

**524th Transportation Technical Committee**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, December 9, 2021 – 10:00 a.m.**

**AGENDA**

- |   |                  |
|---|------------------|
| 1. Call to Order and Introductions                                  |                  |
| 2. Approve the Agenda   | Action Item      |
| 3. Consider Minutes of the November 10, 2021 TTC Meeting            | Action Item      |
| 4. Public Input Opportunity   | Public Input     |
| 5. MTP Amendment #2   | Action Item      |
| a. Open Public Hearing  |                  |
| b. Close Public Hearing   |                  |
| 6. Approval and Prioritization of TAP Applications                  | Action Item      |
| 7. Approval of Transit 5310/5339 Applications                       | Action Item      |
| 8. Approval and Prioritization of STBG Urban Roads Applications     | Action Item      |
| 9. Approval and Prioritization of HSIP Applications                 | Action Item      |
| 10. University & 10 <sup>th</sup> Street Study Consultant Selection | Action Item      |
| 11. Year End UPWP & Budget Amendments                               | Action Item      |
| 12. NDDOT MPO Meeting Summary                                       | Discussion Item  |
| 13. Greater NW Passenger Rail Coalition Presentation, Dec 10, 2021  | Discussion Item  |
| 14. Agency Updates  | Discussion Item  |
| c. City of Fargo  |                  |
| d. City of Moorhead   |                  |
| e. City of West Fargo   |                  |
| f. City of Dilworth   |                  |
| g. City of Horace   |                  |
| h. Cass County  |                  |
| i. Clay County  |                  |
| j. Other Member Jurisdictions                                       |                  |
| 15. Additional Business   | Information Item |
| 16. Adjourn   |                  |

REMINDER: The next TTC meeting will be held **Thursday, January 14, 2022** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

**For Public Participation, please REGISTER with the following link:**

[https://us02web.zoom.us/webinar/register/WN\\_xpSwS0PVT0aHMiwxNE1-3Q](https://us02web.zoom.us/webinar/register/WN_xpSwS0PVT0aHMiwxNE1-3Q)

Red Action Items require roll call votes.

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

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**523rd Meeting of the  
FM Metro COG Transportation Technical Committee  
Wednesday, November 10, 2021 – 10:00 am  
Metro COG Conference Room**

**Members Present:**

Jonathan	Atkins	City of Moorhead Traffic Engineering
Julie	Bommelman	City of Fargo, MATBUS
Maegin	Elshaug	City of Fargo Planning
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Matthew	Jacobson	Clay County Planning
Michael	Johnson	NDDOT (alternate for Wayne Zacher)
Peyton	Mastera	City of Dilworth Administration
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace Planning
Tim	Solberg	City of West Fargo Planning
Justin	Sorum	Clay County Engineering
Tom	Soucy	Cass County Highway (alternate for Jason Benson)
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS
Mark	Wolter	Freight Representative, Midnite Express
Andrew	Wrucke	City of West Fargo Engineering

**Members Absent:**

Jason	Benson	Cass County Highway Engineering (alternate present)
Robin	Huston	City of Moorhead Planning
Kim	Lipetsky	Fargo Cass Public Health
Joe	Raso	GFMEDC
Wayne	Zacher	NDDOT – Local Government Division (alternate present)

**Others Present:**

Adam	Altenburg	Metro COG
Angela	Bolstad	Stantec
Tim	Burkhart	Alliant Engineering
Jaron	Capps	Metro COG
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Brenda	Derrig	City of Fargo Engineering
Dan	Farnsworth	Metro COG
Matthew	Huettl	HDR, Inc.
Matt	Kinsella	Apex Engineering
Savanna	Leach	Metro COG
Don	Lorsung	City of Dilworth
Michael	Maddox	Metro COG
Brent	Muscha	Apex Engineering
Kristen	Sperry	FHWA
Steve	Strack	Houston Engineering
David	Sweeney	SRF Consulting
Jen	Turnbow	NDDOT
Kyle	Weiler	HDR, Inc.

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 am, on November 10, 2021 by Chair Gray. A quorum was present.

**2. Approve the 523rd TTC Meeting Agenda**

Chair Gray asked if there were any questions or changes to the 523rd TTC Meeting Agenda.

*Motion: Approve the 523rd TTC Meeting Agenda.*

**Mr. Gorden moved, seconded by Mr. Sahr**

**MOTION, PASSED.**

**Motion carried unanimously.**

**3. APPROVE October 14, 2021 TTC MEETING MINUTES**

Chair Gray asked if there were any questions or changes to the October 14, 2021 TTC Meeting Minutes.

*Motion: Approve the October 14, 2021 TTC Minutes.*

**Mr. Mastera moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were made or received.

**5. Updates on Project Solicitations**

Ms. Gray stated that Metro COG wanted to remind the committee of upcoming solicitations and due dates.

Mr. Farnsworth said that ND TA applications are due to Metro COG November 19 so they can be prioritized at TTC and Policy Board in December and submitted before the December 31<sup>st</sup> due date. MN TA letters of intent needed to be submitted, and applications are due January 14.

Mr. Champa said that ND HSIP applications are due to Metro COG by November 19. So far, the City of Fargo has applied for negative left turn offset removals, and a short widening project on SB 45<sup>th</sup> Street S approaching I-94. West Fargo has submitted for negative offset removal on Veterans Boulevard, and three other intersections.

Ms. Safgren said that there are no district HSIP projects, but there could potentially be some local projects. Mr. Jacobson said that he is unaware of any projects Clay County is planning to submit.

Mr. Champa said that the STGB applications are also due to Metro COG on November 19<sup>th</sup>. These are for the Urban Roads, Urban Regional Roads, and Urban Grant programs. The City of Fargo is submitting to Urban Roads for bridge repair in North Fargo, concrete pavement repair on 45<sup>th</sup> Street, a shared-use

path bridge at 40<sup>th</sup> Avenue S to connect to Bluestem in Moorhead, a shared-use path on Drain 27 south of 52<sup>nd</sup> Ave S, a shared-use along County Drain 53, and a shared use path along River Drive S from Harwood Drive S to 40<sup>th</sup> Ave S. Flex funding is being requested to use STBG funds for a fixed-route bus replacement. West Fargo is submitting to Urban Roads for an urbanization upgrade on Sheyenne Street between 40<sup>th</sup> and 52<sup>nd</sup> Avenue S.

Mr. Gorden asked if there were any updates on the newest infrastructure bill. Mr. Johnson said there are resources available online, but it looks like most funding sources are seeing increases. There are not a lot of details available, but NDDOT will continue to communicate moving forward. Ms. Turnbow elaborated, saying that there would be more funding for counties and townships, and the more rural areas. NDDOT is looking at a significant funding proposal, including bridge infrastructure, and improving roads, airports, and drinking water/wastewater infrastructure.

**6. 25<sup>th</sup> Street South Corridor Study Request for Proposals**

Mr. Maddox presented the 25<sup>th</sup> Street South Corridor Study Request for Proposals (RFP). The study area is from 32<sup>nd</sup> Avenue S to 64<sup>th</sup> Avenue S. The purpose of this study is to analyze the needs of the corridor in advance of future roadway projects and replacement of failing concrete. Metro COG has budgeted \$125,000 to complete this study, \$100,000 CPG, \$25,000 local match provided by the City of Fargo. The RFP release date is slated for approximately November 24<sup>th</sup>.

*Motion:* **Recommend approval of the RFP for the 25th Street Corridor Study to the Policy Board.**

**Mr. Gorden moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously.**

**7. 2021 Metro Profile**

Mr. Del Rosario presented the draft 2021 Metropolitan Profile. The annual report is put together by Metro COG to provide a snapshot of the Fargo-Moorhead metro area based on data from the previous year. The report is split into five sections, consisting of a community profile, roadways, freight, bike & ped, and transit. Mr. Del Rosario highlighted insights from each of the sections.

Ms. Van Beek noted that the number of transit vehicles in Moorhead should be updated from 10 to 11. Mr. Del Rosario stated that this change would be made prior to Policy Board review.

*Motion:* **Recommend Policy Board approval of the Metropolitan Profile 2021.**

**Mr. Mastera moved, seconded by Ms. Van Beek**

**MOTION, PASSED**

**Motion carried unanimously.**

**8. Bicycle & Pedestrian Committee Citizen Representative**

Mr. Farnsworth presented Kurt Kopperud as the next Metropolitan Bicycle & Pedestrian Committee Citizen Representative. The citizen seat has a two-year term. An application process was started in August 2021, with the deadline for September 30<sup>th</sup>, 2021. Three applications were received, and the selection committee found Mr. Kopperud as the top-ranked individual for the upcoming vacancy. This representative comes with a recommendation for approval from the Metropolitan Bicycle and Pedestrian Committee.

*Motion: Recommend Policy Board approval of Kurt Kopperud as the next Metropolitan Bicycle & Pedestrian Committee citizen representative to serve a two year term from January 1, 2022 to December 31, 2023.*

**Mr. Atkins moved, seconded by Ms. Elshaug**

**MOTION, PASSED**

**Motion carried unanimously.**

**9. Minnesota HSIP Support and Prioritization**

As discussed during Agenda Item 5, this item no longer needs to be discussed or acted upon because MnDOT does not anticipate having any HSIP applications within the MPA. [NOTE: Following the TTC meeting, MnDOT became aware that one of their proposed HSIP applications is located partially within the MPA. The proposed project includes interchange lighting along I-94 at four interchanges, two of which are at exits to Barnesville, requiring MPO approval. Metro COG solicited on-line votes of TTC members during the week of November 15, 2021 in a Doodle Poll prior to taking the item to the Policy Board at their meeting on November 18, 2021.]

**10. Project Updates**

Metro COG presented updates on current, on-going studies: the Interstate Operations Analysis and Plan for Future Improvements, Veterans Boulevard Corridor Extension Feasibility Study, and the Fargo Transportation Plan.

**11. Agency Updates**

Metro COG: Greater Northwest Rail Coalition presentation and update.  
City of Fargo: 32<sup>nd</sup> Avenue project  
City of Moorhead: Overpass project updates, Center Avenue project  
MATBUS: Upgrading fareboxes and mobile ticketing, fare updates  
City of West Fargo: Sheyenne Street complete  
City of Horace: 300 building permits for houses, 20 new developments slated  
Cass County: construction updates  
Clay County: Comp Plan updates  
NDDOT: Wayne Zacher recovery going well  
FHWA: Ms. Sperry asked if Ranae Tunison from FTA could be added to TTC meeting invitations

**12. Additional Business**

No additional business.

**13. Adjourn**

The 523 Regular Meeting of the TTC was adjourned on November 10, 2021 at 11:52 a.m.

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD December 16, 2021, 10:00 A.M.**

Respectfully Submitted,

Savanna Leach  
Executive Assistant

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP – Sr. Transportation Planner  
**Date:** December 3, 2021  
**Re:** **Metropolitan Transportation Plan (MTP) Amendment**

Metro COG is processing an amendment to the MTP to address the application for funding for the reconstruction of the North Broadway Bridge over the Red River between Fargo and Clay County. This project was not anticipated when the MTP was completed in 2019 and is an example of changing conditions that must be addressed throughout the planning, programming, and project development process.

Metro COG will present information about the proposed MTP amendment at the TTC meeting. Public participation for MTP amendments requires three public input opportunities. One opportunity will be a virtual input meeting. Another opportunity will be a public hearing at the TTC meeting, and a third opportunity will be a public hearing at the Policy Board meeting. Information about the MTP amendment is also available on Metro COG's website.

**Requested Action: Recommend approval of the proposed MTP amendment to the Policy Board.**

## **Metro GROW – 2045 Metropolitan Transportation Plan for the Fargo-Moorhead Metropolitan Area: Amendment #2**

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is conducting three public meetings to present project(s) that may be amended into its 2045 Metropolitan Transportation Plan (MTP): MetroGROW in order for them to be considered for federal aid. These public meetings will be held virtually. Meeting information as well as links to the virtual meetings can be found below:

- **December 8, 2021** MTP Amendment #2 Public Meeting – **Noon-1:00 p.m.**  
[https://us02web.zoom.us/webinar/register/WN\\_Zr3UvDDFQFi\\_Qf3B264WYg](https://us02web.zoom.us/webinar/register/WN_Zr3UvDDFQFi_Qf3B264WYg)
- **December 9, 2021** MTP Amendment #2 Public Meeting – **10:00 a.m.** (This meeting will occur during Metro COG's Transportation Technical Committee meeting)  
[https://us02web.zoom.us/webinar/register/WN\\_xpSws0PVT0aHMiwxNE1-3Q](https://us02web.zoom.us/webinar/register/WN_xpSws0PVT0aHMiwxNE1-3Q)
- **December 16, 2021** MTP Amendment #2 Public Meeting – **4:00 p.m.** (This meeting will occur during Metro COG's Policy Board meeting)  
[https://us02web.zoom.us/webinar/register/WN\\_hCv2nVHQr6lxcP1Dz0-SQ](https://us02web.zoom.us/webinar/register/WN_hCv2nVHQr6lxcP1Dz0-SQ)

The deadline for public comment is 4:30 p.m. CDT on December 17, 2021. Information regarding Amendment #2 to the 2045 Metropolitan Transportation Plan will be posted on Metro COG's website – [www.fmmetrocog.org](http://www.fmmetrocog.org). Opportunity for public comment will be provided at each meeting. If you cannot access the meeting virtually, all information will be on display at Metro COG's offices located at 1 - 2<sup>nd</sup> Street North, Suite 232, Fargo, ND 58102. Direct comments or questions to:

Michael Maddox, AICP  
FM Metro COG  
1 - 2<sup>nd</sup> Street North, Fargo, ND 58102  
[maddox@fmmetrocog.org](mailto:maddox@fmmetrocog.org) 701-532-5104

Metro COG is committed to ensuring all individuals regardless of race, color, gender, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Executive Assistant at 701.532.5101 or [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org) at least five days in advance of the meetings if any special accommodations are required for any member of the public to be able to participate in the meeting.

Given the participation of various City and County Commissioners/Council Members, this event constitutes an Open Public Meeting.



**To:** Transportation Technical Committee  
**From:** Dan Farnsworth, Transportation Planner  
**Date:** December 3, 2021  
**Re:** **Approval and Prioritization of Transportation Alternatives (TA) Applications**

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

Applying jurisdictions within Metro COG's planning area are required to submit their applications to Metro COG. Metro COG has received a total of three applications from jurisdictions within ND and one letter of intent from a jurisdiction in MN. Below is a description of each application (ND) and letter of intent (MN). Also, **attached** are the full applications.

### **North Dakota Urban TA**

#### **City of Fargo –**

#### **Connecting the Trails – Milwaukee Trail to Drain 53 Shared Use Path Project**

The City of Fargo is seeking to construct a shared use path that would connect the southern end of the Milwaukee Trail (Oakcreek neighborhood) to the Drain 53 Shared Use Path (Timberline/Fox Run neighborhood). The proposed path would cross Drain 27 (Rose Creek) via a low level culvert. The proposed project would be approximately 850 feet in length.

*Cost: \$478,531 construction total; \$290,000 requested from TA*

#### **City of Horace (Cass Co Sponsor) – County Rd 17 Shared Use Path Phase 4**

The City of Horace is seeking funding to construct a shared use path along the east side of County Rd 17 from 73<sup>th</sup> Ave S to 68<sup>th</sup> Ave S/Christianson Blvd (approximately 0.45 miles in length). The south terminus of the project would connect to the programmed (2023) Phase 3 CR 17 shared use path while the northern terminus would connect to sidewalks along Christianson Blvd and Horace Lions Park.

*Cost: \$440,115 construction total; \$290,000 requested from TA*

#### **City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path**

The City of West Fargo is seeking funding to construct a shared use path that would connect the Scheels Soccer Complex and the shared use path along 13th Ave S with Elmwood Park. A sizeable portion of the path would be constructed on an existing utility easement, providing a route away from motor vehicle traffic. In addition, a spur path would be constructed connecting this path to a neighborhood at 11th St W. In total, approximately 0.68 miles of path would be constructed as part of this project.

*Cost: \$365,385 construction total; \$290,000 requested from TA*

## **Minnesota TA**

### **City of Moorhead – 11<sup>th</sup> St Underpass Multi-Use Trail and Sidewalk Improvements**

The City of Moorhead is seeking funding to construct a shared-use path and improve sidewalks along 11<sup>th</sup> St between 2<sup>nd</sup> Ave S and 2<sup>nd</sup> Ave N. These improvements are part of the larger \$114,700,000 underpass project which will construct a multi-block underpass under both railroad lines in downtown Moorhead. This application is seeking funding to construct a 10-foot wide shared use path along the west side and a 6-foot sidewalk along the east side of 11<sup>th</sup> St. Both facilities would include a 3.5-foot buffer between the facility and roadway.

*Cost: \$450,000 bicycle/pedestrian facility construction; \$350,000 requested from TA*

### **Application Scoring and Ranking**

All applications were scored and ranked at the December 1<sup>st</sup> Bicycle & Pedestrian Committee meeting. **Attached** is the scoring matrix showing the scoring of each application. Below is a list of the applications and their associated scores and recommended rankings.

#### **North Dakota Urban TA**

- *Priority 1 (40 points):* City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path
- *Priority 2 (35 points):* City of Fargo – Connecting the Trails – Milwaukee Trail to Drain 53 Shared Use Path Project
- *Priority 3 (30 points):* City of Horace – County Rd 17 Shared Use Path Phase 4

#### **Minnesota TA**

- *Priority 1 (66 points):* City of Moorhead – 11<sup>th</sup> St Underpass Multi-Use Trail and Sidewalk Improvements

#### **Requested Action:**

**Recommend Policy Board approval of the TA project prioritization as vetted through the Metropolitan Bicycle & Pedestrian Committee.**

### TA Project Evaluation - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Fargo - Connecting the Trails		Horace - CR 17 Shared Use Path Phase 4		West Fargo - Soccer Complex to Elmwood	
	Question	Evaluation instructions	Points	Points	Notes	Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	10	0	No crash history. No existing facilities	0	No crash history in past 5 years	0	No crash history. No existing facilities
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	10	10	0.25 mi from Centennial Elementary	10	Less than 0.46 mi from Heritage Middle School	10	Westside Elementary School located within 1/2 mi of project
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	<i>Per jurisdiction's zoning maps</i>	10	0	No commercial or multi-dwelling residential located within 1/4 mi.	0	No commercial or multi-dwelling residential located within 1/4 mi.	0	Project adjacent to R-3 (apartments) but no commercial nearby
	Is the project part of a multi-jurisdictional planning effort/initiative?	<i>This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of &lt;5,000 population jurisdiction projects.</i>	5	0	Fargo project only	0	Horace project only	0	West Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	<i>Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.</i>	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	10	10	Figure 12.11 of the MTP shows connection between the two trails	10	2016 Bicycle & Pedestrian Plan; Horace Comprehensive Plan	10	2019 FM Metro Bikeway Gap Analysis
	Is the project located in an area with high or medium levels of vehicle trip density?	<i>High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.</i>	High trip density: 10 points Med trip density: 5 points	5	Roughly 70% of project within the med trip density	0	Trip density lower than 25 trips/acre	5	Majority of project located within med trip density zone.
	Does the project make a systematic effort to conserve natural resources	<i>Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.</i>	3	0		0		0	
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	<i>This is measured from any portion of the project.</i>	5	0	No MATBUS route nearby	0	No MATBUS route nearby	5	Within 1/4 mi. of MATBUS route 20
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	<i>Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area</i>	5	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.
<b>Total Points</b>				<b>35</b>	<b>-</b>	<b>30</b>	<b>-</b>	<b>40</b>	<b>-</b>

# TA Project Evaluation - Urban (Minnesota)

2045 MTP Goal	TA Evaluation Criteria			Moorhead - 11th St Underpass Bike/Ped	
	Question	Evaluation instructions	Points	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	10	Several bicycle and pedestrian involved accidents on 11th St mostly near 1st Ave N
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	0	Just over 1/2 mi from Robert Asp Elementary School
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	Located in Moorhead's central business district. Abundant commercial and several sizable apartment buildings.
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	5	Project partnership between MnDOT and City of Moorhead
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	10	10	2016 Bicycle & Pedestrian Plan; Downtown Moorhead Master Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	10	Of the three zones, most of the project located in high trip density zone
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	3	1	Above-ground storm water detention for slow release to river.
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	5	Within 1/4 mi. of MATBUS routes 2 and 4
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	5	Portion of project within Low Income Area. Project adjacent to 25% Minority Area
<b>Total Points</b>				<b>66</b>	<b>-</b>

**Fargo Application**  
**Connection the Trails -**  
**Milwaukee Trail to Drain 53 Shared Use Path**  
*(ND Urban Evaluation Category)*

**North Dakota Department of Transportation**  
Transportation Alternatives Program  
Application for 2025 Construction

1. PROJECT NAME: **Connecting the Trails - Milwaukee Trail to Drain 53 Shared Use Path Project**

2. PROJECT LOCATION: The project is located between the Oakcreek Addition and Timberline Addition in South Fargo, and would connect the Milwaukee Trail to the Drain 53 Shared Use Path System. Please see Attachment A for Project Location Map.

3. PROJECT CONTACT: City of Fargo

4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE  
200 N 3rd St., Fargo ND 58102  
(701) 241-1529

5. PROJECT SPONSOR: City of Fargo

6. SPONSORING OFFICIAL:

NAME: Dr. Timothy J. Mahoney, Mayor  
ADDRESS: 200 3rd St. N., Fargo ND 58102  
TELEPHONE: (701) 241-1310

7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Oakcreek neighborhood to the Timberline/Fox Run shared use path. The project would begin at the end of the Milwaukee Trail where it crosses under 25<sup>th</sup> Street, proceed northwest of that location running parallel to a levee protecting the Oakcreek neighborhood, then cross Drain 27 via a low level culvert crossing, and connect to an existing path located on Park District property located behind the Timberline neighborhood. This project would fill in a missing connection between Timberline and Rose Creek neighborhoods, and would provide a vital connection in the larger metro trail system. It would provide a means to connect the popular Milwaukee Trail that runs through the Rose Creek Golf Course to the Drain 53/Drain 27 path systems. The proposed project is approximately 850' long.

8. PROJECT COST:

Federal Share	\$ 290,000
Local Share	<u>\$ 188,531</u>
Total cost	\$ 478,531 (2025 dollars)

Please refer to Appendix B for Detailed Construction Cost Estimate.

9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)

**A. Construction of on-road and off-road trail facilities for pedestrians.**

**bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.**

- B. **Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.**
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
  - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
  - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
  - archaeological activities relating to impacts from implementation of a transportation project; and
  - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA

Although this project was not included in the 2016 FM Metro Bicycle and Pedestrian Plan, it has long been on our radar for a project that we should complete. The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and the Fargo Park District, and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo, Fargo Park District, and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:


Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential, public land, and is also adjacent to County Drain 27. This project is compatible to all adjacent land uses. This project will be constructed in an urban area where the existing farm lands have already been converted to urban areas. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. There may be wetland impacts but they will be mitigated in the project area. This project will be located within the 100-yr floodplain. No threatened or endangered species will be affected within the project area. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

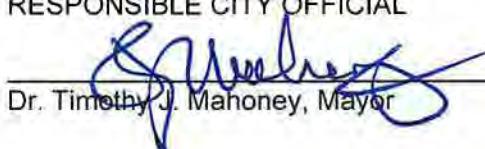
CONTACT PERSON:

  
\_\_\_\_\_  
Jeremy M. Gorden, PE, PTOE  
Transportation Division Engineer

DATE

11-17-21

RESPONSIBLE CITY OFFICIAL

  
\_\_\_\_\_  
Dr. Timothy J. Mahoney, Mayor

11-17-21

RESPONSIBLE MPO OFFICIAL

\_\_\_\_\_  
Cindy Gray, Executive Director, Metro COG

\_\_\_\_\_



**Appendix A – Project Location**



## Appendix B – Construction Cost Estimate

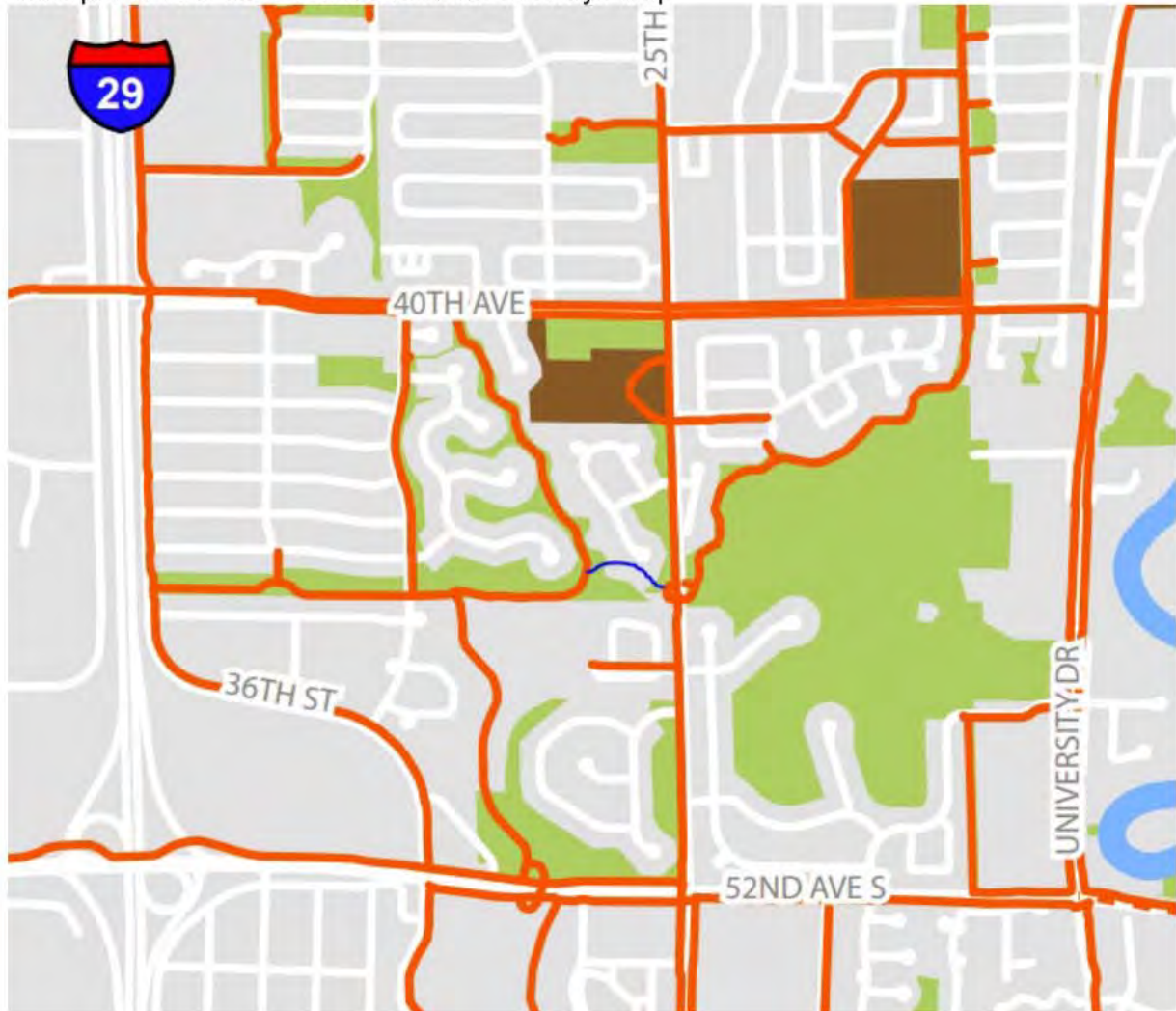
**Engineer's Opinion of Cost**  
**Shared Use Path - Connecting the Trails**  
**Transportation Alternatives**  
**November 19, 2021**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$5,100.00	1	\$5,100
203	109	TOPSOIL	CY	\$10.00	330	\$3,300
203	140	BORROW-EXCAVATION	CY	\$10.00	330	\$3,300
251	100	SEEDING CLASS 1	ACRE	\$3,500.00	0.50	\$1,750
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	0.50	\$825
302	121	AGGREGATE BASE COURSE CL 5	CY	\$75.00	88	\$6,600
702	100	MOBILIZATION	L SUM	\$56,000.00	1	\$56,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN	LF	\$60.00	900	\$54,000
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000
-	-	Box Culvert w Rip Rap - twin 10'x10' boxes, 30' long	L SUM	\$200,000.00	1	\$200,000

Total	\$340,875	
Contingency (20%)	\$68,175	
Total Estimated Cost	\$409,050	2021 dollars
Total Estimated Cost	<b>\$478,531</b>	<b>2025 dollars</b>
Funding Splits	\$290,000	TAP
	\$188,531	Local

**Supporting Data**

Excerpt from the 2017 FM Metro Area Bikeways Map



**Horace Application**  
**County Rd 17 Shared Use Path Phase 4**  
*(ND Urban Evaluation Category)*

## **TA Application:** City of Horace

### **1. Project Name**

County Road 17 Shared Use Path Phase 4

### **2. Project Location**

The East Side of County Road 17, from 73<sup>th</sup> Ave S to the Christianson Blvd/68<sup>th</sup> Ave S

### **3. Project Contact**

City of Horace

### **4. Contact Person**

Chelsey Johnson  
600 Nelson Drive  
Horace ND 58047  
(701) 219-4596  
[cjohnson@cityofhorace.com](mailto:cjohnson@cityofhorace.com)

### **5. Project Sponsor**

Cass County Commission

### **6. Sponsoring Official**

Jason Benson, PE, County Engineer  
1201 Main Avenue West  
West Fargo, ND 58078  
(701) 298-2370  
[BensonJ@casscountynynd.gov](mailto:BensonJ@casscountynynd.gov)

### **7. Project Description**

County Road 17 Shared Use Path Phase4 is the planned construction of a 10' wide, 5" thick concrete shared-use path with ADA compliant ramps at intersections adjacent to County Road 17, in Horace, ND. The Project runs North/South for approximately 2250 ft on the east side of County Road 17; its southern terminus is at 73<sup>th</sup> Ave S and its northern terminus is at 68<sup>d</sup> Ave S. The project will connect at its south terminus with the to-be-constructed Phase 3 of the Country Road 17 Shared Use Path, a Transportation Alternatives project scheduled for completion in 2023. The project will connect at its northern terminus to sidewalks along Christianson Blvd. and Horace Lions Park.

In the project area, County Road 17 is a 3-lane rural section road with 2 – 12' driving lanes, 1 – 14' center turn lane, and 2 – 8' paved shoulders. Currently, there are no pedestrian facilities on

this section of County Road 17 and both motorized and non-motorized traffic share the road, a scenario that usually crowds pedestrians into the 8' shoulder. The project continues an effort that gives the residents of Horace a much-needed pedestrian facility where this is currently none.

In the short term, this project most directly benefits the residents of the Southdale Farms neighborhood (which is scheduled to feature the City's only large-scale multi-family housing development) and the residents of the Sunnyside Neighborhood by enhancing their non-motorized connections to the rest of the City. In the long term, this is an important project towards the City's goal of maximizing pedestrian connectivity along the County Road 17 Corridor.

Upon completion of the project, the County Road 17 (CR17) Shared Use Path Phase 4 will achieve four connectivity goals:

1. Connects Southdale Farms and Sunnyside Neighborhoods with the greater network of shared-use paths in Horace.
2. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms and Sunnyside to Horace Elementary, Heritage Middle, and Horace High Schools
3. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms to the Lakeview Heights commercial district
4. Connects the rest of the City of Horace with important community nodes in Sunnyside Neighborhood- chiefly the Horace Lion's Park.

For most residents, County Road-17 is the primary automobile, bicycle, and pedestrian route in and out of the City. It also serves as the "main street" in Horace as nearly every commercial property in the City fronts the road. Continued pedestrian improvements along this vital corridor will increase transportation choice in Horace, improving the City's Walkability Score, improve property values, and promote better planned, more equitable developments.

## **8. Project Cost**

The Project is estimated to have a total construction cost of \$440,114.68 See attachment 4 for the Engineer's estimate prepared by Interstate Engineering

- A. 80% Federal = \$290,000
- B. 20%+ Local = \$150,114.68
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$66,021.70 and Construction Engineering costs are estimated to be \$88,028.94.

## **9. What TA category best fits your project?**

- A. **Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.**
- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
  - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
  - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
  - Archaeological activities relating to impacts from implementation of a transportation project; and
  - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - Address storm water management, control and water pollution User prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

## 10. Supporting Data

### 1. Is your project part of an identified recreation or transportation plan? If so, explain.

Yes. Two planning documents identify the need for this project.

- 1) The Horace 2045 Comprehensive and Land Use Plan identifies the need for a shared-use path that travels the length of County Road 17 as project "71".
- 2) The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Couth Road 17.

**2. Is your project tied to another project? If so, please explain.**

Yes. This project is the fourth phase of a shared-use path along County Road 17.

**3. How does your project fit with similar projects in your community and/or region?**

This project connects shared-use paths along County Road-17 and 76<sup>th</sup> Ave and serves as an extension of the existing network north. 10ft wide shared-use pathways along arterials are a common and successful solution in the Fargo region towards improving pedestrian connectivity.

**4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.**

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue this project. The project is directly underwritten by Policy T-13, which states the City of Horace will "Promote bicycling and pedestrian facilities in future roadway development and encourage non-motorized transportation connections in Horace." Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as the Cass County Highway Engineer, the Cass County Sheriff, the Horace Fire District, the West Fargo School District, the Horace Park Board, The Horace Senior Center, and the Horace Lion's Club.

**11. Public Accessibility**

The City of Horace will be the owner of the Project once completed and the public will have access to the path at all times.

**12. Matching Funds provided By**

The City of Horace.

**13. Will Right of Way for this Project be Needed?**

No.

**14. Maintenance of This Project Will Be Provided By:**

The City of Horace.

**15. Environmental Impacts**

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**



This project enhances existing land uses in the vicinity by providing for increased transportation choices between the City's newest housing development, the schools, commercial zones, and the old town area. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.

- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

N/A

- **Social - Describe the project's impact upon the neighborhood and community.**

Increasing choices for walking and biking to schools and amenities has broad social benefits. In particular, this project has 1) public health benefits as it expands the network in which one can walk or bike, and 2) promotes equity by enhancing transportation options to access services for those who cannot drive a car.

- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**

No.

- **Economic - Describe the project's economic impact.**

This project creates opportunities for residents to safely access commercial amenities without having to drive, as the pathway directly connects the Southdale Farms neighborhood to the Lakeview Height's commercial center. The economic impact of this is threefold:

1. The project will make city amenities more accessible, promoting equity and choice.
2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.

- **Relocation - Will this project require the displacement of any people or businesses?**

No.

- **Wetlands - Will this project result in fill material being placed in any wetlands?**

No.

- **Floodplain - Is this project within a floodplain?**

No.

- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**

No.

- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**

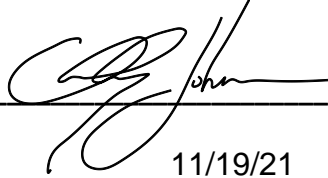
No.

- **Hazardous Waste - Are there any hazardous waste sites in the area?**

No.

**16. Required Signatures and Dates**

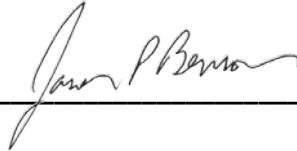
**Contact Person:**



**Date:**

11/19/21

**Responsible Official:**



**Date:**

11/19/2021

**MPO Official:**

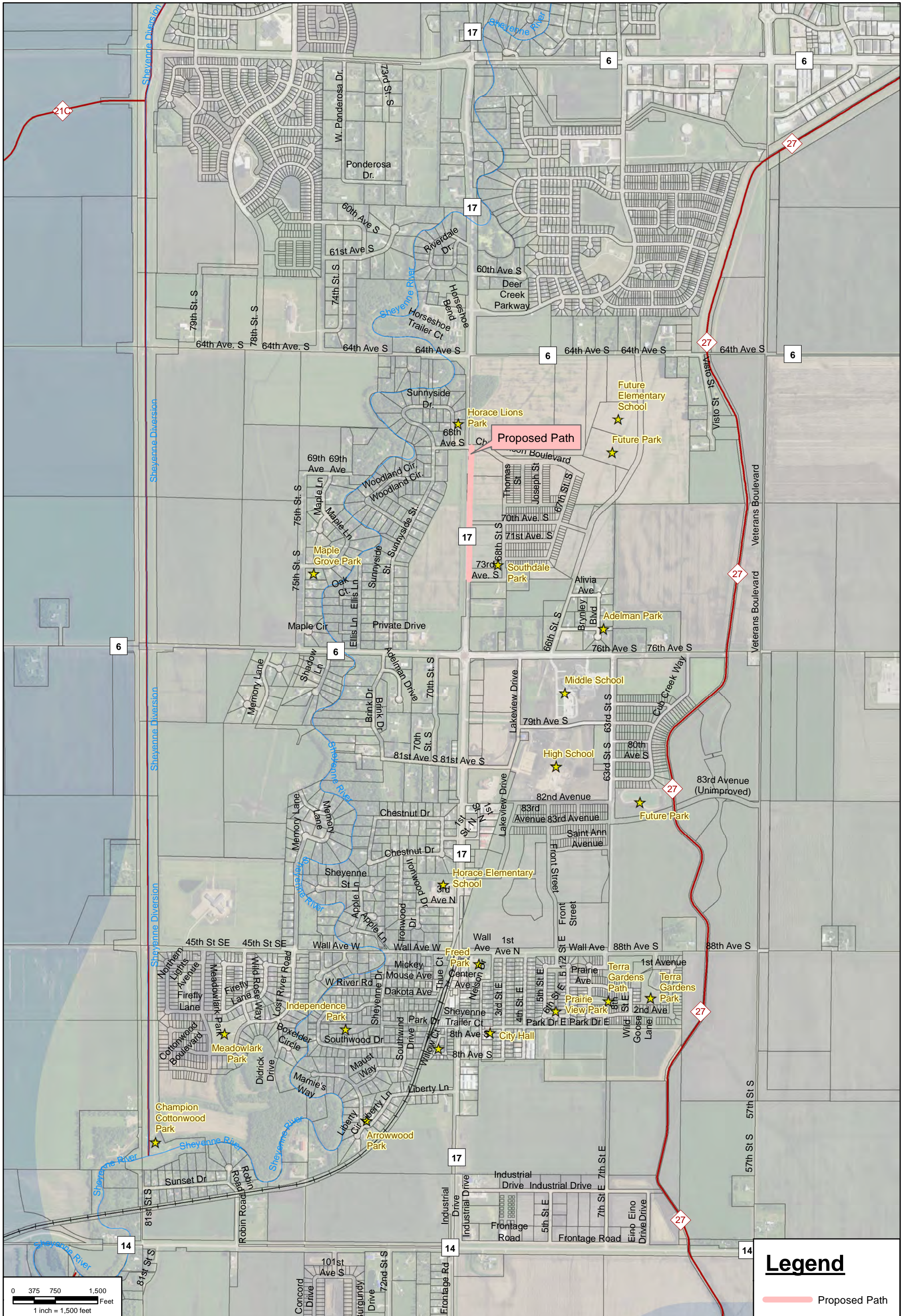
**Date:**

## **17. Attachments**

1. Attachment No. 1 – Project Location Map
2. Attachment No. 2 – Proposed Typical Section
3. Attachment No. 3 – City Engineer’s Bicycle/Pedestrian Master Plan
4. Attachment No. 4 – Engineer’s Opinion of Probable Cost
5. Attachment No. 5 – Letters of Support

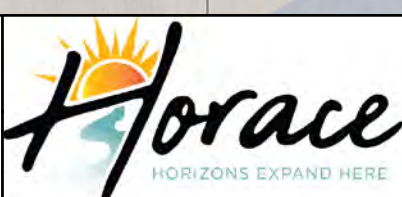
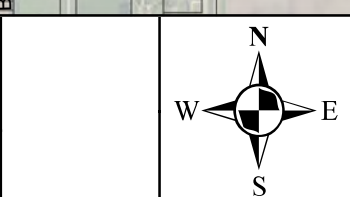
# Attachment 1-

# Project Location Map

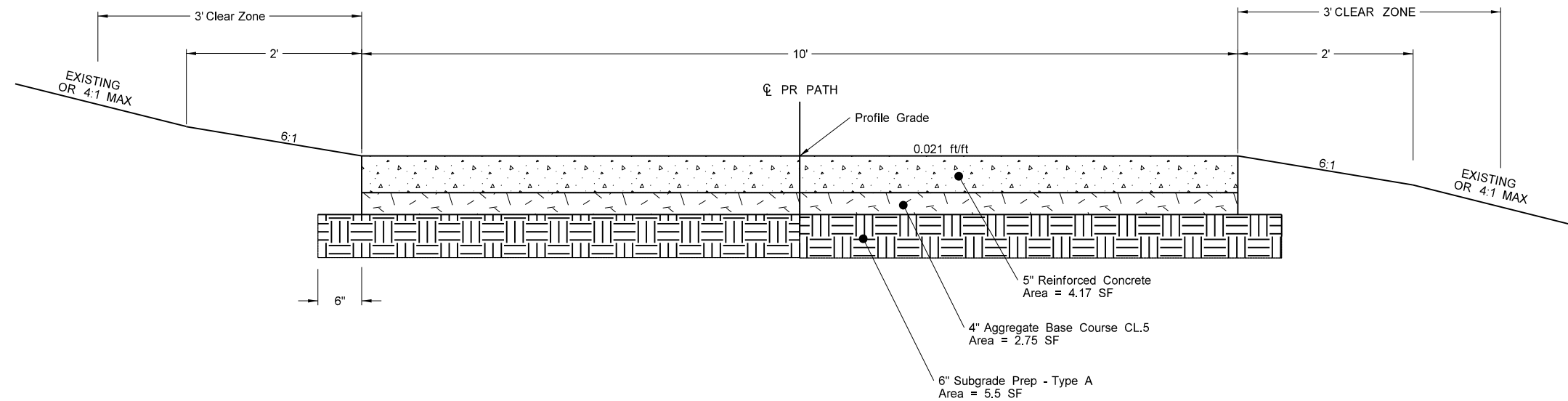


**Project Location Map**  
 2103103.27  
 Horace, ND

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# Attachment 2- Proposed Typical Section



**Proposed Typical Section  
CR 17 Shared Use Path**

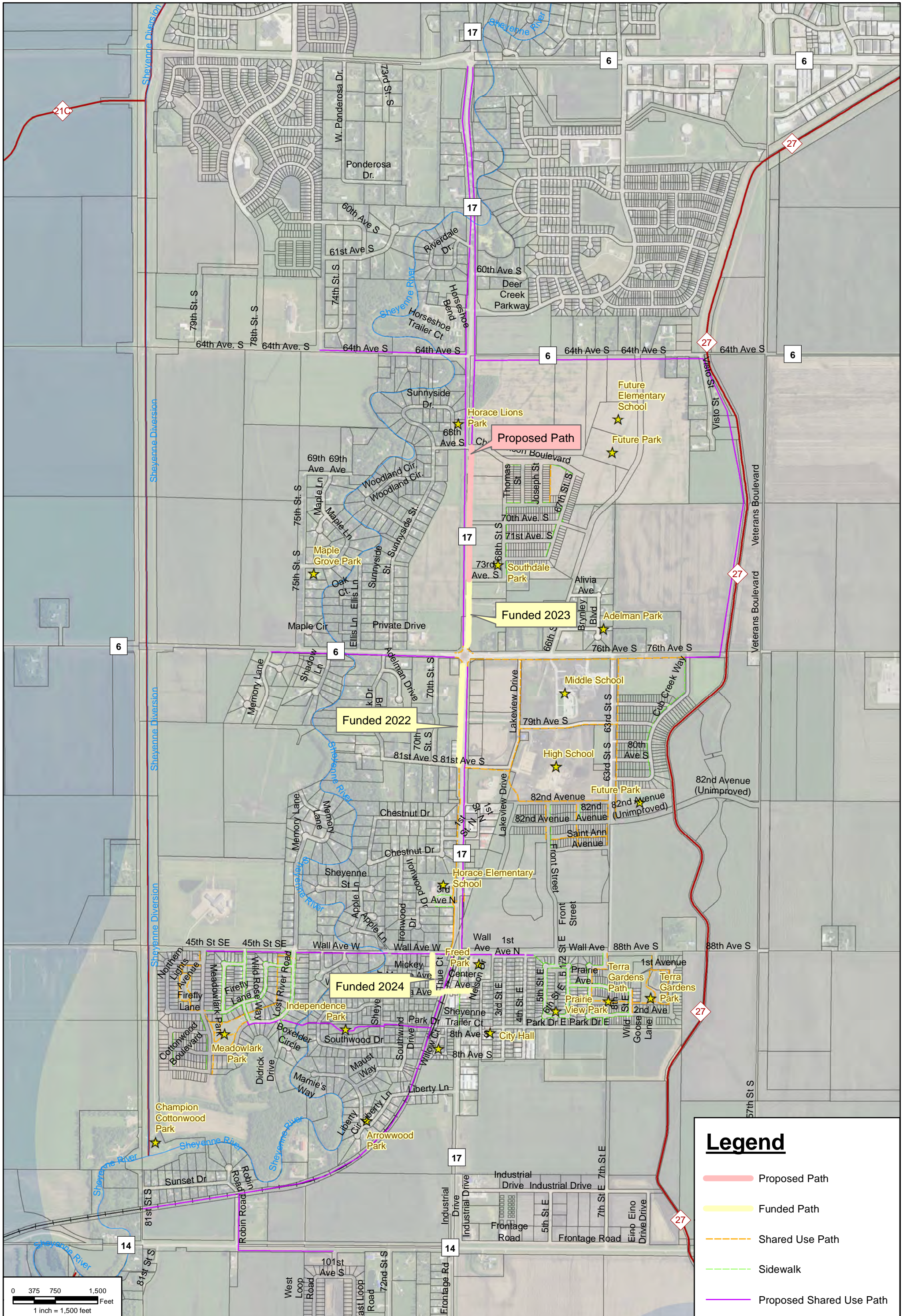
This document is preliminary and not for construction or implementation purposes.

Typicals

W20-03-103.34  
City of Horace  
North Dakota

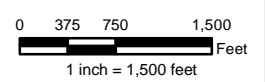


Attachment 3-  
City Engineer's  
Bicycle/Pedestrian  
Master Plan



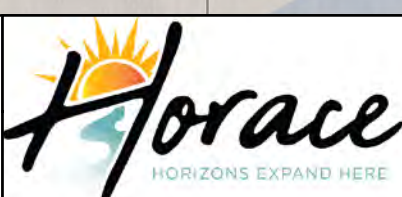
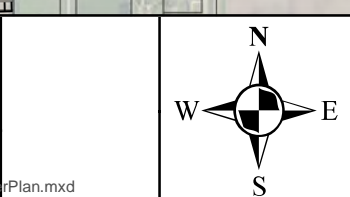
### Legend

- Proposed Path
- Funded Path
- Shared Use Path
- Sidewalk
- Proposed Shared Use Path



**Bicycle and Pedestrian Master Plan**  
 2103103.27  
 Horace, ND

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Attachment 4-  
Engineer's Opinion of  
Probable Cost

**COUNTY ROAD 17 SHARED USE PATH - PHASE IV**  
**From 73rd Ave. S. to 68th Ave. S.**  
**HORACE, NORTH DAKOTA- W21-03-103.27**  
**11/18/2021**

**BASE QUOTE**

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 3,000.00	\$ 3,000.00
2	201	330	CLEARING & GRUBBING	L SUM	1	\$ 8,000.00	\$ 8,000.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	20	\$ 30.00	\$ 600.00
4	203	103	COMMON EXCAVATION-TYPE C	CY	440	\$ 7.00	\$ 3,080.00
5	203	125	REMOVE & SALVAGE TOPSOIL	CY	1760	\$ 20.00	\$ 35,200.00
6	230	165	SUBGRADE PREPARATION-TYPE A-6IN	STA	23.8	\$ 500.00	\$ 11,900.00
7	251	100	SEEDING CLASS I	ACRE	1.63	\$ 7,000.00	\$ 11,410.00
8	253	201	HYDRAULIC MULCH	ACRE	1.63	\$ 14,000.00	\$ 22,820.00
9	256	200	RIPRAP GRADE II	CY	133	\$ 65.00	\$ 8,645.00
10	261	106	FIBER ROLLS 6IN	LF	2376	\$ 2.50	\$ 5,940.00
11	302	120	AGGREGATE BASE COURSE CL 5	TON	825	\$ 45.00	\$ 37,125.00
12	702	100	MOBILIZATION	L SUM	1	\$ 35,000.00	\$ 35,000.00
13	704	1000	TRAFFIC CONTROL SIGNS	UNIT	256	\$ 2.50	\$ 640.00
14	704	1052	TYPE III BARRICADE	EA	4	\$ 150.00	\$ 600.00
15	704	1055	PEDESTRIAN LONGITUDINAL BARRICADE	EA	6	\$ 500.00	\$ 3,000.00
16	704	1060	DELINEATOR DRUMS	EA	50	\$ 25.00	\$ 1,250.00
17	704	1080	STACKABLE VERTICAL PANELS	EA	50	\$ 30.00	\$ 1,500.00
18	708	1540	INLET PROTECTION-SPECIAL	EA	8	\$ 500.00	\$ 4,000.00
19	709	155	GEOSYNTHETIC MATERIAL TYPE RR	SY	155	\$ 2.50	\$ 387.50
20	714	905	PIPE CONC REINF 36IN CL III	LF	28	\$ 225.00	\$ 6,300.00
21	714	3035	END SECT-CONC REINF 36IN	EA	2	\$ 1,200.00	\$ 2,400.00
22	714	5035	PIPE CORR STEEL .064IN 24IN	LF	150	\$ 125.00	\$ 18,750.00
23	714	5820	END SECT CORR STEEL .064IN 24IN	EA	10	\$ 325.00	\$ 3,250.00
24	750	125	SIDEWALK CONCRETE 5IN	SY	2640	\$ 50.00	\$ 132,000.00
25	750	2115	DETECTABLE WARNING PANELS	SF	120	\$ 50.00	\$ 6,000.00
26	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	11.4	\$ 25.00	\$ 285.00
27	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	76.8	\$ 15.00	\$ 1,152.00
28	970	3600	BLACK HILLS SPRUCE	EA	3	\$ 1,500.00	\$ 4,500.00
29	970	3605	COLORADO BLUE SPRUCE	EA	3	\$ 1,500.00	\$ 4,500.00
30	970	2420	AMERICAN LINDEN	EA	3	\$ 1,500.00	\$ 4,500.00
31			TESTING LABORATORY SERVICES	EA	1	\$ 5,000.00	\$ 5,000.00

Opinion of Probable Bid Cost	\$ 382,734.50
15% Contingency	\$ 57,410.18
Opinion of Probable Construction Cost	\$ 440,144.68
Design Engineering	\$ 66,021.70
Construction Engineering	\$ 88,028.94
Opinion of Probable Project Cost	<b>\$ 594,195.31</b>

**West Fargo Application**  
**Scheels Soccer Complex / Elmwood Park Shared Use Path**  
*(ND Urban Evaluation Category)*

# CITY OF WEST FARGO Scheels Soccer Complex – Elmwood Park Bike Path

Connecting North Elmwood Park to the  
Scheels Soccer Complex

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

CITY OF WEST FARGO | 800 4th Ave E, West Fargo ND 58078

CITY OF WEST FARGO SCHEELS SOCCER COMPLEX –  
ELMWOOD PARK BIKE PATH

CITY OF WEST FARGO

## 1. Project Name

Scheels Soccer Complex – Elmwood Park Bike Path

## 2. Project Location

Along 9<sup>th</sup> Street W and between 10<sup>th</sup> Ave W and 10 ½ Ave W to North Elmwood Park.

## 3. Project Contact

City of West Fargo Engineering

## 4. Contact Person

Dustin Scott, PE, City Engineer  
City of West Fargo  
800 4<sup>th</sup> Ave E  
West Fargo ND 58078  
701.433.5425  
[dustin.scott@westfargond.gov](mailto:dustin.scott@westfargond.gov)

## 5. Project Sponsor

City of West Fargo

## 6. Sponsoring Official

Dustin Scott, PE, City Engineer  
City of West Fargo  
800 4<sup>th</sup> Ave E  
West Fargo ND 58078  
701.433.5425  
[dustin.scott@westfargond.gov](mailto:dustin.scott@westfargond.gov)

## 7. Project Description

The project would connect an existing sidewalk and shared use paths at the Scheels Soccer Complex to North Elmwood Park using an 11' shared used path. Currently, an existing bike path runs along the north side of 13<sup>th</sup> Ave W to the west end of town. This bike path would connect an existing sidewalk on 11<sup>th</sup> Street west to the 13<sup>th</sup> Ave W bike path, along with running along an existing city utility easement east to a city park (North Elmwood Park).

## 8. Project Cost

The total opinion of probable cost for construction of this project is \$365,000. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would meet the maximum project funding of **\$290,000 Federal share** leaving a \$75,000 local share of eligible costs. The detailed estimate completed by Dustin Scott is attached. All planning, preliminary engineering, and construction engineering will be paid with local funds.

## 9. What TA category best fits your project?

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

## 10. Supporting Data

1. *Is your project part of an identified recreation or transportation plan? If so, explain.*  
This project is included in the 2019 MetroCOG Bikeways Gap Analysis. It was also awarded as an alternate for the 2024 TA Grant program.
2. *Is your project tied to another project? If so, please explain.*  
No.
3. *How does your project fit with similar projects in your community and/or region?*  
This project connects two public park spaces using existing easements. The soccer complex has several playing fields, and North Elmwood Park has several ball diamonds.
4. *Provide documentation of governmental agencies that are in support of this project.*  
Letters of support from City of West Fargo and West Fargo Park District are attached.

## 11. Public Accessibility

This project is proposed to be constructed within City of West Fargo owned and maintained property.

## 12. Matching Funds Provided By

City of West Fargo will be providing the matching funds for this project.

## 13. Will Right of Way For This Project Be Needed?

Yes, the City of West Fargo is prepared to acquire additional right of way to complete this project if necessary.

## 14. Maintenance of This Project Will Be Provided By:

West Fargo Public Works will be responsible for providing maintenance of this project.



**15. Environmental Impacts**

- Land Use – No impact.
- Farmland – No impact.
- Social – Positive impact to existing park and recreation fields, will connect two major recreation areas on west side of town.
- Economic – No impact.
- Relocation – No impact.
- Wetlands – Impact during construction expected to be minimal. City is prepared to obtain necessary clearance and permitting if necessary.
- Flood plain – No impact – City is prepared to obtain necessary clearance and permitting if necessary.
- Threatened or Endangered Species – No impact.
- Cultural Resources – No impact.
- Hazardous Waste – No impact.

**16. Signatures**

**Contact Person / Responsible Official**

**Dustin Scott, PE, City Engineer - City of West Fargo**

\_\_\_\_\_ **Date**

**MPO Official**

**Cindy Gray, AICP, Executive Director - FM Metro COG**

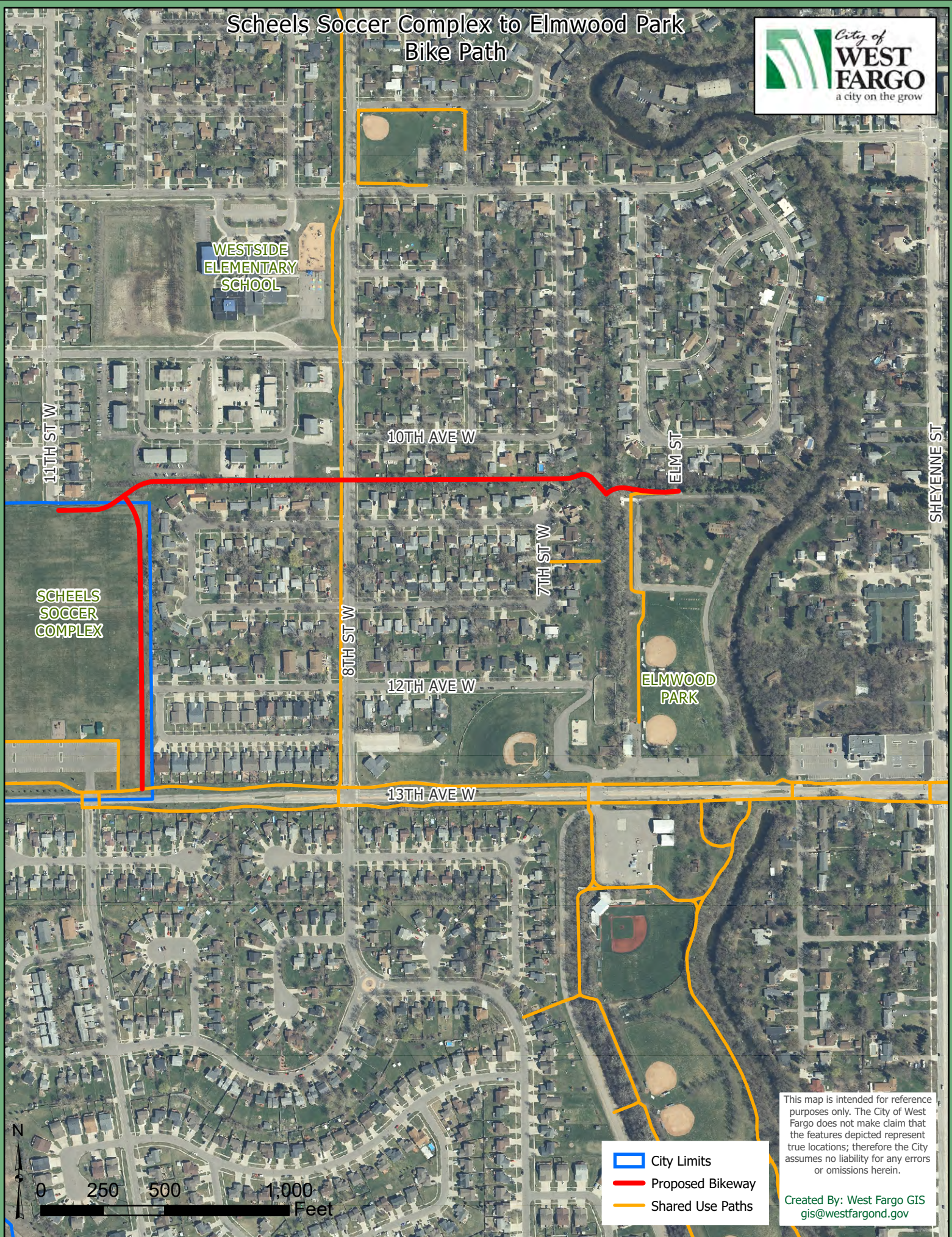
\_\_\_\_\_ **Date**

**IMPROVEMENT PROJECT NO. XXXX**  
**Scheels Soccer Complex - North Elmwood Park Bike Path**  
**WEST FARGO ND**

*Engineer's Opinion of Probable Cost*

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Clear/grub	LSum	1	\$30,000.00	\$30,000.00
2. Curb Ramp - 6" Concrete	Each	2	\$350.00	\$700.00
3. Detectable Warning Panel	SF	40	\$40.00	\$1,600.00
4. Multi-Use Path/Paving - 11' Width 5" Concrete	SY	4,400	\$60.00	\$264,000.00
5. Cleaning	LSum	1	\$5,000.00	\$5,000.00
6. Storm Water Management	LSum	1	\$5,000.00	\$5,000.00
7. Traffic Control	LSum	1	\$5,000.00	\$5,000.00
8. Sedimentation Control Fence	LF	3,600	\$3.00	\$10,800.00
9. Topsoil Stripping - 6"	CY	667	\$4.00	\$2,668.00
10. Seeding - Type II	SY	8,000	\$0.30	\$2,400.00
11. Mowing	Each	5	\$500.00	\$2,500.00
12. Watering	Each	5	\$500.00	\$2,500.00
			Construction Subtotal	\$332,168.00
			Contingencies	\$33,216.80
			<b>Total Construction</b>	<b>\$365,384.80</b>

# Scheels Soccer Complex to Elmwood Park Bike Path



SHEELS  
SOCCER  
COMPLEX

WESTSIDE  
ELEMENTARY  
SCHOOL

10TH AVE W

ELM ST

SHEYENNE ST

7TH ST W

ELMWOOD  
PARK

12TH AVE W

8TH ST W

13TH AVE W



- City Limits
- Proposed Bikeway
- Shared Use Paths

This map is intended for reference purposes only. The City of West Fargo does not make claim that the features depicted represent true locations; therefore the City assumes no liability for any errors or omissions herein.

Created By: West Fargo GIS  
gis@westfargond.gov

**Moorhead Letter of Intent**  
**11th St Underpass Multi-Use Trail & Sidewalk**  
*(MN Urban Evaluation Category)*

Form Name:	Transportation Alternatives Solicitation: Letter of Intent Form
Submission Time:	October 29, 2021 4:22 pm
Browser:	Chrome 95.0.4638.54 / Windows
IP Address:	156.99.242.161
Unique ID:	879967092
Location:	

## Applicant Information

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<b>Name of application organization:</b>	City of Moorhead
<b>Title of project:</b>	11th St / CSAH 3 / TH 10 & 75 Underpass Multi-Use Trail and Sidewalk Improvements
<b>Name of contact:</b>	Bob Zimmerman
<b>Address</b>	500 Center Avenue PO BOX 779 Moorhead, MN 56561
<b>County:</b>	Clay
<b>Phone</b>	(218) 299-5393
<b>Email</b>	bob.zimmerman@cityofmoorhead.com

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## Project information

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<b>Amount of funding requested:</b>	\$350,000
<b>Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):</b>	The total estimated cost for the underpass project is \$114,700,000. The City share of the total project cost is \$3,000,000. This includes approximately \$450,000 in construction cost for the shared-use path and sidewalk improvements along 11th St between 2nd Ave S and 2nd Ave N. The Transportation Alternatives request is \$350,000. The City would utilize local capital improvement funds and any other identified sources to finance the remainder of its share of the project cost.
<b>Project request type:</b>	Capital

---

**Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)**

Pedestrian and bike improvements were recommended for this corridor in both the 2016 Fargo-Moorhead Metropolitan Bike and Pedestrian Plan, and in the Metro Grow 2045 Long Range Transportation Plan. Currently, there is just a 5-foot wide sidewalk immediately adjacent to the curb along the west side of 11th St with at-grade crossings of two railroad lines. The proposed project includes a 10-foot wide shared use path along the west side plus a 6-foot sidewalk along the east side of 11th St. Both the shared use path and the walk will include a 3.5-foot buffer to separate them from the back of the curb. The improvements will be a critical link in the Downtown area, filling an existing gap in the bicycle transportation system, and separating the bikes and peds from railroad traffic by constructing an underpass. MnDOT and the City have partnered together to advance the project. The State Legislature has authorized \$65 million toward the total project, and the City and MnDOT have submitted a joint application for an additional \$23.5 million RAISE grant. The remaining project cost will be shared between MnDOT, Clay County, the City of Moorhead and BNSF. Much of the environmental analysis has been completed, and MnDOT has secured an engineer and a contractor to construct the underpass project using the CMGC method. The project is scheduled to be constructed from 2024-2026. At the present time, 11th St between Main and Center Avenues is a City street (designated MSAS route and functionally classified as a minor arterial), but the City and MnDOT have negotiated a jurisdictional turnback agreement where the segment of 11th St between Main and Center Avenues will be taken over by MnDOT and re-designated as TH 10/75.

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**One sentence description of the work for which you are seeking support:**

The City of Moorhead is seeking funding support to construct a new multi-use trail and sidewalk improvements along 11th St/CSAH 3 from 2nd Ave S to 2nd Ave N as part of the TH 10/75 Underpass Project.

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**Describe how your project meets a transportation purpose (100 words maximum):**

The proposed project is an eligible activity under Eligible Activities 1A (construction, planning, and design of on-road and off-road trail facilities...) and 1B (construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers...) of the Transportation Alternatives Program Eligibility Requirements. This new trail will provide a safer, more efficient alternative to biking/walking along a highway and will link the north and south sides of Downtown Moorhead, allowing pedestrians a way to avoid delays caused by trains.

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**List any adopted plans that your project has been identified in (statewide, regional, Safe Routes to School, Scenic Byways, etc.):**

Regional: FM MetroCOG: 2016 Fargo-Moorhead Metropolitan Bike and Pedestrian Plan; and the Metro Grow 2045 Long Range Transportation Plan.

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**Is the proposal an initiative of a local Safe Routes to School program?**

No

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**Does the proposal benefit a designated Scenic Byway?** Yes

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**Which scenic byway?** Trunk Highway 75 is designated as the King of Trails.

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**Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):**

The City of Moorhead has successfully executed numerous Transportation Alternatives type projects and other federal aid projects. Recent projects include: Blue Goose Trail (2020 funding); Memorial/Oak Grove Parks Bicycle/Pedestrian Bridge; Lindenwood/Gooseberry Parks Bicycle/Pedestrian Bridge; Bicycle/Pedestrian Underpass of BNSF Railway & 20th St at 40th Ave S; Bicycle/Pedestrian Underpass of U.S. 75 at 40th Ave S; SE Main Ave from Oak Way to Interstate-94; 20th St reconstruction from 6th to 12th Ave S; 20th St reconstruction from 12th to 24th Ave S; 28th Ave S construction from 20th to 26th St; and the 34th St & Interstate-94 interchange project.

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**Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):**

The City of Moorhead is the applicant and sponsoring agency with support from Clay County and the Fargo-Moorhead Metropolitan Council of Governments. The City anticipates having letters of support in time for the application deadline in January, 2022.

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**To:** Transportation Technical Committee  
**From:** Dan Farnsworth, Transportation Planner  
**Date:** December 3, 2021  
**Re:** **Approval of Transit 5310/5339 Applications**

The North Dakota Department of Transportation (NDDOT) recently solicited applications for annual transit grants under FTA Section 5310 and Section 5339. Section 5310 provides funding for transit projects that improve mobility for the elderly and persons with disabilities while Section 5339 provides funding for transit projects that involve replacement of buses, improvements to bus facilities, and more. Awarded projects involving ADA-accessible vehicles are funded up to 85% Federal funds with a required 15% local match; all other awarded projects are funded up to 80% Federal funds with a required 20% local match.

All applicants with projects within Metro COG's planning area are required to submit their applications to Metro COG for review and prioritization (if necessary). The only applicant that submitted applications was the City of Fargo.

Below are the FTA Section 5310 and 5339 projects Metro COG has received. The full applications can be found in the **attachments**. The 5310 and 5339 applications will be submitted to NDDOT before the December 31<sup>st</sup>, 2021 deadline.

**Section 5310 – Urban (Submitted by City of Fargo)**

- Mobility Manager
  - Total cost: \$106,749 (\$85,399 Federal / \$21,350 local)
  - Eligible funding match: 80% Federal / 20% local

**Section 5339 – Urban (Submitted by City of Fargo)**

- Replacement of a 35-foot fixed route bus
  - Total cost: \$525,000 (\$446,250 Federal / \$78,750 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement of a 35-foot fixed route bus
  - Total cost: \$525,000 (\$446,250 Federal / \$78,750 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement of a 35-foot fixed route bus
  - Total cost: \$525,000 (\$446,250 Federal / \$78,750 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement of a 35-foot fixed route bus
  - Total cost: \$525,000 (\$446,250 Federal / \$78,750 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement of a paratransit vehicle
  - Total cost: \$95,000 (\$80,750 Federal / \$14,250 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement of a paratransit vehicle
  - Total cost: \$95,000 (\$80,750 Federal / \$14,250 local)
  - Eligible funding match: 85% Federal / 15% local



- Replacement of a paratransit vehicle
  - Total cost: \$95,000 (\$80,750 Federal / \$14,250 local)
  - Eligible funding match: 85% Federal / 15% local
- Replacement and upgrade of bus shelters
  - Total cost: \$50,000 (\$40,000 Federal / \$10,000 local)
  - Eligible funding match: 80% Federal / 20% local
- Replacement of shop truck
  - Total cost: \$66,667 (\$53,334 Federal / \$13,333 local)
  - Eligible funding match: 80% Federal / 20% local
- Metro Transit Garage interior improvements (carpet, paint, and office cubicles)
  - Total cost: \$100,000 (\$80,000 Federal / \$20,000 local)
  - Eligible funding match: 80% Federal / 20% local

**Requested Action:** Recommend Policy Board approval of the FTA Section 5310 and 5339 transit grant applications as shown above.

