacks from Diversion facilities, future permitting considerations, and preserving land immediately adjacent to the Diversion for project-related purposes. The spacing and relationship of the corridor to Diversion infrastructure therefore became an important factor in refining alignment alternatives. Flooding and long-term reliability were also among the most influential screening considerations, particularly for southern alignment options located within flowage easements and temporary flood storage areas. These discussions elevated resiliency and reliability as key evaluation measures throughout alternative refinement.

Local growth patterns and operational considerations further influenced alternative development. Committee members identified substantial anticipated growth around Horace, West Fargo, Harwood, Mapleton, and Kindred and emphasized the importance of preserving a transportation corridor before future development limited available options. As travel demand forecasting became available, forecasts indicated that some corridor segments could ultimately justify four-lane facilities in the ultimate build scenario. Discussions therefore increasingly focused on access management, right-of-way preservation, grade-separated railroad crossings, and reduced-conflict intersection treatments that could maintain long-term mobility while supporting phased implementation. This focus on corridor preservation became a central theme of the study, with both committees recognizing that construction of a complete perimeter roadway would likely occur incrementally.

Routes were subsequently narrowed down to those initially deemed acceptable by both the SRC and the Stakeholder Committee. The focus became identifying viable locations to connect to the interstate system and evaluating corridor performance through the travel demand model. Alternatives that were compatible with the travel

demand model structure were selected and analyzed further, as discussed in the **Travel Analysis** section of this report.

Due to several factors, work on the study was paused multiple times. The study was first paused due to budgetary issues. Shortly thereafter, the study was paused due to political concerns, particularly from the City of Horace. The City of Horace formally passed a resolution against the study because of concerns about 100th Avenue functioning as a bypass corridor in December 2024. This resolution is included at the end of **Attachment B**. These pauses led the study team to re-evaluate the vision and purpose of the study, as well as the approach to route identification. The study ultimately resumed with a focus on developing a north-south corridor supported by multiple east-west connections. This differed from the original study vision, which focused on identifying a single continuous route connecting to I-29 at both the north and south termini of the West Metro Perimeter Roadway.

7.2 Refined North-South Corridor Concept

General Considerations

As the concept development process progressed, a clear frontrunner did not emerge for a southern tie-in location to I-29. This led to a refinement of the overall concept toward a north-south corridor supported by a series of east-west connecting roadways.

Several factors contributed to this shift. The 100th Avenue South corridor, also known as Cass County Highway 14, raised concerns related to long-term access control and operational performance. Continued development in Fargo and Horace may increase access density along this corridor, limiting its ability to function as a high-speed, limited-access facility capable of supporting regional mobility.

The 124th Avenue corridor, or Cass County Highway 16, presented challenges associated with its location within the Fargo-Moorhead Diversion upstream mitigation area. Flood risk and hydraulic considerations introduce additional complexity related to design, cost, and long-term resiliency. When it comes to permitting, other alternatives were likely to be more feasible. The costs and efforts incurred by requirements of acquiring necessary permits through the United States Army Corps of Engineers for grade raise work completed in this area would be massive.

Further south, alternatives such as Cass County Highway 18 and North Dakota Highway 46 were considered less effective in supporting regional mobility. Floodplain constraints were also more pronounced along portions of these routes, with the exception of North Dakota Highway 46.

Based on these considerations, the refined study approach emphasizes a north-south corridor that serves as a regional mobility spine. East-west connections provide access to this corridor and distribute traffic across the broader network, rather than concentrating movements at a single southern interstate connection.

Figure 11 shows the progression of alternatives.

Accommodation of Large Vehicles

The study area includes significant agricultural and freight use, both of which require accommodation for large vehicles. Intersection designs must account for the turning radii and operational needs of agricultural equipment and heavy trucks. Reduced conflict intersection types are expected to play an important role. These

designs help maintain corridor mobility while improving safety by reducing conflict points.

Rail Crossings

Rail infrastructure presents several considerations for corridor development. One potential crossing location south of I-94 is near a remnant spur line that previously extended into Horace. Portions of this spur line have already been removed, and this location may present an opportunity for additional track removal or abandonment, eliminating the need for a rail crossing.

North of I-94, two additional rail crossing locations would likely remain. These locations may require phased approaches to grade separation. Initial construction could include at-grade crossings, with future conversion to grade-separated facilities as traffic volumes increase and the corridor becomes more critical to regional mobility. This approach allows for flexibility while preserving long-term safety and operational performance.

Additional Considerations

Other factors influencing alignment development include environmental constraints, coordination with drainage infrastructure, constructability, and compatibility with surrounding land uses. These considerations informed concept screening and may require more detailed evaluation in future phases of project development. Additional content on alternatives development is included in **Attachment B** and **Attachment E**.

