

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, DECEMBER 13TH, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

Kadrmaz/Lang _____	Laesch/Konickson__	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Erickson _____	Bergman/Rood _____	Christianson _____
Riesinger/Audette _____		

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE NOVEMBER 1ST and 8TH, 2017 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF AMENDMENT TO THE
FY2017-2020 T.I.P.HAUGEN
 - a. Public Hearing
 - b. Committee Discussion
 - c. Committee Recommendation
6. MATTER OF APPROVAL OF AMENDMENT TO THE
FY2018-2021 T.I.P.HAUGEN
 - a. Public Hearing
 - b. Committee Discussion
 - c. Committee Recommendation

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- 7. MATTER OF FY2019-2022 T.I.P. CANDIDATE PROJECTS ON THE NORTH DAKOTA SIDE
 - a. Transportation Alternative (TA) Projects VIAFARA
 - b. Highway Safety Improvement Program (HSIP) ProjectsHAUGEN
 - c. Main Street Initiative.....HAUGEN

- 8. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE
 - a. Contract Amendment #1HAUGEN
 - b. Goals/Objectives/Standards KIMLEY-HORN
 - c. Safety Performance Measures..... KIMLEY-HORN
 - d. 2030-2045 E&C Loaded Network KIMLEY-HORN
 - e. Open House.....HAUGEN

- 9. OTHER BUSINESS
 - a. 2017 Annual Work Program Project Update

- 10. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.



**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 1st, 2017
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the November 1st, 2017, Special Meeting of the MPO Technical Advisory Committee to order at 10:05 a.m.

CALL OF ROLL

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering; Stephanie Erickson, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Paul Konickson, MnDOT-District 2; Ryan Riesinger, Airport Authority; Dustin Lang, NDDOT-Local District; Nick West, Grand Forks County Engineering; Darren Laesch, MnDOT District 2 Planner; Jesse Kadrmas, NDDOT-Local District; Les Noehre, NDDOT-Local District; Brad Bail, East Grand Forks Engineer; Brad Gengler, Grand Forks Planning; and Dale Bergman, Cities Area Transit Director .

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Jairo Viafara, GF/EGF MPO Senior Planner; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF Office Manager.

Guest(s) present: Al Grasser, Grand Forks Engineering; David Murphy, East Grand Forks City Administrator; Karla Anderson, East Grand Forks City Finance Director; Tim Riopelle, East Grand Forks City Councilman; and Todd Feland, Grand Forks City Administrator.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTIONS

Haugen said that because there are some new people here today he would ask that everyone please state their name and the agency they represent.

MATTER OF FUTURE RED RIVER CROSSINGS

Haugen reported that this is a special meeting to focus on trying to assist the two cities in trying to figure out how to study future river crossings. He said that, as the Technical Advisory Committee knows, we are in the midst of updating our 2045 Long Range Transportation Plan, and this activity was not originally scoped in the scope-of-work for the project as the assumption

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was that unless a specific issue was noted, just as we have with our previous Long Range Transportation Plans, we would continue the future bridge locations of Merrifield and 32nd Avenue, with the unlikelihood, as in the past, that they would be fiscally constrained; meaning they would be identified as locations but probably not funded, and we would still have to go through the 2045 update to make that determination, but the last two updates determined there was no funding available for those structures.

Haugen commented that recently there has been some discussion between the two cities about renewing an effort to revisit river crossings. He said that there has also been a desire by the MPO Executive Policy Board to wrap this into the Street and Highway planning effort.

Haugen reported that, as most are aware, the MPO did receive some additional funding opportunities, that also put the board in the position of being able to say that we can finance the bulk of this additional activity, and it is in their mission to do it, so at our last Technical Advisory Committee we talked about trying to focus on this and come up with a scope-of-work amendment so that it will fit within the efforts that we are currently undertaking.

Haugen referred to a slide presentation (a copy of which is included in the file and available upon request), and explained that what he tried to do with today's agenda was what seemed to him to be a logical way to address this, but it is not set in stone and by all means we can go off the agenda if we need to.

Haugen referred to the agenda and stated that the way the agenda was set up is to sort of focus on, kind of some easy decisions, maybe, to make sure that when we are comparing bridges that we are talking about the same type of bridge, referring to a slide illustrating a basic bridge design concept.

Haugen commented that at the last MPO Executive Policy Board meeting someone asked if we have looked at north locations for a bridge. He said that the answer is that we have, but that we are focusing more on a southend bridge since they seem to offer more benefits, so that would be another decision point to, again, narrow down and focus on further.

Haugen stated that in terms of a southend bridge, again, another question would be would we like a high and dry bridge versus a floodable bridge, and there is information from our past efforts on that issue.

Haugen said that when we look at whether or not we will continue to carry the Merrifield location, we could update it to reflect 2045 future information. He stated that the last real look at Merrifield, or any of these locations in any depth was the 2003 timeframe, so bringing everything up-to-date to reflect new costs would be beneficial. He added that with that would be the future impacts from the travel demand model, some costs, what the profile would look like, and the benefit/cost ratio.

