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MAY 20 2014

MEMORANDUM

CASS COUNTY COMMISSION


**Highway
Department**

Jason Benson, P.E.
County Engineer

Richard S. Sieg
Superintendent

Thomas B. Soucy, P.E.
Design and Construction
Engineer

TO: Cass County Commission

FROM: Jason Benson, County Engineer 

DATE: May 20, 2014

SUBJECT: Agenda topic for June 2, 2014 Commission Meeting:
Request Approval of Metro 2040 Plan

Metro COG is in the final stages of developing its long range transportation plan update, *Metro 2040: Mobility for the Future*. Metro 2040 was developed with input from our local, state and federal planning partners and with due consideration of other related planning activities within the metropolitan area.

The Final Draft is being made available to our local planning commissions and city/county commissions/councils in anticipation of each member jurisdiction adopting the plan and to agree to use it as a tool to implement metropolitan goals and objectives, which will complement overall development of the metropolitan transportation system.

Metro 2040 provides a vision that assists in guiding future decisions for the area's transportation system. It is designed to help realize identified outcomes to meet current and future transportation needs and to gauge the success of these efforts with established performance measures. It will provide a guide for the development of multimodal transportation systems throughout the Fargo-Moorhead (F-M) area for the next 25 years. It will be used to prioritize fiscally-constrained transportation spending throughout this period. Given the importance of such a document, it is vitally important that the plan reflect the choices and desires of the majority of the F-M area's residents, workers, and visitors.

SUGGESTED MOTION:

Resolve to adopt the Fargo Moorhead Area Long Range Transportation Plan, Metro 2040 and authorize the Commission Chair to sign the resolution.

1201 Main Avenue West
West Fargo, North Dakota
58078-1301

701-298-2370
Fax: 701-298-2395

MEMORANDUM

TO: Metro COG Planning Partners
FR: William A. Christian, Metro COG
RE: **Metro 2040: Mobility For The Future**

May 15, 2014

Metro COG is in the final stages of developing its long range transportation plan update, *Metro 2040: Mobility for the Future*. Metro 2040 was developed with input from our local, state and federal planning partners and with due consideration of other related planning activities within the metropolitan area.

The Final Draft is being made available to our local planning commissions and city commissions/councils in anticipation of each member jurisdiction adopting the plan and to agree to use it as a tool to implement metropolitan goals and objectives, which will complement overall development of the metropolitan transportation system.

Please find attached the Draft Executive Summary for Metro 2040. An electronic copy of the full documents is available on the Metro COG website at:

<http://www.fmmetrocog.org/new/index.php?id=550>

A hard copy of the document is available from Metro COG upon request.

Development and maintenance of Metro 2040 is a core responsibility of Metro COG, as defined in federal legislation which also identifies the required content of the plan. It must be updated every five years to accommodate the changing needs of the area and to reflect changes in the socio-economic composition of the area, as well as changes in local transportation policy. The last LRTP for the F-M area was adopted in 2009.

While 2040 extends beyond what can be accurately predicted, a long range plan's value lies in compressively assessing the region's current transportation system, and charting a course of action for coming years. It presents an opportunity to step back and take a big-picture look at where we stand, the challenges we face and how to best address those problems.

Metro 2040 provide a vision that assists in guiding future decisions for the area's transportation system. It is designed to help realize identified outcomes to meet current and future transportation needs and to gauge the success of these efforts with established performance measures. It will provide a guide for the development of multimodal transportation systems throughout the Fargo-Moorhead (F-M) area for the next 25 years. It will be used to prioritize fiscally-constrained transportation spending throughout this period. Given the importance of such a document, it is vitally important that the plan reflect the choices and desires of the majority of the F-M area's residents, workers, and visitors.

(LOCAL GOV'T LETTERHEAD HERE)

RESOLUTION

Whereas, the **(insert governing body)** is the duly elected governing body for the **(insert jurisdiction)** and is responsible for the planning and development of a safe and functional transportation system;

Whereas, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG), as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

Whereas, Metro COG has undertaken the task of updating its Metropolitan Transportation Plan, Metro 2040, which is a vital element of this planning process, and which documents transportation projects' eligibility for future federal funding;

Whereas, the metropolitan transportation planning process was guided by the Metropolitan Transportation Technical Committee (TTC) composed of a wide cross-section of local multi-modal technical experts including engineers, planners, transit directors, and state and federal transportation officials;

Whereas, public and private organizations representing numerous transportation interests, as well as groups and individuals from socially disadvantaged groups were invited, encouraged, and involved in this Plan's preparation, in full compliance with Metro COG's Public Participation Plan;

Whereas, Metro 2040, which covers the time horizon of 2014 to 2040 was prepared using an extensive intermodal planning process;

Whereas, Metro 2040 provides a comprehensive, coordinated program of projects and strategies that will improve the urban and extraterritorial transportation system of the Fargo-Moorhead area;

Now, Therefore Be It Resolved, that **(insert governing body)** does hereby adopt the Fargo Moorhead Area Long Range Transportation Plan, Metro 2040, and agrees to use it as a tool to implement metropolitan transportation goals and objectives, which will complement overall development of the metropolitan transportation system.;

Approved and adopted this _____ day of _____, 2014

Attest:

By:

Name

Title

Name

Title

**ROAD ADVISORY COMMITTEE
MARCH 17, 2014—2:00 PM**

1. MEETING TO ORDER

Commissioner Vern Bennett, Highway Department Portfolio Commissioner, called a meeting of the Road Advisory Committee to order at 2:00 PM on Monday, March 17, 2014, in the Commission Conference Room, Cass County Courthouse. Members were present as follows: Chad Peterson, Ken Pawluk, Mary Scherling, Darrell Vanyo, Vern Bennett, Jason Benson, Scott Saewert and Jurgen Suhr. Rich Sieg and Mark Brodshaug were absent. Also present were: Bruce Riedinger, Frank Podoll, Tom Soucy, and Keith Berndt. FM MetroCog Executive Director Wade Kline and Bill Christian were also present.

2. INTRODUCTION AND RECOGNITION OF OUTSTANDING HIGHWAY EMPLOYEES

Mr. Benson introduced Bruce Riedinger, Highway Foreman and Frank Podoll, Construction/Design Engineer at the Cass County Highway Department. Mr. Riedinger is beginning his 34th year with the Cass County Highway Department. He has worked on roads and bridges throughout the county and his commitment and knowledge make him an outstanding employee.

Frank Podoll has been with the Cass County Highway Department for 27 years. He has been instrumental in bridge and road design over the years. His knowledge and expertise make him a respected and valued employee.

3.

FM METROCOG PRESENTATION-LONG RANGE TRANSPORTATION PLAN 2040

Wade Kline distributed a handout and presented a power point outlining the Long Range Transportation Plan (LRTP) for the Fargo-Moorhead area. The LRTP is the federally required long-range (20+ year) program developed to guide the effective investment of public funds in multi modal transportation facilities. The plan must be updated every five years. The LRTP provides the context from which projects for the region's short range Transportation Improvement Program (TIP) is selected.

Mr. Kline said the area has seen a healthy 1.2% annual growth rate for economic development. The downside to the growth is the increased transportation costs which has risen 50%. As the growth continues, the regional street system will become more congested and will require roadway and alternative transportation improvements to mitigate future impacts.

Mr. Kline said they continue to study the Red River bridge crossings and found they provide adequate capacity but are widely spaced to the north and south of the core urban area. Some bridges are also subject to flooding.

Interstates 29 and 94 provide regional high speed connections, but there are some operation issues. They continue to plan for long range interstate improvements which include: improvements to the I-94 and Sheyenne interchange; improvements to the I-94 and Veteran's Boulevard interchange; improvements to the I-94 and I-29 interchange; improvements to the I-94 and 25th Street interchange; improvements to the I-94 and University interchange; improvements to the I-94 and 8th Street interchange; and improvements to the I-29 and 32nd Avenue South interchange.

Mr. Kline outlined roadway projects that will be a priority for 2020 as well as priority projects for 2040. He said substantial investment will be made in the southwest metro area including 52nd Avenue to 76th Avenue and an additional study will begin in May. The Toll Bridge is scheduled for work in 2018 with the removal of the toll and retention of the existing bridge structure; plans include work on the 52nd Avenue/60th Avenue bi-state east-west corridor; plans include working to retain the corridor preservation efforts for the bridge corridor south of 52nd (70th and 76) as other corridors are not technically feasible such as 13th and 32nd Avenues; plans also include a 64th Avenue Overpass on I-29 and a 76th Avenue interchange.

The short term Federal Aid priorities include \$35,000,000 which would be used to reconstruct and widen Sheyenne Street from I-94 to 32nd Avenue; construct 64th Avenue South include an overpass at I-29; reconstruct and widen Sheyenne Street from 32nd Avenue to 40th Avenue; reconstruct and widen 52nd Avenue from 45th Street to Sheyenne Street; and work on County 17 South of 52nd Avenue. Two ongoing studies will pinpoint specific timing on these needs.

4. REVIEW 2014 PLANNED CONSTRUCTION PROJECTS

Mr. Benson reviewed the proposed highway and bridge projects for 2014. The proposed bituminous overlay and grading project are estimated to cost \$6,756,819 which is all local funding.

Projects include: Cass 20 from Cass 17 to University Drive and Cass 81 from Cass 20 to .4 miles north (5.2 miles). This section of Cass 20 will have a 2.5 inch maintenance overlay and turn lanes will be installed in two locations east of I-29. Negotiations with the City of Fargo are underway to cost share the turn lanes and then turn this section of highway over to the city upon completion of construction.

Cass 22 from Cass 11 to Prosper (2.0 miles): This section of Cass 22 will have a 2.5 inch maintenance overlay. The last overlay was in 1995.

Cass 22 from the intersection of Cass 18 east to Harwood and from Cass 91 to the Red River (3.8 miles): This section west of Harwood will have the existing paved shoulders milled and overlaid. The section of Cass 22 east of Harwood will have a 2.5 inch maintenance overlay. The last overlay was in 2005, however, extensive truck traffic, as well as rutting, and flood damage makes it in need of an overlay.