# NORTH Dakota | Transportation

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## FY2023 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

<b>Agency Name</b>	<b>City of Fargo</b>		
<b>Agency Contact</b>	<b>Julie Bommelman</b>		<b>Phone: 701-476-6737</b>
<b>DUNS #</b>	<b>070265871</b>		

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to **improve mobility for older adults and persons with disabilities throughout the country**. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services in order to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070\\_1G\\_FINAL\\_circular\\_4-20-15%281%29.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf)

**Please Note:**

- This application for funding will use FTA annual apportionment Section 5310 funds, Coronavirus Response and Relief Supplemental Apportionments Act (CRRSAA) for 2021 and American Rescue Plan (ARP) Act of 2021 funds.
- CRRSAA and ARP for operating and mobility manager projects is 100% federal funds with no match required. Funding these operating and mobility manager projects is the top priority for these funds. ADA vehicles may not be funded at 100%.
- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds**.
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of

performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:

- The number of 5310 one-way trips;
  - The number of 5310 vehicles you have in service; and
  - 5310 ridership demographics.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
  - If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
  - Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
  - Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
  - Prior to contracting, your agency must have a completed FY 2022 FTA Certifications and Assurances uploaded in BlackCat.
  - Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).
  - All applications are due **December 31, 2021, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
  - The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: [bhanson@nd.gov](mailto:bhanson@nd.gov), [dkarel@nd.gov](mailto:dkarel@nd.gov), or [jsmall@nd.gov](mailto:jsmall@nd.gov).

## General Information

1. Provide a detailed description of the transportation services your agency currently provides **for seniors and disabled individuals**, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

The City of Fargo provides fixed route transportation services within Fargo and West Fargo, ND, and provides complimentary paratransit services within the entire metro area (the City of Moorhead contracts with the City of Fargo for para services). The ridership on fixed route doubled in 5 years to exceed 1.2M annually (Fargo and West Fargo only – Moorhead and Dilworth put us past 2M annually), paratransit is approximately 55,000 annually. The City of Fargo is the designated 5307 direct recipient of FTA grants in the area. There is a successful U-Pass and circulator program with North Dakota State University, coordination with several transportation providers in the area, and on-going efforts to evolve the agency and meet changing demands. Service was increased in July 2017 with the implementation of a new route to serve the expanding sw area of Fargo and West Fargo, including service to the new Sanford Hospital.

Services include fixed route and paratransit – hours of operation are 6:15 am to 11:15 pm M-F and 7:15 am to 11:15 pm Saturday – there is no fixed route service on Sunday, however, paratransit operates 2 vehicles 7:00 am to 5:00 pm. The City of Moorhead implemented paratransit on Sundays effective July 2017. Fares on fixed route are \$1.50 for adults, \$.75 for seniors, people with disabilities, and youth; fares on paratransit are \$3.00. We currently have 29 fixed route vehicles and 15 paratransit vehicles for services

– peak VOMS are 25 on fixed route and 14 on paratransit; the spare ratio is tight. We serve Cass County and, through our agreement with the City of Moorhead to provide paratransit, we also serve Clay County. With the growth of the Cities, the demand for transit has grown – the current Transit Development Plan identified a need for increased service hours, Sunday fixed route service, realignment of existing routes, and service to various expansion areas. The plan to increase ridership is a multi-faceted marketing approach to include social media, print, radio and community outreach and events, and implementing a downtown employer sponsored bus pass program.

Several of these initiatives were implemented in 2017. One of the pivotal roles within our organization is the Mobility Manager, which is the first non-vehicle project request in this grant application.

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- Yes List section and page number(s): Page 83 from TDP - Mobility Manager, The most recent adopted plan is uploaded and the upcoming TDP will be complete and adopted by calendar year end 2021.
- No (Applicant must provide an explanation)

3. What percentage of change in ridership has your agency experienced in the SFY2022 reporting period? Provide a brief explanation of the reason for the change in ridership.

- Increase
- Decrease .98% increase from 2020 to 2021. There was an increase in ridership in 2021 due to the Covid-19 Pandemic affecting ridership in 2020 especially paratransit.

4. List all existing public transportation providers operating in your service area.

There is an extensive list of providers - they are all listed at [www.fmrideresource.com](http://www.fmrideresource.com)

5. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

- Yes
- No

6. Please describe the need for transit service in your area **for seniors and disabled individuals**? Why does this need exist? How have you determined this need? How will the proposed project address this need for service?

The need is extensive for both fixed route and paratransit. The need exists in our urban area for several reasons: people unable to purchase their own vehicles, people choosing to ride transit for 'green' reasons, students reaching campus facilities located away from the main campus, people getting to employment and medical facilities, elderly and disabled people unable to drive individual vehicles choose transit to help maintain independence. We have determined the need by studies, surveys and ridership trends. Yes, the need is addressed in our Human Service Coordination Plan.

7. Provide a description of how you market the transportation program and to whom in the box below.

We market our services to residents of our service area; we utilize social media, including Facebook and Twitter. We send out Rider Alerts to advertise promotions we run to encourage ridership. Some of the promotions we run are Earth Week, Quarter Days, and Rider Appreciation day.

## Ridership and Fleet Information

**\*Report actual ridership numbers, miles and hours for SFY2021 & 2020.**

**\*Enter current fleet information below.**

**\*Current fleet and mile information MUST be also be updated in BlackCat Inventory.**

	SFY2021 - Ridership and Fleet Information	SFY2020 - Ridership and Fleet Information
Number of Annual Ridership (Trips) Provided	849,823	831,946
Number of Annual Revenue Hours	115,676	95,743
Number of Annual Revenue Miles	1,210,695	1,135,766
Number of Vehicles in Fleet	46	46

8. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)

1. Employment

2. Medical

3. Shopping

## Coordinated Public Transit Human Services Transportation Plan

**Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded to BlackCat Resources prior to submission of this application.**



9. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

The most recent adopted plan is uploaded and the upcoming TDP will be complete and adopted by calendar year end 2021.

10. Describe any potential opportunities for additional coordination. (include social service agencies, county

social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

through publication of the FM Ride Source Directory we coordinate with other transit providers in the area to determine what services they offer to area residents to meet any potential unmet transit needs in our service area.

11. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

Yes

No

12. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

Page 83 from TDP - Mobility Manager, The most recent adopted plan is uploaded and the upcoming TDP will be complete and adopted by calendar year end 2021.

## Non-Vehicle Project Request

**There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.**

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The goal of the Metro Mobility Management Project is to promote the development and maintenance of a network of transportation services and alternatives beyond requirements of the ADA for persons with disabilities. Accomplishments of the project are establishing the Transportation Coordinating Committee (later renamed Network), developing [www.fmrideresource.com](http://www.fmrideresource.com) to promote community transportation options, an extensive survey of human service providers and people who use transit to identify transportation needs, development of a Metro Mobility Study, monthly Train the Trainer Workshops put on by the Mobility Manager, oversight of ADA paratransit and continually grow the opportunities to provide equal transportation options within the community for people with disabilities.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

Yes

No

15. Total cost of this project.

Total Cost (include federal and local amounts): \$106,749

Federal Funds Requested: \$85,399

Local Match Amount: \$21,350

Source(s) of Local Match: Fare revenue, advertising, utility capital fund

## Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

16. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year:

Make/Model:

Seating Capacity:

Lift/Ramp:  Yes  No

Gas/Diesel/Other:

17. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

18. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

19. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

e. Vehicle In Service Date:

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

20. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).

21. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?

22. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:

Contract Award Date:

Initial Vehicle Delivery Date:

Final Vehicle Deliver Date:

Contract Completion:

Final Payment Submitted to DOT:

23. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$69,000- \$91,000	9 - 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 – \$72,000	6 - 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 – \$121,000	9 - 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 - 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	



Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

### Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

**NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.**

24. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).
Type: Quantity: Purpose:
25. How does this project enhance your transportation program?
26. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
27. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.
<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
28. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
29. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. <b><u>See sample timeline below, add or remove lines as needed.</u></b>
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:

30. Total cost for the project?

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

## Travel & Training

31. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.

Total amount reimbursed for travel in FY2022:

32. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.

Total estimated travel budget for FY2023:

## Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital). In-kind funds cannot be used as local match to 5310 contracts.

**Local match listed here cannot be already targeted as match for a FY2023 5339 or 5311 applications.**

**Farebox revenue cannot be used as Local Match.**

**Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.**

**This project ranking should match your prioritization in BlackCat.**

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match*
1	Mobility Manager	\$85,399	\$21,350	Fares, advertising, and utility capital fund

2				
3				
4				
5				

**APPLICATION CHECKLIST AND SIGNATURE PAGE**

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

<b>Section 5310 Applicants must submit the following (check box when complete):</b>	
<input type="checkbox"/>	Completed 5310 Application;
<input type="checkbox"/>	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
<input type="checkbox"/>	Update vehicle information, mileage and condition in BlackCat Inventory;
<input type="checkbox"/>	Update Transit Board Members information in BlackCat;
<input type="checkbox"/>	Certify and upload a current Authorizing Resolution form;
<input type="checkbox"/>	Upload your annual registration from the System for Award Management (SAM.gov)
<input type="checkbox"/>	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
<input type="checkbox"/>	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.
<input type="checkbox"/>	

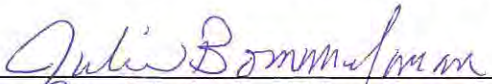
I hereby certify that as a person authorized to sign for

City of Fargo

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.



Signature of Authorized Representative

11.18.21

Date

# N O R T H Dakota | Transportation

Be Legendary.™

FY2023 - Section 5339 Bus & Bus Facilities Program	
Agency Name	City of Fargo
Agency Contact	Julie Bommelman 6737 <span style="float: right;">Phone: 701-476-</span>
DUNS #	070265871

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct or rehab bus-related facilities.

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in FTA Circular 9300.1B, located on the FTA website at [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final\\_C\\_9300\\_1\\_Bpub.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_C_9300_1_Bpub.pdf).

**Please Note:**

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- **Farebox revenue cannot be used as Local Match.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Prior to contracting, your agency must have a completed FY 2022 FTA Certifications and Assurances uploaded in BlackCat.
- Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).

- All applications are due **December 31, 2021, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: [bhanson@nd.gov](mailto:bhanson@nd.gov), [dkarel@nd.gov](mailto:dkarel@nd.gov), or [jsmall@nd.gov](mailto:jsmall@nd.gov).

## GENERAL INFORMATION

**1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total active and spare vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).**

The City of Fargo provides fixed route transportation services within Fargo and West Fargo, ND, and provides complimentary paratransit services within the entire metro area (the City of Moorhead contracts with the City of Fargo for para services). The ridership on fixed route had been on a steady, upward trend for ridership (exceeded 1.2M annually in Fargo and West Fargo only – Moorhead and Dilworth put us past 2M annually), paratransit is approximately 55,000 annually. However, COVID had a significant impact on ridership as noted. The City of Fargo is the designated 5307 direct recipient of FTA grants in the area. There is a successful U-Pass and circulator program with North Dakota State University, coordination with several transportation providers in the area, and on-going efforts to evolve the agency and meet changing demands.

Services include fixed route and paratransit – hours of operation are 6:15 am to 11:15 pm M-F and 7:15 am to 11:15 pm Saturday – there is no fixed route service on Sunday, however, paratransit operates 2 vehicles 7:00 am to 5:00 pm. The City of Moorhead implemented paratransit on Sundays effective July 2017. Fares on fixed route are \$1.50 for adults, \$.75 for seniors, people with disabilities, and youth; fares on paratransit are \$3.00. We currently have 31 fixed route vehicles and 15 paratransit vehicles for services – peak VOMS are 25 on fixed route and 14 on paratransit; the spare ratio is tight. We serve Cass County and, through our agreement with the City of Moorhead to provide paratransit, we also serve Clay County. With the growth of the Cities, the demand for transit has grown – the most recent Transit Development Plan (set to be adopted prior to calendar year-end 2021) identified a need for increased service hours, Sunday fixed route service, realignment of existing routes, and service to various expansion areas. The plan to increase ridership is a multi-faceted marketing approach to include social media, print, radio and community outreach and events, and implementing an employer sponsored bus pass program. Several of these initiatives have been implemented, however, efforts were stalled with COVID.

**2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service.**

These requests are vital to our agency – the vehicles will be utilized in the overall fleet. The replacement and expansion of vehicles will allow the City to grow transit services and options in the area. There are approximately 4000 households that do not have access to an automobile, there are on-going efforts to reduce congestion in the metro area (transit is a logical alternative when 1 bus can take up to 50 cars off the roads), and the college population in the area grows to approximately 20,000 additional people in the metro area during the academic year, placing increased demands on roads/services. Transit contributes by providing public transportation for access to employment, medical, educational and other services for transit dependent and choice transit riders.

The replacement vehicles will keep us on schedule per our TAM and TDP to keep vehicles in a state of good repair and efficiencies. The miscellaneous support equipment (cubicles, paint and replace carpet at MTG and

shelters) will also enhance and modernize the transit system and present a 'fresh face' to passengers and other members of the public and staff.

The City of Fargo sincerely appreciates the opportunity to gain access to these capital funds for vehicles, equipment and minor renovations at the Metro Transit Garage (MTG). Existing FTA funds are currently being fully expended for operations and preventative maintenance, state aid is used for operations as well.

3. What percentage of change in ridership has your agency experienced in the past year? Provide a brief explanation of the reason for the change in ridership.

Increase

Decrease In FY20 there was a downward trend due to COVID, in fact, we saw a drop of approximately 30% of our ridership. A portion of that is due to North Dakota State University closing their campus for several months and going to distance learning - college students comprise 50% of our ridership. However, we are now seeing an upward movement part of which can be attributed to the colleges being back in session in person.

## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: all vehicle requests are uploaded as separate files

Make/Model:

Seating Capacity:

Lift/Ramp:  Yes  No

Gas/Diesel/Other:

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

e. Vehicle In Service Date:

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date:

Contract Award/Order Date:
Vehicle Deliver Date:
Final Payment Submitted to DOT:
9. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts):
Federal Funds Requested Amount:
Local Match Amount:
Source(s) of Local Match:
10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.
<input type="checkbox"/> Yes List section and page number(s):
<input type="checkbox"/> No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$69,000 - \$91,000	9 – 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## TRANSIT FACILITY PROJECT

**NOTE:** This request **MUST** first be created as a project in the Black Cat Transit Data Management System.

## REHABILITATION/RENOVATION OF A TRANSIT FACILITY



11. Do you currently have a transit facility?
<input type="checkbox"/> Yes <input type="checkbox"/> No
12. If yes, provide information on the current facility.
Federally Funded: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other
Year Constructed:
Square Footage:
Parking spots:
Has this facility been renovated in the past? <input type="checkbox"/> Yes <input type="checkbox"/> No   If Yes - Describe
13. Give a detailed description and justification of the proposed project. Include the need for rehabilitation, improvements, or remodeling, necessary repair work, cost estimates, temporary or permanent repair, and other details that you deem relevant to assist NDDOT in making a project determination.
14. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. See sample timeline below, add or remove lines as needed.
Request for Proposal (RFP)/Invitation for Bid (IFB) Issue Date:
Contract Award Date:
Project State Date:
Construction Completion Date:
Final Payment Submitted to DOT:
15. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project? The worksheet and instructions can be found in BlackCat Global Resources or on NDDOT Transit website at <a href="https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm">https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm</a>
<input type="checkbox"/> Yes (Applicant must complete and attach the worksheet)
<input type="checkbox"/> No (Applicant must provide an explanation)
16. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.
<input type="checkbox"/> Yes
<input type="checkbox"/> No (Applicant must provide an explanation)
17. Your agency will be <b>required</b> to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.
Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:
18. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable? Explain your process for completing the ICE.
19. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project may be considered in this valuation.

- Yes
- No
- Appraised Value     Estimate Value

20. Does the appraised value or estimate cover your entire match? If not, Identify other sources of local match for this project.

21. Has your agency held public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

- Yes, and documents are attached. Meeting dates:
- No (Applicant must provide an explanation)

22. Does your agency have a written Facility Maintenance Plan? Explain the procedures to ensure facility & equipment is inspected and maintained per manufacturer's warranty instructions on a regular scheduled basis as described in your Facility Maintenance and TAM Plans.

- Yes
- No (Applicant must provide an explanation)

23. Are your facility and any maintenance records recorded in your TAM maintenance program as required by NDDOT? If No, please explain.

- Yes
- No (Applicant must provide an explanation)

24. What is the condition (1(Poor) – 5 (Excellent) rating scale assessment) rating of your current facility?

25. Total project cost?

Total Cost (include federal and local amounts):  
 Federal Funds Requested:  
 Local Match Amount:  
 Source(s) of Local Match:

26. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- Yes List section and page number(s):
- No (Applicant must provide an explanation)

### PURCHASING A TRANSIT FACILITY

Complete this portion if you are requesting funding to purchase an existing transit facility.

27. If purchasing a facility, what is the asking price?

28. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable? Explain your process for completing the ICE.

29. Justify why it is more cost effective to purchase this facility versus building a new one.

30. Describe the facility you are considering for purchase in detail. Provide purpose of facility (administration, storage, etc.), specifications, environmental assessments, drawings/plans, etc.

Year Constructed:  
Square Footage:  
Parking spots:

31. Are there any known environmental issues with the facility you are proposing to purchase? (e.g., underground fuel storage) If yes, please describe.

- Yes (Applicant must provide an explanation)
- No

32. Will this facility require any renovation for use in your transit program? If yes, please describe these renovations in detail and specify whether these costs are figured into the above asking price.

- Yes (Applicant must provide an explanation and associated cost)
- No

33. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

- Yes, and documents are attached. Meeting dates:
- No (Applicant must provide an explanation)

34. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. NOTE: If renovations are needed you will need to add that to the timeline. **See sample timeline below, add or remove lines as needed.**

Request for Proposal (RFP)/Invitation For Bids (IFB) Documents Date:

Purchase Date:

Project State Date:

Construction Completion Date:

Contract Completion:

Final Payment Submitted to DOT:

35. Total project cost including purchase and renovations.

Total Cost (include federal and local amounts):  
Federal Funds Requested:  
Local Match Amount:  
Source(s) of Local Match:

36. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- Yes List section and page number(s):
- No (Applicant must provide an explanation)

### BUILDING A TRANSIT FACILITY

Complete this portion if you are requesting funding to build a new transit facility.

37. Describe in detail the need for a facility in your transit program.

38. Describe your proposed project in detail. Include a description of all the amenities you feel the project will need to meet your needs – e.g., purpose of facility, square footage, office space, number of vehicles it will hold, wash bays, etc. Keep in mind, this facility should be designed to meet your current needs with a reasonable projection of your future needs.

39. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project? The worksheet and instructions can be found in BlackCat Global Resources or on NDDOT Transit website at <https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm>

- Yes (Applicant must complete and attach the worksheet)  
 No (Applicant must provide an explanation)

40. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.

- Yes  
 No (Applicant must provide an explanation)

41. Do you have preliminary design plans for this project? If you do, please include a copy with this application.

- Yes  
 No

42. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.

Total Cost (include federal and local amounts):  
Federal Funds Requested:  
Local Match Amount:  
Source(s) of Local Match:

43. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project may be considered in this valuation

- Yes  
 No  
 Appraised Value  Estimate Value

44. Does the appraised value or estimate cover your entire match? If not, identify other sources of match for this project.

- Yes  
 No

45. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees).

- Yes, and documents are attached. Meeting dates:  
 No (Applicant must provide an explanation)

46. Have you looked at options to scale the building back in case the construction costs come in over

budget?

- Yes  
 No (Applicant must provide an explanation)

47. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. **See sample timeline below, add or remove lines as needed.**

Request For Proposal (RFP)/Invitation for Bid (IFB) Issue Date:

Contract Award Date:

Project State Date:

Construction Completion Date:

Contract Completion:

Final Payment Submitted to DOT:

48. Total project cost?

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

49. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- Yes List section and page number(s):  
 No (Applicant must provide an explanation)

## EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

**NOTE: This request MUST first be created as a project in the Black Cat Transit Data Management System. If applying for more than one project, please attach additional sheets and create a separate project for each individual project.**

50. Describe your proposed project(s) in detail.

Description: this project is uploaded separately

Quantity:

Purpose:

51. How does this project(s) enhance your transportation program?

52. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.

- Yes

<input type="checkbox"/> No (Applicant must provide an explanation)
53. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Global Resources.
<input type="checkbox"/> Yes
<input type="checkbox"/> No (Applicant must provide an explanation)
54. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
<input type="checkbox"/> Yes
<input type="checkbox"/> No (Applicant must provide an explanation)
55. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. <b><u>See sample timeline below, add or remove lines as needed.</u></b>
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:
56. Total project cost?
Total Cost (include federal and local amounts):
Federal Funds Requested Amount:
Local Match Amount:
Source(s) of Local Match:
57. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.
<input type="checkbox"/> Yes List section and page number(s):
<input type="checkbox"/> No (Applicant must provide an explanation)

## Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds, etc.) that are available to be used towards each vehicle project.

**Local match listed here cannot be already targeted as match for a FY2023 5310 or 5311 applications.**

**Farebox revenue cannot be used as Local Match.**

**Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.**

**This project ranking should match your prioritization in BlackCat (add additional lines as needed).**

<b>Ranking</b>	<b>Project</b>	<b>Federal Dollars Requested</b>	<b>Local Match Needed</b>	<b>Sources of Local Match</b>
1	Replace 35-foot bus	\$446,250	\$78,750	Advertising, (enterprise) Utility Capital
2	Replace 35-foot bus	\$446,250	\$78,750	Advertising, (enterprise) Utility Capital
3	Replace 35-foot bus	\$446,250	\$78,750	Advertising, (enterprise) Utility Capital
4	Replace 35-foot bus	\$446,250	\$78,750	Advertising, (enterprise) Utility Capital
5	Replace < 30-foot bus	\$80,750	\$14,250	Advertising, (enterprise) Utility Capital
6	Replace < 30-foot bus	\$80,750	\$14,250	Advertising, (enterprise) Utility Capital
7	Replace < 30-foot bus	\$80,750	\$14,250	Advertising, (enterprise) Utility Capital
8	Misc. Support - Shelters	\$40,000	\$10,000	Advertising, (enterprise) Utility Capital
9	Replace Service Vehicle	\$53,334	\$13,333	Advertising, (enterprise) Utility Capital
10	Misc. Support	\$80,000	\$20,000	Advertising, (enterprise) Utility Capital

## Application Checklist and Signature Page

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's BlackCat Transit Data Management System.

### Section 5339 Applicants must submit the following (check when complete):

	Completed 5339 Application;
	Document(s) showing sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
	Update <u>vehicle/facility/equipment</u> information, mileage, condition, etc. in BlackCat Inventory;
	Certify and upload a current Authorizing Resolution form;
	Upload your annual registration from the System for Award Management (SAM.gov)
	Complete and include the FTA Categorical Exclusion Worksheet (if applicable);
	Update Transit Board Members information in BlackCat;
	Complete and include the NDDOT ITS Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
	Update any complete Preliminary Assessment/Application for Capital Assistance forms(s) (if applicable);
	The following documents MUST be current and uploaded into BlackCat Resources: 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, Cost Allocation Plan, Cognizant Agency Letter (if applicable), and TAM Plan.


I hereby certify that as a person authorized to sign for

City of Fargo

**Transit Agency Name**

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.



**Signature of Authorized Representative**

11.22.21

**Date**



## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: New Flyer

Seating Capacity: 31

Lift/Ramp:  Yes  No

Gas/Diesel/Other: diesel

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): SFYD5KV139BO35763

b. Vehicle Year: 2009

c. Make/Model: New Flyer Low-Floor

d. Current Mileage: 374,746

e. Vehicle In Service Date: 06/15/2009

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/01/2019

Contract Award/Order Date: anticipate 11/30/2021

Vehicle Deliver Date: anticipate 10/1/2022

Final Payment Submitted to DOT: 12/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 525,000

Federal Funds Requested Amount: 446,250

Local Match Amount: 78,750

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$69,000 - \$91,000	9 – 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: New Flyer

Seating Capacity: 31

Lift/Ramp:  Yes  No

Gas/Diesel/Other: diesel

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): SFYD5KV159BO35764

b. Vehicle Year: 2009

c. Make/Model: New Flyer Low-Floor

d. Current Mileage: 348,829

e. Vehicle In Service Date: 06/15/2009

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/01/2019

Contract Award/Order Date: anticipate 11/30/2021

Vehicle Deliver Date: anticipate 10/1/2022

Final Payment Submitted to DOT: 12/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 525,000

Federal Funds Requested Amount: 446,250

Local Match Amount: 78,750

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$69,000 - \$91,000	9 – 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## VEHICLE PROJECT REQUESTS

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**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: New Flyer

Seating Capacity: 31

Lift/Ramp:  Yes  No

Gas/Diesel/Other: diesel

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): SFYD5KV179BO35765

b. Vehicle Year: 2009

c. Make/Model: New Flyer Low-Floor

d. Current Mileage: 359,921

e. Vehicle In Service Date: 06/15/2009

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/01/2019

Contract Award/Order Date: anticipate 11/30/2021

Vehicle Deliver Date: anticipate 10/1/2022

Final Payment Submitted to DOT: 12/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 525,000

Federal Funds Requested Amount: 446,250

Local Match Amount: 78,750

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
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Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: New Flyer

Seating Capacity: 31

Lift/Ramp:  Yes  No

Gas/Diesel/Other: diesel

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): SFYD5KV11ABO37421

b. Vehicle Year: 2009

c. Make/Model: New Flyer Low-Floor

d. Current Mileage: 420,274

e. Vehicle In Service Date: 06/15/2009

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/01/2019

Contract Award/Order Date: anticipate 11/30/2021

Vehicle Deliver Date: anticipate 10/1/2022

Final Payment Submitted to DOT: 12/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 525,000

Federal Funds Requested Amount: 446,250

Local Match Amount: 78,750

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
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Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	



## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450

Seating Capacity: 10

Lift/Ramp:  Yes  No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1FDFE4FS4HDC05249

b. Vehicle Year: 2009

c. Make/Model: Ford E450

d. Current Mileage: 124,612

e. Vehicle In Service Date: 11/23/2016

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/15/2019

Contract Award/Order Date: 08/28/2019

Vehicle Deliver Date: anticipate 06/30/22

Final Payment Submitted to DOT: 7/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 95,000

Federal Funds Requested Amount: 80,750

Local Match Amount: 14,250

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
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## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450

Seating Capacity: 10

Lift/Ramp:  Yes  No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1FDFE4FSOHDC05250

b. Vehicle Year: 2009

c. Make/Model: Ford E-450

d. Current Mileage: 114,759

e. Vehicle In Service Date: 11/23/2016

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/15/2019

Contract Award/Order Date: anticipate 08/28/2019

Vehicle Deliver Date: anticipate 06/30/22

Final Payment Submitted to DOT: 7/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 95,000

Federal Funds Requested Amount: 80,750

Local Match Amount: 14,250

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
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Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## VEHICLE PROJECT REQUESTS

**NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.**

**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450

Seating Capacity: 10

Lift/Ramp:  Yes  No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1FDFE4FSOHDC05250

b. Vehicle Year: 2009

c. Make/Model: Ford E-450

d. Current Mileage: 114,759

e. Vehicle In Service Date: 11/23/2016

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 09/15/2019

Contract Award/Order Date: anticipate 08/28/2019

Vehicle Deliver Date: anticipate 06/30/22

Final Payment Submitted to DOT: 7/31/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 95,000

Federal Funds Requested Amount: 80,750

Local Match Amount: 14,250

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pages 1-2

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 - \$121,000	9 – 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## Section 5339 – Additional Project

### **EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS**

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

**NOTE: This request MUST first be created as a project in the Black Cat Transit Data Management System. If applying for more than one project, please attach additional sheets and create a separate project for each individual project.**

50. Describe your proposed project(s) in detail.

Description: Replace and upgrade bus shelters

Quantity:

Purpose: Shelters need to be relocated and upgraded to the new shelters we have already received

51. How does this project(s) enhance your transportation program?

This project will offer shelter to riding public and will replace old, damaged shelters

52. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.

Yes

No (Applicant must provide an explanation)

53. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.

Yes

No (Applicant must provide an explanation) These exchanges/installations do not require an architect.

54. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

Yes

No (Applicant must provide an explanation) this project does not meet the criteria

55. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. **See sample timeline below, add or remove lines as needed.**

Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date: 05/01/22

Contract Award Date: 07/01/22

Deliver/Installation Date: 07/15/22

Contract Completion: 10/31/22

Final Payment Submitted to DOT: 11/30/22

56. Total project cost?

Total Cost (include federal and local amounts): 50,000

Federal Funds Requested Amount: 40,000

Local Match Amount: 10,000

Source(s) of Local Match: fares, advertising, utility capital fund

57. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s):

No (Applicant must provide an explanation) this project would be added to the TIP should funds be awarded according to MetroCOG



## VEHICLE PROJECT REQUESTS

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**There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.**

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2022

Make/Model: Ford F550 XL

Seating Capacity: 2

Lift/Ramp:  Yes  No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1GDJK74K19F171350

b. Vehicle Year: 2009

c. Make/Model: GMC 3500

d. Current Mileage:

e. Vehicle In Service Date: 10/20/2009

f. Has this vehicle information been updated in BlackCat Inventory?  Yes  No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: 05/31/2022

Contract Award/Order Date: 07/01/2022

Vehicle Deliver Date: 09/15/2022

Final Payment Submitted to DOT: 10/30/2022

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): 66,667

Federal Funds Requested Amount: 53,334

Local Match Amount: 13,333

Source(s) of Local Match: fares, advertising, utility capital fund

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s): CIP pg 1-2; TIP pg 36, project 4220029

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at <a href="https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm">https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</a>		Estimated Delivery time (in months)
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Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 - \$72,000	6 – 9
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ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 – 12
<b>FTA Useful Life Standards</b>		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

## Section 5339 – Additional Project

### **EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS**

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

**NOTE: This request MUST first be created as a project in the Black Cat Transit Data Management System. If applying for more than one project, please attach additional sheets and create a separate project for each individual project.**

50. Describe your proposed project(s) in detail.

Description: Upgrade carpet, paint and add office cubicles

Quantity:

Purpose: At Metro Transit Garage (MTG) upgrade existing carpet (worn, stained, pulling apart), paint (faded/spotty/needs repairs) and add cubicles in front entry to expand much needed space and enhance safety.

51. How does this project(s) enhance your transportation program?

This project will keep the facility in a good state of repair.

52. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.

Yes

No (Applicant must provide an explanation)

53. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.

Yes

No (Applicant must provide an explanation) These are minor repairs that do not require an architect.

54. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

Yes

No (Applicant must provide an explanation) these are minor repairs and do not meet the criteria

55. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. **See sample timeline below, add or remove lines as needed.**

Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date: 05/15/22

Contract Award Date: 07/01/22

Deliver/Installation Date: 07/15/22

Contract Completion: 10/31/22

Final Payment Submitted to DOT: 11/30/22

56. Total project cost?

Total Cost (include federal and local amounts): 100,000

Federal Funds Requested Amount: 80,000

Local Match Amount: 20,000

Source(s) of Local Match: fares, advertising, utility capital fund

57. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

Yes List section and page number(s):CIP pgs 1-2; TIP pg 36 project 4220027

No (Applicant must provide an explanation)

**To:** Transportation Technical Committee  
**From:** Luke Champa, Associate Transportation Planner  
**Date:** December 3, 2021  
**Re:** **NDDOT Urban Roads Solicitation and Prioritization of Projects**

The North Dakota Department of Transportation (NDDOT) is soliciting projects to be funded through the Urban Roads Program (URP) and Urban Regional Roads Program for fiscal year (FY) 2026, in the development of the 2023-2026 State Transportation Improvement Program (STIP). All submittal packages are prioritized by Metro COG and then sent to NDDOT to go through the State's project prioritization and selection process. Metro COG has received no project applications for the Urban Regional Roads Program this year.

**Urban Roads Program** – Metro COG has received six (6) projects for FY 2026 solicitation.

- **North Broadway Bridge Reconstruction (Fargo)** – Demolition of the existing roadway bridge and reconstruction of a new concrete span bridge to accommodate two driving lanes and a new sidewalk. A portion of roadway leading up to bridge will need geotechnical stabilization. The estimated total project cost is \$7,500,000, of which \$4,200,000 (56%) is requested through federal funds, \$1,050,000 (14%) through local matching funds, and \$2,250,000 (30%) through non-participating Clay County funding sources.
- **45<sup>th</sup> St – 16<sup>th</sup> Ave N to I-94 North Ramp Concrete Pavement Repair (Fargo)** – Concrete pavement rehabilitation project to replace concrete panels that have broken. The estimated total project cost is \$10,800,000, of which \$8,640,000 (80%) is requested through federal funds, and \$2,160,000 (20%) through local matching funds.
- **Bicycle and Pedestrian bridge over the Red River at 40<sup>th</sup> Avenue S River (Fargo)** – Construction of a pedestrian bridge over the Red River. The estimated total project cost is \$4,000,000, of which \$1,760,000 (44%) is requested through federal funds, \$440,000 (11%) through local matching funds, and \$1,800,000 (45%) through non-participating City of Moorhead funding sources.
- **Shared Use Paths at Drain 27 from 52<sup>nd</sup> to 63<sup>rd</sup> Ave S, River Drive S from Harwood Dr S to 40<sup>th</sup> Ave S, and Drain 53 from 64<sup>th</sup> to 73<sup>rd</sup> Ave S (Fargo)** – Construction of new shared use paths. The estimated total project cost is \$2,400,000, of which \$1,920,000 (80%) is requested through federal funds and \$480,000 (20%) through local matching funds.
- **Capital Bus Purchase (Fargo)** – Purchase of replacement fixed route transit vehicles. The estimated total project cost is \$1,250,000, of which \$1,000,000 (80%) is requested through federal funds and \$250,000 (20%) through local matching funds.