Haugen commented that this is sort of how he saw a flow of things to help try to focus and to try to get some sense of why he is stressing focus is; as we look at additional river crossings, you can look at what the river crossing does individually, but the intent of the river crossings are to

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relieve traffic on corridors, so then we have to look at each iteration of location and how that changes traffic on corridors, and traffic on corridors means a series of intersections, and so each option you look at you are just adding onto a dozen or so little studies that take place with each option so the fewer options we focus on, obviously the quicker and more cost effective it is for us to review.

Grasser stated that he would like to add an item to the agenda that gets into the Technical Advisory Committee/MPO Executive Policy Board coordination with the council working groups because he thinks that is really why we are here, it is part of what initiated this whole thing, was the conversations between the two city councils. He said that we did have a discussion at our last meeting about, philosophically where do we go with this; and he doesn't know exactly what the MPO Executive Policy Board is thinking, but to your point about what gets studied, he thinks part of it, in his view, is the Technical Advisory Committee feeding into that working group. He added that he wants to be cautious about what is perceived as leading versus following and supporting, and so he thinks if we add that to the agenda and have a discussion about maybe what expectations might be, and we have some people in the audience that might have some thoughts on that, but it isn't a pure technical piece, but we aren't pure technical analysts either. Haugen asked if it is fitting to add this as the last item on the agenda. Grasser responded that that would be fine.

Haugen referred to the agenda, and commented that he noticed that he didn't talk about the greenway, which is the first item on the agenda.

Haugen referred to a slide illustrating the Greenway, and reported that at our last Technical Advisory Committee meeting the question of what does the Greenway, and perhaps 4-F protections might be available, or impediments to, and as we discussed during the Greenway planning session back after the flood, and how the Greenway was planned, he put these highlighted things in just to draw attention to the Greenway Plan itself, which does show right-of-way or locations for three potential river crossings.

Haugen commented that with the whole effort that was taking place with the redesign, the reason why we went to that extent was to try to ensure that if we are really serious about river crossings we weren't killing ourselves by creating the Greenway Plan that would put in a lot more obstacles to do river crossings. He referred to a letter that asked specifically about whether or not, since we are doing a repurposing of all of the property, if we have it in the plan, when it comes time to do river crossings are we somewhat relaxed from the true showstoppers of 4 F potential, and his understanding was that yes the 4 F does then have a reduced breadth of protection, as if we had not had it included in the Greenway document.

Grasser said that if we have three representative crossings that might have some relaxation of the 4 F, could we also interpret that if we added or changed a crossing that that would also have that same relaxation, or is that relaxation only on these very very specific locations. Haugen responded that his guess, and this is only his guess, is that it is limited to the one that is shown.

Haugen referred to a slide, and pointed out that at the time these were the three that were the focus of the efforts for a river crossing in addition to one at Merrifield Road. He said that it

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seems like the Merrifield location has never really been a contentious location, it seems to have broad support and agreement. He added that the reason it has not been shown in some past plans as a recommended project or recommended corridor is just a sort of politics of how this other bridge has tried to be determined through history. He said that the agreement was that if we can't reach agreement on a second bridge then we won't reach agreement on a first bridge, so for that reason in the Greenway Plan, the greenway itself does not extend down to the Merrifield area.

Haugen referred to a slide illustrating a basic bridge design, and explained that this is what we used in the past; basically two lanes, a shoulder on each side, and a sidewalk. He stated that at all of the locations, to get a comparison of each bridge, we are assuming that two through lanes will be able to accommodate the forecasted traffic volumes, as they have never exceeded 10,000 in the past at any of these locations.

Haugen gave some history on previous bridge location options. He said that up until 1991, the last plan that identified even a potential northend location was the 1991 plan, and it used 27th Avenue North as the corridor, crossing over onto 23rd Street N.W. in East Grand Forks. He added that the plan included extending it back to the west area of town for a new intersection with U.S. #2.

Haugen commented that the reason a north bypass was identified was, again, to try to achieve some traffic relief on the three existing bridges, and there was also the inability to come to an agreement on a southern location.

Haugen reported that when looking at this area after the flood, they used that initial corridor as one possibility, but also identified that they had some hurdles, if you will, to this location and even in 1991 the Valley Golf Course probably was a 4 F property that most likely would have prevented a bridge being located there, so they looked a mile north; 47th Avenue North, crossing over to where the northerly flood protection or ring dike is in East Grand Forks. He commented that in the past our travel demand models do show that these do provide some benefit, but not a lot so they were never pursued further.

Haugen stated that historically the focus has been on south end locations, even since the 1960s. He said that he did list here the locations that he is aware of that have been studied at one time or another, although he didn't show on here, but we did look at, in the early 2000s, trying to determine if we should paint the Point Bridge or replace it, so we did look at 4th Avenue just extending it straight across, but it really wasn't an attempt to locate a new crossing, so he didn't include it.

Haugen commented that as you can see there were some difficulties with 8th Avenue and 13th Avenue that made them easily removed from serious consideration in the past. He added that he didn't show it, but as part of the 24th Avenue South location they came up with two variations, and they would be the "T" locations; one was called the Elks Drive and the other was the 25th Avenue locations. He stated that during a round of mediation, those options were discussed to address the concern that as traffic comes into Grand Forks it tends to want to stay on the corridor it crosses, so the "Ts" were intended to see how traffic split, and whether it would then not carry

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through on the corridor. He said that the northern “T” splits traffic more than the southern “T”. He added that he is not aware of any discussion on any locations between 32nd and 47th.