Cass 31 from Cass 20 to Cass 22 (3.7 miles): This section of Cass 31 will have a 2.5 inch maintenance overlay. The last overlay for this section was in 1998 and with a portion done in 2000.

Cass 15 from I-94 to Cass 10 (.8 miles): This section of Cass 15 has seen continued increases in traffic as volumes have increased on Cass 15 and Cass 10. This road also has a higher rate of required maintenance and gravel. Planned construction includes grading and drainage improvements. Asphalt surfacing would be planned for 2015.

Federal Aid bituminous overlay projects are projected to cost \$1,992,390, with \$1,612,441 coming from Federal funding and \$400,000 local funding.

Cass 14 from I-29 to Cass 81 (1.8 miles): This section of Cass 14 will have a 2.0 inch maintenance overlay. The last overlay was in 1999.

Cass 81 from 64th Ave. S. to Cass 16W (5.4 miles): This section of Cass 14 will have a 2.0 inch maintenance overlay. The last overlay was in 2000.

Drain Tile, Subgrade Repair, and Reshaping Projects include: Cass 32 from ND18 to Cass 11 (7.75 miles, \$403,649, all local funding): Drain tile will be installed to help remove moisture from the subgrade of the road.

Cass 3 from Cass 4 to Cass 26 (7 miles, \$974,436, all local funding): Sections of this road will be targeted for subgrade repair and reshaping.

Cass 16 two miles west of ND18 (2 miles, \$200,000, all local funding): Sections of this road will be targeted for reshaping to improve the safety of the curve sections of this roadway.

Cass 36 two miles east of Cass 15 (2 miles, \$50,000, all local funding): Sections of this road will be targeted for reshaping to improve the safety of the curve sections of this roadway.

Bridge Projects include: 12 Gill/7 Everest-Township Road on branch of Maple River: This is a township bridge with damaged piling at the south abutment. This 21 foot long bridge was built in 1955. The estimated project cost is \$230,000.

28/33 Empire-Township Bridge on Swan Creek: This is a township bridge with a Code 3 alert, and a 40.0 rating. The 24 foot long bridge was built in 1950. Estimated project cost is \$230,000.

34/24 Highland-Township Bridge on Maple River: This township bridge is a minor structure in need of replacement. No data is available on the existing bridge but it is very narrow and deteriorating. Plans include replacing the bridge with a metal arch culvert for an estimated cost of \$210,000.

21/32 highland-Township Bridge on Maple River: This township bridge has a Code 3 alert and a rating of 38.0 and is closed to traffic. The existing bridge was built in 1955 and is 32 feet long. It is recommended to remove the structure and replace the 34/35 Highland structure for an estimated removal cost of \$50,000.

15/16 Highland-Township Structure on Maple River: This is a large metal arch culvert on a township road and is failing and in need of replacement. It will be replaced with a metal arch culvert for an estimated cost of \$150,000.

5/8 Hill-Township Road on the Maple River: This is a township bridge with a 70.0 rating, but has a Code 3 alert with significant deficiencies. This bridge will be replaced with a concrete box culvert. This bridge was built in 1954 and is 31 feet long. Estimated cost is \$300,000.

34 Pontiac-Township Bridge on Maple River: This is a township bridge with a Code 3 alert and a rating of 42.0. The total length is 121 feet and was built in 1960. The estimated replacement cost is \$793,000 with \$634,000 Federal funding, and \$150,000 local funding.

1/2 Normanna-County Bridge on on Cass 36 on the Sheyenne River: This is a County bridge with a posted limit of 34 tons and a rating of 67.3. The total length is 112 feet and was built in 1956. Replacing the structure as it has a restrictive load rating and is a narrow bridge that has sustained ongoing flood damage. The estimated cost is \$800,000.

27/28 Amenia-County Bridge on Cass 32 on the Rush River: This is a County bridge with a posted limit of 27 tons and a rating of 57.3. The total length is 62 feet and was built in 1955. Replacing the structure as it has a restrictive load rating. Estimated cost is \$950,000 for the bridge and to realign the approaching road segments that are slumping into the river.

11/16 Warren-County Bridge on Cass 6 on the Rush River: This is a County bridge and is a minor structure in need of replacement. It is a very narrow existing concrete box culvert. Culvert extensions will be added to lengthen the structure for safety improvements for an estimated cost of \$230,000.

16/17 Reed (Lake Shure Bridge): This township bridge is on Drain 45. This bridge has received a FEMA HMGP grant to be built in order to provide year around access for residents. The estimated cost is \$1,800,000 with \$1,530,000 being Federal HMGP funding and \$270,000 local funding.

5. FUTURE HIGHWAY/BRIDGE FUNDING NEEDS

The 2014-2018 Comprehensive Highway and Bridge Plan were developed based on continued funding from the ND Legislature. In the 2013-2014 biennium the State of North Dakota provided an additional \$12.5 million for highways and bridges. This funding was crucial in allowing improvement

to the paved highways, gravel roads, and most serious bridges.

The 5-year Comprehensive Plan includes maintaining pavements, improving gravel roads, aggressively improving the bridge network, and continuing to make safety improvements such as widening roads and flattening the side slope of the roadway. For the plan to be implemented, the ND Legislature will have to continue to provide additional funding. Discussions with the NDDOT and NDACo have them recommending continued planning which would include additional funding.

Two key points for the 2015 Legislative Session include: 1) UGPTI is completing a highway and bridge study with a draft to be completed in July 2014. This study will be utilized by the Legislature to develop future funding for Oil Producing and Non-Oil Producing Counties. 2) In 2013, SB2176 provided an emergency clause that distributed the highway funding to counties in February 2013. This was critical as it allowed the 2013 funding to be allocated quickly and projects were bid out for 2013 construction. Had this funding not had the emergency clause, it would not have been available until July 2013. This would have caused unnecessary project delays and would have most likely increased project costs due to late bidding and contracting.

Future discussions with Legislative members will address the need for additional funding and the need to have this funding available early in the session. This will ensure the planned projects for 2015 can be completed in both a timely manner and at the best price.

6. UPDATE ON CURRENT TRANSPORTATION STUDIES

Mr. Benson said they are working with MetroCog on a long-range roadway vision plan. On December 3rd, a workshop will be held addressing safety issues across the county; this is sponsored by the Local Road Safety Program. Projects for 2015 include a Cass 10/12th Avenue North project and a project for Main Avenue in West Fargo. The F-M Diversion Transportation Plan has been completed with no big surprises. The DOT is looking at plans to reconstruct an intersection at ND 18 and Cass 10 in Casselton.

7. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:03 PM.

Fargo-Moorhead Metropolitan
Council of Governments

2014 Long Range Transportation Plan

FINAL DRAFT
May 5, 2014



Executive Summary



LSA

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
2014 LONG RANGE TRANSPORTATION PLAN

METRO 2040 EXECUTIVE SUMMARY



Metro 2040 is the long-range transportation plan for the Metro COG area. Metro 2040 is designed to help realize Metro COG's current and future transportation needs and to gauge the success of these efforts with established performance measures. Metro 2040 is designed to guide the development of multimodal transportation systems throughout the Metro COG study area for the next 25 years. It will be used to prioritize the majority of Federal transportation spending throughout this period, and as such, it is vitally important that the Plan reflect the choices and desires of the majority of the Fargo-Moorhead metropolitan area's residents, workers, and visitors.

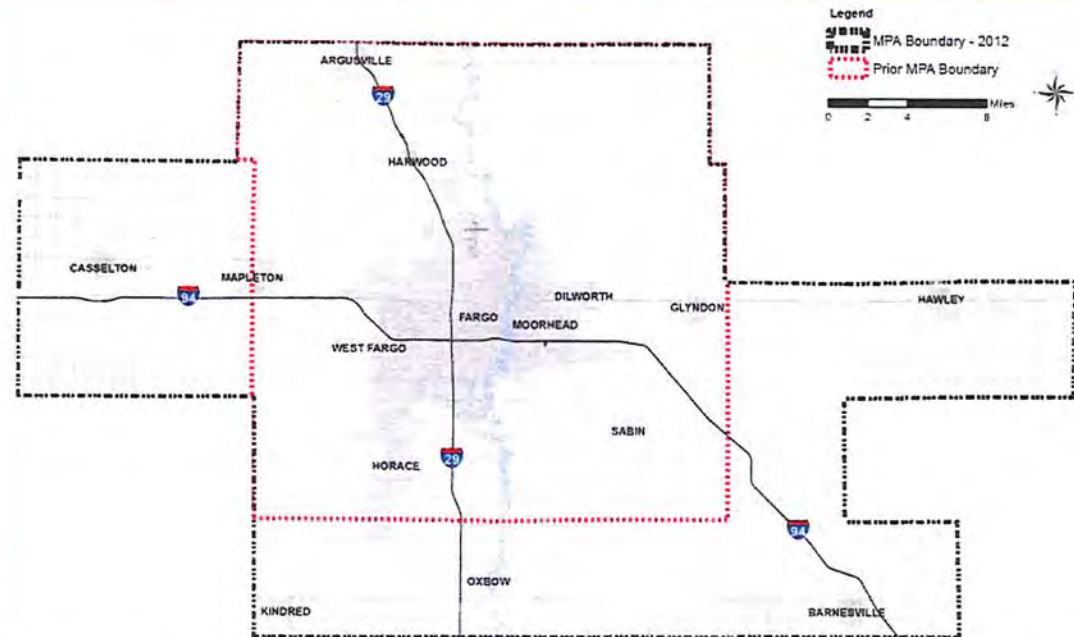
Who Prepared the Metro 2040?

Metro 2040 was prepared by the Fargo-Moorhead Metropolitan Council of Governments (Metro COG). Metro COG is the designated Metropolitan Planning Organization (MPO) for the region.

Metro 2040 was guided by a Project Review Committee comprised of representatives from the local cities and public input. The Metro COG Policy Board will approve the Plan on July 17, 2014.



The Metro COG Region



PUBLIC INVOLVEMENT

The public involvement effort sought meaningful public input from residents and businesses throughout the region. Activities included workshops where people could discuss future directions and transportation priorities, as well as online surveys and receiving updates from the Metro COG website. Events were tailored to key decision phases in the planning process: defining issues and needs, alternatives development and evaluation, and creating a draft plan.