- **Sheyenne Street Reconstruction from 40<sup>th</sup> Ave S to 52<sup>nd</sup> Ave S (West Fargo).** Reconstruction from a 2-lane rural roadway section to a 2- to 4-lane urban roadway section with bicycle and pedestrian facilities. The estimated total project cost is \$18,000,000, of which \$14,400,000 (80%) is requested through federal funds and \$3,600,000 (20%) through local matching funds.

All of the projects, including the recently added 9<sup>th</sup> St E/Veteran's Blvd signal project, submitted for Urban Roads Program (URP) funding are consistent with the goals, objectives, and policies of the Metro COG **Metropolitan Transportation Plan (MTP)**, *Metro Grow: 2045 Fargo-Moorhead Transportation Plan* however, an amendment will need to be processed this month to reflect the Broadway Bridge reconstruction project to maintain consistency with the MTP. A prioritization exercise, based upon the Goals, Objectives, and Policy direction of the MTP will take place at the TTC meeting December 9, 2021 to rank the projects.

The TTC should take into consideration that the current solicitation and prioritization process, which Metro COG goes through, is that of a Metropolitan Planning Organization (MPO) with an Urbanized Area (UZA) population of more than 50,000 but less than 200,000. However, as Metro COG's UZA population now exceeds 200,000 (based on preliminary 2020 Census data) it will transition to become a Transportation Management Area (TMA) around the year 2023. The solicitation and prioritization process will change from the current traditional process through NDDOT to a process by which Metro COG will work with local units of government in the UZA, and NDDOT when applicable, to solicit, prioritize, and select federally funded projects. At the time Metro COG becomes a TMA, the organization will have flexibility to change projects selected by the current traditional process if so desired. However, such changes must be in compliance with the adopted MTP.

It is estimated that Metro COG will receive a direct allocation of approximately \$8.5M to \$12.5M (Metro Grow) consisting of funds from NDDOT programs utilizing federal funds, namely the Urban Regional Program and the Urban Roads Program. The projects being submitted this year to the NDDOT for FY 2026, include a federal participation request of \$31,920,000, which is approximately \$19,420,000 to \$23,420,000 more than the estimated annual direct allocation that Metro COG will receive as a TMA. This also raises a question about soliciting for projects totaling greater than what the TMA will receive. Metro COG shall continue to coordinate with NDDOT on transitioning to TMA and applicable processes.

Metro COG has conducted an exercise with this year's projects to compare various combinations of federal funds to the estimated direct allocation and estimated FY 2026 federal balance. Please see Attachment 8.

Metro COG is recommending prioritization of the above projects for submittal to NDDOT for consideration. Please be aware that for projects to be considered by NDDOT, the proper paperwork shall also be submitted with the request.

Upon recommendation from TTC and action by the Policy Board, staff will submit the prioritized list and project materials to NDDOT prior to the December 31, 2021 deadline.

**Attachments**

1. List of programmed and proposed Urban Roads Program projects
2. North Broadway Bridge reconstruction Urban Roads Program application
3. 45<sup>th</sup> St rehabilitation Urban Roads Program application
4. 40<sup>th</sup> Ave S Pedestrian Bridge Urban Roads Program application
5. New Shared Use Paths Urban Roads Program application
6. Capital Bus Purchase Urban Roads Program application
7. Sheyenne St reconstruction Urban Roads Program application
8. Estimated federal funding comparisons
9. Urban Roads and Urban Regional Federal Funding Balance Sheet

Metro COG's New Year holiday is Friday, December 31, 2021 and the office will be closed. Therefore, all final products must be available by noon on Thursday, December 30<sup>th</sup> for submittal to NDDOT.

**Requested Action: Recommend Policy Board approval of the prioritized list of projects, as prioritized by the TTC, for the NDDOT Urban Roads Program solicitations and subsequent submittal of proper project application materials to the NDDOT by the December 31, 2021 deadline.**

## PROGRAMMED AND PROPOSED URP PROJECTS

Entity: FM METRO COG

Contact Person: LUKE CHAMPA

Revision: November 2019

Date: December 3, 2021

Phone Number: (701) 532-5107

If you have questions with filling out the list, please contact Stacey Hanson at 701-328-4469

FISCAL YEAR	FUNDING CATEGORY <sup>(1)</sup>	FUNCTIONAL CLASSIFICATION <sup>(2)</sup>	INVESTMENT STRATEGY <sup>(3)</sup>	TYPE OF WORK <sup>(4)</sup>	PROJECT LOCATION	PROJECT COST				
						TOTAL	FEDERAL	STATE	LOCAL	NON-PARTICIPATING
2021	URP	Minor Arterial	R	Reconstruction	N University Drive from 32nd Ave N to 40th Ave N	\$ 6,000,000	\$ 4,500,000		\$ 1,542,000	
2022	URP	Minor Arterial	R	Reconstruction	32nd Ave S from 32nd to 25th St	\$ 10,400,000	\$ 4,700,000		\$ 4,891,380	\$ 808,620
2023	URP	Minor Arterial	R	Reconstruction	52nd Ave S from 63rd St to Sheyenne	\$ 7,000,000	\$ 5,000,000		\$ 2,000,000	
2023	URP	N/A	Transit	Capital Purchase	Transit Capital Bus Purchase	\$ 1,250,000	\$ 1,000,000		\$ 250,000	
2023	URP	Minor Arterial	SI	Rehabilitation	42nd St Grade Separation at I-94	\$ 275,680	\$ 223,108		\$ 52,572	
2024	URP	N/A	Transit	Capital Purchase	Transit Capital Bus Purchase	\$ 1,250,000	\$ 1,000,000		\$ 250,000	
2025	URP	Minor Arterial	R	Reconstruction	32nd Ave S from 25th St to University	\$ 11,080,000	\$ 7,680,000		\$ 3,400,000	
2025	URP	Collector	SI	Rehabilitation	36th St at Rose Coulee	\$ 380,000	\$ 307,534		\$ 72,466	
2025	URP	Minor Arterial	R	Reconstruction	9th St E from Main Ave to 12th Ave N	\$ 9,400,000	\$ 7,520,000		\$ 1,880,000	
2026	URP	Minor Arterial	R	Bridge Reconstruction	Broadway at Red River (4.5M bridge/3M road)	\$ 7,500,000	\$ 4,200,000		\$ 1,050,000	\$ 2,250,000
2026	URP	Principal Arterial	PM	Rehabilitation	45th St from 16th Ave N to I-94 North Ramp	\$ 10,800,000	\$ 8,640,000		\$ 2,160,000	
2026	URP	Minor Arterial	N	New Bike/Ped Bridge	40th Ave S over Red River (Bluestem)	\$ 4,000,000	\$ 1,760,000		\$ 440,000	\$ 1,800,000
2026	URP		N	Shared Use Path	Drain 27 from 52nd to 63rd Ave S, River Dr S from Harwood Dr to 40th Ave S, and Drain 53 from 64th to 73rd Ave S	\$ 2,400,000	\$ 1,920,000		\$ 480,000	
2026	URP		Transit	Capital Purchase	Transit Capital Bus Purchase	\$ 1,250,000	\$ 1,000,000		\$ 250,000	
2026	URP	Minor Arterial	R	Reconstruction	Sheyenne St from 40th to 52nd Ave E	\$ 18,000,000	\$ 14,400,000		\$ 3,600,000	

**Notes Description**

- (1) PriR = Primary Regional, SecR = Secondary Regional, URP = Urban Roads Program, INT = Interstate, BRI = Bridge
- (2) Interstate, Principal Arterial, Minor Arterial, Collector
- (3) PM = Preventive Maintenance, MiR = Minor Rehabilitation, SI = Structural Improvement, MaR = Major Rehabilitation, N/R = New/Reconstruction
- (4) Brief description of the project (Exs: Thin Lift Overlay, Mill and Overlay, Concrete Pavement Repair, etc.)



**URBAN REGIONAL & URBAN ROADS  
PROJECT SCOPING WORKSHEET**

DATE: 11-12-2021

PRIORITY # 1                                      Regional: Y/N                      Urban Roads: Y/N

City: Fargo    Street: Broadway over the Red River

County: Cass    Length: 450'

Proposed Improvement: This project would call for the demolition of the existing roadway bridge and a new concrete span bridge in its place. There is also a portion of road leading up the bridge that will need to be geotechnically stabilized (embankment has slid). The bridge is currently closed and will not re-open due to it being structural deficient. This project would be funded equally between the City of Fargo and Clay County (Mn).

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
				3,000	4,500		7,500

Present Road: Surface Width? 32'    Surface Type? Concrete

On Street Parking Allowed?                      Present: (No) One Side Both Sides Angle Parallel  
Proposed: (No) One Side Both Sides Angle Parallel

**Proposed Improvements**

ADT Present: 3035                      Yr: 2018                      Travel Way Width : 32'  
ADT Design: Same                      Design year: 2075                      No. of Lanes: 2  
Design Speed: 40                      Roadway Width: 32'  
Maximum Curve: NA                      Min. R/W Width: 100'  
Maximum Grade: NA

**Right of Way**

Will Additional ROW or easement be acquired? No                      ROW acquisition by: City DOT  
Has any ROW easements been acquired since 7-1-72: No                      ROW Condemnation by: City DOT  
Est. No. of occupied family dwelling to be displaced? None.

Est. No. business to be displaced? None.

**Impacts**

Will there be any additional Impacts (Cultural and Environmental Resources): None anticipated.

Will there be any impacts to 4(f) or 6(f) properties: None anticipated.

Airports: NA

Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Anticipate Cat-Ex

Transportation Enhancements: No

Intermodal: Yes, a sidewalk will be added to the new bridge.

Pedestrian Needs: Yes.

<b>Railroads Crossings</b>						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection

**Purpose and Need Statement: The purpose of the project is to replace a structurally deficient bridge that 3,000 people use per day for crossing the Red River in Fargo. The 30 year old structure has failed and needs to be replaced.**

Existing Conditions:

1. When was the current street section built? 1991. Has there been any additional maintenance to the street section? Yes, in 2000. Street Department overlays asphalt in area where the embankment is moving.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 32' wide road, 12' driving lanes with 4' shoulders.
3. What is the condition of the pavement section?
  - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting? The asphalt roadway leading to the bridge needs to be stabilized and reconstructed.
  - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

4. Any existing geometric concerns? No.
5. Are there any access points to adjoining properties that present a special concern? No.
6. Are there any existing sidewalks or shared use path in place? No.

What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? This is a rural setting with no storm sewer collection system.

What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? NA, none are located here.

7. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? NA, no lighting exists due to the roadway flooding from the Red River occasionally.
8. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? No traffic signals, no locations with high accident rates, no additional turn lanes needed.

Remarks:

City Engineer: B. H. E. D.

Date: 11-29-2021

District Engineer: NA

Date: \_\_\_\_\_

*Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*

**Project Location Map**



## Detailed Construction Cost Estimate

<b>CONCEPT LEVEL COST ESTIMATE - BRIDGE REPLACEMENT</b>				
North Broadway Bridge (ND Br. No. FRG012 & MnDOT Br. No. 14524)				
January 14, 2020				
ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL
MOBILIZATION (-5% OF TOTAL)	LUMP SUM	\$ 150,000.00	1	\$ 150,000.00
REMOVE EXISTING BRIDGE	LUMP SUM	\$ 200,000.00	1	\$ 200,000.00
BRIDGE SLAB CONCRETE	SQ. FT.	\$ 35.00	11,000	\$ 385,000.00
BARRIER CONCRETE	LIN. FT.	\$ 95.00	760	\$ 72,200.00
EPOXY COATED REINF. BARS (SLAB & BARRIER)	POUND	\$ 1.50	95,000	\$ 142,500.00
ABUTMENT CONCRETE	CU. YD.	\$ 750.00	100	\$ 75,000.00
EPOXY COATED REINF. BARS (ABUTMENT)	POUND	\$ 1.50	12,000	\$ 18,000.00
PIER CONCRETE	CU. YD.	\$ 800.00	500	\$ 400,000.00
EPOXY COATED REINF. BARS (PIER)	POUND	\$ 1.50	100,000	\$ 150,000.00
18" C-I-P CONCRETE PILING	LIN. FT.	\$ 100.00	3,600	\$ 360,000.00
C-I-P CONC TEST PILE 100 FT LONG 18"	EACH	\$ 15,000.00	4	\$ 60,000.00
STRUCTURE EXCAVATION	LUMP SUM	\$ 20,000.00	1	\$ 20,000.00
COFFERDAMS FOR PIER CONSTRUCTION	EACH	\$ 190,000.00	2	\$ 380,000.00
PRESTRESSED CONCRETE BEAMS MN54	LIN. FT.	\$ 275.00	1,460	\$ 401,500.00
DIAPHRAGMS FOR MN54 BEAMS	LIN. FT.	\$ 85.00	345	\$ 29,325.00
EXPANSION JOINT DEVICES	LIN. FT.	\$ 150.00	70	\$ 10,500.00
BRIDGE APPROACH PANELS	SQ. YD.	\$ 300.00	275	\$ 82,500.00
BEARING ASSEMBLY	EACH	\$ 1,500.00	28	\$ 42,000.00
SALVAGE/REINSTALL GUARDRAIL	LIN. FT.	\$ 35.00	300	\$ 10,500.00
SLOPE PREPARATION	LUMP SUM	\$ 20,000.00	1	\$ 20,000.00
RANDOM RIP RAP	CU. YD.	\$ 100.00	560	\$ 56,000.00
GEOTEXTILE FILTER	SQ. YD.	\$ 4.50	10,000	\$ 45,000.00
TRAFFIC CONTROL	LUMP SUM	\$ 15,000.00	1	\$ 15,000.00
EROSION CONTROL	LUMP SUM	\$ 20,000.00	1	\$ 20,000.00

<b>TOTAL ESTIMATE (2020 DOLLARS)</b>	<b>\$ 3,145,025</b>
<b>15% CONTINGENCY (2020 DOLLARS)</b>	<b>\$ 472,000</b>
<b>TOTAL ESTIMATE + 15% CONTINGENCY (2020 DOLLARS)</b>	<b>\$ 3,617,025</b>

**Bridge Closure Recommendation Memo**



**To:** Brenda Derrig - City of Fargo, ND  
 David Overbo - Clay County, MN

**From:** Jamison Beisswenger, PE (MN, ND, WI)

**Date:** February 10, 2021

**Subject:** North Broadway Bridge Pier Movement – Bridge No. FRGO12/14524

### Summary

#### Initial Monitoring and Study

In 2018, SRF was contracted by the city of Fargo to study the North Broadway Bridge (NDDOT Bridge FRGO12/MnDOT Bridge 14524), which carries North Broadway Drive/CSAH 1 over the Red River of the North, and its associated embankment soils. The purpose of the study was to gain an understanding of how the movement of the north embankment affects the substructures of the North Broadway Bridge. Bridge and soil monitoring were conducted over a 19-month period.

At the conclusion of this 19-month period, SRF performed a structural evaluation of the bridge and developed both long-term and short-term recommendations. Long-term recommendations included seeking funding to rehabilitate or replace the bridge. Short-term, while funding for repair/replacement was being sought, SRF recommended the following:

1. Oversize/overweight permit loads should be prohibited from the structure.
2. Flood debris should be removed regularly near the bridge to lessen the scour risk at the north pier.
3. The tilt angle of the north pier should be surveyed or monitored at intervals no less than shown in the table below:

East Edge Tilt Angle $\phi$ (deg.)	West Edge Tilt Angle $\phi$ (deg.)	Maximum Monitoring Interval	Bridge Status
$\phi < 2.05^\circ$	$\phi < 3.25^\circ$	Monthly	Open
$2.05^\circ \leq \phi < 2.3^\circ$	$3.25^\circ \leq \phi < 3.50^\circ$	Weekly	Open
$2.30^\circ \leq \phi$	$3.50^\circ \leq \phi$	Weekly	<b>CLOSE BRIDGE</b>

A baseline tilt measurement of the north pier was determined at the end of the monitoring period and used to establish the criteria for the recommended monitoring intervals in the table above. The baseline tilt of the north pier was approximately 2.51-degrees and 1.80-degrees at the west and east edges of the pier, respectively.

### Current Monitoring Results

On February 3, Clay County staff performed a survey of the north pier in accordance with the recommendations of SRF's previous study. Clay County provided the data from this survey to SRF on February 4 for evaluation and interpretation.

The evaluation of the data found that the tilt angle on the east side of the pier has increased by 0.44-degrees, resulting in a measured tilt angle of 2.24-degrees, while the west side has remained constant at 2.51 degrees. Though the tilt angle of the east edge of the pier is now within the recommended limits for weekly monitoring, it is only 0.06-degrees away from the threshold for a complete closure of the bridge.

### Recommendations

The behavior of the north pier at the North Broadway Bridge is inherently unpredictable due to the presence of weak clay soils. While the initial monitoring of the soils indicated a relatively gradual movement of the soil towards the river, the current monitoring results have demonstrated the potential for instances of more rapid movement at this site. It is this soil movement, towards the river, that is directly responsible for the observed tilting of the north pier.

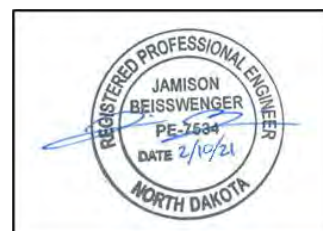
Based on the previous structural evaluation performed by SRF, the rate at which the east end of the north pier has moved (0.44-degrees in one year), the proximity to the threshold for complete closure, and the need to protect the travelling public, SRF recommends that the North Broadway Bridge over the Red River be closed to all vehicular and pedestrian traffic.

Furthermore, we recommend that methods (such as fencing, barriers, and signage) to prevent the public from accessing the areas below the bridge be implemented.

### Certification Statement

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

( Jamison Beisswenger )  
Date: 2/10/2021 Lic. No. 44648





**URBAN REGIONAL & URBAN ROADS  
PROJECT SCOPING WORKSHEET**

DATE: 11-12-2021

PRIORITY # 2

Regional: Y/N

Urban Roads: Y/N

City: Fargo

Street: 45<sup>th</sup> Street – 16<sup>th</sup> Avenue N to I-94

County: Cass

Length: Estimated at 3.6 miles

Proposed Improvement: This project would be a concrete pavement rehabilitation project on the 45<sup>th</sup> Street corridor from 16<sup>th</sup> Avenue N to I-94. The project would consist of replacing concrete panels that have broken and have affected the structural integrity of the road.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non- Participating	Total
				10,800			10,800

Present Road: Surface Width? Varies, 5 lanes to 7 lanes

Surface Type? Concrete

On Street Parking Allowed? No

Present: (No) One Side Both Sides Angle Parallel

Proposed: (No) One Side Both Sides Angle Parallel

**Proposed Improvements**

ADT Present: 4,600 to 35,000 on 45<sup>th</sup> Street

Yr: 2015

Travel Way Width: 45<sup>th</sup> Street – 5-lanes to 7-lanes

ADT Design: NA

Design year: NA

No. of Lanes: NA

Design Speed: NA

Roadway Width: Varies

Maximum Curve: NA

Min. R/W Width: 80’-200’

Maximum Grade: 2%

**Right of Way**

Will Add'l ROW or easement be acquired? No

ROW acquisition by: City DOT

Has any ROW easements been acquired since 7-1-72: Yes

ROW Condemnation by: City DOT

Est. No. of occupied family dwelling to be displaced? 0

Est. No. business to be displaced? 0

**Impacts**

Will there be any additional Impacts (Cultural and Environmental Resources): No.

Will there be any impacts to 4(f) or 6(f) properties: No.

Airports: NA

Public Hearings: No.

Environmental Classification (Cat-Ex, EA, EIS): Estimated to be an ECL

Transportation Enhancements: No.

Intermodal: No.

Pedestrian Needs: No.

<b>Railroads Crossings</b>						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

**Purpose and Need Statement: The project is needed to correct existing deficiencies with the pavement condition, which will in turn help to extend the life of the pavement, as well as improving the ride quality. This corridor is heavily commercial and connects I-94 to the industrial area of Fargo. Not getting the maximum life out of the pavement with minimum traffic impacts will create a challenging reconstruction with significant impacts.**

Existing Conditions:

1. When was the current street section built? 45<sup>th</sup> Street from Main Ave to 16<sup>th</sup> Ave N was constructed in 1997, and it has 12” gravel base and 10.5” unreinforced concrete pavement. The portion south of Main Ave to 9<sup>th</sup> Ave S was constructed in 1995 and it has 12” gravel base and 10.5” concrete pavement. The portion from 9<sup>th</sup> Ave S to I-94 was constructed in 2005 and it has 12” gravel base and 10” concrete pavement.  
Has there been any additional maintenance to the street section? Street Dept has patched over the years to fill in random potholes and corner breaks as needed.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 45<sup>th</sup> Street is a 5-lane flush median section from 16<sup>th</sup> Ave N to 7<sup>th</sup> Ave N, then transitions to a 5-lane divided median roadway to 9<sup>th</sup> Ave S, then transitions to a 7-lane divided roadway from there to I-94.
3. What is the condition of the pavement section? The pavement is 16 to 26 years old. It has typical corner breaks, spalling, and panel breaks are evident. This project will restore the pavement to next to new condition.
  - A. If the pavement section is asphalt, is there any alligator cracking,

longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?

B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking. There are broken slabs, and transverse & longitudinal cracking.

4. Any existing geometric concerns? No.
5. Are there any access points to adjoining properties that present a special concern? No.
6. Are there any existing sidewalks or shared use path in place? Yes, and they are in good shape.
7. What is the condition of the existing storm sewer? Good. Will any additional storm sewer work need to be done along with this project? No.
8. What is the condition of the city's water and sewer line? Good. Will any work have to be done to the city's water and sewer lines along with this project? No.
9. Describe the existing lighting system currently in place? Existing lighting is 40' tall highway pole with 6' arm and high-pressure sodium fixtures and LED fixtures. They remain the same after we are finished.
10. What intersections currently have traffic signals? Yes, there are 9 signals on 45<sup>th</sup> Street. If they are affected by the project, it will be replacing the loop detectors needing to be replaced in the concrete pavement. Are there any locations that have a high accident rate? There are on 45<sup>th</sup> Street near I-94, but we will not be addressing them with this project. Are additional turning lanes needed? No.

Remarks:

City Engineer: 

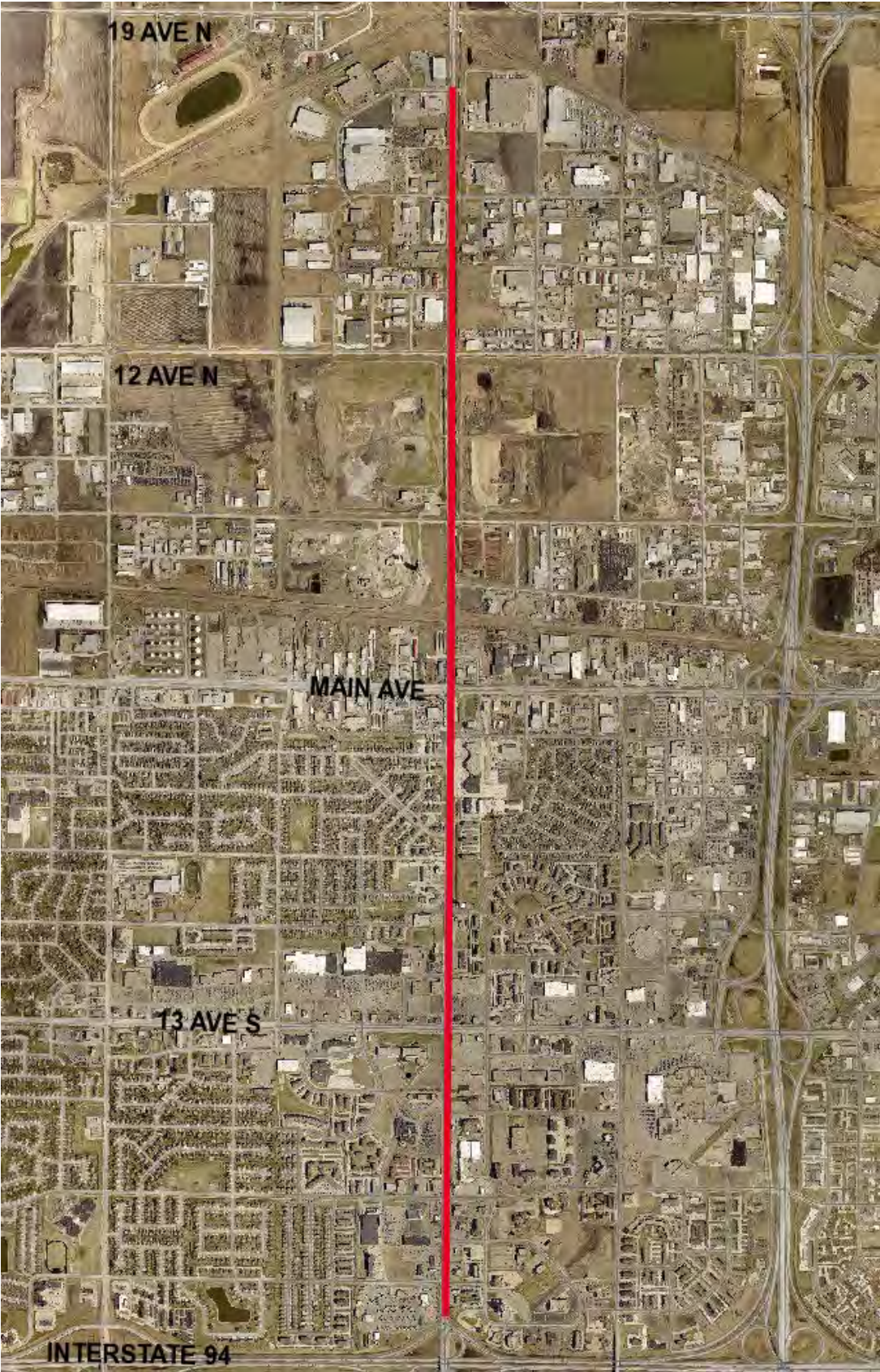
Date: 11-29-2021

District Engineer: NA

Date: \_\_\_\_\_

*Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*

**Project Location Map**



## Detailed Cost Estimate

### Engineer's Opinion of Probable Cost

Description	Unit	Quantity	Unit Price (\$)	Amount (\$)
<b>Paving</b>				
Repair Inlet	EA	35.2	3,000.00	\$ 105,600
Modify Inlet Type A	EA	26.4	1,500.00	\$ 39,600
Modify Inlet Type B	EA	17.6	2,500.00	\$ 44,000
Repair Pavement - Partial Depth Conc	SF	2200	105.00	\$ 231,000
Rem & Repl Pavement 10" Thick Doweled Conc	SY	23276	165.00	\$ 3,840,540
Remove Curb & Gutter	LF	4567.2	9.00	\$ 41,105
F&I Curb & Gutter Standard (Type II)	LF	4567.2	44.00	\$ 200,957
F&I Median Nose - C conc	SY	198	300.00	\$ 59,400
F&I Side walk Curb	LF	572	50.00	\$ 28,600
Remove Sidewalk All Thicknesses All Types	SY	4320.8	16.00	\$ 69,133
F&I Side walk 4" Thick Reinf Conc	SY	1399.2	65.00	\$ 90,948
F&I Side walk 6" Thick Reinf Conc	SY	1320	75.00	\$ 99,000
F&I Impressed 6" Thick Reinf Conc	SY	1320	120.00	\$ 158,400
F&I Det Warn Panels Cast Iron	SF	1152.8	60.00	\$ 69,168
F&I Casting - Inlet	EA	35.2	1,800.00	\$ 63,360
F&I Casting - Std Manhole	EA	17.6	800.00	\$ 14,080
F&I Casting - Floating Manhole	EA	39.6	1,800.00	\$ 71,280
Casting to Grade - w/Conc	EA	140.8	800.00	\$ 112,640
GV Box to Grade - w/Conc	EA	26.4	600.00	\$ 15,840
Repair Pavement - Patch Asph	SY	264	150.00	\$ 39,600
F&I Traffic Surface Gravel	TON	1760	30.00	\$ 52,800
Mill / Grind Conc Pvmt	SY	39600	10.00	\$ 396,000
Mulching Type 1 - Hydro	SY	8800	5.00	\$ 44,000
Seeding Type C	SY	8800	5.00	\$ 44,000
Inlet Protection - Existing Inlet	EA	132	200.00	\$ 26,400
Stormwater Management	LS	4.4	5,000.00	\$ 22,000
Construction Signing	SF	528	11.00	\$ 5,808
Flagging	MHR	6160	30.00	\$ 184,800
Traffic Control - Type 2	LS	4.4	129,000.00	\$ 567,600
<b>Signing</b>				
Relocate Sign Assembly	EA	30.8	225.00	\$ 6,930
F&I Flexible Delineator	EA	30.8	100.00	\$ 3,080
<b>Pavement Markings</b>				
F&I Grooved Plastic Film 4" Wide	LF	1760	7.00	\$ 12,320
F&I Grooved Plastic Film 6" Wide	LF	3520	10.00	\$ 35,200
F&I Grooved Plastic Film 8" Wide	LF	3520	12.00	\$ 42,240
F&I Grooved Plastic Film 16" Wide	LF	352	22.00	\$ 7,744
F&I Grooved Plastic Film 24" Wide	LF	2640	37.00	\$ 97,680
F&I Grooved Plastic Film Message	SF	1540	35.00	\$ 53,900
F&I Grooved Contrast Film 7" Wide	LF	3520	13.00	\$ 45,760
Paint Epoxy Message	SF	2640	20.00	\$ 52,800
Obliterate Pavement Markings	SF	4400	5.00	\$ 22,000
<b>Traffic Signals</b>				
F&I Detection In-Ground Loop	EA	8.8	2,888.00	\$ 25,414
F&I Detection Preformed Loop	EA	70.4	1,155.00	\$ 81,312
F&I Ped Push Button & Sign	EA	70.4	2,050.00	\$ 144,320
F&I Ped Push Button Post	EA	30.8	1,285.00	\$ 39,578

Total Estimated Construction (2021 dollars) \$ 7,407,937

w/ 20% Contingency \$ 8,889,524

**Total Estimated Construction (2026 dollars) \$ 10,815,465**

**URBAN REGIONAL & URBAN ROADS  
PROJECT SCOPING WORKSHEET**

DATE: 11-12-2021

PRIORITY # 3

Regional: Y/N

Urban Roads: Y/N

City: Fargo

Street: 40<sup>th</sup> Avenue S over the Red River

County: Cass

Length: 1260' total, 800' in North Dakota

Proposed Improvement: A new pedestrian bridge project over the Red River. This is a missing link in our pedestrian system between the cities of Fargo and Moorhead. This would be an 800' long bridge that would be an estimated six-span structure built to be higher than a 100-year flood in elevation. This would be located on a section line between both cities.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
					2,210	1,790	4,000

Present Road: Surface Width? NA

Surface Type? NA

On Street Parking Allowed? NA

Present: (No) One Side Both Sides Angle Parallel

Proposed: (No) One Side Both Sides Angle Parallel

**Proposed Improvements**

ADT Present: NA

Yr: NA

Travel Way Width : 15'

ADT Design: NA

Design year: NA

No. of Lanes:

Design Speed: 20 mph

Roadway Width: Path width 10' at grade

Maximum Curve: NA

Min. R/W Width: NA

Maximum Grade: 5%

**Right of Way**

Will Additional ROW or easement be acquired? Yes

ROW acquisition by: City DOT

Has any ROW easements been acquired since 7-1-72: Yes

ROW Condemnation by: City DOT

Est. No. of occupied family dwelling to be displaced? 0

Est. No. business to be displaced? 0

**Impacts**

Will there be any additional Impacts (Cultural and Environmental Resources): Project will be located over the Red River; the only impacts would be where the piers and abutments get located. No adverse impacts to the floodway/floodplain are expected, and the location is not a known cultural resource area.

Will there be any impacts to 4(f) or 6(f) properties: No.

Airports: NA

Public Hearings: Not expected.

Environmental Classification (Cat-Ex, EA, EIS): Estimated to be a Documented Catex

Transportation Enhancements: This project is a pedestrian/bicycle bridge over the Red River

Intermodal: No.

Pedestrian Needs: This is a pedestrian/bicycle project.

<b>Railroads Crossings</b>						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

**Purpose and Need Statement:** The proposed bridge and path project would connect to existing shared use paths on both sides of the river. This project would fill a critical gap identified in the Metro Area bicycle and pedestrian network. The connection is noted in multiple studies and would be the only bicycle/pedestrian crossing south of I-94 which would provide immediate connections to regional bike/ped facilities such as shared use paths along University Drive S and 40th Avenue S, ultimately connecting to the Milwaukee Trail, located a ½ mile to the west. On the Moorhead side, the new bridge would connect to the Moorhead River Corridor Trail, and (future) Heartland Trail. The new bridge would provide critical connections to Discovery Middle School, Lions Conservancy Park, and the park system along the Milwaukee Trail on the Fargo side of the Red River. On the Moorhead side of the river, the new bridge would also provide a direct connection to the Bluestem Amphitheater, a regional cultural attraction.