The figure consists of three maps of the Fargo, ND area, illustrating the proposed West Metro Perimeter Road Alignment. The maps show the alignment options, asset lands, floodplains, and key connections. The alignment starts near Argusville and ends near Kindred, passing through Harwood, West Fargo, Fargo, Horace, Venport, and Oxbow. The maps are labeled with street names and highway numbers.

LEGEND

- Diversion Alignment
- Diversion Asset Lands
- 100YR FEMA Floodplain Post Diversion
- Diversion Crossing
- Preliminary Perimeter Road Alignment Options

LEGEND

- Diversion Alignment
- Diversion Asset Lands
- 100YR FEMA Floodplain Post Diversion
- Diversion Crossing
- Preliminary Perimeter Road Alignment Options

LEGEND

- Diversion Alignment
- Diversion Asset Lands
- 100YR FEMA Floodplain Post Diversion
- Diversion Crossing
- West Metro Perimeter Roadway Alignment
- Key Connections

Northwest Quadrant

Alignment Overview

Alignment development in the northwest quadrant focused on providing a continuous, high-mobility connection between I-29 and I-94 while maintaining appropriate separation from existing and planned development. Corridors were evaluated based on their ability to support a limited-access facility and integrate with established roadway infrastructure. **Figure 12** shows the northwest quadrant perimeter roadway alignment.

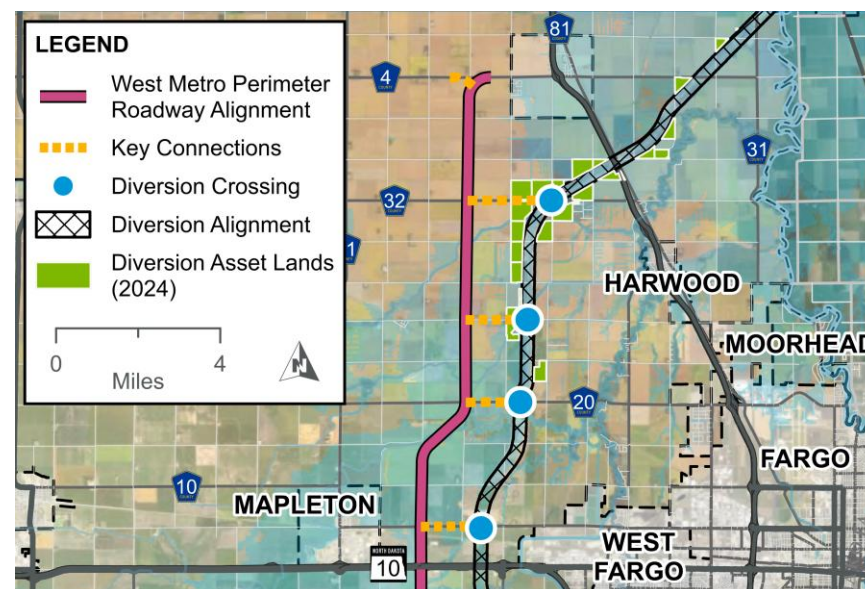
Diversion Crossing Connections

Crossing locations over the Fargo-Moorhead Diversion in the northwest quadrant were identified prior to this study and are documented in the Existing and Planned Conditions section and associated attachments. These crossings are spaced approximately every two to three miles and establish a consistent framework for regional connectivity.

Key crossings, starting on the south, at Cass County Highway 10, Cass County Highway 20, Cass County Highway 22, and Cass County Highway 32, represent primary access points to the West Metro Perimeter Roadway. These locations are expected to provide reliable and consistent connectivity due to their established roles within the regional network.

Cass County Highway 4 near Argusville is anticipated to serve as the northern terminus of the north-south corridor. This provides a logical connection to I-29 and anchors the corridor within the regional system.

Figure 12. Northwest Quadrant Perimeter Roadway Alignment



Harwood Area Considerations

The Harwood area presents a unique opportunity for regional connectivity. Cass County Highway 22 is viewed as a strong candidate for connection to the West Metro Perimeter Roadway due to its extension to a Red River crossing into Minnesota. This creates a logical east-west connection that could support cross-river travel and regional mobility.

To accommodate this connection, the study team developed a split diamond interchange concept that shifts interchange activity away from the existing Harwood community. This concept, which is detailed in **Attachment E**, includes realignment of Cass County Highway 22 to the south, allowing the interchange to minimize disruption to existing development while increasing separation between through traffic, the railroad, and local traffic. This approach improves safety, preserves community character, and enhances

operational performance. The concept also avoids conflicts with planned data center development located southeast of Harwood.