The overall schedule and how the public involvement provided strategic input for each of the three phases are presented in the graphic below. Each phase included a series of public meetings with workshops and roundtable discussions that provided the public opportunities to provide strategic input to the Plan development process.

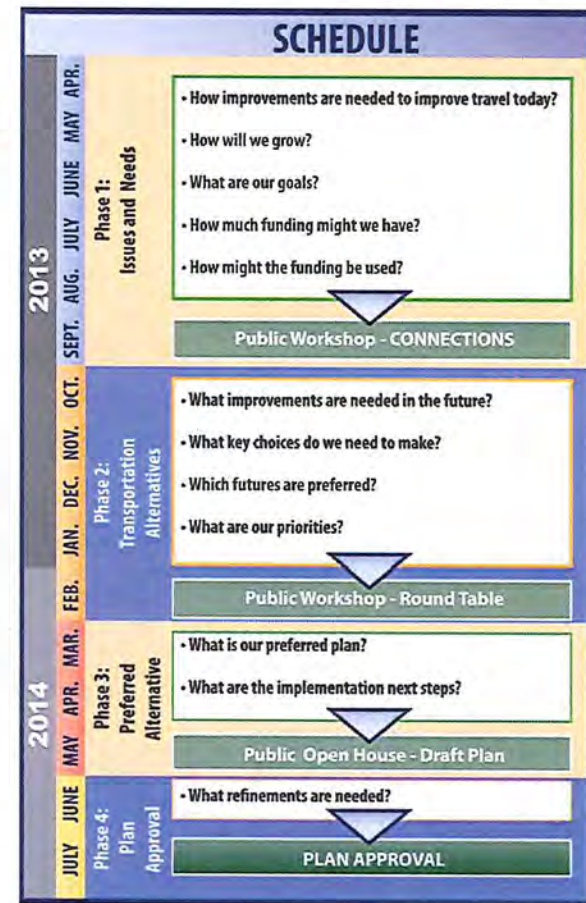
Phase 1 – Issues and Needs: Futures Summit

On September 10th and 11th of 2013, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held three Public Input Meetings on the Metro 2040. These were held at locations in Fargo, Moorhead, and West Fargo. The Public Input Meetings were referred to as sessions of the Futures Summit and were designed to inform and engage the public on anticipated future growth trends and transportation needs for the Fargo-Moorhead metropolitan area.

At the Futures Summit, participants were asked to work in groups of five to seven people on a *CONNECTIONS* Exercise. *CONNECTIONS* is a group consensus mapping exercise on what major infrastructure improvements were needed in the Fargo-Moorhead metropolitan area. Each table was provided a limited budget that they could use to purchase future transportation improvements.



A total of 100 individuals participated in the *CONNECTIONS* Exercise at the three different Futures Summits. A second exercise was the weighting of goals that were used to evaluate projects based on definable performance measures.



PUBLIC INVOLVEMENT

Phase 2 – Alternatives Development and Evaluation

The second phase was the development and evaluation of alternatives for a needs based plan to address growth, operations, rehabilitation, traffic congestion, transit, bicycle, and pedestrian improvements. This needs based plan is not fiscally constrained.

The phase two outreach was the “Roundtable,” a public meeting venue where participants could review projects, and provide input on their priority.

Roundtable Exercise attendees participated in roundtable discussions where each table developed a list of roadway priorities, river crossings, transit, and funding.



Phase 3 – Selection and Refinement of a Preferred Plan

The third round of public meetings was held in May 2014. This effort was a presentation of how the Plan was developed and key findings of the Plan. Participants were able to provide their comments on the Plan at the meeting or were able to go online, download, and review the Plan and provided responses through the Metro COG website.



PUBLIC INVOLVEMENT PROCESS

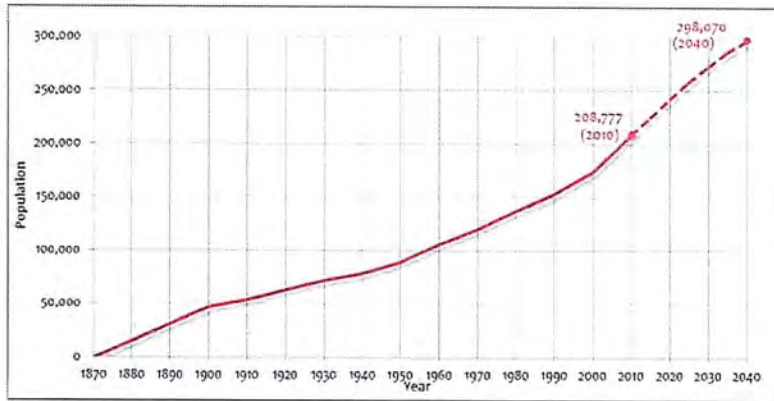
The public involvement process for Metro 2040 focused on providing multiple ways for people to get involved and influence the Plan’s development. Regional community members directly affected Plan goals, alternatives studied, evaluation of those alternatives, and the ultimate direction of the Plan. Key messages from the public were:

- ❖ Be good stewards of the transportation infrastructure – continue the region’s commitment to maintain what we have and operate the system efficiently;
- ❖ Set priorities that address the Plan’s goals and objectives; and
- ❖ Strengthen the transit system to provide quality transportation.

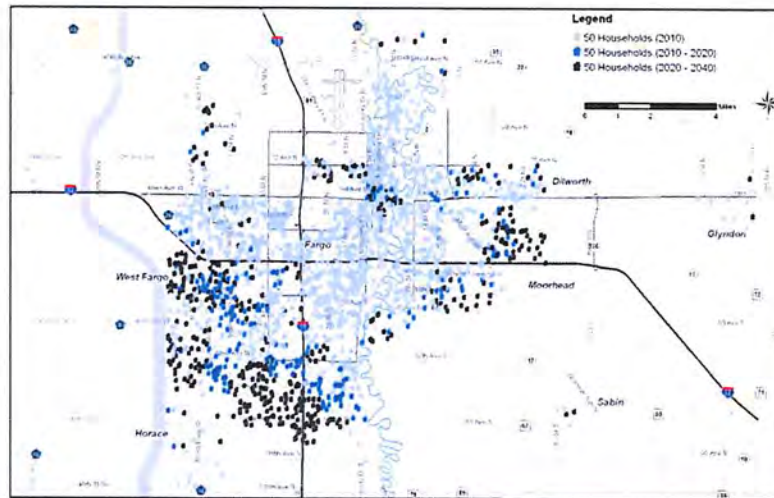
GROWTH, TRENDS AND FORECASTS

The Metro COG population is forecasted to see a 42.8% change from 2010. It is projected that the population and number of households in the Fargo-Moorhead metropolitan area will increase by 42% between 2010 and 2040. Slightly over 90% of the projected household growth is expected in the outlying developing areas. This growth will impact the transportation needs of these developing areas.

Historic/Future Metro COG Area Population

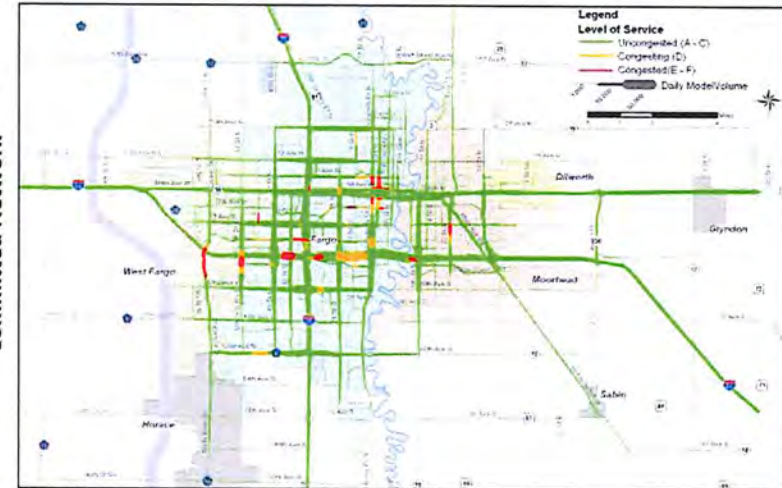


2040 Households Growth

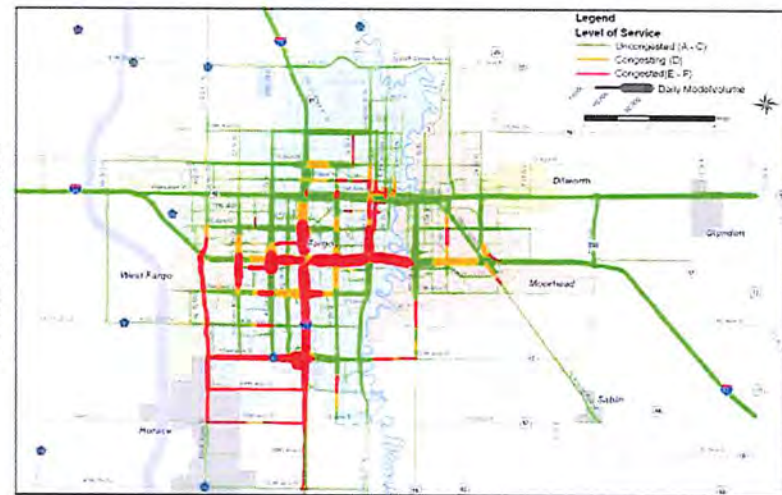


Whereas growth between now and 2020 can be accommodated within our existing plus committed network, 2040 growth will result in congestion throughout the system, particularly in the developing areas without additional improvements.

2020 Congestion with the Existing + Committed Network



2040 Congestion with the Existing + Committed Network



GOALS AND EVALUATION CRITERIA

The preparation of the Metro COG Metro 2040 requires a local application of the MAP-21, Federal Transportation Bill, signed into law by President Obama on July 6, 2012. MAP-21 established seven national performance goals and eight Transportation Planning Factors. Based on these performance goals and planning factors, seven Metro 2040 transportation goals. Evaluation criteria were also developed for each goal to measure a projects benefit or impact to the region. These goals were also weighted through the public involvement process. The goals performance measure and goal weight were used to evaluate and prioritize each candidate project.