Existing Conditions:

1. When was the current street section built? There currently is not a bridge located at this section line. This project would be a pedestrian only bridge to connect the two cities. Has there been any additional maintenance to the street section? NA
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? NA
3. What is the condition of the pavement section? NA
  - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous

- patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
4. Any existing geometric concerns? No, any drastic differences in grades would be made up by the bridge, which will be long spanned and run at minimal grades.
  5. Are there any access points to adjoining properties that present a special concern? No.
  6. Are there any existing sidewalks or shared use path in place? Nearby yes, we plan to tie into them on both sides of the river. On the Fargo side there are nearby connections to the 40<sup>th</sup> Avenue S path and the University Drive path, as well as the Milwaukee Trail path located a ½ to the west. On the Moorhead side, we plan to connect to the existing path located on 50<sup>th</sup> Avenue S.
  7. What is the condition of the existing storm sewer? NA Will any additional storm sewer work need to be done along with this project? No.
  8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? NA
  9. Describe the existing lighting system currently in place? There are no lights today, but we plan to install pedestrian scale lighting on the bridge and off the bridge ends and using LED fixtures for illumination. What type of standards and luminaires are currently being used? NA.
  10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? NA

Remarks:

City Engineer: 

Date: 11-29-2021

District Engineer: NA

Date: \_\_\_\_\_

*Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*



**Project Location Map**



Example Image: Bicycle and pedestrian bridge in Grand Forks, ND crossing the Red River.



## Gap 9 | Recommended Bridge & Path Alignment

### Recommended Bikeway Concept

The recommendation for Gap 9 is a high-clearance bicycle and pedestrian bridge crossing the Red River and shared use paths that connect to existing paths on both sides of the river. Unlike the existing lift bridges crossing the Red River in Fargo/Moorhead, the proposed bridge would be a high-clearance bridge that would not need to be lifted during flood events. This is due to the existing slopes on both sides of the river at this location. A high-clearance bridge would also increase usability of the bridge during flood situations. The recommended bridge is assumed to be 800 feet long and 15 feet wide. The bridge is recommended to be 800 feet long so that it is located at an elevation high enough to avoid the vast majority of floods. At 800 feet in length, the bridge would be at an approximate elevation of 903 feet, which is equivalent to a 37-foot river stage and is above the 100-year floodplain. Implementation of this bridge will require geotechnical analysis, optimum crossing location analysis, coordination with the US Army Corps of Engineers, and more.

The proposed shared use paths would connect the bridge to existing shared use paths on both sides of the river. On the west side, a shared use path would connect the bridge to the path at the intersection of 40th Avenue S and University Drive in Fargo. On the east side, a shared use path would connect the bridge to the path on the north side of 50th Avenue SW in Moorhead. Implementation of this path on the east side will require approval and coordination with the Trollwood Performing Arts School. The path alignment shown does not necessarily reflect a preferred alignment; further coordination the City of Moorhead and Trollwood Performing Arts School is required.

### Planning-Level Cost Estimate

Recommended Concept	Approximate Cost Range
Bicycle and Pedestrian Bridge	\$3,313,560 - \$4,638,984
Shared Use Path	\$646,440 - \$911,016
Total	\$3,960,000 - \$5,550,000

### Cost Estimate Notes

- New path length: 1,737 ft. (0.33 mi.)
  - 464 ft (West) + 1,273 ft (East)
- New bridge assumed to be 800 feet long and 15 feet wide (11-foot trail, 2 feet each side for parapets)
- New path assumed to be 11-foot concrete
- Includes ADA curb ramps
- Right of way acquisition not included
- Unit Prices per MnDOT 2018 Statewide Average Bid Prices
- All costs in 2018 dollars

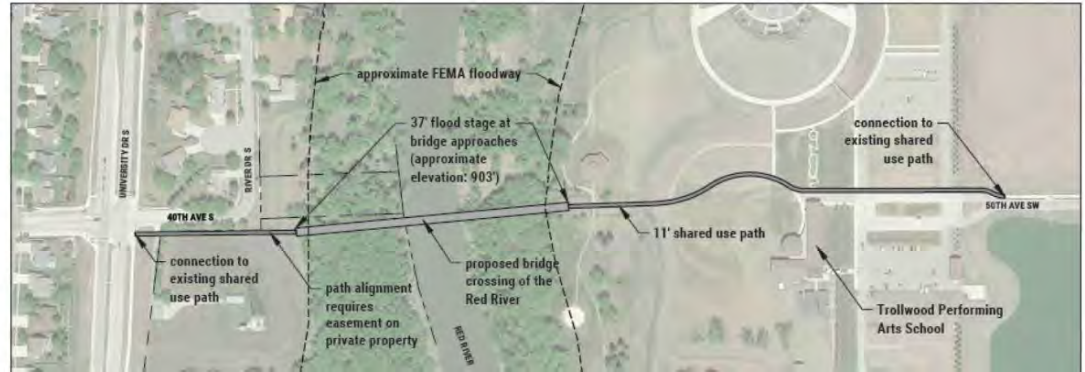
### Lead Agencies

- City of Fargo
- City of Moorhead

### Key Stakeholder

- Trollwood Performing Arts School
- Riverkeepers

Recommended Bridge Alignment



**Excerpts from Go 2030, Fargo's Comprehensive Plan**



GO  
2030  
go2030.net

FARGO COMPREHENSIVE PLAN

# Fargo

COMPREHENSIVE PLAN

May 24, 2012



# GUIDING PRINCIPLES



## WATER AND ENVIRONMENT

Fargo will create permanent flood protection and ensure the quality and supply of this precious resource through water conservation. We will celebrate water by embracing the Red River of the North and the Sheyenne River and integrating sustainable rainwater management techniques into the fabric of the city. We will protect our natural resources and preserve the health and beauty of our environment.



## ENERGY

Fargo will aggressively seek innovative strategies to support national energy independence. The community will find energy savings through efficiency measures and invest in renewable sources for the future.



## ARTS AND CULTURE

Fargo will flourish with a stronger arts and culture movement. We will nurture and increase the presence of both the performing arts and the visual arts, and we will increase access to cultural events and arts-related educational opportunities.



## HEALTH

Fargo will encourage healthy choices and improve the health of residents by enhancing awareness, increasing year-round recreational opportunities, increasing access to healthy food, and ensuring access to quality healthcare.



## TRANSPORTATION

Fargo will transform its transportation system to encourage walking, biking, and transit. The City will coordinate infrastructure investments and land use policy in a supportive and synergistic way.



## ECONOMY

Fargo will build on its agricultural and manufacturing heritage and will be known as a cutting-edge creative economy. We will educate and retain the best workforce in the nation and foster an innovative and entrepreneurial environment.



## NEIGHBORHOODS, INFILL, AND NEW DEVELOPMENT

Fargo will promote attractive and welcoming neighborhoods by promoting a diverse and affordable housing stock. Fargo will support neighborhoods where residents can age in place, children can walk to school, and essential services are only a short walk away. Fargo will promote infill development, planned growth, and increasing density and vitality in its established neighborhoods.



## EDUCATION

Fargo will uphold and improve its world class K-12 education system. Fargo will continue to embrace the universities and post secondary education institutions and acknowledge their positive influence on the economy, workforce, and culture of Fargo.



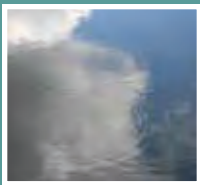
## SAFETY

Fargo will ensure safety through excellent police and fire service. The design of neighborhoods, districts, and public spaces will work to promote safety by increasing visibility and eyes on the street.

# KEY INITIATIVES

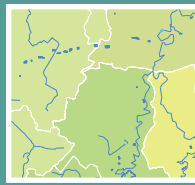


## WATER AND ENVIRONMENT



### Permanent Flood Risk Reduction

Develop internal flood protection systems to a river stage of 42.5 feet using permanent levees and flood walls. Use the internal flood protection systems along with construction of a diversion channel to create 500 year flood risk reduction.



### Watershed Management

Develop a strategy for regional watershed flood management simultaneously with the diversion project.



### Tree Canopy

Increase the amount of trees in Fargo by preserving and planting new trees in new developments, planting trees in parks, and increasing the number of street trees along Fargo's main corridors.



### Drinking Water Quality & Supply

Ensure safe drinking water quality and supply by studying water quality impacts of Devil's Lake overflow on the Sheyenne River, ensuring the health of the Red River, and preparing for long-term emergency water supplies in times of drought.



### Parks, Open Space, and Habitat

Ensure all neighborhoods have access to safe and well-maintained neighborhood parks. Enhance parks with more trees and amenities. Protect open space habitat areas and create nature centers and living laboratories to educate residents about nature.



### Light Pollution

Develop strategies to reduce light pollution and maintain the beauty of the night sky. Examples could include energy efficient full cut off light fixtures on city streets.



### Waste and Recycling

Develop policies to reduce waste and increase recycling programs. Explore food waste composting systems.



### Water Conservation

Develop policies and programs to reduce water usage in the City of Fargo. For example, the City could expand its wastewater reclamation and reuse system for drinking, irrigation, and industrial users. The City could use native/xeric plants to reduce need for irrigation.



### Green Stormwater Infrastructure

Incorporate natural stormwater management and flood control areas that provide recreational opportunities into the City. Examples include on-street rain gardens that soak up and clean stormwater runoff before it enters the storm sewers and retention areas.



### Air Quality

Create strategies to ensure the quality and healthfulness of our air. Promote reduced emissions from transportation, energy production, industry, and all sectors of our city.



**ENERGY**



**Community-Wide Energy Efficiency and Renewable Energy Production**

Create strategies to incentivize energy efficiency and renewable energy production by working with City, State, and Federal governments.



**Smart Grid**

Develop strategies to promote a smart grid and work with local utilities to educate residents on the value of smart grid technology and renewable energy generation.



**City Led Energy Efficiency and Reduced Emissions**

Develop policies and strategies that allow the city to lead the way with energy efficiency standards and reduction of emissions from city facilities and schools.



**ARTS AND CULTURE**



**Public Art**

Incorporate public art into the public realm of the city.



**Art Classes, Cultural Programs, and Arts Organizations**

Develop strategies to increase access to and support for art classes and cultural programs.



**Public Gathering Spaces**

Develop dedicated public gathering spaces and public spaces in neighborhood centers. Promote programming of public spaces with festivals and other cultural events.



**Establish an Arts Commission**

Establish an Arts Commission to support integration of art into the public process and to increase aesthetic consideration within the public realm.



**Festivals and Cultural Events**

Develop space and programming for festivals and events.





HEALTH



**City-Wide Trail Loop**

Connect the city with a greenway that is made up of primarily off street trails.



**Healthy Food**

Ensure all neighborhoods have access to healthy food. Promote more farmers' markets and community gardens in Fargo.



**Year-round Recreational Opportunities**

Increase year-round recreational opportunities within the city.



**Access to Healthcare**

Fargo will ensure all residents have access to quality healthcare.



**Regional Recreational Amenity**

Develop a regional recreational destination, such as a water park, indoor athletic center, conservatory, or an expanded zoo.



TRANSPORTATION



**Bicycle/Pedestrian Infrastructure**

Improve bicycle and pedestrian connectivity by identification of gaps in the local and to the regional system.



**Complete Streets**

Transform Fargo's roadways with a connected network of complete streets. Implement study recommendations to convert one way streets in downtown Fargo to two way streets.



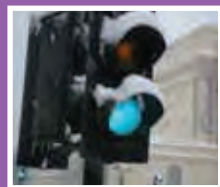
**Transit Improvements**

Expand and improve the existing transit service in terms of frequency, mode, and other options, including an effort to revise both the existing MAT bus schedule and frequency of bus service throughout the city and the region (Moorhead and West Fargo). Study the possibility of new local and regional travel venues, such as bus rapid transit and rideshare programs.



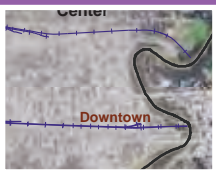
**Transportation Linkages Across the Red River**

Improve mobility in a manner that will accommodate growth and secure availability of emergency routes by developing an additional crossing of the Red River south of 52nd Ave, and improve availability of and access to river crossings for bicycles and pedestrians.



**Intelligent Transportation System**

Increase the use of Intelligent Transportation System (ITS) technology to improve efficiency and safety throughout the transportation system



**Clear and Attractive Access to Downtown**

Improve wayfinding signage for all modes of transportation. Enhance vehicular downtown connectivity from the north, south, and west, and simplify access from I-29 and I-94.



**Parking**

Pursue creative parking strategies to fund and activate parking structures, explore reducing minimum parking standards, and share parking between daytime and nighttime uses.



INITIATIVE 01

# BICYCLE AND PEDESTRIAN INFRASTRUCTURE

**Catalyst** | This initiative supports the following catalyst(s):



Signature Streets



Active Living Streets



All-Season City-Wide Trail Loop



Energy Efficiency and Renewable Generation



## RECOMMENDATIONS

- Continue to identify existing and future roadways for the placement of on-street bicycle lanes and share-the-road designations.
- Require bicycle and pedestrian infrastructure along new and reconstructed arterial and collector streets.
- Continue to review site plans for opportunities to provide on-site connections to sidewalks and bicycle paths.
- Continue to encourage the establishment of destinations within neighborhoods for cyclists and pedestrians.
- Continue to seek funding sources that are aimed at bicycle and pedestrian infrastructure, such as Transportation Enhancement Funds and Transportation, Community, and System Preservation (TCSP) Funds.
- Explore bike sharing programs.
- Continue to encourage the public about the benefits of bicycling.
- Create safety education programs for all transportation users: bicyclists, motorists, and pedestrians.
- Create and offer incentives to businesses to provide facilities that complete the bicycle and pedestrian infrastructure in the form of secure bicycle parking facilities and shower/locker facilities.



## DESCRIPTION

Fargo will continue to invest in comprehensive, connected bicycle and pedestrian infrastructure that makes bicycling and walking a priority and sets the city apart from others in its accommodations for walkers and cyclists. Comprehensive bicycle and pedestrian infrastructure will



FROM MINDMIXER

**Have bike-oriented businesses and amenities located along the recreational and transportation trails. - Erin K**

FROM MINDMIXER

**“Instead of widening roads and building more barriers, we should find a way to support biking and walking to school...We need more safe pathways to school, so parents don’t feel that they have to deliver their kids to school, which causes congestion.” – Connie N**



consist of complete streets designed with all aspects of accepted bicycle and pedestrian facilities, ranging from sidewalks and multi-purpose trails to on-street bike lanes and off-street side paths. In addition, the City will focus on the overall transportation system from the viewpoint of traffic control and system features that facilitate walking and bicycling.

The City will seek creative connections where accommodations along and on roadways are difficult. These connections may occur along railroad right of way, drainage channel right of way, power transmission line easements, and within easements on private property. Bike path surface materials will be carefully considered in areas where paved trails are difficult to maintain or harmful to the environment.

Businesses that provide facilities for securely parking bicycles and for showering and changing clothes allow employees to overcome common barriers to walking and biking to work.

## BENEFITS

The benefits of a comprehensive and connected bicycle and pedestrian network include economic, environmental, energy efficiency, and public health improvements. Economic benefits include reduced transportation costs to citizens as they lessen their use of and dependence upon auto travel. In areas where the magnitude of pedestrian and bicycle trips is high enough, the pedestrian and bicycle infrastructure can eliminate or delay the need to widen roadways. On congested roadways where widening is not feasible, bicycle and pedestrian infrastructure offer an alternative mode of transportation, ultimately helping to reduce congestion and delay.

Environmental benefits of strong pedestrian and bicycle use include reduced auto emissions, and potentially reduced overall need for travel lanes and parking spaces along with a corresponding reduction in the amount of run-off from paved parking lots. Vehicle traffic results in noise for adjacent development, while walking and bicycling contribute very little to traffic noise.

From an energy efficiency standpoint, walking and bicycling help reduce the use of non-renewable resources, reducing the overall emissions and conserving fossil fuel.

Finally, from a public health standpoint, cities with a complete walking and bicycling infrastructure are notably healthier than cities with minimal facilities for bicycles and pedestrians. Walking and bicycling are known as two of the healthiest forms of exercise, helping people to achieve better fitness and reduced rates of obesity. There is also evidence that walking to school helps children feel more settled in the classroom, allowing them to focus in class.



## INITIATIVE 05

# TRANSPORTATION LINKAGES ACROSS THE RED RIVER



## RECOMMENDATIONS

- Designate corridors for future river crossings (vehicular and/or bicycle/pedestrian bridges) and begin the process of acquiring right of way.
- Design vehicular river crossings to safely and comfortably accommodate pedestrians and bicyclists.
- Utilize the North Dakota Century Code section 40-48-28 to designate and preserve future river crossing corridors through master street planning and official mapping.
- Work with Cass and Clay Counties and the City of Moorhead to continue designating section line roads as future arterial roadways with limited access. As soon as decisions have been made, ensure the public is aware of future linkages.
- Use the Red River Greenway Study, Long Range Transportation Plan, and the travel demand model for the metropolitan area or a separately commissioned traffic study to evaluate the river crossing needs of the transportation system as the metropolitan area grows.

## DESCRIPTION

The Red River is the border between Fargo and Moorhead, Minnesota. Residents take pride in the fact that most people consider the Fargo-Moorhead metropolitan area as one community, despite the fact that Fargo and West Fargo are two distinct municipalities in North Dakota, and Moorhead and Dilworth are two distinct municipalities in Minnesota. From the standpoint of day-to-day life, residents live in one city and work, shop, socialize, and attend school in any of the four cities. As Fargo and the adjacent cities grow in population and geographic size, the need to cross the river will also increase.

Fargo will designate and secure corridors for additional transportation linkages across the Red River and will pursue funding mechanisms for corridor acquisition and bridge construction so funds are available at such time as the need justifies the cost.



FROM MINDMIXER

**If there was a way to more easily raise and lower bridges, it would be wonderful to have ski bridges over the Red River. That way, we could more easily connect cross-country ski trails in town.**

**– Drew FM**



Therefore, the planning and securing of corridors for bridges over the river is important. The ability to disperse traffic evenly over a number of bridges helps to reduce the burden of concentrated traffic volumes on adjacent development. Lengthy trips on north/south corridors to get to bridge corridors creates trips that are longer, more time consuming, and less energy efficient.

As Fargo grows in size, it is important to designate river crossing corridors and plan surrounding development, transportation facilities, and recreational features accordingly.

## BENEFITS

There are several benefits of having adequate transportation linkages across the Red River. One of the primary benefits is the dispersal of traffic across the transportation system. Any time bridges are not evenly dispersed throughout the system, routes to and from river crossings become congested, resulting in the need for intersection improvements and roadway widening. This places an excessive burden of more traffic and wider transportation facilities on corridors closest to the river crossing.

Movement of traffic during emergencies is another benefit to having an adequate dispersal of river crossings throughout the community. Fargo has experienced

major floods with limited availability of bridges over the Red River, and the resulting traffic congestion and travel delay placed severe stress on law enforcement, emergency services, public works staff, healthcare workers, transit providers, and citizens.

The presence of evenly dispersed river crossings also benefits pedestrians and bicyclists, and increases the likelihood that residents will choose walking and bicycling as their mode of travel. Well-placed and adequately dispersed river crossings reduces trip lengths, thereby making walking and bicycling trips more feasible and less time consuming. Furthermore, the fact that river crossings allow traffic to be more dispersed and less concentrated results in traffic situations and transportation facilities that are more conducive to the inclusion of walking and biking facilities.

In the absence of adequately spaced vehicular bridges, pedestrian and bicycle bridges over the river are also excellent for facilitating pedestrian and bicycle travel.

Finally, an adequate geographic dispersal of linkages over the Red River translates into a more connected community, where more options are easily available to more people.



FROM MINDMIXER

**Before adding additional bridges lets make the three we have year around and then add more.**  
- RedWayne



**URBAN REGIONAL & URBAN ROADS  
PROJECT SCOPING WORKSHEET**

DATE: 11-12-2021

PRIORITY # 4

Regional: Y/N

Urban Roads: Y/N

City: Fargo

Street: NA, Three Shared Use Path Locations

County: Cass

Length: 19,000'

Proposed Improvement: This project would consist of construction three (3) new shared use paths in Fargo. The locations would be 1) within the County Drain 27 right-of-way from 52<sup>nd</sup> Ave S to 63<sup>rd</sup> Ave S, with a spur running over to 63<sup>rd</sup> Street north of 55<sup>th</sup> Ave S; 2) within the County Drain 53 right-of-way from 64<sup>th</sup> Ave S to 73<sup>rd</sup> Ave S; and 3) along River Drive S from Harwood Drive S to 40<sup>th</sup> Ave S.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
				2,400			2,400

Present Road: Surface Width? NA

Surface Type? NA

On Street Parking Allowed?

Present: (No) One Side Both Sides Angle Parallel  
Proposed: (No) One Side Both Sides Angle Parallel

**Proposed Improvements**

ADT Present: NA

Yr: NA

Travel Way Width : 10'

ADT Design: NA

Design year NA

No. of Lanes: NA

Design Speed: 15mph

Roadway Width: NA

Maximum Curve: NA

Min. R/W Width: NA

Maximum Grade: NA

**Right of Way**

Will Additional ROW or easement be acquired? No

ROW acquisition by: City DOT

Has any ROW easements been acquired since 7-1-72: No

ROW Condemnation by: City DOT

Est. No. of occupied family dwelling to be displaced? None.

Est. No. business to be displaced? None.

**Impacts**

Will there be any additional Impacts (Cultural and Environmental Resources): None expected.

Will there be any impacts to 4(f) or 6(f) properties: No.

Airports: No

Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex anticipated.

Transportation Enhancements: This project is for a shared use path.

Intermodal: No.

Pedestrian Needs: This project is for a shared use path.

<b>Railroads Crossings</b>						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection

**Purpose and Need Statement: This project will fill in three (3) gaps in our existing city shared use path system. This project is consistent with the City’s GO 2030 Comprehensive Plan in both Health and Transportation categories.**

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
3. What is the condition of the pavement section?
  - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
  - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
4. Any existing geometric concerns?
5. Are there any access points to adjoining properties that present a special concern?
6. Are there any existing sidewalks or shared use path in place?

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?

Remarks:

City Engineer: B.L.D.

Date: 11-29-2021

District Engineer: NA

Date: \_\_\_\_\_

*Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project will provide a 10' wide, off-road shared use path that will extend the Drain 27 path, the Drain 53 path, and fill a gap along River Drive. Please see Appendix A for Project Location Maps.

The first location is located along the west side of Drain 27 from just south of 52nd Avenue S to 63<sup>rd</sup> Avenue S in the Deer Creek Addition, and a spur path will run along a City of Fargo lot north of 55<sup>th</sup> Avenue S from Drain 27 to 63<sup>rd</sup> Street. A HAWK beacon will be installed on 63<sup>rd</sup> Street where the path intersects it. This path will connect the Deer Creek neighborhood to the metro path system. Additionally, the City of Fargo constructed a large 146-acre storm water basin in 2021 in the area just east of the drain (the current farm lands), which will allow a large area to be developed into residential and commercial development in the upcoming years. The basin and development around will have significant trail infrastructure.

The second location is along the east side of Drain 53 from 64th Avenue South to 73rd Avenue South. This project connects the Golden Valley development to the metro path system. Drain 53 was improved in 2011 between 52nd Avenue South and 64th Avenue South and with that drain improvement, the County added a slope stability bench that is 25' wide and located on the inside of the drain, roughly 10' from the top. The proposed 10' wide shared use path will be located on this bench.

The third location will be along River Drive S between Harwood Drive & 40th Avenue S. This project would supplement the existing shared use path system by adding a route near the Red River. Over the last 10 years the City of Fargo has been purchasing the properties along River



Drive to make way for a flood control levee, and this project will fit into the area like a glove.

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

**Appendix A - Project Location Maps**  
**Drain 27**



**Drain 53**



**River Drive**



## Detailed Cost Estimate

**Engineer's Opinion of Cost**  
**Shared Use Path - Drain 27 Deer Creek Area, River Drive S, Drain 53**  
**Urban Roads Program**  
**November 19, 2021**

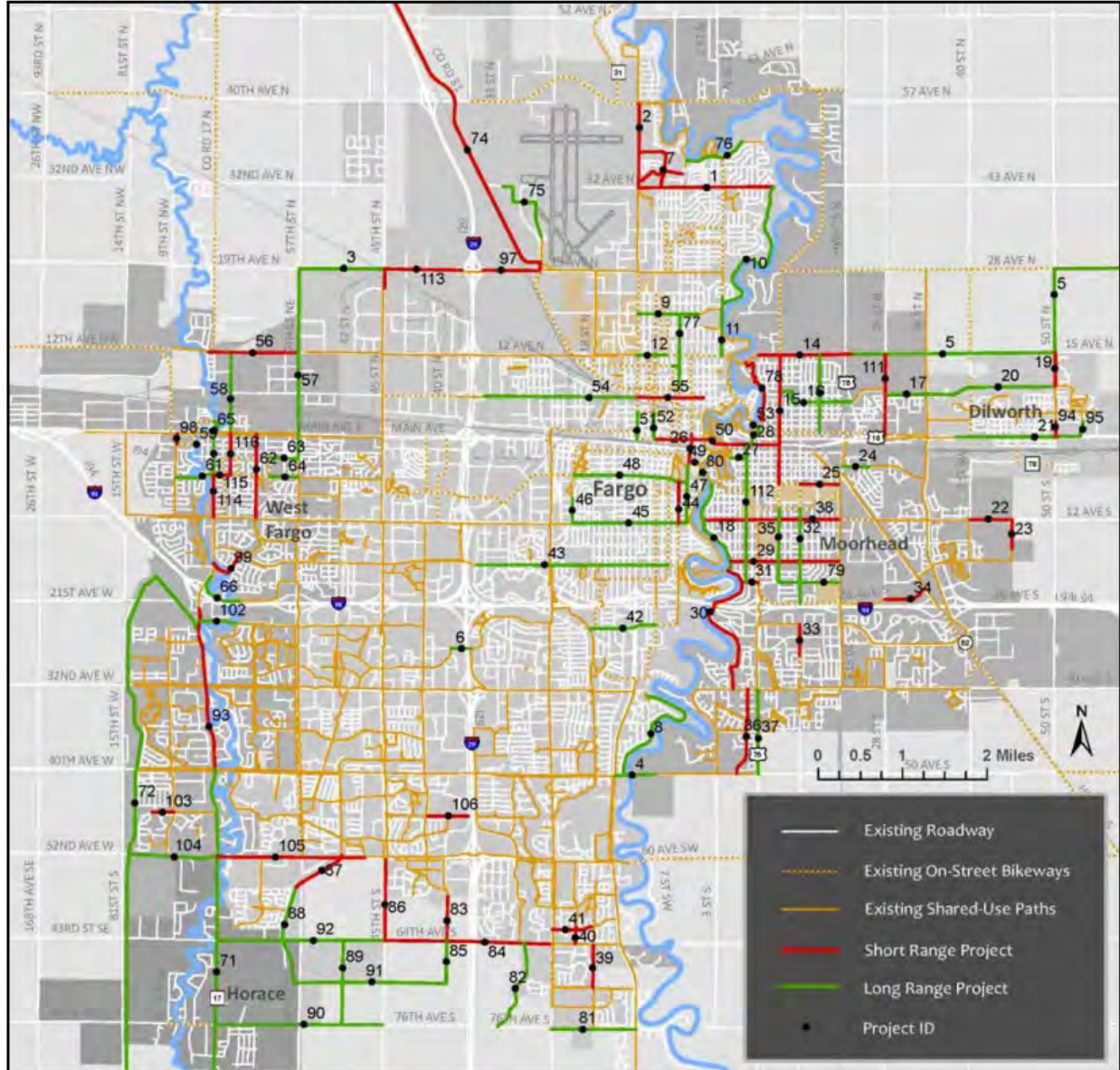
Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$12,100.00	1	\$12,100
203	109	TOPSOIL	CY	\$4.00	7,050	\$28,200
203	140	BORROW-EXCAVATION	CY	\$9.50	7,050	\$66,975
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	8	\$19,500
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	8	\$12,870
302	121	AGGREGATE BASE COURSE CL 5	CY	\$45.00	1,862	\$83,790
702	100	MOBILIZATION	L SUM	\$146,400.00	1	\$146,400
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$60.00	19,040	\$1,142,400
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$100,000.00	1	\$100,000
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total	\$1,622,235	
Contingency (20%)	\$324,447	
Total Estimated Cost	\$1,946,682	2021 dollars
<b>Total Estimated Cost</b>	<b>\$2,368,436</b>	<b>2026 dollars</b>

**Supporting Data**  
**Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan**

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan.

**Figure 6.1 – Proposed Project Map – Urban**





GO  
2030  
go2030.net

FARGO COMPREHENSIVE PLAN

# Fargo

COMPREHENSIVE PLAN

May 24, 2012





# GUIDING PRINCIPLES



## WATER AND ENVIRONMENT

Fargo will create permanent flood protection and ensure the quality and supply of this precious resource through water conservation. We will celebrate water by embracing the Red River of the North and the Sheyenne River and integrating sustainable rainwater management techniques into the fabric of the city. We will protect our natural resources and preserve the health and beauty of our environment.



## ENERGY

Fargo will aggressively seek innovative strategies to support national energy independence. The community will find energy savings through efficiency measures and invest in renewable sources for the future.



## ARTS AND CULTURE

Fargo will flourish with a stronger arts and culture movement. We will nurture and increase the presence of both the performing arts and the visual arts, and we will increase access to cultural events and arts-related educational opportunities.



## HEALTH

Fargo will encourage healthy choices and improve the health of residents by enhancing awareness, increasing year-round recreational opportunities, increasing access to healthy food, and ensuring access to quality healthcare.



## TRANSPORTATION

Fargo will transform its transportation system to encourage walking, biking, and transit. The City will coordinate infrastructure investments and land use policy in a supportive and synergistic way.



## ECONOMY

Fargo will build on its agricultural and manufacturing heritage and will be known as a cutting-edge creative economy. We will educate and retain the best workforce in the nation and foster an innovative and entrepreneurial environment.



## NEIGHBORHOODS, INFILL, AND NEW DEVELOPMENT

Fargo will promote attractive and welcoming neighborhoods by promoting a diverse and affordable housing stock. Fargo will support neighborhoods where residents can age in place, children can walk to school, and essential services are only a short walk away. Fargo will promote infill development, planned growth, and increasing density and vitality in its established neighborhoods.



## EDUCATION

Fargo will uphold and improve its world class K-12 education system. Fargo will continue to embrace the universities and post secondary education institutions and acknowledge their positive influence on the economy, workforce, and culture of Fargo.



## SAFETY

Fargo will ensure safety through excellent police and fire service. The design of neighborhoods, districts, and public spaces will work to promote safety by increasing visibility and eyes on the street.



HEALTH



**City-Wide Trail Loop**

Connect the city with a greenway that is made up of primarily off street trails.



**Healthy Food**

Ensure all neighborhoods have access to healthy food. Promote more farmers' markets and community gardens in Fargo.



**Year-round Recreational Opportunities**

Increase year-round recreational opportunities within the city.



**Access to Healthcare**

Fargo will ensure all residents have access to quality healthcare.



**Regional Recreational Amenity**

Develop a regional recreational destination, such as a water park, indoor athletic center, conservatory, or an expanded zoo.



TRANSPORTATION



**Bicycle/Pedestrian Infrastructure**

Improve bicycle and pedestrian connectivity by identification of gaps in the local and to the regional system.



**Complete Streets**

Transform Fargo's roadways with a connected network of complete streets. Implement study recommendations to convert one way streets in downtown Fargo to two way streets.



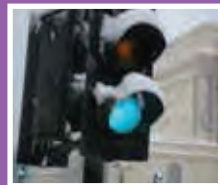
**Transportation Linkages Across the Red River**

Improve mobility in a manner that will accommodate growth and secure availability of emergency routes by developing an additional crossing of the Red River south of 52nd Ave, and improve availability of and access to river crossings for bicycles and pedestrians.



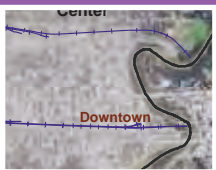
**Transit Improvements**

Expand and improve the existing transit service in terms of frequency, mode, and other options, including an effort to revise both the existing MAT bus schedule and frequency of bus service throughout the city and the region (Moorhead and West Fargo). Study the possibility of new local and regional travel venues, such as bus rapid transit and rideshare programs.



**Intelligent Transportation System**

Increase the use of Intelligent Transportation System (ITS) technology to improve efficiency and safety throughout the transportation system



**Clear and Attractive Access to Downtown**

Improve wayfinding signage for all modes of transportation. Enhance vehicular downtown connectivity from the north, south, and west, and simplify access from I-29 and I-94.



**Parking**

Pursue creative parking strategies to fund and activate parking structures, explore reducing minimum parking standards, and share parking between daytime and nighttime uses.

# Catalysts

Catalysts are ideas that have the potential to accelerate development and enhance quality of life. The following list of catalysts was created in a public process with input from the steering committee and the technical committee. These ideas have the biggest potential to impact Fargo as it continues to grow and develop. Catalysts support and advance all of the guiding principles.

## Walkable Mixed Use Centers

Walkable mixed use centers will be catalysts for well-designed, high density development that increases walkability, access to amenities, and provides other sustainable benefits of density.

## Signature Streets

Signature streets will be destination public spaces in Fargo. They will include streetscape enhancements including wide sidewalks, landscaping, benches, pedestrian scaled streetlights, and other amenities.

## Active Living Streets

Active living streets will have infrastructure to support pedestrians, experienced cyclists, recreational cyclists, transit, and automobiles. A network of active living streets will enable Fargo residents to walk or bike to their destinations safely and comfortably.

## All-Season City-Wide Trail Loop

The city-wide trail loop will connect existing off-street trails and encourage recreation and active transportation throughout the city. The trail loop should be designed to function in the winter and include cross country ski paths.

## Regional Recreation Destination

A regional recreation destination, such as a water park, indoor athletic facility, or a conservatory, will provide a community gathering space, promote good health, and will create an attraction for the region.

## Celebrate the River

Flooding from the river has been a threat in years past, but there is potential to create great public spaces next to the river. These locations would give access to the river and can potentially be combined with flood protection and development projects.

## Permanent Flood Protection

Permanent flood protection is necessary for the continued advancement of Fargo. Permanent flood protection would give businesses confidence to invest in Fargo and ensure the city is protected from future flooding threats.