Haugen commented that in past efforts 47th has been viewed as an option for the southern bypass route, or truck reliever route, or south-connecting route, however it is described.

Haugen said that as you look at these individual locations; in his mind he has eliminated 8th Avenue and 13th Avenue, however he is wondering if there is a strong desire to think about them further.

Haugen referred to a slide illustrating 17th Avenue and commented that he referenced everything, as in the past, off the Grand Forks street system. He stated that during the flood protection design we didn’t know everything yet, so as you can tell, and this is the latest aerial photo, on the East Grand Forks side, the housing shown is starting to fill-in, the street network is defined, some of it laid down in concrete. He added that we also have the location of the bike/ped bridge in place, and how the trail connects. He pointed out where there is a public works structure now located there, but when they were doing the design for the review last time, he doesn’t believe it was identified as a location for a city facility.

Haugen asked, then, if 17th is still as easily, in relative terms, as achievable as it was based on how things are now. He said that the first question might be, is does this structure create an impediment for vehicle structure; and the second one, perhaps, looking at 17th would probably be to try to make a connection here, where before it was trying to connect to what is known as Greenway Boulevard. He added that, just as in Grand Forks, there is a strong east/west continuity. He said that as East Grand Forks grows to the south, where what is labeled as 182nd Street, would become the corridor.

Grasser commented that what is interesting from a flood-way perspective there may actually be some opportunities in here because you’ve already one structure that is creating some flow impediments. He added that in his mind, as he looks at this, if you did do it you would probably have to incorporate that pedestrian crossing, perhaps, with the bridge, or maybe they are separated by too much elevation, but you have a nice wide flood plain in here, which would mitigate impediments on your flow. He said that we have a designated flood plain floodway that we didn’t have back when a lot of this was last considered in detail.

Haugen referred to the slide and reported that we knew the general location of the dike system, the height of the dike system, and we do have an up and over on the East Grand Forks side to tie into, but this is the location we’d tie into. Ellis stated that there is a property owner at that location that she thinks would be a real impediment, as the county and the city have had ongoing issues with him since 1997.

Laesch asked what the situation is with the golf course, is it still potentially going to be relocated. Haugen responded that there are some tee boxes located in the right-of-way path if 17th were extended. He added that the golf course designed some shortened holes. Noehre commented that that is an entirely different 4 F property though. Haugen responded that the Greenway Plan covered from Belmont to the river. Noehre asked if Mr. Haugen was saying that

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the Greenway 4 F would take precedent over the golf course. Haugen responded that he said the Greenway Plan covers from Belmont to the Red River, which means all the territory, all the land is covered in the Greenway Plan document, so as you and I experience the Greenway we experience the Greenway as in-between the flood control structures; but the planning document describes the Greenway as Belmont to the Red River on the North Dakota side. Feland stated that, in other words, the Park District is leasing City land for the use of a golf course, similar to what they do at Lincoln Park and River Side Park; essentially it is City property that they are leasing from the City. Haugen reiterated that, again, this is the planning document that shows that area with the Golf course being reconfigured from an 18 hole to a 9 hole course as part of that planning effort. Feland stated that he would call it an impediment. He said that even if they had more control over it he doesn't think the Park District would be enamored of this after getting everything up and going there.

Haugen stated that this just adds to the list of things you would have to do at this location. Grasser said that, to that end, he is wondering if this group could just list out those different types of issues, as opposed to going through the list and eliminating them; again this goes back to are we coordinating with the working group or are we trying to lead the working group, and he is going to suggest, when we get to the end of the agenda, that we maybe list those specific items that are getting to locations that are identified for consideration as opposed to this group necessarily, because there are a lot of ambiguities here; you've got one unhappy property owner probably on the east side, and not sure how many you would have on the west side, but he is pretty sure that most of those on the 17th corridor would probably not be enamored with this crossing, so it almost goes without saying, but he thinks that we just list some of these items out, the pluses and the minuses.

Ellis commented that she is less concerned with whether or not the property owner on the east side wants the bridge in front of his place, their issue has always been more of what type of road is it, because it is going to be a road eventually, it is part of their future classification system for a road. She added that she doesn't think listing the property owners is necessary as there isn't going to be a location where somebody isn't going to have an issue with a bridge, so she thinks we just accept that and move on. She said that we should just list the "true" impediments and less of the public outcry impediments at this point.

Haugen said that one of the real questions, and perhaps one that could make this an easy study, would be to ask how can a vehicle bridge co-exist with the existing bike/ped bridge. Lang responded that he thinks that is just one of many factors. Ellis agreed, adding that the golf course has another one that affects the public at-large, and the classification of that roadway would be the third strong disadvantage at that location. Bail commented that you also need to consider flood events being an issue as well.