Metro 2040 Goals

GOAL 1: Maintain the Existing Transportation System

GOAL 2: Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System

GOAL 3: Maximize the Cost Effectiveness of Transportation

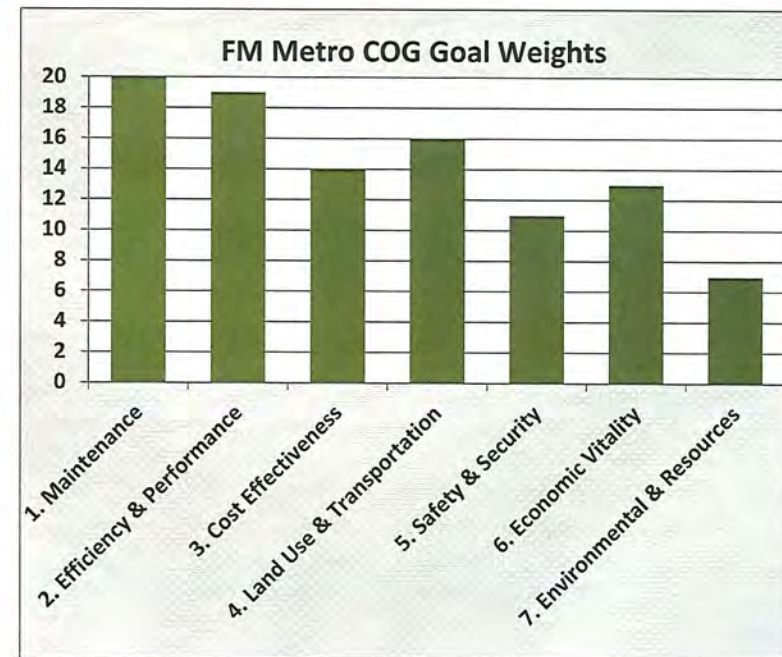
GOAL 4: Promote Consistency between Land Use and Transportation Plans to Enhance Mobility and Accessibility

GOAL 5: Provide Safe and Secure Transportation

GOAL 6: Support Economic Vitality

GOAL 7: Protect the Environment and Conserve Resources

Metro 2040 Goal Weights



OPERATIONS & MAINTENANCE AND REHABILITATION

Operations and Maintenance

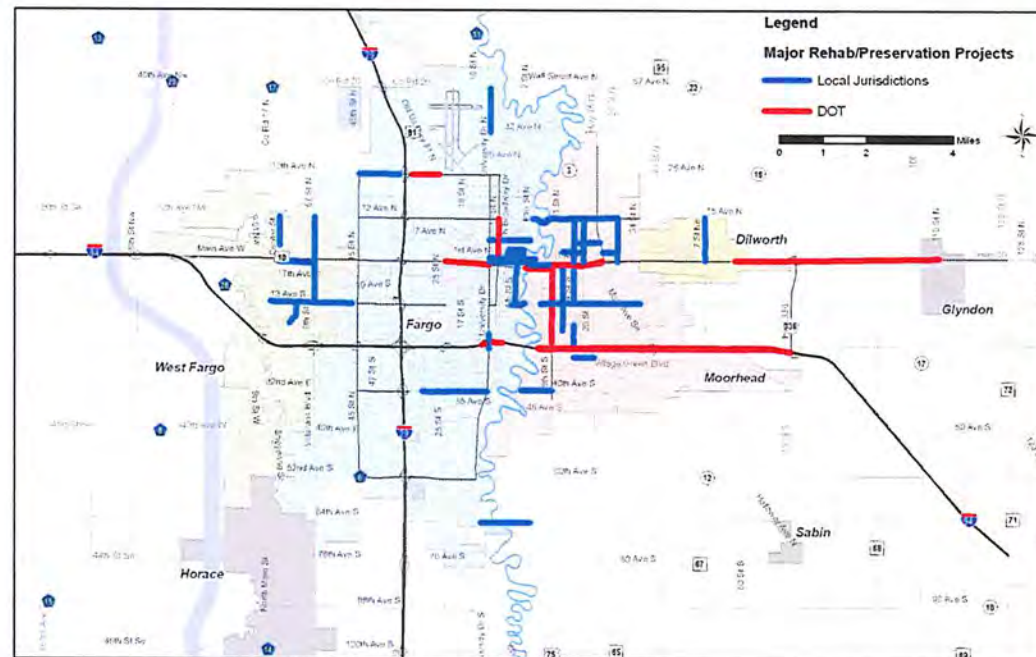
O&M is defined as the routine and regular activities needed to keep the existing transportation system safe and working effectively. Throughout the public outreach effort and meetings with the Study Review Committee, the direction has been the same, the Metro COG region must first continue to operate and maintain our transportation system before considering new capital improvement projects.



Rehabilitation

Although the maintenance of our transportation facility will extend the systems life, at some point a roadway has simply aged to where the facility must go through a major rehabilitation. In the preparation of the Metro 2040, the age and condition of the roadway network was evaluated to determine which facilities in the regional transportation network would need major rehabilitation. The cost for rehabilitation also occurs prior to considering new capital improvement projects.

MAJOR REHABILITATION PROJECTS



Source: Metro COG

FINANCIAL PLAN

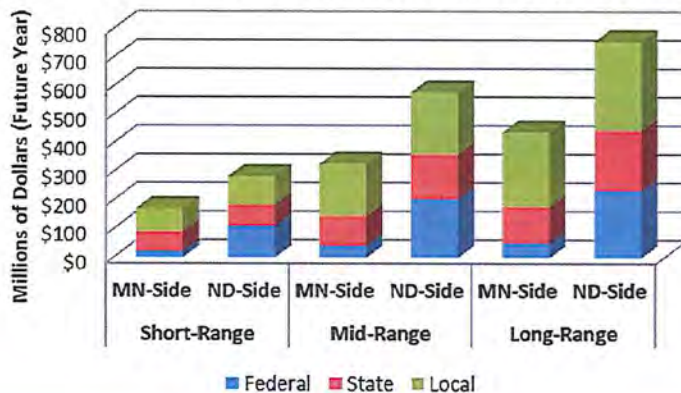
Funding for the Fargo-Moorhead metropolitan area comes from a variety of sources and programs. These can essentially be categorized at three different levels; Federal, State, and Local. Many transportation projects are funded by a combination of Federal, State and Local funding. Most federal-aid projects, those projects that receive Federal transportation funds, require some form of local match.

Federal Funds	This includes transportation funding originating from the United States Government, including funds from the Highway Trust Fund (HTF) and by other transportation sources designated by Congress. These funds are most commonly administered through the State DOTs and Metro COG.
State Funds	These funds include transportation funds originating from the States of North Dakota and Minnesota, and are most commonly administered in each State by their respective Departments of Transportation.
Local Funds	These funds are designated for transportation projects by counties, cities, local jurisdictions, as well as any specific local districts or units of government.

Anticipated Revenue

Revenue pays for necessary investments in surface transportation facilities, including new construction and ongoing operations and maintenance costs. The revenue forecasts provides an estimate of how much money will be available to spend on new transportation projects in the Fargo-Moorhead metropolitan area between 2015 and 2040. Federal policy requires revenues and costs be adjusted to Year of Expenditure (YOE) dollars which account for future year inflation. These revenues and costs are banded by years: short-term 2015 to 2020, mid-term 2021 to 2030, and long-term 2031 to 2040.

FORECASTED AVAILABLE TRANSPORTATION REVENUE BY METRO 2040 TIME BAND IN YOE \$



Federal Funding Available for New Projects

Total federal-aid funding minus operations and maintenance, rehabilitation projects, and projects committed within the MPO's Transportation Improvement Program (TIP) can be used for new projects.

CONSTRAINED FUNDING FOR NEW PROJECTS IN METRO 2040

Funding Type	Short-Term (2018-2020)	Mid-Term 2021-2030	Long-Term 2031-2040	Total
NDDOT Regional Funds (STP/R)	\$9,082,175	\$33,378,195	\$38,736,758	\$81,197,128
NDDOT Projects (IM)	\$5,680,900	\$15,778,814	\$10,064,856	\$31,524,570
North Dakota Local Projects (STP/U)	\$14,964,580	\$54,996,812	\$63,826,046	\$133,787,439
MnDOT Projects (NHPP-NI, RCIP, SFO, PS)	\$7,456,258	\$22,806,564	\$23,496,585	\$53,759,407
Minnesota Local Projects (STP/U)	\$1,955,415	\$7,186,409	\$8,340,120	\$17,481,944

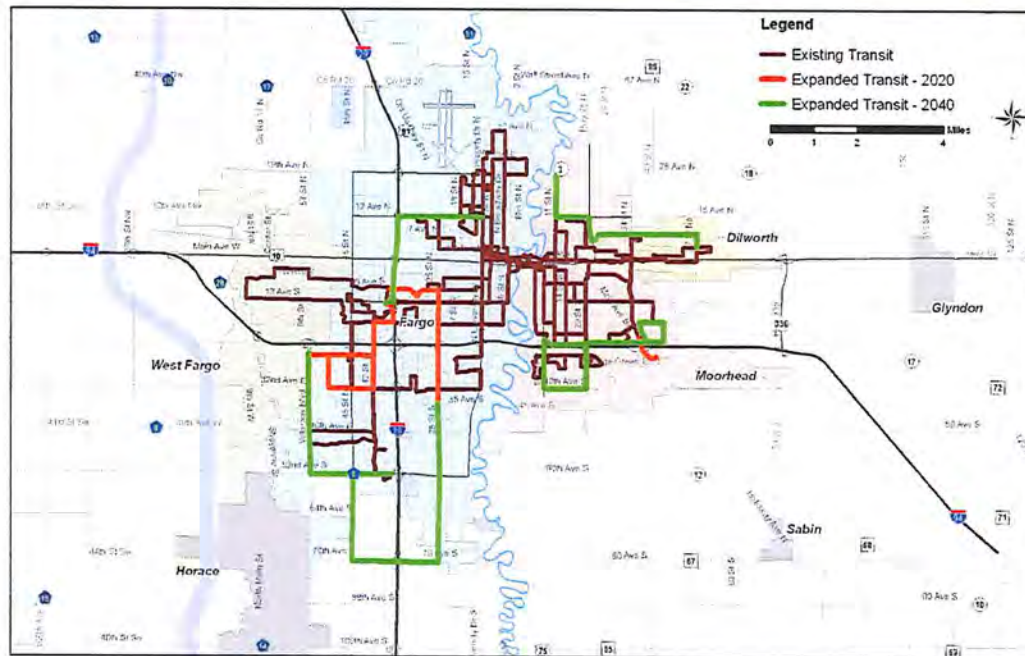
Source: Metro COG

TRANSIT VISION PLAN

Metro Area Transit (MATBUS) provides fixed-route and paratransit service within the metropolitan area. MATBUS is comprised of two separate, but coordinated municipal transit departments. The City of Fargo operates fixed-routes within Fargo and West Fargo, while the City of Moorhead operates fixed-routes within Moorhead and Dilworth. As the region increases in population, and the population ages, transit will become more important in the future. A minimum vision for MATBUS is to provide for a growth in transit service hours and service miles equal to or greater than the population growth. This growth in transit service hours and service miles could occur through expanded coverage, increased transit frequency, or extended service hours. The 2012 Transit Plan is included by reference in Metro 2040.