Intersection Approach

Intersections within the northwest quadrant are expected to prioritize mobility and safety through the use of reduced conflict intersection designs. Restricted Crossing Intersection (RCI) configurations are anticipated at major crossings, particularly at roadways that cross the Fargo-Moorhead Diversion. Intersection configurations should always be vetted and confirmed in the implementation stage as well.

Closer to I-94, a phased approach is anticipated. Initial improvements may include signalized intersections to address near-term conditions. Over time, these locations may transition to grade-separated interchanges with ramp systems as traffic demand increases. This approach balances early cost considerations with long-term corridor performance. **Attachment E** includes additional details on intersection treatments, including graphical examples, and potential locations.

Southwest Quadrant

Alignment Overview

Alignment development in the southwest quadrant is influenced by a combination of floodplain constraints, diversion infrastructure, and ongoing development in Fargo and Horace. As a result, the refined concept places emphasis on maintaining a strong north-south corridor while identifying effective east-west connections. **Figure 13** shows the southwest quadrant perimeter roadway alignment.

Diversion Crossing Connections

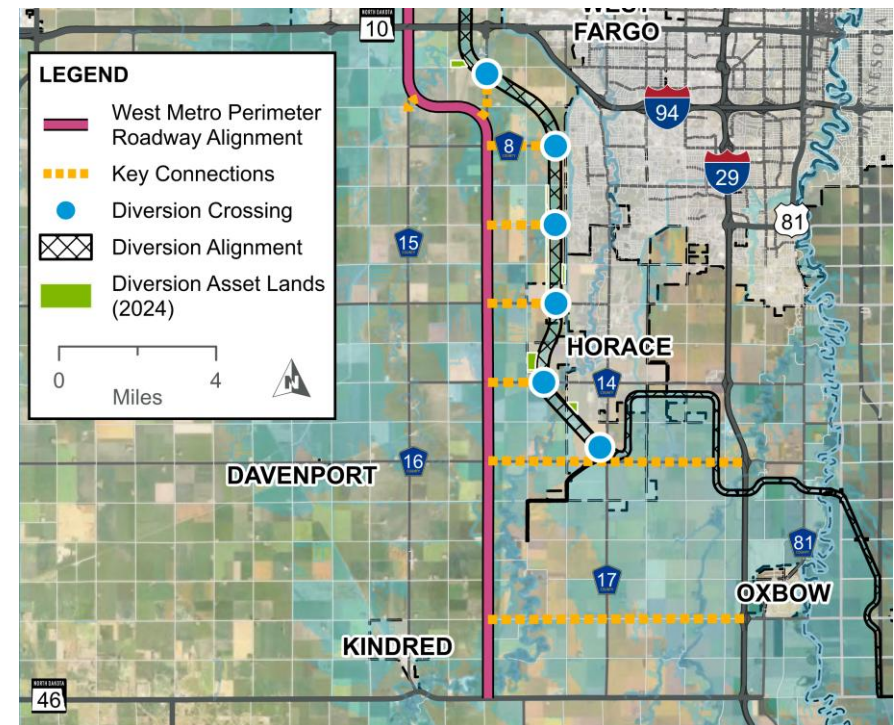
Diversion crossing locations in the southwest quadrant were also established prior to this study and are generally spaced at two- to

three-mile intervals. These crossings form the basis for access to the north-south corridor.

Primary access points, starting on the north, include Cass County Highway 29, Cass County Highway 8, 52nd Avenue South, 76th Avenue South or Cass County Highway 6, Cass County Highway 14, and Cass County Highway 16. Additional connections south of the diversion include Cass County Highway 18 and North Dakota Highway 46.

North Dakota Highway 46 is expected to serve as the southern terminus of the north-south corridor. This provides a logical endpoint and supports broader connectivity across southern Cass County.

Figure 13. Southwest Quadrant Perimeter Roadway Alignment



West Fargo Considerations

The western edge of West Fargo and the surrounding area represent one of the fastest-growing portions of the metropolitan area and were an important consideration throughout alternatives development. As development continues, transportation corridors in this area will be expected to serve both regional mobility needs and local access demands. Several alternatives initially evaluated during the study were located within or adjacent to areas identified for future residential, commercial, and industrial growth, requiring careful consideration of how transportation investments could support development while preserving long-term corridor functionality.

The West 94 Area Transportation Plan provided additional context during alternatives refinement. The refined West Metro Perimeter Roadway alignment shown in **Figure 13** generally follows the 38th Street corridor south of the West 94 study area before transitioning west approximately one mile south of the Fargo-Moorhead Diversion and connecting to Cass County Highway 15 prior to continuing north toward Interstate 94. The FM Diversion crossing on the 38th Street corridor will be a critical link for regional north-south traffic with origins or destinations in the West 94 Area and potentially in West Fargo north of Main Avenue.