Haugen stated, then, that we are identifying how it would impact two holes, how it would interplay with the existing bike/ped bridge, and the youth course. Grasser commented that, again, we will need to look at the impacts to the adjacent roadways as well, where is the traffic going to flow. Haugen asked if, once we come over do we have a roadway to connect to East Grand Forks' system, that is what was being pointed out, that there may or may not be a roadway here. He added that there is a roadway that doesn't have a direct connection for an east/west

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corridor, we have houses, and then also a public works facility located here as well. Konickson commented that there are more houses in this area than what this picture shows as well. Ellis stated that most of the traffic would probably head up to Rhinehart, rather than cut across Greenway Boulevard and up to Bygland. She added that another impediment that could be listed as well is the number of different agencies that we would be working with, because you would be working with the Park Board, with the Township, so maybe one impediment would be the number of agencies that you are dealing with and coming to agreements with as well.

Haugen referred to a slide, and pointed out that it is illustrating not only 32nd but also the 24th Avenue area as well. He reported that the shortest structure, in the past, has been in this location, and shorter equates to less cost.

Haugen explained that at one time the Elk's Drive option was the favored because there was already an opening in the flood control system, and it also diverted the most north/south traffic, and not to any one particular corridor to the west. He added that 25th, in the past, didn't provide as great of a split of traffic as Elk's did.

Haugen commented that in the travel demand model there has, in the past, been a line right around 24th Avenue where it would take traffic to the north and to the south. He said that we will see that as, as we talked about in the past, what bridges have attracted from traffic, city-to-city traffic, and northern ones attract more than southern ones, which attract more regional traffic.

Haugen referred to a slide illustrating Elk's Drive Bridge Alternative Select Link Analysis and went over the information briefly. Grasser asked, when we go ahead with some of this analysis, are we going to do alternatives that do and don't include an interchange at 47th Avenue South. Haugen responded that we are, adding that each bridge location, in his mind, would have a Select Link Analysis done on it.

Haugen commented that one thing that has, in the past, been something that the Minnesota side has insisted be done is to tie in to the East Grand Forks protected area; and so in looking at our drawings you will see that we are coming in to an area in East Grand Forks instead of trying to connect elsewhere. He added that the flood protection system another mile over is where it literally crosses over the intersection to be on the south side of the protection, so the roadway is another mile to the east before it gets into the flood protected area.

Haugen pointed out that there are many different layouts and concepts that have been looked at on the North Dakota side. He stated that other in-between 32nd and 24th, other than the 25th option there really hasn't been any other locations identified, that he is aware of.

Noehre commented that if you want a high and dry bridge it doesn't matter if there is an opening anyway as you would be going over it. Haugen agreed, adding that our decision is to have a high and dry location, and whether there is an opening or not is less important than lowering the flood wall. Noehre stated that everything inside the floodway has to be mitigated, right, whether it is the bridge or substructure piers; anything and everything that causes an obstruction has to be mitigated. Haugen agreed that that is correct.

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Grasser said that in identifying issues, he wonders if we shouldn't be adding; some of these he thinks are going to require home buyouts, which probably is an issue over and above all the other ones we will be dealing with, the other one he thinks is the degree of curvatures we are going to have on these, after periodically getting beat up over the decisions made in the past over the curvature on the Point Bridge.

Grasser commented that we may also have some soil stability issues as well. He stated that for some of those alternatives, when you bring that much dirt in you might have an issue with soil stability. Haugen responded that how it was done back in the 2000s, was with the flood design they did some soil stability work, and so we were avoiding areas that were flagged as having soil problems, so from that level that issue was addressed. Grasser said that in looking at the map, he is surprised that there wouldn't be a soil stability issue at 32nd. Noehre commented that nobody should be surprised that if it goes down the path of one of these, that there are things that look good at a high level view, but now doesn't look so good, like soils.

Haugen referred to a slide illustrating the 47th Avenue area, and went over it briefly. Noehre asked if this would be more regional traffic than local traffic at this location. Haugen responded that in the past travel demand models, the further we go south the less city-to-city and the more regional traffic there is. He added that this is a mile south of the City's flood protection system in East Grand Forks, it is still in the Grand Forks system, Merrifield is the southern most location in the Grand Forks flood protection system.

Kuharenko commented that, if memory serves, when the I-29 Study was done there was a macro level analysis done, and there were river crossings looked at on 32nd and 47th. Haugen responded that 32nd was done for sure. Kuharenko asked if there were any traffic forecasts done for that. Haugen responded that technically, obviously it would have been done for 32nd Avenue, and he can pull it up. Kuharenko said that that might get into a little bit more of the regional traffic model traffic. Noehre stated that the idea was to see if the river crossings had any impact on the function or operation of the interstate, and the answer, as he recalls, was no. Haugen reported that the regional traffic was trying to access the 32nd Avenue businesses, so they aren't really trying to go south on I-29 or come from the south on I-29 to go east of East Grand Forks type of movement.

Lang asked if there would be any advantage to do 47th over Merrifield; if the 47th Avenue option were to be looked at would there be any advantage of having 47th instead of Merrifield, because you wouldn't want to do both right, because there is only a two mile difference between them. Haugen responded that that would be a question to consider, but back to Mr. Kuharenko's question, we only studied 32nd and Merrifield, either as individual locations or as a pair. Lang said that is even with a 47th Avenue Interchange, right. Haugen responded that that is correct.