Bus maintenance facilities will also experience increased demands with additional service and transit ridership. The current metro transit garage will reach capacity and accommodations will be required. Transit service requires a bus fleet and spares. With transit service expanded over time to increase frequency and add coverage area, this fleet needs to expand. In addition, buses need to be replaced when approximately 12 years old. Metro 2040 identifies a long-term need for new sources of transit capital.

Potential Transit Coverage Increases for 2020 and 2040



Source: Metro COG

Transit Vision Plan Operations and Capital Costs (\$M)

	Fargo			Moorhead			
	Operation	Capital Fixed (Bus)	Capital Paratransit	Total	Operation	Capital Bus and Paratransit	Total
Short-Term	36.2	7.5	1.5	45.3	17.2	7.0	24.2
Mid-Term	66.4	12.1	2.8	81.3	37.0	7.7	44.7
Long-Term	73.4	13.4	3.1	89.8	49.5	13.4	62.9
Grand Total	176.0	33.0	7.4	216.4	103.7	28.1	131.8

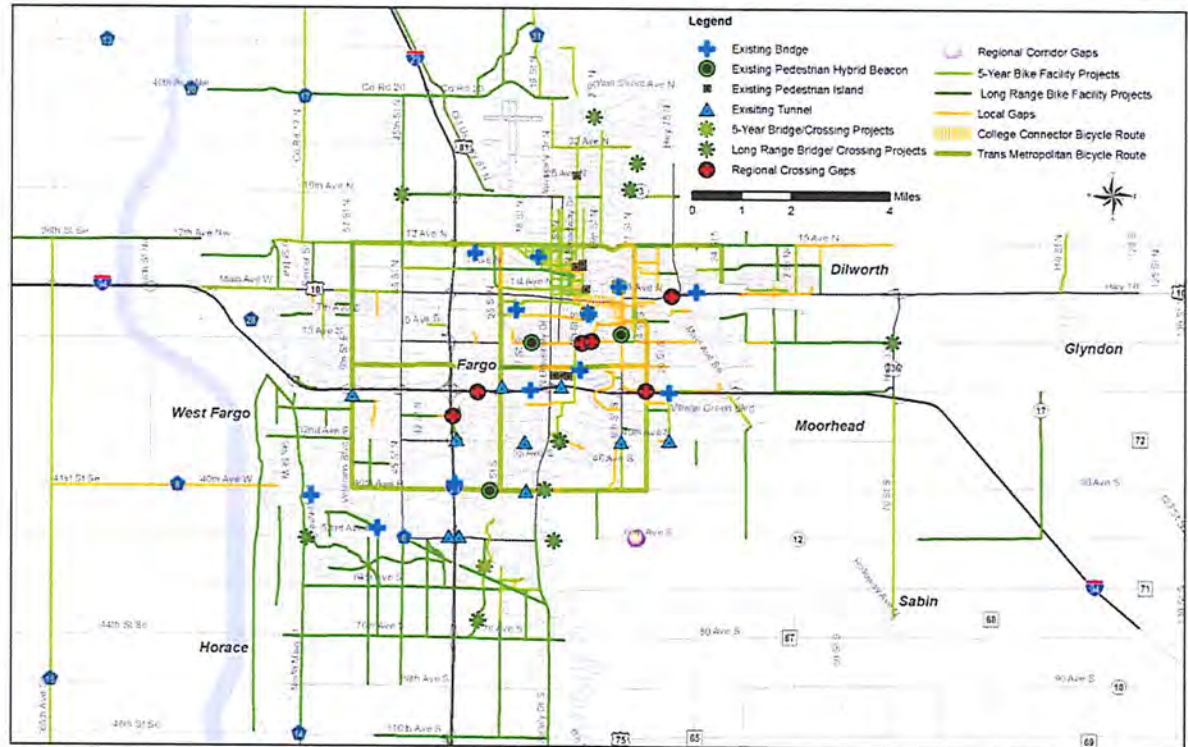
BICYCLE AND PEDESTRIAN PLAN

The 2011 Bicycle and Pedestrian Plan provides recommendations to mitigate local bicycle and pedestrian gaps and barriers to provide a network of connections to existing and future planned facilities. The needs from the 2011 plan are still valid and are included by reference in Metro 2040. The Plan also recommends a trans-metropolitan area bikeway network and a college connection bicycle route. Both would provide seamless bike routes within the bi-state metropolitan area. Regionally-significant gaps prevent a bicyclist or pedestrian from reaching a major trip generator or group of trip generators. The Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan (2011) identified four major regional crossing gaps in the Metro COG region:

1. Red River from 40th Avenue South (Fargo) to Bluestem Center for the Arts;
2. I-94 at 14th Street South (28th Avenue South to 30th Avenue South (Moorhead));
3. I-29 at 28th Avenue South (Fargo); and
4. Red River at 13th Avenue South (Fargo) to 12th Avenue South (Moorhead).

Local bicycle and pedestrian network gaps are gaps were also identified in the Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan. Areas where existing or programmed facilities were not connected or encounters a barrier were designated as a network gap.

Fargo-Moorhead Area Bicycle Network - Gaps, Barriers, Trans-Metropolitan Area Bikeway Network and College Connection Bicycle Route



Source: Metro COG

RED RIVER BRIDGE CROSSINGS

As the region grows, either new Red River crossings or widening of existing crossings will be required to mitigate 2040 congestion. Based on the Red River bridge crossing evaluation, the following recommendations are made:

- Five existing Red River bridges currently operate at acceptable congestion levels and will continue to operate at acceptable levels in 2040. No changes are proposed for the Red River crossings at County Road 20/22, Broadway, 1st Avenue North, NP/Center Avenue, and Main Avenue.
- Remove the toll at the 12th/15th Avenue bridge.
- Two existing Red River bridge crossings are forecast to be congested in 2040. The Fiscal Constrained Plan proposes the 52nd/60th Avenue bridge be widened in the mid-term. Because of insufficient funds, widening of the I-94 bridge crossing is an illustrative project.
- A new bridge at 76th Avenue/80th Avenue south is recommended and included as an illustrative project. An alternative to this location is at 70th Avenue South.
- Three bridges are not recommended because of insignificant congestion relief or potential impacts. These include 13th/12th Avenue South, 32nd/40th Avenue South, and 64th/70th Avenue South.

RED RIVER BRIDGE CROSSINGS EVALUATION MATRIX AND RECOMMENDATIONS

River Crossing Alternative	Improvement	Cost	2040 ADT & LOS with Bridge Improvement	Daily Trips Per \$1M	Evaluation Criteria								Recommendations
					Bridge Utilization	Cost	Cost Effectiveness	Effects on Adjacent Neighborhoods & Local Streets	Available Right of Way	Compliments the Functional Street Hierarchy	Potential Environmental Impacts (Flood Plain, EJ, Farmland)	Score	
12th / 15th Avenue North	Remove Toll & Keep Existing 2 Lane Bridge	\$100,000	3,092	30,920	O	+	++	-	+	O	O	3	Short Term Improvement
13th / 12th Avenue South	Construct New 2 Lane Bridge	\$22,000,000	6,389 A	290	+	-	O	-	-	-	O	-3	No
I-94	Widen from 6 to 8 Lanes	\$40,000,000	92,615 C/D	2,315	++	--	+	+	+	+	O	4	Illustrative
32nd / 40th Avenue South	Construct New 2 Lane Bridge	\$23,160,000	5,938 A	256	+	-	O	-	-	O	-	-3	No
52nd / 60th Avenue South	Widen Bridge from 2 to 4 Lanes	\$18,750,000	13,900 A	741	+	-	+	+	O	+	-	2	Mid Term Improvement
64th / 70th Avenue South	Construct New 2 Lane Bridge	\$23,200,000	5,588 A	241	+	-	O	O	O	O	-	-1	No
70th Avenue South Fargo	Construct New 2 Lane Bridge	\$21,600,000	4,836 A	224	O	-	O	O	O	-	-	-3	Alternative to 70th Ave.
76th / 80th Avenue South	Construct New 2 Lane Bridge	\$22,400,000	3,651 A	163	O	-	O	O	-	+	O	-1	Illustrative

POTENTIAL RED RIVER BRIDGE CROSSINGS ALTERNATIVES

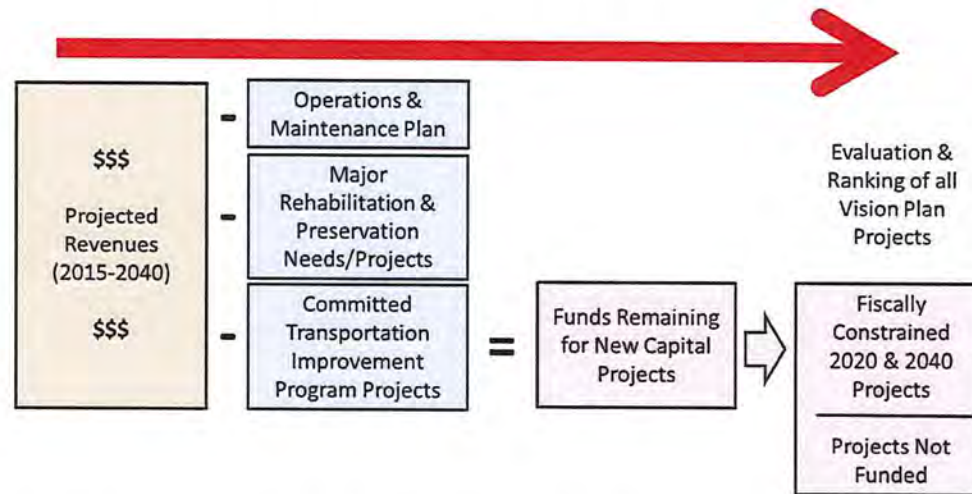


ROADWAY PLAN

The development of a Roadway Plan that is fiscally constrained to available forecast revenues began with the development of a needs based plan or vision (Illustrative) plan, which identified all roadway improvements in the region that would be needed to address forecast congestion.