## Energy Efficiency and Renewable Generation

Energy efficiency and renewable generation initiatives have the potential to give Fargo a competitive advantage with low energy costs, a high tech smart grid, and reliable power in the uncertain energy future. These initiatives also improve the health of the environment.

# ALL-SEASON CITY-WIDE TRAIL LOOP

Health, recreation, and transportation are popular topics in Fargo. There is an opportunity to build a city-wide trail loop that will connect neighborhoods and walkable mixed use centers. It can be used for walking, biking, and potentially cross-country skiing in the winter. This catalyst incorporates the findings of the Metropolitan Bicycle and Pedestrian Plan and adds momentum to this idea.

## Benefits:

- Provides a year-round recreational amenity for neighborhoods in Fargo.
- Connects walkable mixed use centers and employment centers, creating an alternative transportation option.
- Enhances important centers and corridors in Fargo.
- Builds on existing plans and studies.
- Integrates with levee and drainage systems.

## See Key Initiatives:



### Health

- City-Wide Trail Loop
- Year-round Recreational Amenities



### Economy

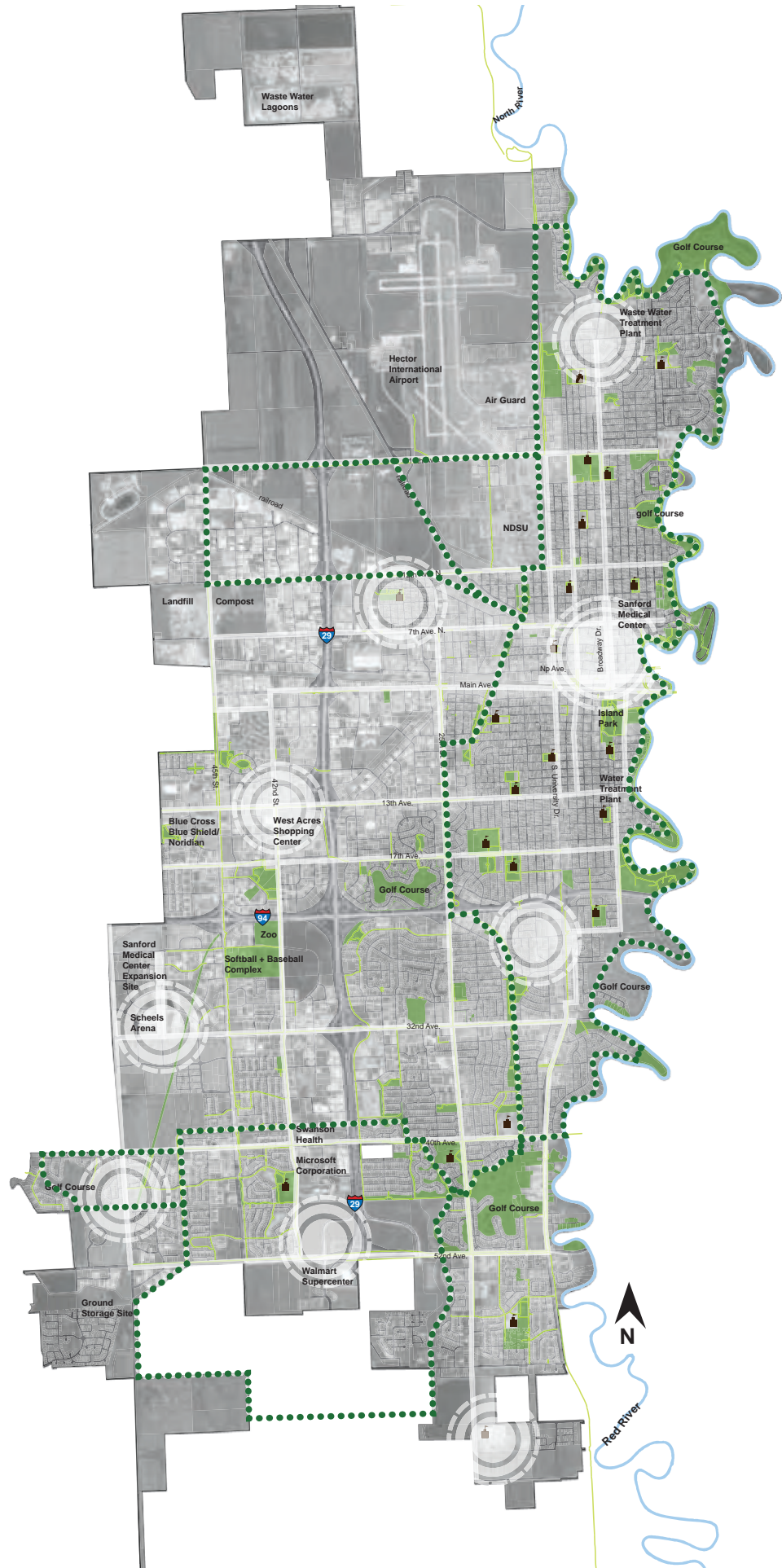
- Amenities and Beautification as an Economic Development Tool



### Transportation

- Bicycle and Pedestrian Infrastructure







Health

# HEALTH

Residents in Fargo generally rank higher and rate their physical health better than most of North Dakota and the nation. Like the rest of the nation, however, Fargo faces public health challenges including chronic diseases such as diabetes and obesity. In Cass County 62.4% of adults are either overweight or obese. Health behaviors contributing to disease are of concern, with only half of adult residents meeting physical activity requirements and less than one fourth consuming recommended amounts of fruits and vegetables. Having access to healthy food and recreational opportunities within the community can improve these behaviors, and a well designed community can improve health outcomes.

## Initiatives:

### 01: CITY-WIDE TRAIL LOOP

Connect the city with a greenway that is made up of primarily off street trails.

### 02: YEAR-ROUND RECREATIONAL OPPORTUNITIES

Develop a year-round regional amenity within the city.

### 03: HEALTHY FOOD

Ensure all neighborhoods have access to healthy food. Promote farmers' markets and community gardens in Fargo and work to strengthen the local food system.

### 04: ACCESS TO HEALTHCARE

Ensure all residents have access to quality healthcare.

### 05: REGIONAL RECREATIONAL AMENITY

Develop a regional recreational destination, such as a water park, indoor athletic center, or zoo.



INITIATIVE 01

# CITY-WIDE TRAIL LOOP

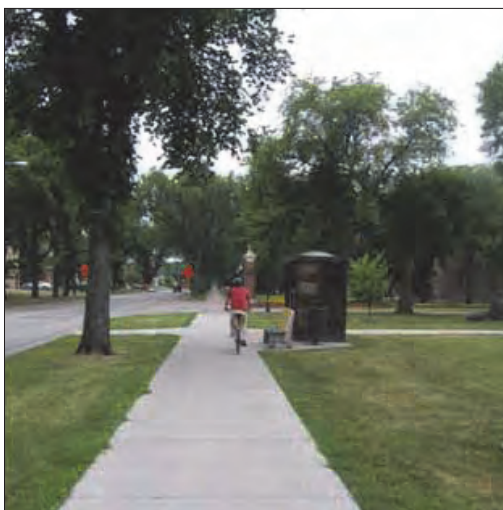
**Catalyst** | This initiative supports the following catalyst(s):



Active Living  
Streets



All-Season  
City-Wide  
Trail Loop



## RECOMMENDATIONS

- Complete a feasibility study for a city-wide trail loop which incorporates existing local and regional plans and prioritizes gaps.
- Continue to work with MetroCOG regarding the update of the regional bicycle/pedestrian transportation plan.
- Continue to pursue a recreational plan that includes trails for the proposed Red River Diversion.
- Continue to pursue trail connections with each new subdivision of land through the dedication of right of way and easements.
- Continue and encourage connectivity by constructing off-street trails, side paths, and on-street bike lanes whenever new roadway construction, county drains, or street reconstruction projects present the opportunity.
- Leverage levy construction projects to secure land and funding for new trail connections along the Red River.

## DESCRIPTION

Fargo will continue to plan and construct a trail system that provides access and connectivity throughout the city and connects with trails in Moorhead and West Fargo. The city will work towards a system that can be easily interpreted by the public as a trail loop, with multiple connections to the local street system. The existing trail system along the Red River and along arterial and collector roadways will become the starting point for the development of this system.



FROM MINDMIXER

**If you make these accessible and connected, I can see a huge increase in bicycle, walking, x-country ski commuting. –Drew FM**

FROM MINDMIXER

**“It would be great to link the cross-country ski trails at Lindenwood, Gooseberry, Dike West, Hjemkomst, and Edgewood. Each one is nice, but a bit short.” –Kelly Sassi**





Fargo has successfully installed 10-foot trails along most of the arterials in the newly developed areas of the community as well as along drainage channels, under power transmission lines, and on former railroad right of way. In addition, the city has stepped up its implementation of on-street bike lanes and share-the-road designations. These facilities will feed into and potentially become part of a city-wide trail loop.

The transformation of the existing system and the addition of new trail facilities to create a city-wide trail loop involves overcoming barriers such as railroad tracks, I-29 and I-94, and working with the plans for levies along the river to relocate trails to higher elevations that are not as affected by nuisance floods. Alternative routes to the river trails, such as parallel roadways, need to be designated for times when river trails are not accessible due to flooding. Trail loop plans will include connections to the adjacent cities of Moorhead and West Fargo, and planned trails along the Red River Diversion. A full feasibility study will identify existing conditions, constraints, and opportunities, and will inform the coordinated development of a complete city-wide trail loop.

## BENEFITS

There is a direct link between health and exercise. A city-wide trail loop offers recreational riders another option for both exercise and transportation. Populations that have access to safe and comfortable trail systems are far more likely to use such a system as either part of their exercise routine, or for special outings. A looped route with multiple “jumping off” points at eating, resting, and shopping destinations ensures that the route will be attractive to all ages and levels. Connections to trails and bike lanes along the city street system will provide users with the assurance they need that they can cut their route short if they choose not to complete the entire trail loop. The citizens of Fargo have expressed a very strong desire for a city-wide trail loop and for an increased ability to safely bike and walk throughout the community.

“

FROM MINDMIXER

**A recreation trail that circumnavigates the city would give users a safe trail that can be utilized for exercise and provide a means for getting about the city without cars. Ideally, the river would have a complete trail running along it that would also connect with a trail that goes through the central/western part of the city that would complete a loop. —Laura S**

”

CHAPTER 8

# Transportation

**Fargo will transform its transportation system to encourage walking, biking, and transit. The City will coordinate infrastructure investments and land use policy in a supportive and synergistic way.**



# TRANSPORTATION

Fargo has a diverse transportation system to serve its residents and others traveling through the community, including an established grid network of north-south and east-west arterial roadways and newer developments with curvilinear streets and cul de sacs. In addition to the City's street network, Fargo has a comprehensive transit system that serves a significant portion of the Fargo-Moorhead metropolitan area. Highlights of this system include connections to North Dakota State University, downtown Fargo, the West Acres Mall and commercial area, and many other local attractions.

Bicycle and pedestrian use has seen a considerable increase in Fargo over the past several years. The City has an extensive shared use path network along the Red River and other waterways such as the Rose Coulee and the Cook Coulees in the south and southwestern part of the city. Pedestrians are well-served by a robust sidewalk policy that requires all streets to have sidewalks on both sides with ADA compliant ramps at the block corners. An actively expanding on-street bicycle lane network is providing enhanced connectivity to bicycle users throughout the city. The City will also be adopting a complete streets policy as part of the next Metro COG Long Range Transportation Plan. Other transportation advancements in which the City has invested include a safe routes to school program, an active train whistle quiet zone, and advanced deployment of intelligent transportation systems devices.

Fargo will continue to improve its transportation system while exploring the connections between transportation and health, the economy, and the environment.

## Initiatives:

### 01: BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Improve bicycle and pedestrian connectivity by identification of gaps in the local and to the regional system.

### 02: COMPLETE STREETS

Transform Fargo's roadways with a connected network of complete streets. Implement study recommendations to convert one way streets in downtown Fargo to two way streets.

### 03: TRANSIT IMPROVEMENTS

Expand and improve the existing transit service in terms of frequency, mode, and other options, including an effort to revise both the existing MAT bus schedule and frequency of bus service throughout the city and the region (Moorhead and West Fargo). Study the possibility of new local and regional travel venues, such as bus rapid transit and rideshare programs.

### 04: CLEAR AND ATTRACTIVE ACCESS TO DOWNTOWN

Enhance connectivity to downtown with clear and attractive signage and simplify access from I-29 and I-94.

### 05: TRANSPORTATION LINKAGES ACROSS THE RED RIVER

Improve mobility in a manner that will accommodate growth and secure availability of emergency routes by developing an additional crossing of the Red River south of 52nd Ave and improve availability of, and access to, river crossings for bicycles and pedestrians.

### 06: INTELLIGENT TRANSPORTATION SYSTEM

Increase the use of Intelligent Transportation System (ITS) technology to improve efficiency and safety throughout the transportation system.

### 07: PARKING

Pursue creative parking strategies to fund and activate parking structures, explore reducing minimum parking standards, and share parking between daytime and nighttime uses.



INITIATIVE 01

# BICYCLE AND PEDESTRIAN INFRASTRUCTURE

**Catalyst** | This initiative supports the following catalyst(s):



Signature Streets



Active Living Streets



All-Season City-Wide Trail Loop



Energy Efficiency and Renewable Generation



## RECOMMENDATIONS

- Continue to identify existing and future roadways for the placement of on-street bicycle lanes and share-the-road designations.
- Require bicycle and pedestrian infrastructure along new and reconstructed arterial and collector streets.
- Continue to review site plans for opportunities to provide on-site connections to sidewalks and bicycle paths.
- Continue to encourage the establishment of destinations within neighborhoods for cyclists and pedestrians.
- Continue to seek funding sources that are aimed at bicycle and pedestrian infrastructure, such as Transportation Enhancement Funds and Transportation, Community, and System Preservation (TCSP) Funds.
- Explore bike sharing programs.
- Continue to encourage the public about the benefits of bicycling.
- Create safety education programs for all transportation users: bicyclists, motorists, and pedestrians.
- Create and offer incentives to businesses to provide facilities that complete the bicycle and pedestrian infrastructure in the form of secure bicycle parking facilities and shower/locker facilities.



## DESCRIPTION

Fargo will continue to invest in comprehensive, connected bicycle and pedestrian infrastructure that makes bicycling and walking a priority and sets the city apart from others in its accommodations for walkers and cyclists. Comprehensive bicycle and pedestrian infrastructure will



FROM MINDMIXER

**Have bike-oriented businesses and amenities located along the recreational and transportation trails. - Erin K**

FROM MINDMIXER

**“Instead of widening roads and building more barriers, we should find a way to support biking and walking to school...We need more safe pathways to school, so parents don’t feel that they have to deliver their kids to school, which causes congestion.” – Connie N**



consist of complete streets designed with all aspects of accepted bicycle and pedestrian facilities, ranging from sidewalks and multi-purpose trails to on-street bike lanes and off-street side paths. In addition, the City will focus on the overall transportation system from the viewpoint of traffic control and system features that facilitate walking and bicycling.

The City will seek creative connections where accommodations along and on roadways are difficult. These connections may occur along railroad right of way, drainage channel right of way, power transmission line easements, and within easements on private property. Bike path surface materials will be carefully considered in areas where paved trails are difficult to maintain or harmful to the environment.

Businesses that provide facilities for securely parking bicycles and for showering and changing clothes allow employees to overcome common barriers to walking and biking to work.

## BENEFITS

The benefits of a comprehensive and connected bicycle and pedestrian network include economic, environmental, energy efficiency, and public health improvements. Economic benefits include reduced transportation costs to citizens as they lessen their use of and dependence upon auto travel. In areas where the magnitude of pedestrian and bicycle trips is high enough, the pedestrian and bicycle infrastructure can eliminate or delay the need to widen roadways. On congested roadways where widening is not feasible, bicycle and pedestrian infrastructure offer an alternative mode of transportation, ultimately helping to reduce congestion and delay.

Environmental benefits of strong pedestrian and bicycle use include reduced auto emissions, and potentially reduced overall need for travel lanes and parking spaces along with a corresponding reduction in the amount of run-off from paved parking lots. Vehicle traffic results in noise for adjacent development, while walking and bicycling contribute very little to traffic noise.

From an energy efficiency standpoint, walking and bicycling help reduce the use of non-renewable resources, reducing the overall emissions and conserving fossil fuel.

Finally, from a public health standpoint, cities with a complete walking and bicycling infrastructure are notably healthier than cities with minimal facilities for bicycles and pedestrians. Walking and bicycling are known as two of the healthiest forms of exercise, helping people to achieve better fitness and reduced rates of obesity. There is also evidence that walking to school helps children feel more settled in the classroom, allowing them to focus in class.

## PROJECT SUBMITTAL LIST

**Entity:** City of Fargo Transit

**Contact Person:** Jordan Smith

**Revision:** November 2019

**Date:** December 3, 2021

**Phone Number:** (701) 476-5940

*If you have questions with filling out the list, please contact Stacey Hanson at 701-328-4469*

FISCAL YEAR	FUNDING CATEGORY <sup>(1)</sup>	FUNCTIONAL CLASSIFICATION <sup>(2)</sup>	INVESTMENT STRATEGY <sup>(3)</sup>	TYPE OF WORK <sup>(4)</sup>	PROJECT LOCATION	PROJECT COST				
						TOTAL	FEDERAL	STATE	LOCAL	NON-PARTICIPATING
2026	Urban Roads			Bus Replacement - Two Fixed Route Diesel Vehicles		\$ 1,250,000	\$ 1,000,000		\$ 250,000	

Notes	Description
(1)	PriR = Primary Regional, SecR = Secondary Regional, URP = Urban Roads Program, INT = Interstate, BRI = Bridge
(2)	Interstate, Principal Arterial, Minor Arterial, Collector
(3)	PM = Preventive Maintenance, MiR = Minor Rehabilitation, SI = Structural Improvement, MaR = Major Rehabilitation, N/R = New/Reconstruction
(4)	Brief description of the project (Exs: Thin Lift Overlay, Mill and Overlay, Concrete Pavement Repair, etc.)

## Luke Champa

---

**From:** Jordan Smith <jmsmith@matbus.com>  
**Sent:** Thursday, December 2, 2021 2:29 PM  
**To:** Luke Champa; Julie Bommelman  
**Subject:** RE: Urban Roads Transit Capital Project Submittal  
**Attachments:** City of Fargo Transit\_Submittal\_List.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Luke,  
I have attached the application.

Bus Costs based on the most recent Duluth Consortium

2021: \$510,000

2022: \$525,000

2023: \$540,000

2024: \$555,000

2025: \$570,000

Estimated costs beyond current contract

2026: \$590,000

**Jordan Smith** | Assistant Transit Director, Fleet and Facilities | **MATBUS** | 650 23<sup>rd</sup> St N Fargo, ND 58102  
Office: 701-476-5940 | Cell: 701-730-5706 | Email [jmsmith@fargond.gov](mailto:jmsmith@fargond.gov)

---

**From:** Luke Champa <champa@fmmetrocog.org>  
**Sent:** Tuesday, November 30, 2021 2:06 PM  
**To:** Jordan Smith <jmsmith@matbus.com>; Julie Bommelman <JBommelman@FargoND.gov>  
**Subject:** Urban Roads Transit Capital Project Submittal

**CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hey Jordan and Julie,

City of Fargo is submitting a Capital Bus purchase project for STBGP-U (FHWA) funding again this year. Could you send me something similar to what you submitted in 2020?

I have attached what was submitted in 2020 for reference and the excel table used to provide the details of the project, you should just change the entity name to MATBUS or City of Fargo Transit and update any other applicable



**URBAN REGIONAL & URBAN ROADS  
PROJECT SCOPING WORKSHEET**

DATE: 11/19/2021

PRIORITY# 1                                      Regional: Y                      Urban Roads: Y

City: West Fargo                                      Street: Sheyenne between 40<sup>th</sup> & 52<sup>nd</sup> Avenue

County: Cass                                      Length: 1 mile

Proposed Improvement: This segment of Sheyenne Street is currently a 2 lane rural roadway with a 34 foot top and no pedestrian/bikeway facilities. It is currently posted for 35 mph and no parking is allowed along this corridor. Traffic volumes have increased significantly in recent years with urban development in the area. These will increase dramatically with new middle and high schools recently built about one mile to the south in the City of Horace. A study completed in 2016 by KLJ identified the need for improvements on this roadway and estimated 12,500 vehicles per day by 2045. Further study of the corridor currently underway in 2021 show preliminary estimated traffic of 15,000 vehicles per day. Observation and citizen complaints demonstrate that capacity and level of service is quickly deteriorating.

Proposed improvements consist of a concrete urban section with storm sewer and 2-4 lanes from 52<sup>nd</sup> to 40<sup>th</sup> Avenue. Further study and design will help determine if 2, 3 or 4 lanes will be required to maintain traffic flow with intersection improvements. Added amenities will consist of a 10 foot multiuse path to be included on each side of the roadway and street lighting. Additional right of way will be required for all proposed roadway sections. Cost estimate provided is for a full 4 lane section.

<b>Cost Estimates Breakdown (in \$1,000)</b>							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
1,500	1,500	0	0	15,000	0	0	18,000

Present Road: Surface Width? 34 feet                                      Surface Type? Asphalt

On Street Parking Allowed? No                      Present: No                      Proposed: No

<b>Proposed Improvements</b>		
ADT Present: 9,100	Yr: 2021	Travel Way Width : 11
ADT Design: 15,000	Design year: 2045	No. of Lanes: 2/3/4
Design Speed: 55		Roadway Width: 40
Maximum Curve: Length – 685’ Radius – 1150’		Min. R/W Width: 120
Maximum Grade: _____		

<b>Right of Way</b>	
Will Additional ROW or easement be acquired? Yes	ROW acquisition by: City
Has any ROW easements been acquired since 7-1-72: Yes	ROW Condemnation by: City
Est. No. of occupied family dwelling to be displaced? 0	
Est. No. business to be displaced? 0	

<b>Impacts</b>	
Will there be any additional Impacts (Cultural and Environmental Resources): None	
Will there be any impacts to 4(f) or 6(f) properties: None	
Airports: None	Public Hearings: As Needed
Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex	
Transportation Enhancements: Improved Capacity and Pedestrian access	
Intermodal: None	
Pedestrian Needs: Multi-purpose paths	

<b>Railroads Crossings</b>						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
N/A						

**Purpose and Need Statement:**

Purpose of Project

The purpose of the proposed project is to widen Sheyenne Street between 40<sup>th</sup> Avenue East and 52<sup>nd</sup> Avenue East, to address capacity needs, roadway reliability and social and economic development along the proposed corridor.

Need for Project

The need for the proposed project along Sheyenne Street is driven by urban expansion, including congestion from development along the corridor, schools accessed via the corridor, crash susceptibility issues, and a lack of multimodal opportunities. Current and projected needs within this corridor include increasing capacity, addressing social demands, accommodating economic development and improving roadway reliability.

### Capacity

Under existing conditions the corridor operates at an acceptable level of delay. The anticipated growth of roadway users would result in additional strain on the corridor. According to the 2016 Sheyenne Street Corridor Study, existing land use abutting Sheyenne Street is predominantly residential (approximately 73 percent of the total land use). In addition, according to 2010 Census data, approximately 36 percent of the total West Fargo population lives in the neighborhoods surrounding the Sheyenne Street corridor. By 2045, 53 percent of the total West Fargo population is expected to live in the surrounding neighborhoods based on growth projections. Additionally, the area south of city limits of the corridor is anticipated to experience continued accelerated growth that will likely result in pronounced morning and evening peaks in traffic volumes as motorists travel through the corridor in the morning and back into the corridor in the afternoon. In the 2016 corridor study this created traffic loadings of over 18,000 ADT. Further study in 2021 showed traffic loadings closer to 15,000 ADT. These conflicting numbers with the 2045 MTP warrants further investigation and coordination to see how the adjacent corridors develop. It is anticipated that when funding is secured, additional studying of the corridor will be completed to identify the final roadway section before final design and bidding.

### Social Demands and Economic Development

The lack of employment, shopping or dining opportunities compounded by the disproportionately high percentage of residential developments within the area creates an economic demand for commercial land uses along the corridor. The lack of multimodal facilities along the Sheyenne Street corridor, coupled with existing and projected traffic capacity issues serve to reduce the attractiveness of the corridor to the expansion of neighborhood commercial developments. Improved capacity, access management and pedestrian/ bicycle accommodations would improve the conditions for neighborhood commercial retail developments.

### Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?  
The current street section was built in 1993 by the County and has been maintained by the City since 2006, when an overlay was completed by the City. No other maintenance has been completed since the 2006 overlay.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?  
The roadway is currently a two lane rural section with shoulders. The roadway section is 2-12' lanes with a 5' wide shoulder.
3. What is the condition of the pavement section?  
The current pavement is asphalt. A 2020 PCI inspection shows minor cracking and rutting, but no major damage to the section other than normal weathering.
4. Any existing geometric concerns?  
None

5. Are there any access points to adjoining properties that present a special concern?  
No, most access points are to local roads that access small residential subdivisions. These may require minor access control to be constructed. 47<sup>th</sup> Ave may become signalized in the near future, creating a larger access control of this roadway.
  
6. Are there any existing sidewalks or shared use path in place?  
No existing sidewalks or shared use paths.
  
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?  
There is no existing storm sewer. The current rural section uses ditches for storm drainage. An upgrade to an urban section will require full addition of storm sewer connection to the existing storm lift station on the corridor. The existing station has been built to accommodate the additional storm runoff of the corridor.
  
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?  
The existing water line has been recently installed and is in good condition. There is no existing sanitary lines along the corridor, as the residential area to the west connects to a main west of Sheyenne Street and the residents to the east are not connected to city sewer services.
  
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?  
There is a rural lighting system in place. Will need to be updated to city standard luminaries.
  
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?  
The only intersection with a traffic signal is Sheyenne and 40<sup>th</sup> Ave S. This signal was rebuilt in 2019 with the completion of the widening of Sheyenne Street north of 40<sup>th</sup> Ave. The south end of the project meets with a County road at a roundabout. Additional turning lanes may be required at the 47<sup>th</sup> Ave S. intersection into the neighborhood to the west.

Remarks:

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City Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

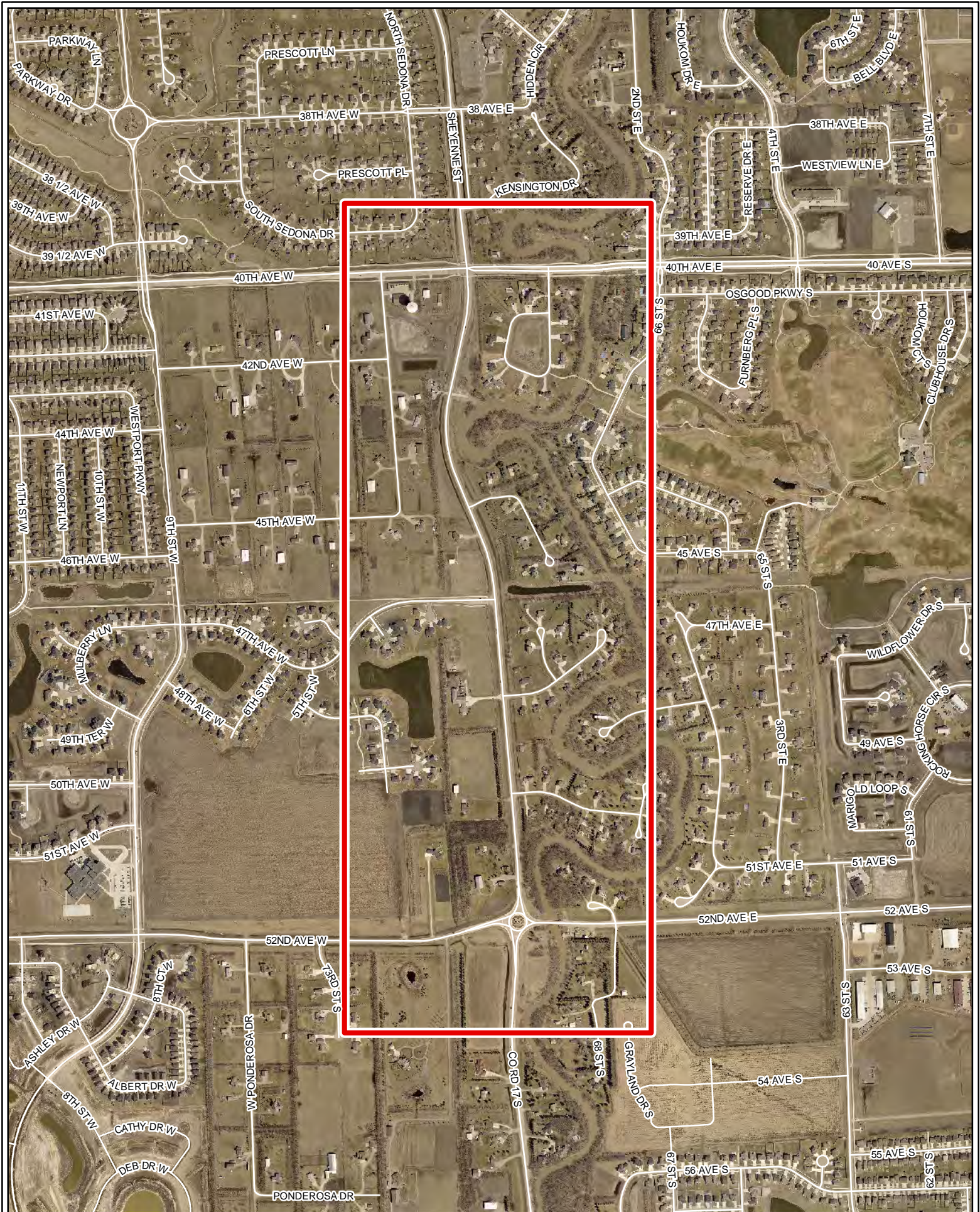
District Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

**IMPROVEMENT PROJECT NO. XXXX**  
**Sheyenne Street Urbanization - 40th Ave E to 52nd Ave E**  
**WEST FARGO ND**

*Engineer's Opinion of Probable Cost*

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Road Urbanization	L Sum	1	\$11,500,000.00	\$11,500,000.00
2. Storm Sewer	L Sum	1	\$1,500,000.00	\$1,500,000.00
3. Multi-Use Path	L Sum	1	\$500,000.00	\$300,000.00
4. Street Lighting	L Sum	1	\$1,000,000.00	\$700,000.00
Construction Subtotal				\$14,000,000.00
Construction Contingencies				\$1,000,000.00
Preliminary Engineering				\$1,500,000.00
Construction Engineering				\$1,500,000.00
<b>Total Construction</b>				<b>\$18,000,000.00</b>



**Project Scoping Map - Urban Roads Solicitation**  
**Improvements to Sheyenne Street**

1 in = 1,000 ft



TIP Project Year	Project Location	Federal Participation Request		TIP Project Year	Project Location	Federal Participation Request
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2022-2025 Federal Funding Programmed vs. Estimated Direct Allocation (URP/STBGP)						
2022	32nd Ave S Phase 1	\$ 4,700,000		2023	Transit Capital	\$ 1,000,000
		\$ 223,108			42nd St Grade Separation	\$ 223,108
					52nd Ave S	\$ 5,000,000
Total Federal Funds Programmed		\$ 4,923,108		Total Federal Funds Programmed		\$ 6,223,108
High Estimated Direct Allocation		\$ 12,500,000		High Estimated Direct Allocation		\$ 12,500,000
Low Estimated Direct Allocation		\$ 8,500,000		Low Estimated Direct Allocation		\$ 8,500,000
High Balance		\$ 7,576,892		High Balance		\$ 6,276,892
Low Balance		\$ 3,576,892		Low Balance		\$ 2,276,892

2024	Transit Capital	\$ 1,000,000
Total Federal Funds Programmed		\$ 1,000,000
High Estimated Direct Allocation		\$ 12,500,000
Low Estimated Direct Allocation		\$ 8,500,000
High Balance		\$ 11,500,000
Low Balance		\$ 7,500,000

2025	36th St S Bridge @ Rose Creek Coulee	\$ 307,534
	9th St Reconstruction	\$ 7,520,000
	32nd Ave S Phase 2	\$ 7,680,000
Total Federal Funds Programmed		\$ 15,507,534
High Estimated Direct Allocation		\$ 12,500,000
Low Estimated Direct Allocation		\$ 8,500,000
High Balance		\$ (3,007,534)
Low Balance		\$ (7,007,534)

Combination	Project Location	Priority	Federal Participation Request		Combination	Project Location	Priority	Federal Participation Request
<b>2026 Federal Funding Requested vs. *High Estimated Direct Allocation (URP/STBGP)</b>								
<b>Combination 1</b>	N Broadway Bridge		\$ 4,200,000		<b>Combination 3</b>	Sheyenne St Reconstruction		\$ 14,400,000
	40th Ave S Ped Bridge		\$ 1,760,000					
	Shared Use Paths		\$ 1,920,000					
	Capital Bus Purchase		\$ 1,000,000					
<b>Total Federal Request</b>			<b>\$ 8,880,000</b>		<b>Total Federal Request</b>		<b>\$ 14,400,000</b>	
<b>High Estimated Direct Allocation</b>			\$ 12,500,000		<b>High Estimated Direct Allocation</b>		\$ 12,500,000	
<b>High Balance</b>			<b>\$ 3,620,000</b>		<b>High Balance</b>		<b>\$ (1,900,000)</b>	

<b>Combination 2</b>	45th St CPR		\$ 8,640,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared Use Paths		\$ 1,920,000
<b>Total Federal Request</b>			<b>\$ 12,320,000</b>
<b>High Estimated Direct Allocation</b>			\$ 12,500,000
<b>High Balance</b>			<b>\$ 180,000</b>

<b>ALL PROJECTS</b>	N Broadway Bridge		\$ 4,200,000
	45th St CPR		\$ 8,640,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared Use Paths		\$ 1,920,000
	Capital Bus Purchase		\$ 1,000,000
	Sheyenne St Reconstruction		\$ 14,400,000
<b>Total Federal Request</b>			<b>\$ 31,920,000</b>
<b>High Estimated Direct Allocation</b>			\$ 12,500,000
<b>High Balance</b>			<b>\$ (19,420,000)</b>

\*based upon MTP's direct allocation estimate.