Discussion on truck traffic ensued.

Grasser commented that truck traffic issues/concerns is another item that reflects why some of this discussion should go to that working group because, to him, one of the philosophical questions here is are we going to accommodate trucks, do we anticipate accommodating trucks or not accommodating trucks, and that probably goes back to some of the discussion that the

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farther north you have, the less regional traffic you are going to get; and the farther south you have, you have more regional traffic, is that, then, while accommodating regional traffic are we going to allow trucks at one of these more southerly locations. He said that he thinks that is probably one of the big things that maybe the City Councils talked about. He commented that he knows the initial discussion was kind of discussed at being a very very local service type road, and so all these things are things that he thinks the politicians should be contemplating.

West stated that there will be a group of folks quite upset if the trucks aren't part of the equation. Grasser added that there will be another several groups that will be upset if trucks are part of the equation, so that is why he thinks the politicians need to be thinking about that.

Feland commented that he thinks generally why the Mayor of East Grand Forks and his counterpart in Grand Forks and the City Councils got the conversation going is because East Grand Forks would like a bridge that carries residents of the City. He added that the other reason is that we do have issues on the Grand Forks side regarding Reeves Drive and Belmont neighborhoods become disrupted because a southend bridge hasn't been built, and we are going on almost fifty years of discussion on a southend bridge being built. He said that that tells us that we need an intra-city bridge.

Feland stated that what he has heard from East Grand Forks officials is that 32nd Avenue South is the farthest south that they would be interested in. He said that he knows the Merrifield and the 47th Avenue have been discussed, but the conversation among the cities was to see if we can push an intra-city bridge that would help both communities, and would be politically palatable, in the sense that we could afford it and could get both DOTs to participate; he thinks that where we need to focus on. Murphy agreed, adding that the term Mayor Gander uses is a "Neighborhood" bridge, something that would get retail traffic moving from one side to the other rather than one that would carry more truck traffic, although they aren't opposed to that either.

Grasser asked, since we have both City Administrators here today, coming from this group should we be attempting to eliminate any of these things based on what we do think the desires are, or should we just move most of these forward as an educational process and have the joint council actually removed options. Feland responded that he thinks they see the advantage of a bridge that would carry truck traffic as well, and Mayor Gander said that if Merrifield has to be put in first he isn't opposed to that, however he wants to have focus, that we don't just leave off the center of the city bridge as part of the conversation; so he thinks he saw a two bridge solution, one that needs to be further south for other reasons, and then an intra-city bridge, specifically for East Grand Forks, and he thinks we are hearing more and more from our residents near the Point Bridge that are becoming irritated with lots of traffic coming through their neighborhoods as well that another bridge is needed. Murphy added that he thinks it is safe to say that Mayor Gander would not be willing to have one without the other, particularly the southern one.

Grasser said, so if we do a list of pros and cons, they might not be willing to something at 47th Avenue South because it takes more regional and it is going to complicate that issue of having an intra-city and a by-pass bridge, because you tend to have cross benefits, it is just going to confuse that issue, so that might be one of the cons. Lang commented that that what he was

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thinking about 47th, it seems like it makes both situations, a bridge north and a bridge south, worse. Haugen responded that based on past evaluations 47th is sort of no man's land, it doesn't serve either well, it serves both some, but neither as much as necessary, and that is why the plans have always tried to identify two future river crossings, one to serve the through movements, and the other to serve the City to City movements.

Feland commented that he likes the idea of pros and cons, so we could eliminate some stuff; politicians generally don't want to sit through meatgrinder meetings, we paid for sitting around, so fifty minutes is about the right amount of time, so if we can summarize things and bring them to the conclusion of what is a tenable, political way forward. He added that he thinks the other concern he did hear is cost estimates, and he is sure that that is what the consultant would look at, but when he looks at 32nd it seems pretty expensive, and he knows that people talk about \$20,000,000, and some think that is pretty light on some of these, and so he thinks that would be another conversation, so let's try to narrow down the options and then let's just specifically look at cost estimates so that once we get to the end we have a realistic way forward and are able to move forward. He said that he doesn't think they want one that allows half the population of either city, so if we can edit some of that stuff out; so if they can leave their fingerprints, but we have to be political enough that they have to be viable solutions, and they have to pick what they think are viable solutions; any solution is going to arouse the populace, so he thinks their fingerprints need to be on that somehow.

Grasser said that he just want to throw an idea out there, but one of the ways to move towards that would even be to have a "net negative" so we can just kind of maybe categorize those things that we think may be carrying too much baggage, for various reasons, as opposed to necessarily getting on to a long list of pros and cons exactly, he is thinking 47th is probably a "net negative" just from the discussion we've had; 8th Avenue South is probably in that "net negative" as well. Lang suggested that 17th Avenue is probably in the "net negative". Grasser responded that he isn't sure about 17th; he has been sitting here thinking really strongly about 17th as a pure intra-city bridge, and the distance and the neighborhoods you have to go through to get to a major road like Washington, most of the properties on 17th are either multifamily or they do not front onto 17th, and there may be some opportunities there so he isn't ready to write off 17th, primarily because of the shorter distance. Lang commented that he thinks 17th Avenue itself isn't a bad choice, for the reasons you just stated, but he thinks that the closer you get to the river is where we will find all the problems. Grasser agreed, adding that it isn't without its issues, he just isn't sure he would write it off and would carry the idea at least forward enough to let the council kick that one around.