Determining what revenues would be available for roadway capacity improvements began with identifying all Federal, State, and Local revenues and from these revenues, subtracting the operations and maintenance plan costs, the major rehabilitation and preservation costs, and the previously committed Transportation Improvement Plan (TIP) roadway project costs. Because the remaining funds were less than the costs for the needs based plan, projects were technically evaluated based on the project goals and weighting of those goals through public input.

FISCAL CONSTRAINED PLAN PROCESS



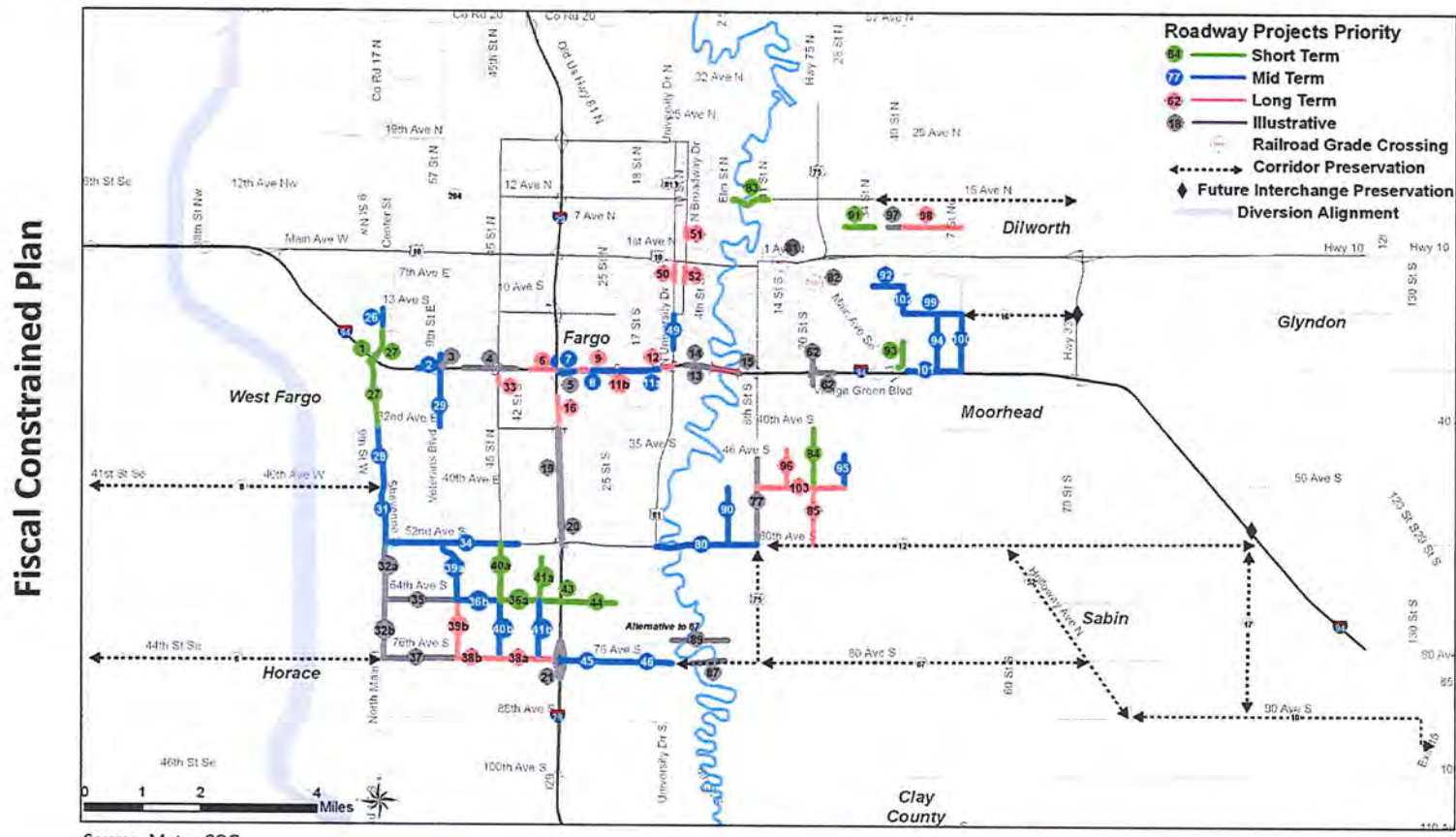
The fiscal constrained process includes inflation factors and the development of a Year of Expenditure (YOE) revenue and cost estimates. The Fiscal Constrained Plan forecast revenues and expenses are banded by year. For the short-term, the band is between 2015 and 2020, the mid-term is between 2021-2020, and the long-term band is between 2031-2040.

The selection of projects by jurisdiction and phase was based on the technical evaluation of each project, public input, and discussions with the each jurisdiction. The fiscal constrained roadway plan identifies projects to be completed in the short-, mid-, and long-term. Projects which exceeded the available funding were defined as Illustrative projects.

ROADWAY PLAN

The region will experience excellent levels of service with the existing roadway network, plus the committed Transportation Improvement Program projects, and the addition of the Short-Term Fiscal Constrained Plan projects. The 2040 congestion with the fiscal constrained projects is significantly less than the 2040 impacts with only the existing plus committed network. Most all local roadways will experience uncongested conditions in 2040, because local jurisdictions are providing significant levels of funds for new local facilities that are included in the Fiscal Constrained Plan.

The Fiscal Constrained Plan proposed improvements on I-94 is also forecasted to operate in 2040 with acceptable levels of congestion, except for some minor segments that require additional funds. The greatest congestion impacts to the Interstate system are forecasted along I-29. This is because of the high growth forecasted for development in the south-west areas of the region. Whereas the Vision Plan identified improvements along I-29 that would mitigate this congestion, there were not sufficient remaining funds to also include these improvements along I-29.



ROADWAY PLAN

Metro 2040 Fiscal Constrained Plan

NDDOT Regional (STP/R)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - STP/R	ND-18	PCC pavement & Aggregate Base	in Casselton		NDDOT	\$354,000
TIP - STP/R	Main Avenue	Reconstruct	University Drive	Red River Bridge	NDDOT	\$9,651,000
TIP - STP/R	ND-18	PCC pavement & Aggregate Base	Langer Ave (Casselton)	4th Ave (Casselton)	NDDOT	\$1,996,000
TIP - STP/R	Main Avenue	Reconstruct	Morrison Street	I-94	NDDOT	\$15,000,000
Mid-Term (2021-2030)						
PR	Main Ave	Major Rehabilitation	University Dr	25th St	NDDOT	\$4,060,000
PR	10th St	Major Rehabilitation	1st Ave	12th Ave	NDDOT	\$1,796,000
PR	19th Ave North	Major Rehabilitation	Dakota Dr	I-29 East Ramps	NDDOT	\$2,480,000
49	S University Dr	Widen 4 to 6 lanes	13th Ave S	18th Ave S	Fargo	\$6,000,000
Long-Term (2031-2040)						
50	S University Dr	Widen 2 to 3 lanes	1st Ave S	5th Ave S	NDDOT	\$750,000
51	10th St N	Widen 2 to 3 lanes	4th Ave N	7th Ave N	NDDOT	\$475,000
52	10th St S	Widen 2 to 3 lanes	1st Ave S	5th Ave S	NDDOT	\$710,000

NDDOT Projects (Interstate Maintenance)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - NBP	I-29	Deck Overlay	One mile south of I-94		NDDOT	\$774,000
TIP - IM	I-29 (SB)	Concrete Pavement Repair	Wild Rice River	Main Avenue	NDDOT	\$4,052,000
TIP - IM	I-29 (NB)	Concrete Pavement Repair	Wild Rice River	Main Avenue	NDDOT	\$1,558,000
TIP - IM	I-29 (SB)	PCC pavement	Argusville	Hunter	NDDOT	\$21,798,000
TIP - IM	I-29 (NB)	Concrete pavement repair	Christine	Wild Rice River	NDDOT	\$1,512,000
TIP - IM	I-29 (SB)	Concrete pavement repair	Christine	Wild Rice River	NDDOT	\$7,696,000
TIP - IM	University Drive	Reconstruct, included interstate ramps	18th Ave South	I-94 south ramp	NDDOT	\$2,676,636
TIP - IM	I-94 (EB)	Drainage Improvements	0.5 miles east of I-29	East of Red River	NDDOT	\$253,000
TIP - HBP	I-94	Structural Painting	I-94 Red River Bridges		NDDOT	\$52,000
TIP - NHS	Main Avenue	Reconstruct	I-94	Morrison Street (W. Fargo)	NDDOT	\$17,500,000
1	I-94 Sheyenne St Interchange	Widen underpass from 2 to 4 lanes + Interchange Modification	-	-	Fargo/ NDDOT	\$10,000,000