The City of West Fargo supported a route west of the FM Diversion to preserve development flexibility on the east side of the Diversion. Committee discussions frequently emphasized the importance of identifying and preserving a corridor before development patterns further constrain available transportation options. This consideration ultimately supported the study's shift toward a north-south mobility corridor that could accommodate future east-west connections while allowing local jurisdictions flexibility to phase improvements.

Horace Area Considerations

The implications of transportation facility improvements near Horace were considered and discussed at length. With the initial direction of the West Metro Perimeter Roadway Study being one that connected to I-29 on both the very south and the very north end, the community of Horace naturally had concerns about potential traffic impacts, should 100th Avenue (Cass County Highway 14) be designated as part of the perimeter roadway. Though the study changed course and primarily focuses on a north-south route with east-west connections, **Attachment E** includes additional content pertaining to the 100th Avenue corridor. This content includes traffic considerations, corridor identity (welcome features, streetscaping, pedestrian facilities), and right-of-way and access control discussion that may be relevant as the area continues to develop and naturally experience increased traffic. Additional north-south mobility improvements for routes beyond CR 17 could be valuable for the traveling public, with the downtown feel the City would like to achieve on CR 17.

Intersection Approach

As in the northwest quadrant, RCI designs are expected to serve as the primary treatment at major intersections. These configurations support safety and maintain corridor mobility.

In areas closer to I-94, particularly near Cass County Highway 29 and where the alignment overlaps with Cass County Highway 15 south of I-94, alternative intersection types such as signalized green T configurations may be appropriate. These treatments may be used in earlier phases or where traffic patterns require more direct access. **Attachment E** includes further discussion and figures regarding intersection configurations.

A phased approach is again anticipated near I-94. Initial conditions may necessitate signalized intersections, with long-term plans

allowing for conversion to grade-separated interchanges with full ramp systems as traffic demand increases.

7.3 Right-of-Way Considerations

Right-of-way preservation is a critical component of advancing the West Metro Perimeter Roadway. The long-term viability of the corridor depends on protecting key alignments and connection points from incompatible development.

Preservation efforts should focus on maintaining the integrity of the north-south corridor, identifying and securing key east-west connections, and coordinating with the Fargo-Moorhead Diversion Authority where overlap or proximity exists. Integration with local land use planning and development review processes will be essential.

Early preservation reduces future costs, minimizes disruption, and provides flexibility as the project advances into future design and environmental phases. Preservation of a wider corridor capable of accommodating a divided roadway is recommended along the West Metro Perimeter Roadway alignment between Cass County Highway 14 and Cass County Highway 22. North of Cass County Highway 22 and south of Cass County Highway 14, it is recommended to preserve a reduced-width corridor similar to that of a state highway. Corridor preservation is discussed in detail in the **Implementation** section of this report.

While excess FM Diversion lands were a primary reason for the initiation of the West Metro Perimeter Roadway Study, feedback during alternatives development as well as the shift to a north-south corridor both contributed to a refined alignment that does not go through these areas.

8.0 Implementation

8.1 Right-of-Way Preservation

Right-of-way preservation is the foundational step in implementing the West Metro Perimeter Roadway and should be prioritized across the entire corridor. Early preservation of the corridor is critical to maintaining alignment continuity, minimizing future acquisition costs, and preventing encroachment from ongoing development.

Preservation efforts should focus not only on the north–south corridor itself but also on key east–west connections that will ultimately define access to the facility. Coordination with local jurisdictions during platting and development review will be essential so that access spacing, intersection locations, and corridor widths are maintained in a manner consistent with long-term mobility objectives.

Given the potentially long implementation horizon for the West Metro Perimeter Roadway, corridor preservation should focus on maintaining future transportation opportunities while minimizing acquisition, maintenance, and administrative costs until construction becomes warranted. Preserving the corridor does not necessarily require immediate purchase of the entire right-of-way. Instead, a phased preservation approach can provide flexibility while allowing existing agricultural operations and land uses to continue in the near term. It should be noted that if federal funds are used to acquire right-of-way, construction of the roadway must generally begin within 20 fiscal years of project authorization or the federal right-of-way funding may need to be repaid, unless FHWA approves an extension.

A key first step is the consistent identification of the refined alignment within regional, county, and local planning documents.

Inclusion of the corridor in transportation plans, comprehensive plans, future land use maps, and roadway planning documents establishes a common understanding among agencies, developers, and property owners regarding the long-term transportation vision. Consistent recognition of the corridor can help avoid incompatible development and preserve future routing options without requiring immediate public investment.

If development is proposed near the corridor, local jurisdictions can utilize development review, platting, and subdivision processes to support preservation efforts. These tools can be used to establish building setbacks, preserve future intersection locations, manage access points, and, where appropriate, require dedication of right-of-way as part of future development plat approvals. This approach allows corridor preservation to occur incrementally as growth occurs rather than requiring large-scale acquisition in advance of need.