Murphy asked, concerning the by-pass further south, he isn't sure if he really ever asked this question, but for the amount of traffic that we are trying to by-pass is there a specific reason we are looking at that because it seems like a lot of the trucks, just in his observation, are going to be going north and south, particularly up to Canada; is there that much east/west traffic that would be going to Crookston or wherever else, or is it more deliveries and they are bringing their stuff to the Grand Forks and East Grand Forks area, are you trying to get that traffic rather than going to someplace further east. Haugen responded that it is for through movements. He explained that the top thing that comes to the mind is the agricultural movement during the harvest season (beans and beets), and that DeMers Avenue. He added that it is anticipated, because past studies

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have shown this and the current travel demand model shows this, that the three existing bridges will have forecasted capacity issues, so we are trying to take traffic away from them to allow them to still operate at an acceptable level. He said that Merrifield, the river crossing itself, would carry maybe 4,000 vehicles a day in the future, not a lot of volume but it is enough that gets shifted away that there is a huge savings in hours and miles traveled that the benefit/cost ratio is good.

West commented that we are talking about potentially two different bridges that would kind of function differently; one intra-city and one outside, that is a pretty tall order as we can't even get one built much less two. He said that it would be nice to find a location that could accommodate both functions well, and be a lot more palatable for all agencies to cost share as well.

Laesch said that he thinks that the Merrifield Bridge will probably pull traffic coming to Grand Forks from the east, from Crookston, up 220. Anderson commented that Crookston already does that though. She explained that traffic goes to the Thompson Bridge, which is a straight shot, and they just go right down to South Washington, so they aren't even going to Merrifield because there isn't anything between that, maybe Fisher, but not Crookston.

Laesch stated that it depends how; is the intention that Merrifield would just tie into 220, is there any intention of a future bridge crossing over to Highway 2. Haugen responded that there is no additional river crossing, it would tie into Polk 58, and the Mallory Crossing. He added that there are concepts of modifying 58 so it directly ties into an intersection.

West asked if the goal be to take the 20-year traffic projections and use those and see what the bridge would look like then. Haugen responded that that is the goal. He added that the goal is to not do that for a dozen locations, but to focus on locations that have some merit of actually being capable of being constructed. West said, though, that the 20-year projection is what we are looking at. Haugen responded that that is correct. He added that we will be looking at what it would carry for 2015 volumes, 2030 volumes, and 2045 volumes; so it will give us some sense that if it were to happen today, if it was in place in 2015, how it would attract traffic. He said that 2030 to the 2045 gives us some sense of when it is needed, prior to 2030 or after 2030.

West said, like Mr. Grasser commented about trying to make it straight and easy, and to try to find the spot that will really serve this community best in the future, and the surrounding communities as well; trying to find one spot that would accomplish all that, it will have all those connections unless the goal really is just to have an inner-city bridge. He stated that if that is really just the goal than, he keeps picture the Point Bridge because that doesn't serve the regional community at all, and he doesn't think it gets much for truck traffic at all. Kuharenko responded that it is restricted as well. Bail stated that there currently isn't a load restriction on it, as far as weight. Kuharenko commented that he thinks there is an ordinance that restricts truck traffic. Bail agreed, explaining that the Cities have put up things to trying to eliminate truck usage, but technically the bridge doesn't have any load restriction at this time. Bail added that it is on the list to be re-evaluated in the next year.

Bail commented that we have to keep in mind that right now all three bridges that cross between the two cities are all within a mile of each other, and in all reality on the north end, and

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everything is growing to the south so at some point we have got to get another bridge that feeds back and forth because we are forcing everything to north to get south, and we are both growing to the south.

Feland said that he has a question on funding; and you know how we are, we want federal and state to pay as much as possible, that is no secret; but with the Governor's new initiative of dense development, infill development, and his lack of positivity towards, we'll call it fringe development, would an inner-city bridge, with this new political philosophy, does that play better than we are just trying to inter-link existing population centers, because at some point we are going to have to make an argument to you guys at the DOT that this is a good idea and that we want you to be a partner, and he thinks that is part of the ultimate outcome of this, too is how is it best for us to leverage you guys from the State and making sure we can demonstrate this is the best investment.

Noehre responded that he would start to answer that by saying that, at least how he heard it, and maybe it isn't how it is, but it is how he heard it; which process to use, MPO process or this working group process. He stated that Mr. Grasser suggested that it isn't an either or, if it isn't a both and, neither one is going to be successful because nothing can be built in the MPO area without the MPO process, it can't; but to answer your question directly about the funding portion, none of these crossings are State Highways, so he would suggest then that that would preclude using any regional funding, but you could use the urban funding. He added that it would also preclude using, at least how the current law is, any State funding because by law we aren't allowed to use State funding on anything other than the State Highway; although that doesn't mean that the legislatures can't change that.