Combination	Project Location	Priority	Federal Participation Request		Combination	Project Location	Priority	Federal Participation Request
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**2026 Federal Funding Requested vs. \*Low Estimated Direct Allocation (URP/STBGP)**

<b>Combination 1</b>	N Broadway Bridge		\$ 4,200,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared Use Paths		\$ 1,920,000
	Capital Bus Purchase		\$ 1,000,000
<b>Total Federal Request</b>			<b>\$ 8,880,000</b>
<b>Low Estimated Direct Allocation</b>			<b>\$ 8,500,000</b>
<b>Low Balance</b>			<b>\$ (380,000)</b>

<b>Combination 3</b>	Sheyenne St Reconstruction		\$ 14,400,000
<b>Total Federal Request</b>			<b>\$ 14,400,000</b>
<b>Low Estimated Direct Allocation</b>			<b>\$ 8,500,000</b>
<b>Low Balance</b>			<b>\$ (5,900,000)</b>

<b>Combination 2</b>	45th St CPR		\$ 8,640,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared Use Paths		\$ 1,920,000
<b>Total Federal Request</b>			<b>\$ 12,320,000</b>
<b>Low Estimated Direct Allocation</b>			<b>\$ 8,500,000</b>
<b>Low Balance</b>			<b>\$ (3,820,000)</b>

<b>Combination 4</b>	Capital Bus Purchase		\$ 1,000,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared use Paths		\$ 1,920,000
<b>Total Federal Request</b>			<b>\$ 4,680,000</b>
<b>Low Estimated Direct Allocation</b>			<b>\$ 8,500,000</b>
<b>Low Balance</b>			<b>\$ 3,820,000</b>

<b>ALL PROJECTS</b>	N Broadway Bridge		\$ 4,200,000
	45th St CPR		\$ 8,640,000
	40th Ave S Ped Bridge		\$ 1,760,000
	Shared Use Paths		\$ 1,920,000
	Capital Bus Purchase		\$ 1,000,000
	Sheyenne St Reconstruction		\$ 14,400,000
<b>Total Federal Request</b>			<b>\$ 31,920,000</b>
<b>Low Estimated Direct Allocation</b>			<b>\$ 8,500,000</b>
<b>Low Balance</b>			<b>\$ (23,420,000)</b>

\*based upon NDDOT's direct allocation estimate.

1-Oct-21

CITY	PROJ. NUMBER	2010 CENSUS POPULATION	PLANNING BAL. END OF FY 2020	FY 2021 OA	2021 FUNDING AVAILABLE	FUNDS TO BE USED 2021	PLANNING BAL. END OF FY 2021	FY 2022 OA	2022 FUNDING AVAILABLE	FUNDS TO BE USED 2022	PLANNING BAL. END OF FY 2022	FY 2023 OA	2023 FUNDING AVAILABLE	FUNDS TO BE USED 2023	PLANNING BAL. END OF FY 2023	FY 2024 OA	2024 FUNDING AVAILABLE	FUNDS TO BE USED 2024	PLANNING BAL. END OF FY 2024	FY 2025 OA	2025 FUNDING AVAILABLE	FUNDS TO BE USED 2025	PLANNING BAL. END OF FY 2025
		131,379	(\$1,723,769.65)	\$7,371,781.54	\$5,648,011.89	\$4,500,000.00	\$1,148,011.89	\$6,789,270.81	\$7,937,282.70	\$4,700,000.00	\$3,237,282.70	\$6,941,995.45	\$10,179,278.15	\$6,223,108.00	\$3,956,170.15	\$7,097,528.82	\$11,053,698.97	\$1,000,000.00	\$10,053,698.97	\$7,256,397.55	\$17,310,096.52	\$15,507,534.00	\$1,802,562.52
<b>FMCOG</b>																							
	LPA BRIDGE INSPECTION FARGO	BRU																					
	LPA BRIDGE INSPECTION WEST FARGO	BRU																					
	N UNIV DR (32ND AV N-40TH AV N) (2021)	SU-8-984				\$4,500,000.00																	
	32ND AVE S (32ND-25TH ST) (2022)	SU-8-984								\$4,700,000.00													
	52ND AVE S (63RD ST-SHEYENNE) (2023)	SU-8-984												\$5,000,000.00									
	TRANSIT CAPITAL (2023)	N/A												\$1,000,000.00									
	42ND ST SEPARATION (2023)													\$223,108.00									
	TRANSIT CAPITAL (2024)																	\$1,000,000.00					
	32ND AVE S (25TH ST-UNIVERSITY) (2025)	SU-8-984																				\$7,680,000.00	
	36TH ST AT ROSE COULEE (2025)																					\$307,534.00	
	9TH ST E (MAIN AVE TO 12TH AVE N) (2025)																					\$7,520,000.00	

**To:** Transportation Technical Committee  
**From:** Luke Champa, Associate Transportation Planner  
**Date:** December 3, 2021  
**Re:** **NDDOT Highway Safety Improvement Program Solicitation and Prioritization of Projects**

The North Dakota Department of Transportation (NDDOT) is soliciting projects to be funded through the Highway Safety Improvement Program (HSIP) for fiscal year (FY) 2026, in the development of the 2023-2026 State Transportation Improvement Program (STIP). All submittal packages are prioritized by Metro COG and then sent to NDDOT to go through the State's project prioritization and selection process.

**Highway Safety Improvement Program** – Metro COG has received four (4) projects for FY 2026 solicitation.

- **19<sup>th</sup> Ave N & University Drive, 45<sup>th</sup> Street and 23<sup>rd</sup> Ave S (Fargo)** – Removal of negative left turn offsets. The estimated total project cost is \$350,838, of which \$315,754 (90%) is requested through federal funds and \$35,084 (10%) through local matching funds.
- **Southbound 45<sup>th</sup> St between 19<sup>th</sup> Ave S and I-94 bridge (Fargo)** – Addition of an auxiliary lane. The estimated total project cost is \$379,933, of which \$341,940 (90%) is requested through federal funds, and \$37,993 (10%) through local matching funds.
- **Veterans Blvd and 36<sup>th</sup> Ave E, Veterans Blvd and 40<sup>th</sup> Ave E (West Fargo)** – Removal of negative left turn offsets. The estimated total project cost is \$337,000 of which \$303,300 (90%) is requested through federal funds and \$33,700 (10%) through local matching funds.
- **19<sup>th</sup> Ave E and 9<sup>th</sup> St E, 38<sup>th</sup> Ave W and Sheyenne St, and 32<sup>nd</sup> Ave E and 4<sup>th</sup> St E (West Fargo)** – Removal of negative left turn offsets. The estimated total project cost is \$461,500, of which \$415,350 (90%) is requested through federal funds and \$46,150 (10%) through local matching funds.

All of the projects submitted for Highway Safety Improvement Program (HSIP) funding are consistent with the goals, objectives, and policies of the Metro COG **Metropolitan Transportation Plan (MTP)**, *Metro Grow: 2045 Fargo-Moorhead Transportation Plan* and no amendment is required to request federal funds for these projects. A top priority project was identified by the North Dakota Department of Transportation's 2018-2020 high crash location publication, released in 2021. The 3 remaining projects are listed in the order in which they were received:

*First Priority - Southbound 45<sup>th</sup> St between 19<sup>th</sup> Ave S and I-94 bridge [2 High Crash Locations] (Fargo)*

*Second Priority - 19<sup>th</sup> Ave N & University Drive, 45<sup>th</sup> Street and 23<sup>rd</sup> Ave S [1 High Crash Location] (Fargo)*

*Tied-Third - Veterans Blvd and 36<sup>th</sup> Ave E, Veterans Blvd and 40<sup>th</sup> Ave E (West Fargo)*

**Tied-Third - 19<sup>th</sup> Ave E and 9<sup>th</sup> St E, 38<sup>th</sup> Ave W and Sheyenne St, and 32<sup>nd</sup> Ave E and 4<sup>th</sup> St E (West Fargo)**

Metro COG prioritized the location with the highest amount of crashes based on NDDOT's high crash locations however, TTC may also consider recommending a different priority to the Policy Board for NDDOT's consideration. Please be aware that for projects to be considered by NDDOT, the proper paperwork shall also be submitted with the request. Metro COG staff are also working on letters of support to include with each submittal.

Upon action by the Policy Board, staff will submit the prioritized list and project materials to NDDOT prior to the December 31, 2021 deadline.

**Attachments**

1. List of proposed local Highway Safety Program projects
2. Southbound 45<sup>th</sup> St between 19<sup>th</sup> Ave S and I-94 bridge HSIP application
3. 19<sup>th</sup> Ave N & University Drive, 45<sup>th</sup> St & 23<sup>rd</sup> Ave S HSIP application
4. Veterans Blvd & 36<sup>th</sup> Ave E, Veterans Blvd & 40<sup>th</sup> Ave E application
5. 19<sup>th</sup> Ave E & 9<sup>th</sup> St E, 38<sup>th</sup> Ave W & Sheyenne St, and 32<sup>nd</sup> Ave E & 4<sup>th</sup> St E
6. 2018-2020 High Crash Locations Map
7. 2018-2020 High Crash Locations Listing

**Metro COG's New Year holiday is Friday, December 31, 2021 and the office will be closed. Therefore, all final products must be available by noon on Thursday, December 30<sup>th</sup> for submittal to NDDOT.**

**Requested Action: Recommend Policy Board approval of the prioritized list of projects, as prioritized by the TTC, for the NDDOT Highway Safety Improvement Program (HSIP) solicitations and subsequent submittal of proper project application materials to NDDOT by the December 31, 2021 deadline.**

## PROJECT SUBMITTAL LIST

**Entity:** FM METRO COG

**Contact Person:** LUKE CHAMPA

**Revision:** November 2019

**Date:** December 1, 2021

**Phone Number:** (701) 532-5107

*If you have questions with filling out the list, please contact Stacey Hanson at 701-328-4469*

FISCAL YEAR	FUNDING CATEGORY <sup>(1)</sup>	FUNCTIONAL CLASSIFICATION <sup>(2)</sup>	INVESTMENT STRATEGY <sup>(3)</sup>	TYPE OF WORK <sup>(4)</sup>	PROJECT LOCATION	PROJECT COST				
						TOTAL	FEDERAL	STATE	LOCAL	NON-PARTICIPATING
2026	HSIP	Principal Arterial	MiR	Remove negative left turn offsets	19th Ave N & University Drive, 45th St & 23rd Ave S	\$ 350,838	\$ 315,754		\$ 35,084	
2026	HSIP	Principal Arterial	N/R	New Auxiliary Lane	Southbound 45th St between 19th Ave S & I-94 Bridge	\$ 379,933	\$ 341,940		\$ 37,993	
2026	HSIP	Minor Arterial	MiR	Remove negative left turn offsets	Veterans Blvd & 36th Ave E, Veterans Blvd & 40th Ave E	\$ 337,000	\$ 303,300		\$ 33,700	
2026	HSIP	Minor Arterial	MiR	Remove negative left turn offsets	19th Ave E & 9th St E, 38th Ave W & Sheyenne St, 32nd Ave E & 4th St E	\$ 461,500	\$ 415,350		\$ 46,150	

**Notes Description**

- (1) PriR = Primary Regional, SecR = Secondary Regional, URP = Urban Roads Program, INT = Interstate, BRI = Bridge
- (2) Interstate, Principal Arterial, Minor Arterial, Collector
- (3) PM = Preventive Maintenance, MiR = Minor Rehabilitation, SI = Structural Improvement, MaR = Major Rehabilitation, N/R = New/Reconstruction
- (4) Brief description of the project (Exs: Thin Lift Overlay, Mill and Overlay, Concrete Pavement Repair, etc.)

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (11-2019)

**23 USC § 409 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Fargo		NDDOT District Fargo	
Contact Name Jeremy Gorden		Current Date 11/19/21	
Email Address JGorden@FargoND.gov	Telephone Number 701-241-1529	Project Cost Estimate (attach detailed copy) \$379,933.00	
Location Description  On Southbound 45th Street between 19th Avenue south and the I-94 interchange.	Roadway Ownership  <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply)  <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class  <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input checked="" type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues  <p>Currently, the southbound 45th Street near the interchange sees high volumes of traffic with a large amount of driver wanting to use the I-94 on ramps. Traffic backs into the southbound through lanes during the day from motorist wanting to use the eastbound on ramp. This increase the chances of rear and side collisions from traffic abruptly stopping or changing lanes.</p> <p>These streets are owned by the City of Fargo and NDDOT.</p>			
Describe Proposed Safety Improvements  <p>Build an axillary lane for the SB traffic between 19th Avenue south and the I-94 on ramps. This will allow for a designated on ramp use lane for motorist.</p>			

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

# Auxillary Lane 45th St at I-94

1:2,257

11/3/2021 2:05 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



City of Fargo, ND

**Engineer's Opinion of Cost**  
**Concrete Pavement Widening - Auxillary Lane SB 45th St / 19th Ave S & I-94 Bridge**  
**Highway Safety Improvement Program**  
**November 19, 2021**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$4,000.00	1	\$4,000
202	130	REMOVAL OF CURB & GUTTER	LF	\$10.00	510	\$5,100
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$15.00	60	\$900
203	101	COMMON EXCAVATION-TYPE A	CY	\$6.50	460	\$2,990
203	109	TOPSOIL	CY	\$4.00	260	\$1,040
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	0.24	\$600
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	0.24	\$396
302	121	AGGREGATE BASE COURSE CL 5	CY	\$45.00	312	\$14,027
550	112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	\$125.00	737	\$92,088
702	100	MOBILIZATION	L SUM	\$44,500.00	1	\$44,500
704	1100	TRAFFIC CONTROL	L SUM	\$15,000.00	1	\$15,000
708	1540	INLET PROTECTION-SPECIAL	EA	\$300.00	2	\$600
748	140	CURB & GUTTER-TYPE I	LF	\$40.00	510	\$20,400
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000
754	-	REMOVE & RESET OVERHEAD SIGN STR CANTILEVER	EA	\$20,000.00	1	\$20,000
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	\$10.00	510	\$5,100.00
764	9011	ATTENUATING CRASH CUSHION TL-3	EA	\$30,000.00	1	\$30,000.00
770	-	PULL BOX + CONDUIT + WIRING	EA	\$3,000.00	1	\$3,000.00
770	20	CONCRETE FOUNDATION-HIGHWAY LIGHTING	EA	\$1,200.00	2	\$2,400.00
770	4540	RELOCATE LIGHT STANDARD	EA	\$1,500.00	1	\$1,500.00
770	4582	REMOVE CONCRETE FOUNDATION	EA	\$1,000.00	2	\$2,000.00

Total	\$270,640	
Contingency (20%)	\$54,128	
Total Estimated Cost	\$324,768	2021 funds
Total Estimated Cost	<b>\$379,933</b>	<b>2025 funds</b>



# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (11-2019)

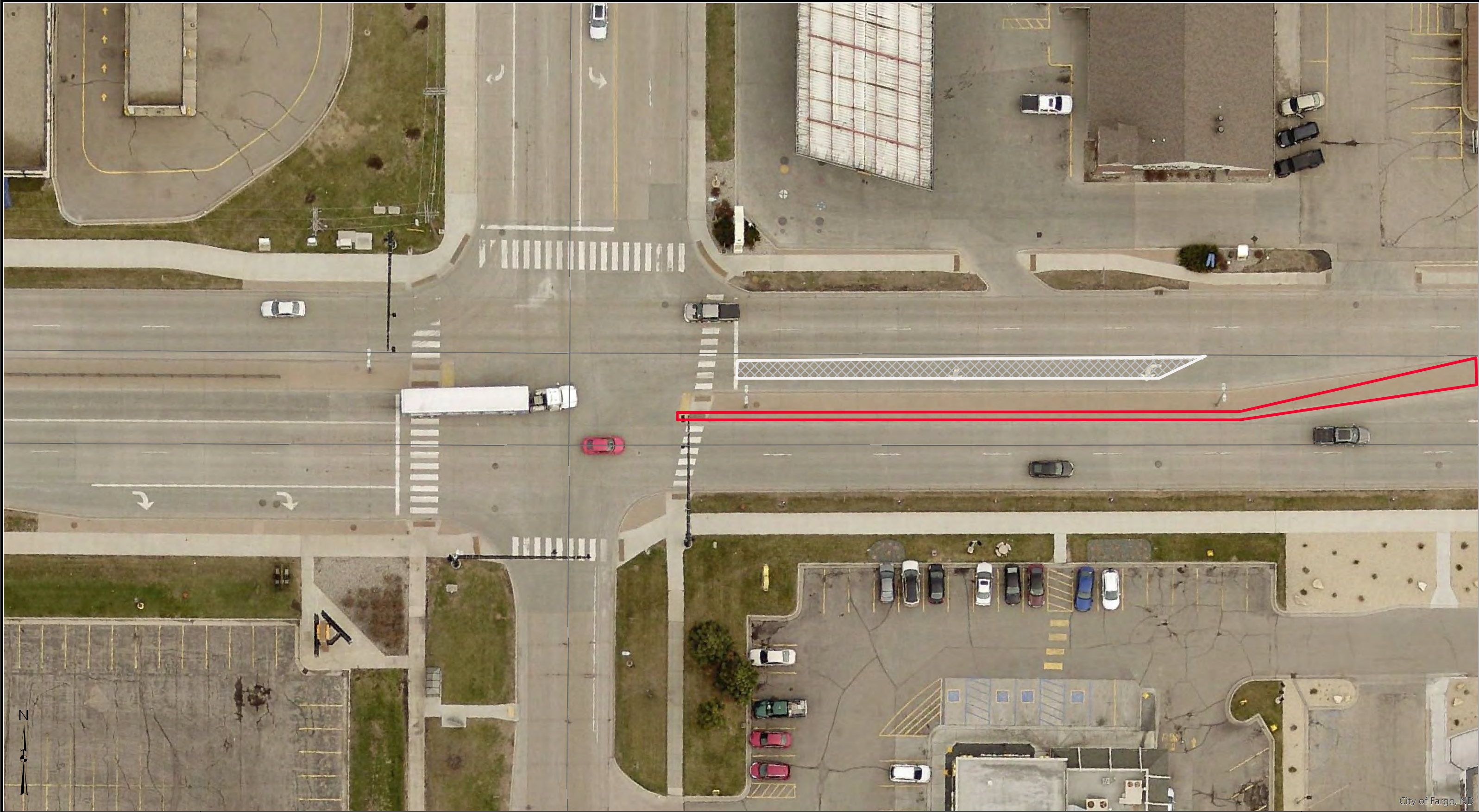
**23 USC § 409 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Fargo		NDDOT District Fargo																					
Contact Name Jeremy Gorden		Current Date 11/19/21																					
Email Address JGorden@FargoND.gov		Telephone Number 701-241-1529	Project Cost Estimate (attach detailed copy) \$350,838.00																				
Location Description 2 Location:  (1.) On 19th Avenue North at the intersection of University Drive.  (2.) On 45th Street South and 23rd Avenue South.	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial																				
Improvement Category (check all that apply) <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Access Management</td> <td><input checked="" type="checkbox"/> Intersection Geometry</td> <td><input type="checkbox"/> Parking</td> <td><input type="checkbox"/> Roadway Delineation</td> </tr> <tr> <td><input type="checkbox"/> Advanced Technology &amp; ITS</td> <td><input type="checkbox"/> Intersection Traffic Control</td> <td><input checked="" type="checkbox"/> Pedestrians &amp; Bicyclists</td> <td><input type="checkbox"/> Roadway Signs &amp; Traffic Control</td> </tr> <tr> <td><input type="checkbox"/> Alignment</td> <td><input type="checkbox"/> Lighting</td> <td><input type="checkbox"/> Railroad Grade Crossings</td> <td><input type="checkbox"/> Shoulder Treatments</td> </tr> <tr> <td><input type="checkbox"/> Animal Related</td> <td><input type="checkbox"/> Miscellaneous</td> <td><input type="checkbox"/> Roadside</td> <td><input type="checkbox"/> Speed Management</td> </tr> <tr> <td><input type="checkbox"/> Interchange Design</td> <td><input type="checkbox"/> Non-infrastructure</td> <td><input type="checkbox"/> Roadway</td> <td><input type="checkbox"/> Work Zone</td> </tr> </table>				<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation	<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input checked="" type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control	<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments	<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management	<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation																				
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input checked="" type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control																				
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments																				
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management																				
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone																				
Describe Current Safety Issues  Both intersections currently have negative offset left turn lanes. This reduces sight distance and reduces overall safety for left turns. Additionally at the 45th location, the ADA ramps in 3 out of the 4 quadrants are non ADA compliant and standards need to be realigned in areas to better facilitate pedestrian crossings.  These streets are owned by the City of Fargo.																							
Describe Proposed Safety Improvements  Reduce the mainline median width to re-align existing turn lanes from a negative alignment to either a neutral alignment or positive alignment. Make any adjustments the side street medians, striping, or corner radii to accommodate truck turns after the offset improvement.  Update ADA ramps to current standards and realign as needed for the updated geometrics.  These geometric upgrades will increase pedestrian and traffic safety at these locations.																							

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov



City of Fargo, ND

These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

# Intersection of 19th Ave N & University Drive

1:564

11/3/2021 2:49 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.





City of Fargo, ND

These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

## Intersection of 45th St and 23rd Ave S

1:1,128

11/3/2021 2:18 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

THE CITY OF  
**Fargo**  
FAR MORE

**Engineer's Opinion of Cost**  
**Concrete Pavement Rehab - 19th Ave N / University Drive & 45th St / 23rd Ave S**  
**Highway Safety Improvement Program**  
**November 19, 2021**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$3,600.00	1	\$3,600
202	130	REMOVAL OF CURB & GUTTER	LF	\$10.00	976	\$9,760
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$15.00	852	\$12,785
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	0.04	\$100
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	0.04	\$66
550	112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	\$125.00	580	\$72,450
702	100	MOBILIZATION	L SUM	\$39,500.00	1	\$39,500
704	1100	TRAFFIC CONTROL	L SUM	\$20,000.00	1	\$20,000
708	1540	INLET PROTECTION-SPECIAL	EA	\$300.00	4	\$1,200
748	140	CURB & GUTTER-TYPE I	LF	\$40.00	586	\$23,440
750	30	PIGMENTED IMPRINTED CONCRETE	SY	\$100.00	68	\$6,830
750	115	SIDEWALK CONCRETE 4IN	SY	\$50.00	267	\$13,335
750	140	SIDEWALK CONCRETE 6IN	SY	\$55.00	50	\$2,750
750	2115	DETECTABLE WARNING PANELS	SF	\$50.00	50	\$2,500
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000
762	132	EPOXY PVMT MK 8IN LINE-GROOVED	LF	\$2.50	1595	\$3,988
770	20	CONCRETE FOUNDATION-HIGHWAY LIGHTING	EA	\$1,200.00	4	\$4,800
770	-	PULL BOX + CONDUIT + WIRING	EA	\$3,000.00	3	\$9,000
770	1003	ORNAMENTAL LIGHT STANDARD	EA	\$1,500.00	4	\$6,000
770	4560	REMOVE LIGHT STANDARD	EA	\$600.00	2	\$1,200
770	4582	REMOVE CONCRETE FOUNDATION	EA	\$1,000.00	2	\$2,000

Total	\$240,303	
Contingency (20%)	\$48,061	
Total Estimated Cost	\$288,364	2021 funds
Total Estimated Cost	<b>\$350,838</b>	<b>2025 funds</b>

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (11-2019)

**23 USC § 409 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

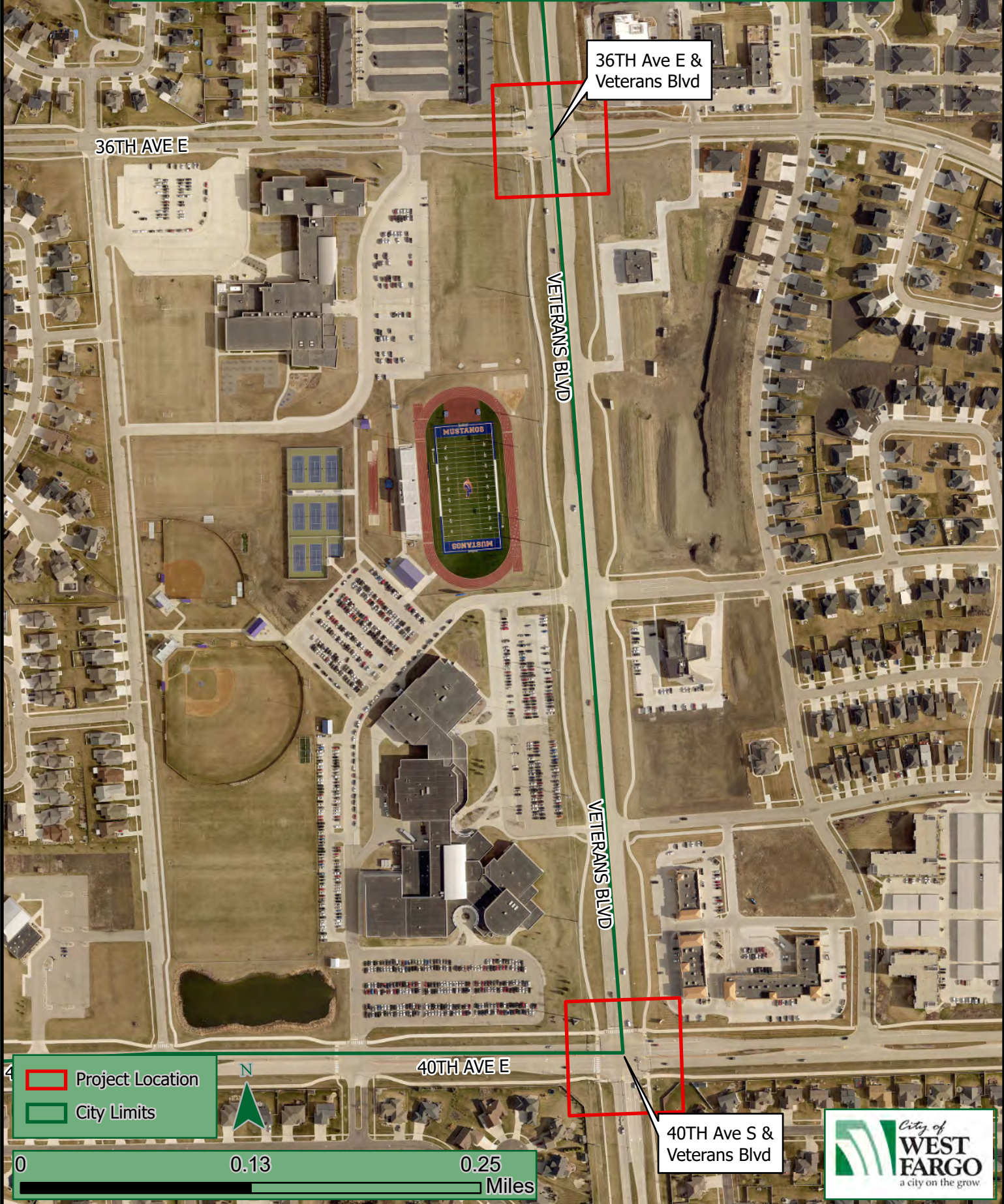
Agency Name City of West Fargo		NDDOT District Fargo	
Contact Name Dustin Scott		Current Date 11/19/21	
Email Address dustin.scott@westfargond.gov		Telephone Number 701-515-5100	Project Cost Estimate (attach detailed copy) \$337,000.00
Location Description 2 Intersections: - Veterans Boulevard and 36th Ave E - Veterans Boulevard and 40th Ave E	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues All the intersections currently have negative offset left turn lanes. This reduces sight distance at all intersections, which reduces safety for all left turns. Neither location is considered a high crash location. These geometric upgrades will allow for full implementation of 2024 HSIP project along Veterans Boulevard, such as pedestrian improvements. Intersections are owned by both City of Fargo and City of West Fargo.			
Describe Proposed Safety Improvements Re-align the existing left turn lanes from a negative alignment to a neutral alignment or slightly positive alignment. This will require removing of the existing current curb median, relocating street lighting, and re-striping the turn lanes to a different geometry.			

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

# DOT Application A

## Intersections of 36th & Veterans and 40th & Veterans



**IMPROVEMENT PROJECT NO. XXXX**  
**Intersection Geometry Updates**  
**WEST FARGO ND**

*Engineer's Opinion of Probable Cost*

**Veterans Boulevard and 36th Ave E**

	<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1.	Curb Removal	LF	500	\$15.00	\$7,500.00
2.	Saw Cut Concrete	LF	50	\$7.50	\$375.00
3.	Concrete Removal	SY	650	\$25.00	\$16,250.00
4.	8" Concrete Pavement	SY	650	\$150.00	\$97,500.00
5.	Curb and Gutter	LF	0	\$50.00	\$0.00
6.	Pavement Marking	LF	1,500	\$0.50	\$750.00
7.	Mobilization	L Sum	1	\$10,000.00	\$10,000.00
8.	Traffic Control	L Sum	1	\$10,000.00	\$10,000.00
				<b>TOTAL</b>	<b>\$142,375.00</b>

**Veterans Boulevard and 40th Ave E**

	<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	
1.	Curb Removal	LF	500	\$15.00	\$7,500.00
2.	Saw Cut Concrete	LF	50	\$7.50	\$375.00
3.	Concrete Removal	SY	650	\$25.00	\$16,250.00
4.	8" Concrete Pavement	SY	650	\$150.00	\$97,500.00
5.	Curb and Gutter	LF	0	\$50.00	\$0.00
6.	Pavement Marking	LF	1,500	\$0.50	\$750.00
7.	Move Street Lighting	EA	2	\$10,000.00	\$20,000.00
8.	Mobilization	L Sum	1	\$10,000.00	\$10,000.00
9.	Traffic Control	L Sum	1	\$10,000.00	\$10,000.00
				<b>TOTAL</b>	<b>\$162,375.00</b>

Construction Subtotal	\$304,750.00
Contingencies	\$32,250.00
<b>Total Construction</b>	<b>\$337,000.00</b>

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION**

North Dakota Department of Transportation, Programming  
SFN 59959 (11-2019)

**23 USC § 409 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of West Fargo		NDDOT District Fargo	
Contact Name Dustin Scott		Current Date 11/19/21	
Email Address dustin.scott@westfargond.gov		Telephone Number 701-515-5100	Project Cost Estimate (attach detailed copy) \$461,500.00
Location Description 3 Intersections: - 19th Ave E and 9th St E - 38th Ave W and Sheyenne Street - 32nd Ave E and 4th St E	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues All the intersections currently have negative offset left turn lanes. This reduces sight distance at all intersections, which reduces safety for all left turns. None of the intersections have been identified as a high crash location.			
Describe Proposed Safety Improvements Re-align the existing left turn lanes from a negative alignment to a neutral alignment or slightly positive alignment. This will require removing of the existing current curb median, occasional replacement of street lighting, and re-striping the turn lanes to a different geometry.			