Particular attention should be given to preserving larger footprints at major

Implementation Strategy

1. **Designate the alignment in all transportation and land use plans.**
2. **Establish corridor setbacks and access management policies.**
3. **Preserve future interchange and major intersection areas first.**
4. **Require right-of-way dedication through platting and development review.**
5. **Acquire only the highest-risk parcels where development pressure is imminent.**
6. **Allow agricultural uses to continue until construction becomes necessary.**
7. **Preserve recommended corridor widths where feasible while obtaining additional land around future major intersections and interchange candidates.**

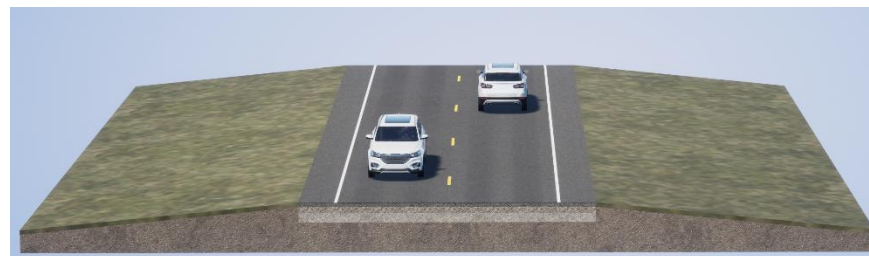
east–west connections and potential future interchange locations. These areas represent the portions of the corridor most susceptible to future conflicts with development and often become the most difficult and expensive locations to acquire after growth has occurred.

Where acquisition becomes necessary, agencies may consider targeted purchases of high-priority parcels while allowing agricultural operations to continue through lease agreements or other management arrangements until construction is programmed. This approach reduces maintenance obligations, preserves productive land use, and minimizes the cost burden associated with long-term ownership of undeveloped property.

For planning purposes, approximately 200 feet of corridor width should be preserved along the refined alignment north of Cass County Highway 22 and south of Cass County Highway 14 to accommodate the ultimate build traffic levels discussed in the **Travel Analysis** section. This would accommodate a state highway style corridor, such as that shown in **Figure 14**.

Similarly, between Cass County Highway 14 and Cass County Highway 22, 400 feet of corridor width along the refined alignment may provide sufficient flexibility to accommodate future expansion as

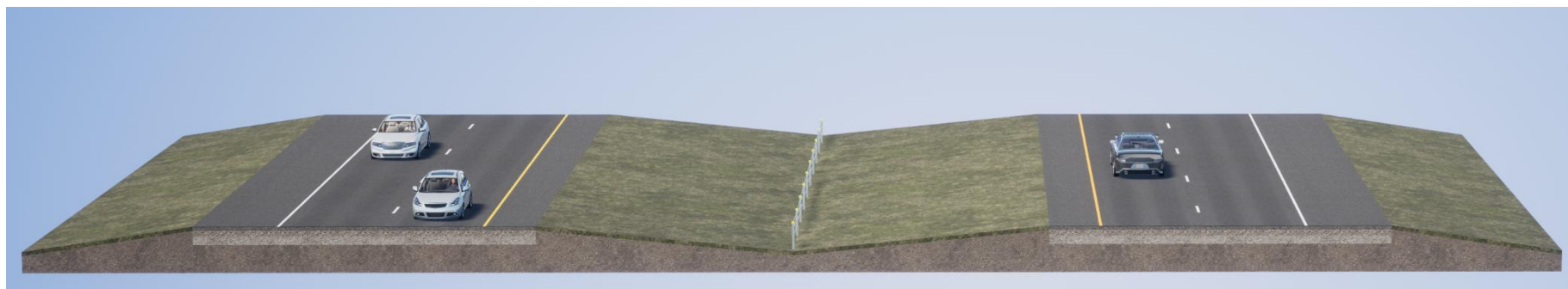
Figure 14. Two-Lane State or County Roadway



a divided expressway or freeway facility. A typical section of this type of facility is shown in **Figure 15**. Additional right-of-way preservation may be appropriate at major east–west connections and potential interchange locations where future operational needs could require a larger footprint.

By combining corridor designation, development review, strategic right-of-way preservation, and targeted acquisition, agencies can maintain flexibility for future implementation of the West Metro Perimeter Roadway while minimizing near-term costs and allowing existing land uses to continue largely unchanged until construction becomes necessary. This approach provides a practical balance between protecting an important long-term transportation corridor and limiting the financial and maintenance burden associated with premature acquisition of large amounts of right-of-way.