Haugen commented that this is very similar, in his mind, to the 32nd Avenue conundrum that we are in, it is going to be over capacity, and the solution to that is probably not a State Highway solution. He explained that DeMers Avenue, he thinks the current project travel operations is saying that future traffic is too much than a two-lane roadway can have on DeMers, so it's a State Highway, how does the State solve DeMers Avenue's capacity in the future, probably not with another State Highway yet with another river crossing. He added that DeMers/Washington, is kind of pivot point on the Grand Forks side that the current three bridge locations, both State Highways, past studies have shown expensive solutions. He stated that this is a similar discussion that we have been having with 32nd Avenue and interchanges, is DeMers Avenue capacity, DeMers/Washington capacity; how do we solve those issues, it is probably with a local facility, so that is how we sell to the State, we can't solve it with an existing State system, but we can solve it with State help.

Grasser stated that he agrees with that, and he thinks that is maybe the next iteration; if you think about all the by-passes that were built, well guess what, the by-pass wasn't built on a State Highway, they were built to serve a State Highway, they weren't built on a State Highway, and similarly here, this is a way of solving a traffic problem without being on the existing alignments.

Noehre commented that that is where he was going next, he wasn't quite done with his response. He said that because there was a lot of money spent out west on by-passes, that was special

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legislative monies that the legislature set aside to build those, so they are State Highways now; but again, and when he emphasized that there was special legislative monies set aside, and the law was created, and the funds were put in place by the legislature to fund them, the State as a whole, in the last legislative session, cut \$1.7 Billion dollars from the State budget; guess how much of that came out of the DOT...\$1.45 Billion dollars, so the rest of the State funded \$245,000,000 of that \$1.7 Billion dollar reduction, the DOT took the lions share of that reduction, so what he is suggesting is, are we going to be able to take it out of hide to build those by-passes, absolutely not, there will have to be other funding sources, somehow someway special funding, something like that to fund them. He added that currently the DOT receives roughly \$250,000,000 in federal aid, once we take out \$32,000,000 for the Regional and Urban systems, once we pay our consultants and do two concrete interstate jobs a year, 8,000 miles of roadway, we have about \$90,000,000; so taking and building one or two bridges at \$20,000,000 to \$30,000,000 apiece out of that \$90,000,000, not much left to spend on controversial projects, that is why he is suggesting that you have agree wholeheartedly, it has to be a joint effort, but there is going to have to be some special funding because he doesn't care how much pressure is applied they won't be able to take it out of the hide, it just isn't possible.

Feland stated that that answers his question. He added that he thinks it is important to know so that we don't go down this and decide we to do it, but we are going to pay 90% of it, and both communities are unwilling to do it. He said that he thinks this is an important thing because, before we get everyone stirred up, we have to have a funding plan otherwise we look like we aren't as intelligent as we should be; and we have a solution at the end to fund things and we go through a bunch of drama, and there really wasn't a fiscal solution that we could come to, so what he is saying is it best to be upfront with the obstacles and challenges so decisions can be made at the beginning.

Grasser said that he thinks, building on both of those two concepts, that is why he thinks the working groups; and Mr. Noehre said it best, you have to move forward, but if you are considering special funding from the State, which he agrees is really ultimately where you end of having to go to, you don't want to create having the school, the businesses, the neighborhoods, etc.; go to their State Legislator saying to absolutely not fund this, stay away, because it is causing me negative impacts. He added that this circles back to what he was kind of thinking about 17th Avenue, as part of that perhaps impacting less potentially objectionable groups, so again, all of that has to be thought about in advance, because he agrees with Mr. Noehre on where we are at with funding issues and potentials. He said, remember with our urban funds, even if we can access them, potentially have been reduced through other recent program changes.

Lang commented that someone mentioned the Main Street Initiative, which he doesn't know a lot about, but where or not this is a type of project that is eligible for that initiative, someone would have to find out if that is what the Governor had in mind or not. He added that one thing is that this would be a bi-state bridge, and only one side has the Main Street Initiative in place. Haugen responded that he thinks it is fair to say that the Main Street Initiative is supported by MnDOTs philosophy of how they approach roadway design, whether it is Main Street or not, so the fact that Minnesota doesn't have a Main Street Initiative labeled program isn't necessarily a problem. Laesch stated that they have their Complete Streets Program, which is probably

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similar, but it is an unfunded program, so it is something they are recommending but they don't necessarily have funding behind it.

Feland commented that he agrees with what Mr. Noehre said, he is just trying to engage the City Councils upfront so that they know what they are getting themselves into and their fingerprints all over it, and it doesn't feel like people on this board, and even the small sub group of MPO, they feel like they have hand on the wheel too with part of this. He added that it isn't a single issue, and he just wants to make sure they are engaged, that is what he heard from that interconnect group; what other things can the cities work together on, as part of the City Council, not excluding everything else that is out there, but somewhat keeping them engaged so upfront they feel like they were part of scoping this, and part of the decision making. Noehre stated that ultimately they will have to provide the cash for it, so absolutely they should be engaged.

Grasser said that ultimately we are going to have to approve a Long Range Transportation Plan in the next year or so that everybody has to have a general agreement on; both sides will actually have to approve it.