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov



# DOT Application B

## Intersections of 9TH St E & 19TH Ave E, 32ND Ave E & 4TH St E, and Sheyenne St & 38TH Ave W



**IMPROVEMENT PROJECT NO. XXXX**  
**Intersection Geometry Updates**  
**WEST FARGO ND**

*Engineer's Opinion of Probable Cost*

**19th Ave E and 9th St E**

	<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1.	Curb Removal	LF	325	\$15.00	\$4,875.00
2.	Saw Cut Concrete	LF	50	\$7.50	\$375.00
3.	Concrete Removal	SY	450	\$25.00	\$11,250.00
4.	8" Concrete Pavement	SY	450	\$150.00	\$67,500.00
5.	Curb and Gutter	LF	0	\$50.00	\$0.00
6.	Pavement Marking	LF	1,500	\$0.50	\$750.00
7.	Mobilization	L Sum	1	\$10,000.00	\$10,000.00
8.	Traffic Control	L Sum	1	\$10,000.00	\$10,000.00
<b>TOTAL</b>					<b>\$104,750.00</b>

**Sheyenne and 38th Ave E**

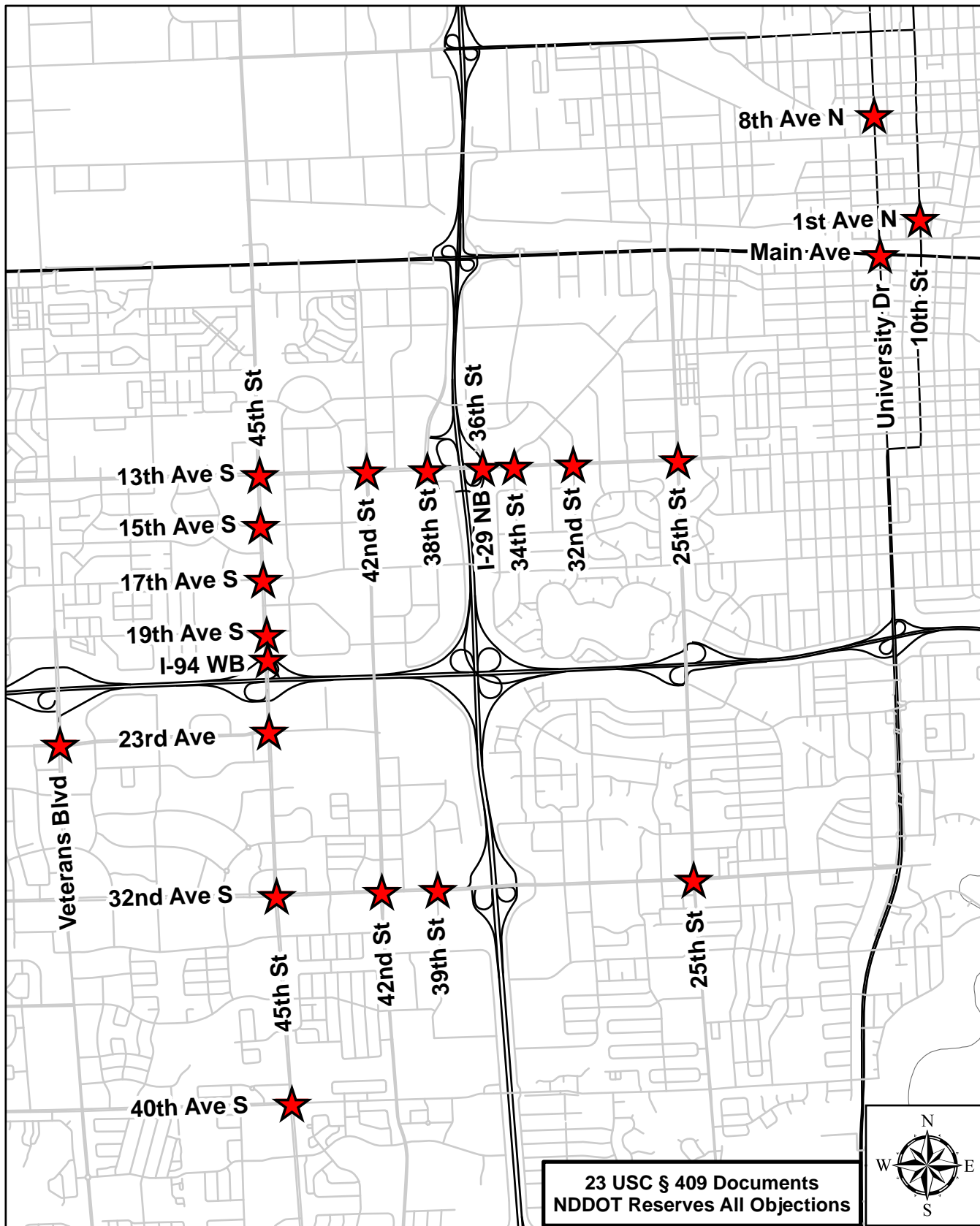
	<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	
1.	Curb Removal	LF	500	\$15.00	\$7,500.00
2.	Saw Cut Concrete	LF	50	\$7.50	\$375.00
3.	Concrete Removal	SY	400	\$25.00	\$10,000.00
4.	8" Concrete Pavement	SY	400	\$150.00	\$60,000.00
5.	Curb and Gutter	LF	0	\$50.00	\$0.00
6.	Pavement Marking	LF	1,500	\$0.50	\$750.00
7.	Revise Signal - FYA	L Sum	1	\$5,000.00	\$5,000.00
8.	Move Street Light	EA	4	\$10,000.00	\$40,000.00
9.	Mobilization	L Sum	1	\$10,000.00	\$10,000.00
10.	Traffic Control	L Sum	1	\$10,000.00	\$10,000.00
<b>TOTAL</b>					<b>\$143,625.00</b>

**32nd Ave E and 4th St E**

	<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	
1.	Curb Removal	LF	500	\$15.00	\$7,500.00
2.	Saw Cut Concrete	LF	50	\$7.50	\$375.00
3.	Concrete Removal	SY	700	\$25.00	\$17,500.00
4.	8" Concrete Pavement	SY	700	\$150.00	\$105,000.00
5.	Curb and Gutter	LF	0	\$50.00	\$0.00
6.	Pavement Marking	LF	1,500	\$0.50	\$750.00
7.	Move Street Light	EA	2	\$10,000.00	\$20,000.00
8.	Mobilization	L Sum	1	\$10,000.00	\$10,000.00
9.	Traffic Control	L Sum	1	\$10,000.00	\$10,000.00
<b>TOTAL</b>					<b>\$171,125.00</b>

Construction Subtotal	\$419,500.00
Contingencies	\$42,000.00
<b>Total Construction</b>	<b>\$461,500.00</b>

# 2018-2020 Fargo / West Fargo High Crash Locations



20 Locations in Fargo  
1 Location in West Fargo  
Time Period = 1/1/18 - 12/31/20

PREPARED BY THE  
North Dakota Department of Transportation  
Programming Division  
Traffic Operations Section  
June 2021

Prepared by the North Dakota Department of Transportation  
 Programming Division, Traffic Operations Section, June 2021  
 Sorted By Rank

# 2018-2020 Urban High Crash Locations

23 USC § 409 Documents  
 NDDOT Reserves All Objections

City	Location	Crash Severity					Total By Year	Total Crashes	Weighted Total	Rank 2018-2020	Prior Rank	Trends	Related Studies / Projects
		Fatal	InjA	InjB	InjC	PDO							
Fargo	13th Ave S & 45th St	0	4	12	5	55	2018 = 35 2019 = 29 2020 = 12	76	534	<b>1</b>	2	44% of crashes occurred during non-dry conditions.	---
Bismarck	Bismarck Expwy & 3rd St	0	2	4	22	49	2018 = 23 2019 = 32 2020 = 22	77	469	<b>2</b>	15	There were 36 WB rear end crashes, with 12 of 36 during the 5pm hour.	In 2018 PCN 21817 installed law enforcement confirmation lights. In 2019 additional traffic used this road while I-94 was reduced to 1 lane. In December 2020 coordination timings were revised.
Grand Forks	32nd Ave S & 31st St	0	2	10	12	42	2018 = 20 2019 = 24 2020 = 22	66	454	<b>3</b>	5	There were 38 E/W left turn crashes (21 WB to SB, 17 EB to NB).	In 2021 PCN 21884 will re-align the negative offset left turn lanes and install FYA left turn heads.
Grand Forks	Washington St & Demers Ave	1	0	8	8	62	2018 = 37 2019 = 24 2020 = 18	79	386	<b>4</b>	6	There were 20 N/S left turn crashes (11 SB to EB, 9 NB to WB). The fatal crash involved a NB vehicle travelling "at least 50mph" in the SB lane and hit the traffic signal pole.	In 2022 PCN 22167 plans to reconstruct the railroad bridge just north of this intersection. In 2021 a road safety review is planned.
Bismarck	State St & Century Ave	0	1	5	13	89	2018 = 36 2019 = 42 2020 = 30	108	372	<b>5</b>	3	There were 65 rear end crashes, no predominant direction or time-of-day. There were 7 WB to SB left turn crashes.	In 2018 PCN 21817 installed law enforcement confirmation lights. In January 2020 traffic signal timings were revised. PCN 20097/20098 is a planned safety project for 2023.
Fargo	45th St & 23rd Ave S	0	1	8	13	36	2018 = 23 2019 = 21 2020 = 14	58	370	<b>6</b>	3	There were 19 N/S left turn crashes (12 NB to WB, 7 SB to EB) with 8 of 19 during non-dry conditions. The N/S left turn lanes are negative offset with FYA heads. NDDOT's Traffic Operations Manual shows negative offset left turn lanes should have protected-only left turn phasing.	---
Bismarck	State St & Interstate Ave	0	0	8	14	68	2018 = 39 2019 = 36 2020 = 15	90	358	<b>7</b>	7	There were 62 rear end crashes (26 NB, 16 WB, 15 SB, 5 EB) with 35 of 62 during non-dry conditions.	In 2018 PCN 21817 installed law enforcement confirmation lights. In January 2020 traffic signal timings were revised. PCN 20097/20098 is a planned safety project for 2023.
Bismarck	Main Ave & 7th St	0	2	5	10	53	2018 = 23 2019 = 30 2020 = 17	70	358	<b>7</b>	8	There were 17 angle crashes involving SB+WB vehicles. Two other crashes involved a bicyclist, and both involved the bicyclist attempting to cross during a red light.	In 2018 PCN 21817 installed law enforcement confirmation lights. In 2020 PCN 22259 installed permanent pavement markings (road diet to west of here). In 2022 PCN 22904 plans to replace the traffic signal, install leading pedestrian intervals, and install side street vehicle detection.
Bismarck	State St & I-94 EB Ramps	1	1	5	7	29	2018 = 18 2019 = 13 2020 = 12	43	346	<b>9</b>	22	No trends were identified. The fatal crash involved a SB driver (86yrs old) who ran red light and hit an EB to NB left turner.	In 2018 PCN 21817 installed law enforcement confirmation lights. In January 2020 traffic signal timings were revised. PCN 20097/20098 is a planned safety project for 2023.
Grand Forks	32nd Ave S & 34th St	0	2	8	6	31	2018 = 16 2019 = 19 2020 = 12	47	343	<b>10</b>	1	There were 16 E/W left turn crashes (10 WB to SB, 6 EB to NB).	In 2021 PCN 21884 will re-align the negative offset left turn lanes and install FYA left turn heads.

## 2018-2020 Urban High Crash Locations

23 USC § 409 Documents  
 NDDOT Reserves All Objections

City	Location	Crash Severity					Total By Year	Total Crashes	Weighted Total	Rank 2018-2020	Prior Rank	Trends	Related Studies / Projects
		Fatal	InjA	InjB	InjC	PDO							
Bismarck	State St & 43rd Ave N	0	1	8	10	41	2018 = 16 2019 = 15 2020 = 29	60	342	<b>11</b>	---	NB rear end crashes doubled in 2020 (2018=6, 2019=7, 2020=16), possibly due to reduced lanes during two road construction projects.	In 2020 PCN 22492 and PCN 17378 both impacted operations at this intersection. In ~2024 PCN 22929 plans to reconstruct 43rd Ave from this intersection east.
Bismarck	Bismarck Expwy & Washington St	0	1	5	13	57	2018 = 31 2019 = 30 2020 = 15	76	340	<b>12</b>	13	There were 51 rear end crashes (21 EB, 12 WB, 10 SB, 8 NB), no predominant time of day.	In March 2019 an RSR report recommended eliminating the 3rd EB through lane and revising SB to have a shared thru-right lane. HSIP #102002 / PCN 23225 plans to implement the recommendations in ~2023. In December 2020 coordination timings were revised.
Bismarck	Bismarck Expwy & Main Ave	0	2	6	8	21	2018 = 13 2019 = 17 2020 = 7	37	321	<b>13</b>	29	There were 11 left turn crashes (no predominant direction), but only 2 in 2020.	In 2018 PCN 21817 installed law enforcement confirmation lights.
Bismarck	Bismarck Expwy & Miriam Ave	0	2	1	13	44	2018 = 27 2019 = 17 2020 = 16	60	314	<b>14</b>	35	There were 46 rear end crashes, with 21 of 46 occurring from 4-6pm.	In 2018 PCN 21817 installed law enforcement confirmation lights. In 2024 PCN 22648 plans to reconstruct the nearby interchange.
Fargo	45th St & 19th Ave S	0	1	6	9	55	2018 = 34 2019 = 25 2020 = 12	71	311	<b>15</b>	18	There were 37 SB rear end crashes (2018=18, 2019=12, 2020=7), with the highest amount (8 of 37) during the 5pm hour. The E/W left turn lanes are negative offset with protected-permissive left turn phasing. NDDOT's Traffic Operations Manual shows negative offset left turn lanes should have protected-only left turn phasing.	---
Fargo	45th St & 17th Ave S	0	0	6	16	33	2018 = 22 2019 = 20 2020 = 13	55	311	<b>15</b>	9	There were 17 SB rear end crashes. There were 6 WB to SB left turn crashes, but none in 2020. The E/W left turn lanes are negative offset with protected-permissive left turn phasing. NDDOT's Traffic Operations Manual shows negative offset left turn lanes should have protected-only left turn phasing.	---
Grand Forks	32nd Ave S & Columbia Rd	1	1	1	9	35	2018 = 19 2019 = 19 2020 = 9	47	306	<b>17</b>	34	51% of total crashes occurred during non-dry conditions. The fatal crash involved a driver who attempted to make an EB to NB left turn on red and was hit by a WB vehicle.	In 2021 PCN 21884 will install NB to WB and WB to SB dual left turn lanes.
Fargo	13th Ave S & 38th St	0	2	5	7	29	2018 = 17 2019 = 17 2020 = 9	43	301	<b>18</b>	10	No trends were identified.	---
Grand Forks	32nd Ave S & 20th St	1	0	6	7	22	2018 = 16 2019 = 14 2020 = 6	36	301	<b>18</b>	11	There were 19 E/W left turn crashes (11 EB to NB, 8 WB to SB). The fatal crash involved a NB pedestrian (alcohol involved) attempting to cross on red and was hit by an EB vehicle.	In 2021 PCN 21884 will re-align the negative offset left turn lanes and install FYA left turn heads.
Williston	US 2 & 42nd St W	1	1	2	7	23	2018 = 14 2019 = 14 2020 = 6	34	289	<b>20</b>	20	No trends were identified. The fatal crash involved a SB emergency vehicle that was hit by a WB vehicle. The driver of the WB vehicle was unbelted, tossed around the vehicle during the crash, and died.	---
Fargo	13th Ave S & 36th St / I-29 NB Ramps	0	0	6	13	43	2018 = 23 2019 = 24 2020 = 15	62	288	<b>21</b>	17	49% of crashes occurred during non-dry conditions. There were two bicycle crashes in 2019 and both involved a vehicle making a NB to EB right turn.	In 2023 PCN 22629 plans to revise the nearby frontage road intersection on the north side of this intersection.

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP  
**Date:** 12/2/2021  
**Re:** **University & 10<sup>th</sup> Street Corridor Study - Consultant Selection**

The Fargo Moorhead Metropolitan Council of Governments (Metro COG) programmed a study within its Unified Planning Work Program (UPWP) to analyze the US 81 one-way pair system consisting of University Drive and 10<sup>th</sup> Street in Fargo. This planning effort would be in collaboration with the City of Fargo and the North Dakota Department of Transportation (NDDOT).

This study is designed to be a fact-finding endeavor with the intent of analyzing the one-way pair system in order to understand the feasibility of converting the one-way pair system to two-way operations, how that change would impact surrounding neighborhoods, what the impact to the transportation network would be, and how the roadway could be configured to address mobility issues if no changes were made to the corridor.

The study will include a robust public participation effort to engage citizens who live along the corridor, neighborhoods that are adjacent, businesses, NDSU, the FargoDome, and the traveling public to see what their thoughts on the perspective change would be.

In October 2021, Metro COG's Policy Board approved the Request for Proposal (RFP) to secure a consultant to complete the technical and planning tasks outlined in the scope of work under an approved project budget of \$275,000 (\$220,000 from federal CPG funds and \$55,000 from local funds provided by Fargo). Metro COG received two proposals prior to the proposal deadline on Monday, January 29, 2021.

NDDOT has given permission for Metro COG to move forward with interviewing both firms after in only received two proposals. After the writing of this memo, the consultant selection panel will meet with and interview the consultants on December 8, 2021 to further understand each team's technical qualifications, task deliverables, and past project experiences. The selection will be based upon scoring criteria, written technical proposals, and the in-person (virtual) interviews.

Metro COG will send out a revised memo prior to the TTC meeting stating the recommended consulting team for the plan. This memo will also identify all consultant teams that proposed on the project.

**Requested Action: Recommend Policy Board approval of the consulting team as recommended by the study's consultant selection panel and recommend Policy Board approval to enter into a contract negotiations with said consulting team for the University & 10th Street Corridor Study.**



**To:** Metro COG Transportation Technical Committee  
**From:** Cindy Gray, Executive Director  
**Date:** December 3, 2021  
**Re:** 2021-2022 UPWP Amendment #3

The purpose of this memo is to address changes to operations and overhead costs for 2021, as well as a couple of related matters in the 2021-2022 UPWP.

**2021 Staff Hours and Operation Costs**

Now that we are at the end of 2021, it is necessary to adjust our staff hours to address variations in staff time that were anticipated in the UPWP. Table 1 summarizes the changes to 2021 staff hours by UPWP category, based on 22 of the 24 pay periods in 2021 and estimates for the month of December.

Table 1

UPWP Amendment #3 - Adjustment to 2021 Staff Hours									
UPWP Category	Hours Budgeted	% of Hours	Total Est. Cost	Hours Actual	% of Hours	Change in Hours	% Change from Original Budget	Total Actual Cost	
100 - Policy & Administrative Forums	1210	7.7%	\$63,937	943	6.0%	-267	-22.1%	\$53,663	
200 - Contracted Planning Services	2517	16.0%	\$129,995	1928.5	12.3%	-588.5	-23.4%	\$108,973	
300 - Federal Transportation Planning Documentation	1621	10.3%	\$89,884	1224.5	7.8%	-396.5	-24.5%	\$70,159	
400 - Transportation Technical Data & Analysis	2076	13.2%	\$88,621	2573	16.4%	497	23.9%	\$108,675	
500 - Transit Planning	310	2.0%	\$16,627	166.5	1.1%	-143.5	-46.3%	\$9,224	
600 - Bicycle & Pedestrian Planning	570	3.6%	\$25,732	431.5	2.7%	-138.5	-24.3%	\$20,349	
700 - Local Planning Assistance	2016	12.8%	\$93,316	1880.5	12.0%	-135.5	-6.7%	\$87,378	
800 - General Administration	3257	20.8%	\$159,795	3183	20.3%	-74	-2.3%	\$159,287	
900 - Publications, Public Information & Communication	291	1.9%	\$12,966	205.5	1.3%	-85.5	-29.4%	\$8,709	
1000 - Community Planning (local \$)	425	2.7%	\$17,718	508.5	3.2%	83.5	19.6%	\$21,481	
Floating Holidays									
Sick Leave*									
Vacation Leave*	1400	8.9%	\$74,773	1655	10.5%	255	18.2%	\$82,344	
Holidays									
Funeral Leave*									
<b>Total</b>	<b>15693</b>	<b>100.0%</b>	<b>\$773,365</b>	<b>14699.5</b>	<b>93.7%</b>	<b>-993.5</b>	<b>-6.3%</b>	<b>\$730,242</b>	
<b>Difference</b>									<b>\$43,123</b>

\*Use exceeded estimates due to required use of vacation, unexpected illnesses or family deaths.

Despite efforts to hire an intern earlier in the year, Metro COG did not find a suitable intern until this fall, resulting in unused intern hours. In the summer of 2021, UPWP Amendment 2 was approved. As part of that amendment, the Policy Board approved the addition of another staff member at the Assistant Planner level. The approved amendments were incorporated into an updated document and the UPWP amendment was approved by state and federal agencies in late summer. The hiring process was initiated in September and completed in November. The new staff person will move to the area this month, and will start either the last week of December or the first week of January. The delay in getting this position filled, combined with fewer intern hours, resulted in a lower operations budget than anticipated.

Significantly fewer hours were spent on Contracted Planning Services in 2021, likely due to delays in getting projects started. The Interstate Operations Analysis, for example, was delayed at least a couple months due to a long process of contractual procedures. More hours were spent on Transportation Technical Data and Analysis due to time spent on the West Fargo Traffic Calming Study, the Federal Functional Classification Update, and the Metropolitan Traffic Counting Program.

The reduced staff hours described above, resulted in unspent funds of approximately \$43,000, which Metro COG proposes to carry over into 2022. Metro COG recommends reallocation of those funds into the second year of the UPWP and will present recommendations for the use of the funds.

**2021 Overhead Expenses**

The continuation of virtual meetings and reduced opportunities for conferences and training resulted in changes to overhead costs, most of which were accounted for in Amendment 2. Table 2 shows the amount budgeted in Amendment 2 and the estimated actual expenses through the end of 2021. The unspent dollars in the 800 category, which involves the 80/20 split of Federal and Local funds, is estimated to be \$3,323. The remaining local funds in the 801 category (\$582.68) will be retained as Metro COG reserves.

Table 2

**Overhead Costs - 2021 Budget and Estimate of Actual**

800 Overhead		2021 Budget	2021 Actual	Difference
800a	Travel / Registrations/ Training/etc..	\$6,560.00	\$2,477.37	\$4,082.63
800b	Dues / Subscriptions	\$8,625.00	\$7,776.50	\$848.50
800c	Office Supplies	\$3,000.00	\$2,339.50	\$660.50
800d	Postage	\$1,450.00	\$737.25	\$712.75
800e	Advertising	\$2,000.00	\$1,448.29	\$551.71
800f	Office Rent	\$71,120.00	\$69,821.58	\$1,298.42
800g	Insurance	\$8,100.00	\$7,016.97	\$1,083.03
800h	Communications	\$3,720.00	\$3,690.31	\$29.69
800i	Information Systems	\$69,679.00	\$69,130.42	\$548.58
800j	Audit	\$11,500.00	\$11,250.00	\$250.00
800k	Office Equipment	\$500.00	\$0.00	\$500.00
800l	Printing	\$5,399.92	\$2,800.18	\$2,599.74
800m	Legal Services	\$1,000.00	\$2,158.00	-\$1,158.00
800n	Accounting Services	\$16,200.00	\$16,212.00	-\$12.00
800o	HR Services	\$500.00	\$0.00	\$500.00
800p	Traffic Count Equipment Maintenance and Replacement	\$500.00	\$9,774.69	-\$9,274.69
800q	Payroll Services	\$1,560.00	\$1,458.00	\$102.00
800r	Newsletter Printing and Mailing	\$0.00	\$0.00	\$0.00
<b>Total Overhead<sup>1</sup></b>		<b>\$211,413.92</b>	<b>\$208,091.06</b>	<b>\$3,322.86</b>
801 Overhead (Funded Locally)		2021		
801a	Bike Map App Updates and misc. locally funded supplies	\$1,700.00	\$2,117.32	-\$417.32
801b	Traffic Count Equipment Replacement Fund	\$1,000.00	\$0.00	\$1,000.00
<b>Total Overhead (Funded Locally)<sup>2</sup></b>		<b>\$2,700.00</b>	<b>\$2,117.32</b>	<b>\$582.68</b>
<b>Total 2021 and 2022 Overhead Costs</b>		<b>\$214,113.92</b>	<b>\$210,208.38</b>	<b>\$3,905.54</b>



**Summary of Proposed Operations and Overhead Changes to 2019-2020 UPWP**

An itemized list of the proposed amendments to the 2019-2020 UPWP is as follows:

1. Carry over \$43,000 of 2021 staff costs (operations) into 2022, and
2. Carry over of the remaining 800 category overhead budget, including \$3,323 into 2022.

Specific proposals for the use of these funds will be discussed with the Executive Committee before the TTC meeting, and presented to both the TTC and Policy Board.

**Project Carryover Amounts**

Consultant led projects are expected to have unspent 2021 budgets that must be carried over into 2022. Anticipated carryover amounts are shown in in Table 3 on the next page. Estimates are most likely on the high side to ensure we carry over sufficient funds into 2022. The carryover amount totals approximately \$352,700 and is split between seven projects. Several of the projects were budgeted from the outset to span across multiple years. One project, the Fargo Transportation Plan, has already exceeded the amount budgeted for 2021, as reflected in Table 3. Similar to the addition of the new staff person, we experienced delays in getting RFPs out for the University Drive and 10<sup>th</sup> Street Corridor Study and the 25<sup>th</sup> Street Corridor Study, resulting in little to no funds being spent on those projects in 2021.

Please let me know if you have any questions about the proposed amendment.

**Requested Action: Recommend approval of the proposed Amendment #3 of the 2021-2022 UPWP to the Policy Board.**

Table 3

2019-2020 UPWP and 2021 UPWP Carryover Projects into 2022							
2019-2020 UPWP Project	Jurisdiction(s)	Total Budget through 2021	Total Estimated Carryover <sup>6</sup>	Federal %	Federal Share	Local %	Local Share
Veterans Boulevard Corridor Extension Study	Fargo/Horace/Cass Co/West Fargo	\$ 244,150.50	\$ 45,000	80%	\$ 36,000	20%	\$ 9,000
Bicycle and Pedestrian Plan Update (\$75K/\$95K) <sup>1</sup>	All	\$ 75,000.00	\$ 25,000	80%	\$ 20,000	20%	\$ 5,000
2050 Demographic Forecast Update	All	\$ 50,000.00	\$ 40,000	80%	\$ 32,000	20%	\$ 8,000
Fargo Transportation Plan <sup>2</sup>	Fargo	\$ 75,000.00	\$ (12,308)	80%	\$ (9,846)	20%	\$ (2,462)
Red River Greenway Study <sup>3</sup>	Fargo	\$ 25,000.00	\$ 10,000	80%	\$ 8,000	20%	\$ 2,000
Interstate Operations Analysis <sup>4</sup>	All	\$ 100,000.00	\$ 60,000	80%	\$ 48,000	20%	\$ 12,000
University Drive and 10th Street Corridor Study <sup>5</sup>	Fargo	\$ 100,000.00	\$ 100,000	80%	\$ 80,000	20%	\$ 20,000
25th Street S Corridor Study <sup>5</sup>	Fargo	\$ 85,000.00	\$ 85,000	80%	\$ 68,000	20%	\$ 17,000
<b>Subtotal</b>		<b>\$ 754,150.50</b>	<b>\$ 352,692</b>		<b>\$ 282,154</b>		<b>\$ 70,538</b>

<sup>1</sup>Project budget is already split between multiple years

<sup>2</sup>Budget is \$175,000 with city's \$10,000 overmatch, with \$75,000 budgeted for 2021 and \$100,000 budgeted for 2022.

<sup>3</sup>Budget is \$170,000 including \$25,000 budgeted for 2021, and \$145,000 budgeted for 2022 of which \$15,000 is overmatch from Fargo Park District

<sup>4</sup>Budget is \$399,928.70 including \$100,000 budgeted for 2021, and the remainder for 2022-2023.

<sup>5</sup>Projects are partially funded in 2021, with remaining amounts budgeted for 2022-2023.

<sup>6</sup>Estimated carryover amounts are likely to be higher than actual.



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255 North 4<sup>th</sup> Street  
Grand Forks, ND 58206  
Phone: 701-746-2660

221 North 5<sup>th</sup> Street  
Bismarck, ND 58506  
Phone: 701-355-1840

## Meeting Notes

### North Dakota MPO Directors and NDDOT FALL Meeting

### 8:00 AM, Friday, October 15, 2021

1. Welcome and Introductions – meeting was virtual
  
2. MPO updates –
  - a. BisMan MPO – Rachel Drewlow
  - b. The Forks MPO – Earl Haugen
  - c. Metro COG – Cindy Gray
  
3. TIP/STIP Debrief, reflections on TIP/STIP development/review process – Haugen
  - Earl described some of the issues with this year’s TIP and STIP completion.
  - NDDOT used 4% inflation/year on costs, 2% inflation/year on funding.
  - Ranae Tunison asked the MPOs to make sure we include rollover funds.
  - NDDOT stated that the Bridge Division gets inspection reports in mid to late fall. Based on those inspections, their priorities may change and changes are made on the fly. If they can tie to a roadway project, that’s good, but they don’t always know that. They may identify work needed on an isolated structure with small to large scale work.
  - Earl stated that he listened in on the Main Street Future Transportation Panel at the Main Street ND Summit. Augmented funding, bike and pedestrian amenities, and heated bus shelters were discussed.
  - How did the draft STIP get released that wasn’t using Stacey’s list of projects? NDDOT discussed road projects with urban portion (but not all, such as cable median barriers), structures. They use projects submitted to them to help build the draft STIP, and they try to review, but not all of the information is available.
  - NDDOT has met with the bridge and design divisions and has tried to make them more aware of the MPO TIP process. NDDOT no longer has separate funds for urban bridges. \$45M in total, \$6.5M-\$7.5M to rural areas for off-system bridges. Of these dollars, 75% is used for bridges in poor condition, 25% is used on bridges with fair condition or having any other issue.
  - Director Pannos recently presented an increase in funding. An announcement with details will be coming soon. NDDOT is pretty certain that the announcement will involve removing local matches on downtown state highway system projects (using state funds to replace local funds). Also, the announcement will involve expansion of roadway enhancements that will be funded on projects, which will

allow for increased participation in features generally described as amenities. Earl asked why this information wasn't released before solicitations were initiated.

4. Consolidated Planning Grant – Wayne Zacher

- a. 2019 balances (if any)
  - i. BMMPO = \$47,735.04 (through 8/20/21)
- b. 2020 balances
  - i. BMMPO = \$592,714.07
- c. 2021 amounts
  - i. BMMPO = \$182,382.00
  - ii. FMCOG = \$1,182,013.49 (\$753,145 yet to be authorized) – This appears to be a 2020/21 consolidated amount. Cindy stated that according to her records, Metro COG has approximately \$560,600 remaining in the 2020 grant, which will be mostly spent during October, November, and December.
  - iii. GFEGFMPO = \$244,775.62
- d. Opening of 2022 grant and amounts  
Until more is known, assume similar levels of funding. A two percent increase is a reasonable assumption. Potential for increase in funding depending on final authorization bill.
- e. The Minot factor – is Minot likely to be designated as an MPO?  
Minot's straight City population in the Census was 48,377. There is a chance that both Burlington and Surrey would be included in the urban area for Minot, which could put them over the population for being an MPO. Determination will occur in approximately summer of 2022. It will depend on the Census urban area boundary delineations and final population counts.
- f. The TMA factor – is Metro COG transition to TMA likely to affect CPG funding?  
All indications are that this will happen. Again, the final determination will occur in approximately summer of 2022 and the transition will occur in Federal FY 2023 (October of 2022).
- g. NDDOT matches or state funding toward MPO planning efforts  
Cindy stated that MnDOT provides state funds to the MPOs for transportation planning, and asked if NDDOT has considered this. NDDOT stated that the state has provided state funds toward state planning projects. This question is often asked by one of our County Commissioners. For example, on the interstate studies, they typically provide half the required local match.

5. Solicitations for Project Funding – NDDOT

- a. STBG Urban and Regional, TAP, HSIP, FTA 5310 and 5339, etc.  
All due the end of the year, and due dates to MPOs have been communicated. STBG – 2% increase from prior year (2025 to 2026).  
Urban Grant Program - \$11M to \$15M for this is a possibility based on what Director Pannos communicated recently.

- b. Accelerate ND – Governor’s recommendation for \$237M of ARPA funds for infrastructure and capital improvements

\$317M has also been discussed and delineated in the attached table.

Maintenance Division – rest area projects on I-29 south of Fargo near Colfax.  
I-29 Smart Corridor Technology

- 6. The Forks MPO’s UND Intern Collaboration – Haugen  
Earl described collaboration between UND and the MPO to use projects as theses or other studies needed for coursework.
- 7. Status of MPO Consultant Evaluation Forms and Processes – Gray, Haugen, Drewlow  
All MPOs have consultant evaluation forms now. NDDOT requires the consultant to fill out the form and send it in to them. GF/EGF includes the evaluation form in their RFPs.
- 8. Federal Functional Class Updates – Drewlow, Haugen, Gray
  - a. Timing for review and overall process (MPO, NDDOT, FHWA)  
BisMan last submitted their proposed changes this time last year. Metro COG submitted proposed changes over two years ago (almost 2.5 years ago).
  - b. Adding new urban roadways to the functionally classified system
  - c. After the new census delineations are completed in 2022, NDDOT Local Government Division will lay out time lines for updates to UZAs, MPAs, and FFCs.  
NDDOT noted that a vote in favor of FFC changes by the NDDOT representative on the technical committee does not constitute NDDOT approval.
- 9. Transportation Conference, March 1-2, 2022 - NDDOT  
MPOs will collaborate to make a presentation. Event is in Bismarck at Convention Center south of downtown.
- 10. FHWA and FTA Updates
  - a. Kristen Sperry – FHWA – thanked the MPOs for filling out the freight survey. Commented that MPOs are doing a good job of being forward thinking. Collaboration and coordination relative to freight are great. Appreciates the effort and conversations.
  - b. Ranae Tunison – FTA – TAM Plans are due Sept. 20, 2022

## 11. Additional Business

**FOR IMMEDIATE RELEASE****GREATER NORTHWEST PASSENGER RAIL COALITION**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to announce that members from the Greater Northwest Passenger Rail Coalition will be in the Fargo-Moorhead area on December 10<sup>th</sup> to talk about passenger rail expansion throughout the region and what you can do to help.

The group is calling on the US Secretary of Transportation and Federal Railroad Administration to create a formal Greater Northwest Passenger Rail Working Group, modeled on the successful Gulf Coast Working Group, to look at restored and new passenger rail service throughout our region, including North Dakota & South Dakota, and identify the steps needed to implement them. A key focus of the group is the North Coast Hiawatha route through Fargo-Moorhead, Bismarck-Mandan, and Southern Montana—connecting Chicago to the West Coast.

Rural America remains underserved by long-distance intercity passenger rail options. In parts of the Greater Northwest Region, defined as Washington, Oregon, Idaho, Utah, Colorado, Wyoming, Montana, North Dakota, South Dakota, and portions of Minnesota and Wisconsin, passenger rail can offer local, state, and regional service capabilities that other modes of transportation cannot - especially during periods of inclement weather.

Coalition partners include: [The Big Sky Passenger Rail Authority \(MT\)](#), [All Aboard Minnesota](#), [The City of Boise Idaho](#), [COMPASS \(ID\)](#), [Utah Rail Passengers Association](#), [AORTA \(OR\)](#), [All Aboard Washington](#), [All Aboard Wisconsin](#), [Transportation for America](#) and the [Rail Passengers Association](#).

Please join us at 12:00 p.m. (Central) in the City Commission Chambers at Fargo City Hall, 225 4<sup>th</sup> Street N, Fargo, ND or virtually (information below) on Friday December 10<sup>th</sup> to learn more about this effort, the positive economic impacts of passenger rail, and what you can do to help!

Online from Web Browser:

- Website: <https://pexip.me/meet/28901319>
- Meeting PIN: 1210
- (Make sure to only be using either Google Chrome or Firefox (**Internet Explorer will not work**)).

From Telephone:

- Phone Number: \*67 +1 (351) 222-2275 (for other countries check web browser link)
- Conference Code: 28901319#
- Use guest PIN: 1210  
(Please make sure you dial \*67 or your phone number will be displayed on the broadcast.)

For further information, please contact Dan Bilka, Greater Northwest Passenger Rail Coalition Coordinator, at (605) 480-2532 or [dan@allaboardnw.org](mailto:dan@allaboardnw.org).

**###**

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