Figure 15. Four-Lane Divided Roadway



8.2 Phased Construction Approach

The implementation of the West Metro Perimeter Roadway is expected to occur incrementally over time, with construction generally progressing from areas of highest near-term demand outward. Based on current planning efforts and programmed improvements, development is anticipated to begin near I-94 and expand both north and south as the broader transportation network and surrounding land uses evolve. **Figure 16** shows the anticipated three phases of construction for the roadway, with Phase A taking place in the short-term, Phase B in the mid-term, and Phase C in the long-term. The numbers at east-west connections indicate a potential order or priority for improvements, though this order will be dependent upon north-south corridor developments as well.

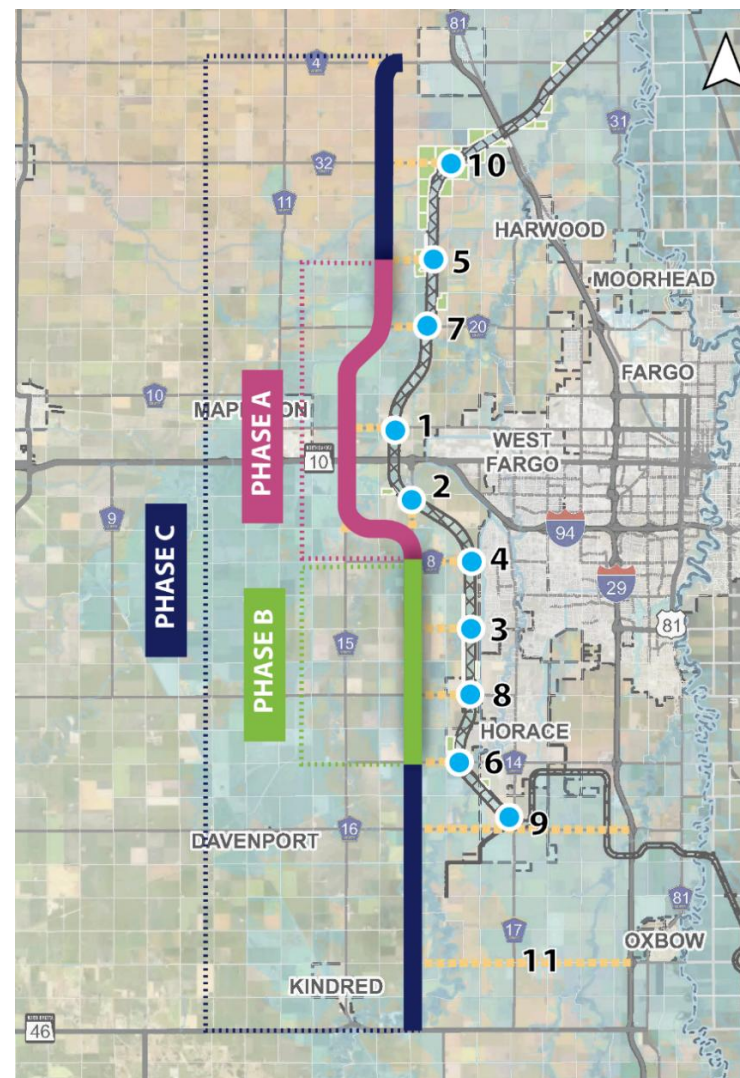
Initial Focus Near Interstate 94

Early phases of construction are expected to concentrate in proximity to I-94, where existing and planned improvements are already underway. Cass County is currently evaluating grading and paving improvements to 38th Street, which transitions into Cass County Highway 29, between 32nd Avenue South and I-94 within approximately the next five years. This project aligns well with the long-term vision of the West Metro Perimeter Roadway and represents an early segment of infrastructure that could support the corridor's function.

In addition, the current version of the Cass County 2027-2031 Capital Improvement Plan (CIP), which was completed after existing conditions were analyzed for this study, includes 2027 grading and surfacing improvements for Cass County Highway 6, also known as 76th Avenue South, extending west to Cass County Highway 15, with this same segment being paved in 2028. This is shown in **Figure 17**. This project establishes an east–west connection that will exist prior

to full buildout of the perimeter roadway in this area. In the interim, Cass County Highway 15 will function as a north-south route providing access to I-94, creating an early network condition that supports regional connectivity even before the north-south corridor is fully realized.

Figure 16. Phased Construction Approach



Expansion to the South

As development pressures increase and travel demand grows, the West Metro Perimeter Roadway is anticipated to extend further south from the I-94 area. Cass County Highway 14, or 100th Avenue South, is expected to be extended west in coordination with future phases of the perimeter roadway. This connection will provide an additional east-west linkage to the corridor and serve as a complementary route to 76th Avenue South.