NDDOT Projects (Interstate Maintenance)						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Mid-Term (2021-2030)						
7	I-29 to I-94 Ramp	I-29 SB to I-94 EB Flyover and Ramp Widening from 1 to 2 lanes	I-29 SB Off-Ramp to I-94 EB	I-94 EB Merge with I-29 NB Off-Ramp	NDDOT	\$5,000,000
8	I-94 Eastbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	I-29 SB & I-29 NB Off-Ramp Merge	I-94 EB Off-Ramp to 25th St SB	NDDOT	\$1,800,000
11a	I-94 Eastbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	25th St S On-Ramp	S University Dr Off-Ramp	NDDOT	\$1,240,000
2	I-94 Veterans Blvd Interchange (Phase I)	Add 2nd NB left to WB On-Ramp & Widen WB On-Ramp to 2 lanes	-	-	West Fargo/ Fargo/ NDDOT	\$750,000
Long-Term (2031-2040)						
11b	I-94 Eastbound	Widening 25th Street Interchange Underpass from 3 to 4 lanes	25th St S Off-Ramp	25th St. to I-94 EB On-Ramp	NDDOT	\$300,000
16	I-29 Northbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	32nd Ave S On-Ramp	I-94 Off-Ramp	NDDOT	\$580,000
9	I-94 Westbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	25th St S On-Ramp	I-29 NB On-Ramp	NDDOT	\$1,260,000
12	I-94 Westbound	Interstate Widening from 3 to 4 lanes (Auxiliary Lanes)	S University Dr On-Ramp	25th St S On-Ramp	NDDOT	\$1,920,000
6	I-94 Westbound	Widening Underpass from 2 to 3 lanes	I-94 WB to I-29 SB Loop Off-Ramp	I-29 SB to I-94 WB On-Ramp Merge	NDDOT	\$740,000
Illustrative						
21	I-29 / 76th Ave S Interchange	New Interchange	-	-	Fargo / NDDOT	\$25,000,000
15	I-94 Red River Bridge (1/2 ND)	Bridge Widening from 6 to 8 lanes	-	-	NDDOT	\$10,000,000
14	I-94 Westbound (1/2 ND)	Interstate Widening from 3 to 4 lanes	State Line	S University Dr Off-Ramp	NDDOT	\$940,000
13	I-94 Eastbound (1/2 ND)	Interstate Widening from 3 to 4 lanes	S University Dr On-Ramp	State Line	NDDOT	\$960,000
20	I-29 Northbound	Interstate Widening from 2 to 3 lanes (Auxiliary Lanes)	52nd Ave S On-Ramp	32nd Ave S On-Ramp	NDDOT	\$4,600,000
19	I-29 Southbound	Interstate Widening from 2 to 3 lanes (Auxiliary Lanes)	32nd Ave S Off-Ramp	52nd Ave S Off-Ramp	NDDOT	\$3,460,000
4	I-94 Westbound	Interstate Widening from 2 to 3 lanes	45th St S WB Off-Ramp	Veterans Blvd WB Off-Ramp	NDDOT	\$1,980,000
5	I-94 Eastbound	Interstate Widening from 2 to 3 lanes	I-29 SB Off-Ramp	I-29 NB On-Ramp Merge to I-94 EB	NDDOT	\$900,000
3	I-94 Veterans Blvd Interchange (Phase II)	Remove NB left turn lanes and replace with NB to WB loop ramp	-	-	West Fargo/ Fargo/ NDDOT	\$7,000,000

ROADWAY PLAN

North Dakota Local Projects

Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP STP/U	25th Street	AC Payback	25th Street S.		Fargo	\$2,000,000
TIP STP/U	32nd Ave South	Reconstruct	32nd Street	42nd Street	Fargo	\$8,236,000
TIP STP/U	Transit Capital	Replace 3 fixed route vehicles (1126,1127 & 1128)	N/A	N/A	Fargo Transit	\$1,860,000
TIP STP/U	12th Avenue North	Reconstruct	CR-19	45th Street	West Fargo	\$11,454,000
TIP STP/U	Various	Emergency Vehicle Preemption	at 13 locations city-wide		West Fargo	\$238,000
TIP STP/U	Sheyenne Street	Permanent traffic signals	at 40th Ave and 32nd Ave East		West Fargo	\$845,000
27	Sheyenne St	Widen 2 to 4 lanes	19th Ave W	32nd Ave E	West Fargo	\$7,000,000
43	64th Ave S Extension and I-29 Overpass	New 4 lane arterial and bridge	38th St SW	36th St SW	Fargo	\$11,700,000
41a	38th St Extension	New 4 lane arterial	55th Ave S	64th Ave S	Fargo	\$4,375,000
40a	45th St S Extension	New 4 lane arterial	52nd Ave S	64th Ave S	Fargo	\$3,980,000
44	64th Ave S	New 4 lane arterial	33rd St SW	25th St S	Fargo	\$3,250,000
36a	64th Ave S	New 4 lane arterial	45th St S	38th St SW	Fargo	\$5,050,000
83	12th-15th Ave Toll Bridge (1/2 ND)	Remove Toll (Minor modifications)	-	-	Fargo Share Only	\$50,000
PR	1st Ave	Major Rehabilitation	University Dr	2nd St	Fargo	\$2,364,000
PR	2nd St North	Major Rehabilitation	5th Ave	1st Ave	Fargo	\$888,000
Mid-Term (2021-2030)						
28	Sheyenne St	Reconstruct and Widen 2 to 4 lanes	32nd Ave E	40th Ave S	West Fargo	\$5,125,000
34	52nd Ave S	Reconstruction + Widen 2 to 4 lanes	Sheyenne St	42nd St S	West Fargo/ Fargo/ Cass County	\$11,450,000
PR	32nd Ave South	Major Rehabilitation	University Dr	32nd St S	Fargo	\$5,920,000
PR	13th Ave South	Major Rehabilitation	52nd St	Sheyenne Street	Fargo/West Fargo	\$6,000,000
80	52nd Ave South / 60th Ave S (North Dakota)	Widen 2 to 4 lanes and bridge	State Line	S University Dr	Fargo Share Only	\$7,500,000
	Transit Capital					\$3,861,897
29	Veterans Blvd	Widen 4 to 6 lanes	19th Ave E	32nd Ave S	West Fargo/ Fargo	\$4,500,000
31	Sheyenne St	Widen 2 to 4 lanes	40th Ave E	52nd Ave S	West Fargo	\$5,125,000
26	Sheyenne St	Widen 2 to 4 lanes	13th Ave W	19th Ave North	West Fargo	\$3,250,000
41b	38th St Extension	New 4 lane arterial	64th Ave S	76th Ave S	Fargo	\$4,375,000
40b	45th St S Extension	New 4 lane arterial	64th Ave S	76th Ave S	Fargo	\$3,980,000
45	76th Ave S Extension	New 4 lane arterial	38th St SW	25th St S	Fargo	\$5,150,000
46	76th Ave S	New 4 lane arterial	25th St S	County Road 81	Fargo	\$4,950,000
39a	Veterans Blvd Extension	New 2 lane arterial	52nd Ave S	64th Ave S	Fargo	\$3,960,000
36b	64th Ave S	New 4 lane arterial	45th St S	Veterans Blvd Extension	Fargo	\$5,050,000

North Dakota Local Projects

Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Mid-Term (2021-2030)						
PR	CBD Urban Arterials	Major Rehabilitation	4th Ave N. to NP Ave	2nd St to Roberts St	Fargo	\$4,000,000
PR	4th Street South	Major Rehabilitation	Main Ave	13th Ave	Fargo	\$1,948,000
PR	7th Ave North	Major Rehabilitation	Elm St	University Dr	Fargo	\$1,852,000
PR	University Dr North	Major Rehabilitation	32nd Ave	40th Ave	Fargo	\$1,994,000
PR	19th Ave North	Major Rehabilitation	I-29 West Ramps	45th St	Fargo	\$1,842,000
PR	9th St East	Major Rehabilitation	Main Ave	12th Ave North	West Fargo	\$1,936,000
PR	1st Ave East	Major Rehabilitation	Center St	8th St	West Fargo	\$1,620,000
Long-Term (2031-2040)						
38a	76th Ave S	New 4 lane arterial	45th St S	38th St SW	Fargo	\$4,925,000
33	45th St S	Widen 6 to 8 lanes	I-94 EB On-Ramp	23rd Ave S	Fargo	\$660,000
39b	Veterans Blvd Extension	New 2 lane arterial	64th Ave S	76th Ave S	Fargo	\$3,960,000
38b	76th Ave S	New 4 lane arterial	45th St S	Veterans Blvd Extension	Fargo	\$4,925,000
PR	9th St North East	Major Rehabilitation	Main Ave	13th Ave E	West Fargo	\$2,000,000
PR	Center Street	Major Rehabilitation	Railroad bridge	12th Ave	West Fargo	\$1,334,000
PR	6th St East	Major Rehabilitation	13th Ave	10th Ave	West Fargo	\$1,076,000
PR	1st Ave North Bridge	Major Rehabilitation	-	-	Fargo Share Only	\$2,500,000
	Transit Capital					\$9,668,651
Illustrative						
32a	Sheyenne St	Widen 2 to 4 lanes	52nd Ave S	76th Ave S	Horace/Cass	\$5,000,000
32b	Sheyenne St	Widen 2 to 4 lanes	64th Ave S	76th Ave S	Horace/Cass	\$5,000,000
35	64th Ave S	New 4 lane arterial	County Road 17	Veterans Blvd Extension	Horace	\$4,800,000
37	76th Ave S	New 4 lane arterial	County Road 17	Veterans Blvd Extension	Horace/Fargo	\$4,950,000
PR	Grade Separation	Major Rehabilitation	45th St	19th Ave North	Fargo	\$20,000,000
PR	NP/Center Ave Bridge	Major Rehabilitation	-	-	Fargo Share Only	\$10,000,000
87	76th/80th Avenue South	Construct New 2 Lane Bridge	-	-	Fargo Share Only	\$11,200,000
89	70th Avenue South Fargo	Construct New 2 Lane Bridge (Option to 76th/80th)	-	-	Fargo Share Only	\$10,800,000

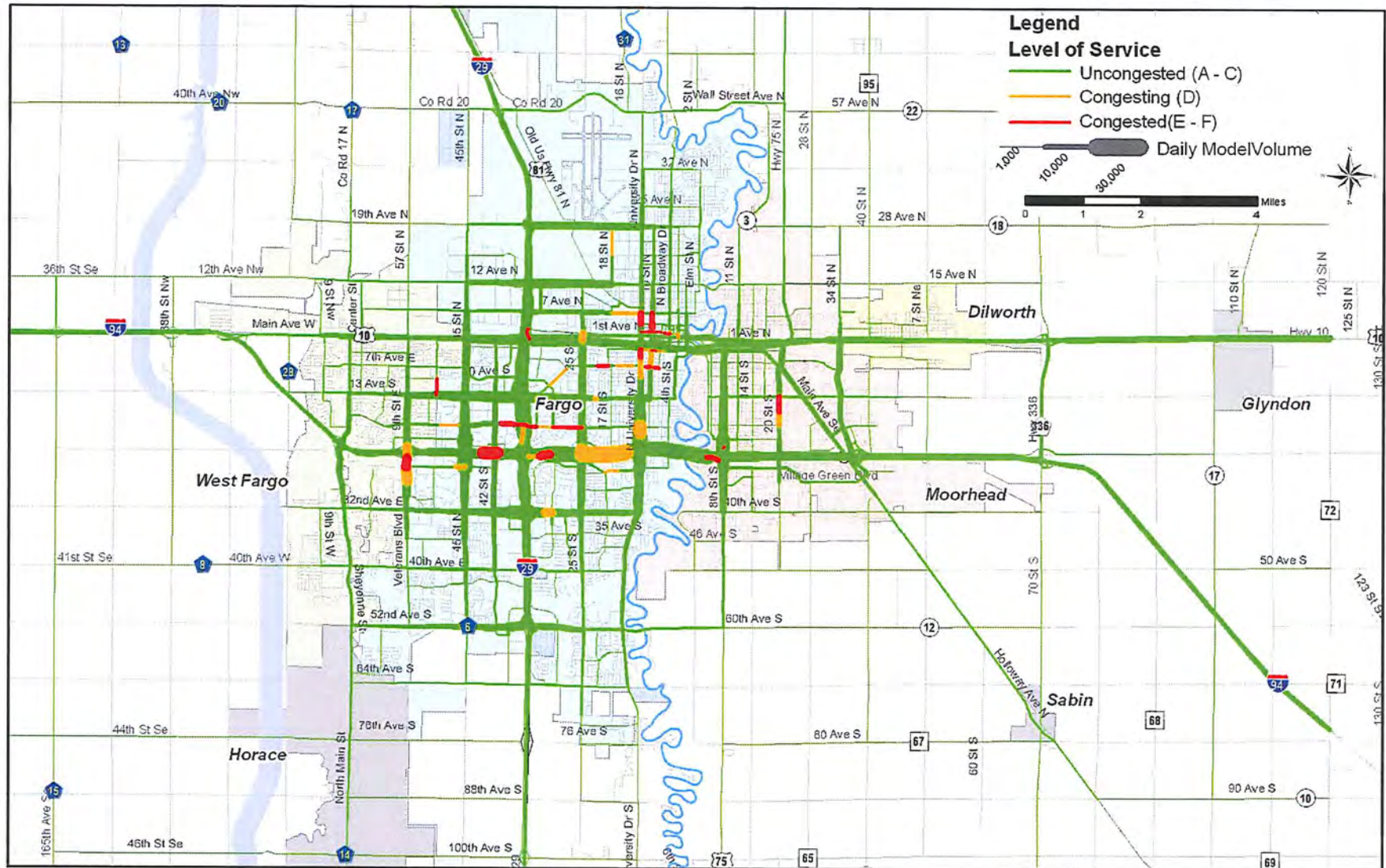
ROADWAY PLAN

MnDOT Projects						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
TIP - HPB	I-94	Structural Painting	I-94 Red River Bridges 9066 & 9067		MnDOT	\$357,000
TIM - NHS	US-10	AC Payback	North JCT of US-10	N. Clay Co. Line	MnDOT	\$2,200,000
TIP - NHS	US-75/I-94	Reconstruct interchange	US-75 and I-94		MnDOT	\$12,049,000
TIP - NHS	US-75/I-95	AC Payback	US-75 and I-95		MnDOT	\$4,990,000
TIP - STP	MN 34	Pavement Rehab	JCT TH-9	Dunvilla	MnDOT	\$7,105,100
Mid-Term (2021-2030)						
PR	TH 10	Major Rehabilitation	Red river	TH 75 East Junction	MnDOT	\$2,265,600
PR	TH 75	Major Rehabilitation	I-94	TH 10/75 West Junction	MnDOT	\$2,152,800
77	SR-75 / 8th St S	Widen 2 to 4 lanes	46th Ave S	60th Ave S	MnDOT	\$6,050,000
81	8th St/11th St Railroad Grade Separated Crossing	Engineering, Environmental, ROW	8th St/11th St	Main Ave	MnDOT/Moorhead	\$6,305,716
PR	I-94	Major Rehabilitation	Red River	Just East of TH336	MnDOT	\$5,200,000
14	I-94 Westbound (1/2 M)	Interstate Widening from 3 to 4 lanes	8th St S On-Ramp	State Line	MnDOT	\$940,000
15	I-94 Red River Bridge (1/2 M)	Bridge Widening from 6 to 8 lanes	-	-	MnDOT	\$10,000,000
13	I-94 Eastbound (1/2 M)	Interstate Widening from 3 to 4 lanes	State Line	8th St S Off-Ramp	MnDOT	\$960,000
Long-Term (2031-2040)						
62	I-94 / 20th St Interchange	Rebuild 20th St. Interchange, Reconstruct 20th St. to 4 lanes widen I-94 Eastbound to 3 Lanes to Rest Area	24th Ave	30th Ave	Moorhead/MnDOT	\$38,300,000
PR	TH 10	Major Rehabilitation	TH 336	Dilworth W Limits	MnDOT	\$9,500,000

Local Minnesota Projects						
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$) Current Year
Short-Term (2015-2020)						
84	20th St Extension	New 2 lane arterial	43rd Ave	50th Ave	Moorhead	\$4,080,000
83	12th-15th Ave Toll Bridge (1/2 MN)	Remove Toll (Minor modifications)	-	-	Moorhead Share Only	\$50,000
93	40th Street S	New local roadway	24th Avenue S	28th Avenue S	Moorhead	\$985,352
91	8th Avenue N	New collector roadway	28th Street N	34th Street N	Moorhead	\$993,454
81	8th St/11th St Railroad Grade Separated Crossing	Railroad underpass	8th St/11th St	Main Ave	MnDOT/Moorhead	\$40,000,000
PR	7th St E	Reconstruction	TH 10	15th Ave N	Dilworth	\$2,000,000
97	8th Ave N	New collector roadway	CSAH 9	1300' E of 34th Street	Dilworth	\$530,542
Mid-Term (2021-2030)						
80	52nd Ave South / 60th Ave S (Minnesota)	Widen 2 to 4 lanes and bridge	8th St S	State Line	Clay County Share Only	\$11,250,000
82	21st St Railroad Grade Separated Crossing	Railroad underpass	21st St	Main Ave	Moorhead	\$30,000,000
PR	Center Ave	Major Rehabilitation	4th St	8th St	Moorhead	\$1,256,000
92	4th Avenue S	New collector roadway	34th Street S	40th Street S	Moorhead	\$1,050,950
102	40th Street S	Existing Gravel to Paved	4th Avenue S	12th Avenue S	Moorhead	\$940,714
94	46th Street S	New collector roadway	12th Avenue S	28th Avenue S	Moorhead	\$2,000,350
95	28th Street S	Existing Gravel to Paved	current ending	50th Avenue S	Moorhead	\$1,133,262
99	CSAH 16	Existing Gravel to Paved	40th Street S	50th Street S	Clay County Share Only	\$2,014,636
100	50th Street S	Existing Gravel to Paved	12th Avenue S	28th Avenue S	Moorhead	\$1,993,158
101	28th Avenue S	Existing Gravel to Paved	1 mile west of 50th Street S	-	Moorhead	\$1,863,500
PR	11th St South	Major Rehabilitation	Main Ave	22nd Ave S	Moorhead	\$2,840,000
PR	30th Ave South	Major Rehabilitation	14th St	20th St	Moorhead	\$932,000
PR	14th St North	Major Rehabilitation	1st Ave	15th Ave	Moorhead	\$2,002,000
PR	28th St North	Major Rehabilitation	TH 10	15th Ave	Moorhead	\$2,008,000
PR	14th St South	Major Rehabilitation	20th Ave	28th Ave	Moorhead	\$1,000,000
PR	12th Ave South	Major Rehabilitation	4th St	34th St	Moorhead	\$4,574,000
90	3rd Street S	New collector roadway	50th Avenue S	60th Avenue S	Moorhead	\$1,980,852
Long-Term (2031-2040)						
85	20th St Extension	New 2 lane arterial	50th Ave	60th Ave S	Moorhead	\$3,920,000
103	50th Avenue S	Existing Gravel to Paved	TH 75	28th Street S	Clay County Share Only	\$2,987,354
PR	17th St North	Major Rehabilitation	1st Ave	15th Ave	Moorhead	\$2,004,000
PR	4th Ave North	Major Rehabilitation	11th St	17th St	Moorhead	\$938,000
PR	4th Ave North	Major Rehabilitation	TH 75	28th St	Moorhead	\$672,000
PR	7th Ave North	Major Rehabilitation	14th St	TH 75	Moorhead	\$1,200,000
PR	1st Ave North Bridge	Major Rehabilitation	-	-	Moorhead	\$2,500,000
PR	NP/Center Ave Bridge	Major Rehabilitation	-	-	Moorhead	\$10,000,000
96	14th Street S	Existing Gravel to Paved	46th Avenue S	50th Avenue S	Moorhead	\$1,298,136
87	76th/80th Avenue South (1/2 MM)	Construct New 2 Lane Bridge	-	-	Clay County Share Only	\$11,200,000
89	70th Avenue (1/2 MN) South Fargo	Construct New 2 Lane Bridge (Option to 76th/80th)	-	-	Clay County Share Only	\$10,800,000
Illustrative						
98	8th Ave North	New road	CSAH 9	7th St East	Dilworth	\$2,004,244

ROADWAY PLAN

2020 Congestion with Short-Term Fiscal Constrained Transportation Improvements



Source: Metro COG

ROADWAY PLAN

2040 Congestion with All Fiscal Constrained Plan Improvements