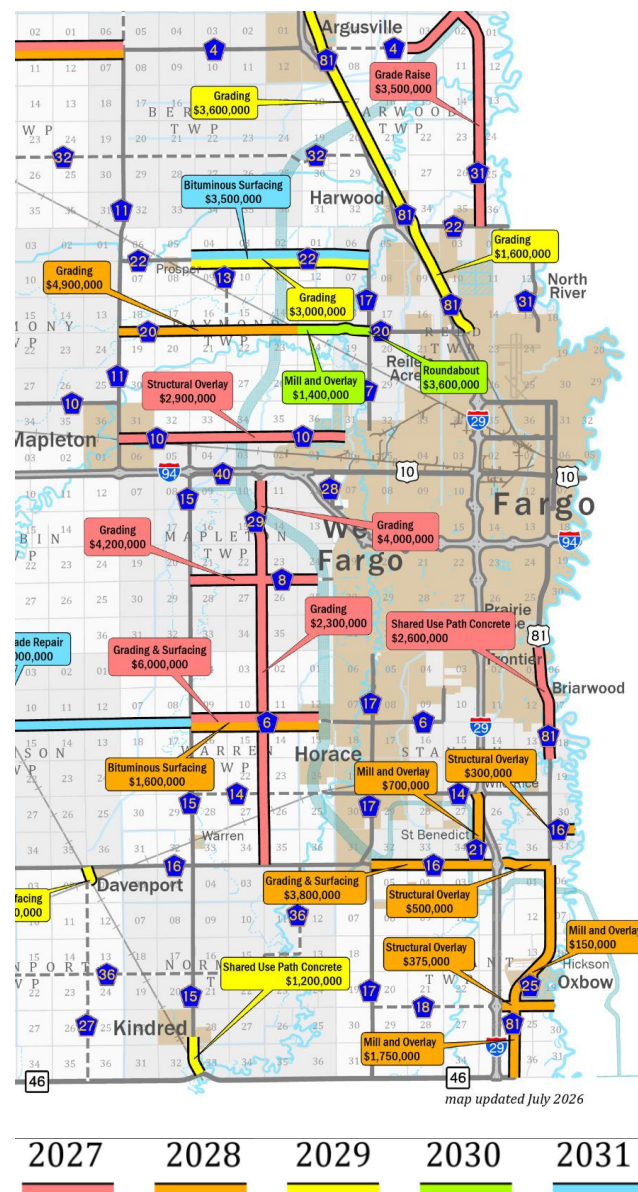
Extending Cass County Highway 14 westward could help distribute traffic more evenly across the network, reducing reliance on a single east-west facility and improving overall system resilience. It may also provide opportunities to limit heavy truck traffic from traveling further east and north through the Horace community, thereby supporting both mobility and local quality of life.

Subsequent phases of construction would likely continue extending the corridor further south to Cass County Highway 16. **Figure 17** shows a snip taken from the current version of the Cass County 2027-2031 CIP. Grading of the new Cass County Highway 29 (38th Street) from I-94 south to Cass County Highway 16 is noted for 2027. Notably, this does not include surfacing. This is another step toward establishing north-south routes with east-west connections south of I-94 and west of the FM Diversion. Additional projects currently identified for the next 5 years are also shown in **Figure 17**.

Further into the future, the new Cass County Highway 29 (38th Street) could potentially extend even further south, to Cass County Highway 18, and ultimately to North Dakota Highway 46. These later-stage segments represent longer-term investments that will correspond with continued regional growth. The southernmost connection at North Dakota Highway 46 is particularly important from a resiliency

standpoint, as it is located outside of key floodplain areas and provides a stable southern anchor for the corridor.

Figure 17. Cass County Capital Improvement Plan for 2027-2031 (July 2026)



Expansion to the North

North of I-94, early phases are expected to focus on extending the corridor to Cass County Highway 22, given its strong potential for regional connectivity. As previously discussed, this corridor provides a direct connection to Harwood and includes access to a Red River crossing into Minnesota. This makes it a valuable component of both local and regional travel patterns. This segment would encompass connecting the north terminus of Cass County Highway 15 to the south terminus of Cass County Highway 13, over a length of approximately 3.5 miles of new roadway. This same connection would also allow for access to Cass County Highway 20. The connection would skirt the edges of extraterritorial zoning jurisdiction between the City of Mapleton and the City of West Fargo.

Developing the connection to Cass County Highway 22 in earlier phases would allow vehicles traveling between southbound and westbound routes, as well as eastbound to northbound movements, to avoid traffic within the core metro area. This would improve efficiency for regional trips while reducing congestion on urban roadways.

Further northern extension to Cass County Highway 4 near Argusville would likely occur in later phases of implementation. While this segment represents a lower immediate priority, preserving right-of-way between Cass County Highway 22 and Cass County Highway 4 remains critical to ensure this future connection can be implemented as regional demand grows.

Cass County Road Network Considerations

During the phased buildout of the West Metro Perimeter Roadway, close coordination with Cass County's Capital Improvement Program (CIP) updates is crucial. Depending on the timing of various improvements, there may need to be modifications to the West Metro

Perimeter Roadway phasing or Cass County CIP updates to help provide access across the diversion that connect to various paved county routes in area.

As development and travel demand continue to expand west of the metropolitan area, additional segments leading to or from the West Metro Perimeter Roadway may be implemented to support mobility in the area. Although portions of the roadway network may already exist along the proposed alignment, timing of improvements will likely not align with traffic needs. During this time, county routes like Cass County Highway 15 may act as a de facto perimeter road, so special consideration should be given to the east-west routes connecting to Cass County Highway 15.

Facility Ownership and Operational Considerations

Ownership and operational responsibility for the West Metro Perimeter Roadway will play a significant role in determining how the corridor is developed, funded, maintained, and operated over time. While the study identifies a preferred corridor and corridor preservation strategy, decisions regarding long-term ownership will ultimately influence roadway design standards, access control policies, funding opportunities, and implementation timelines.

Agricultural Access Considerations

Future access management strategies will need to balance the mobility function of the corridor with the needs of adjacent landowners. While North Dakota law recognizes the importance of maintaining reasonable access to property, including agricultural land, access does not necessarily need to be provided directly at every location along a roadway. As a result, future access management may include consolidated field approaches, access via intersecting roadways, frontage roads, or other designated access

locations that maintain reasonable property access while protecting the long-term mobility and safety objectives of the corridor.

State Ownership

If portions of the corridor were to become part of the North Dakota State Highway System, the facility would likely be developed as a high-mobility regional route intended to accommodate long-distance travel, freight traffic, and system resiliency needs. Under this approach, the roadway could ultimately function as a divided state highway with a high degree of access control, limited access points, and widely spaced intersections. Preserving sufficient right-of-way for future roadway widening, intersection improvements, and potential interchange development would be especially important. State ownership could also expand opportunities for statewide transportation funding; however, any future addition of mileage to the state highway system would require coordination with NDDOT and consideration of statewide system priorities.

County Ownership

County ownership represents the most likely near-term implementation path for much of the corridor. Cass County has already constructed and is planning roadway improvements within portions of the study area, particularly south of Interstate 94, utilizing Fargo-Moorhead Diversion-related funding. Under a county ownership model, implementation could occur incrementally as traffic demands warrant improvements and funding becomes available. Initial roadway segments may function as two-lane county highways with at-grade intersections and limited access management, while preserving sufficient right-of-way to allow future expansion. As traffic volumes increase, the county could phase in enhanced access control, intersection improvements, and eventual roadway widening consistent with the corridor preservation recommendations of this study.

Municipal Ownership

Regardless of the ultimate ownership structure, coordination with local jurisdictions will be a critical component of successful corridor preservation and implementation. Communities including Fargo, West Fargo, Horace, Mapleton, Harwood, Argusville, and Kindred have unique growth plans, transportation priorities, and land use objectives that will influence how the corridor develops over time.

Municipal planning decisions have the potential to affect the long-term function of the corridor through subdivision approvals, zoning changes, utility extensions, school siting, park development, trail connections, and access requests. As development occurs near the corridor, local jurisdictions will play an important role in preserving right-of-way, protecting future intersection locations, maintaining appropriate access spacing, and ensuring that land use decisions do not unintentionally constrain future transportation improvements.

Early and ongoing coordination between municipalities, Cass County, Metro COG, NDDOT, and other transportation partners will be important to balance local development objectives with the corridor's intended regional mobility function.

Regardless of ownership, maintaining a consistent corridor vision will be critical. This includes preserving adequate right-of-way, managing access to maintain long-term mobility, coordinating land use decisions among jurisdictions, and designing improvements that can be implemented incrementally over time. Establishing these corridor preservation principles today will help ensure the West Metro Perimeter Roadway can continue to serve its intended regional transportation function as the metropolitan area grows.

8.3 Next Steps

As Cass County continues to update its CIP to reflect county road network changes related to the FM diversion and advances implementation efforts, an important next step will be a more detailed evaluation of roadways that can remain accessible during flooding events. Cass County has already begun this process to identify routes that need to be modified to remain above floodwaters once the FM diversion is operational.

Once official flood maps become available, an extensive mapping exercise with and without the West Metro Perimeter Roadway should be performed to lay out the future county road network. This effort should consider official floodplain mapping, future development and roadway grid patterns, the feasibility of raising or improving existing routes, and anticipated traffic volume impacts. Evaluating these scenarios may help refine the ultimate alignment and function of the West Metro Perimeter Roadway, identify critical links on Cass County's system, and potential ROW preservation needs.