Feland commented that he thinks this presentation is very good, but if Mr. Haugen could refine it as there was a lot of discussion, and it is a relatively new group which is why they want to take this issue up again, and so he thinks it is important to provide background information so they know that this has been filed a few times, and give them some input before they go ahead with this, so he thinks a presentation like this to a joint group would be important before they get too far down the road. Murphy said he would agree with that. Haugen stated that the question is the timing; we definitely have a deadline that we have to work towards in order to ensure that we can even discuss federal funding in Grand Forks. He added that the MPO Board meets in two Wednesdays, and when they discussed it they weren't aware of another meeting being scheduled for this joint interconnect, so that is a scheduled meeting they can invite the group; the two councils and two mayors, to attend their board meeting to have that discussion. Feland stated, again, a special meeting just on this to try to get as much of the council on both sides involved, would be beneficial. He added that we can highlight this as one of the outcomes of the interconnect meeting so they feel this is part of what they helped bring forward.

Haugen reported that timing of this is important because we still have to negotiate a scope-of-work, we still have to get State and Federal approval of the scope-of-work, and there still might be a question of whether or not some things no longer eligible for the MPO to pay for that are wanted, which would mean we would need to negotiate that as well, and how it will be paid for. Haugen went over the timetable for the Long Range Transportation Plan.

Grasser asked if prior to the joint meeting, can they get a sense of which options there might be some hesitation on as to whether or not it can be funded with federal funds, as that will come into play in terms of even though we would like to see it studied, there isn't any funding available for it, so if we have to pay 100% of the cost we may want to look at something else. Haugen responded that that question has been asked to the States, and they, along with the Feds, are reviewing it.

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Haugen referred to the presentation and explained that the last few slides give you a sense that even between five years we have had changes to our travel demand model forecasting. He went over the information briefly.

Haugen asked, with a north end location, do we agree that we don't want to spend a lot of effort on a north location. Consensus was that we shouldn't spend a lot of time on a north location. Haugen stated that we will probably have a little more discussion on a south end location next week. He asked if high/dry versus floodable is something we want to focus on. West commented that he thinks it is crazy to put a bridge in that we know will flood. He added that for a few extra feet we can make sure we have a dry bridge. Haugen stated, though, that those few extra feet doubles the cost, so that is the challenge. Kuharenko commented that the Army Corps of Engineers will have a problem with impeding the flood with a structure, so we might be forced to have a high and dry bridge. Haugen stated that when the flood protection system was designed a floodable bridge was acceptable, but there may be new people with the Corps, and it may not be acceptable any longer. Noehre said, just to be the devils' advocate; on the flip side if you can put in a wet bridge at 17th and you don't have to wipe out a city block of residential area, it might be more palatable to a whole bunch of folks. Haugen stated that the big thing would be the cost. Noehre added that with a floodable, if it is half the cost and half the political capital spent on it, and it is only wet ten days ever four years, it would seem it would be acceptable, but getting the Corps to agree might be a challenge.

Haugen reported that when he went through all of this, one thing he didn't go through is, again, trying to do that linkage of NEPA planning. He added that we are required to do some level of this already with our plans, but we might take it to the next level, like what we would do with the I-29 Corridor study, to try to engage them more formally.

Haugen asked if there is anything that they are missing. Lang reminded him, since Mr. Grasser has left, that Mr. Grasser added an item to the discussion. Haugen responded that he thought we already discussed how we will proceed with this.

Murphy said that he isn't sure when you want to do this meeting, but Mr. Feland and himself were talking about this before he had to leave; as far as meeting with their City Councils, the dates that they have available, both feel that a 5:00 or 5:30 p.m. meeting would be best, and Thursday would probably be the most open date. Haugen asked if it would be appropriate for the MPO to contact each council member to find out if Thursday, November 16th, at 5:00/5:30 would be acceptable. Consensus was that it would be acceptable for the MPO to contact everyone to determine the best night that fits most of the council members.

ADJOURNMENT

HAUGEN DECLARED THE MEETING ADJOURNED AT 11:50 A.M.

Respectfully submitted by,

Peggy McNelis,
Office Manager

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East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the November 8th, 2017, meeting of the MPO Technical Advisory Committee to order at 1:33 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck; David Kuharenko, Grand Forks Engineering; Brad Gengler, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Ryan Riesinger, Airport Authority; Dustin Lang, NDDOT-Local District; and Dale Bergman, Cities Area Transit.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Jairo Viafara, GF/EGF MPO Senior Planner; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF Office Manager.

Guest(s) present: Al Grasser, Grand Forks Engineering and Jesse Kadrmas, NDDOT-Local District; Mary Karlsson, Kimley-Horn; Brandon Bourdon, Kimley-Horn; and Mike Yavarow, Grand Forks Engineering.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTIONS

Haugen asked that, for the consultants that are here today, everyone please state their name and the organization they are representing.

MATTER OF APPROVAL OF THE OCTOBER 11TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

Kuharenko referred to Page 6, last paragraph, and stated that the line: “He said that in his mind if you are going to be at a level of service D you can probably expect more accidents at a higher level of service...” should have the word “than” inserted between accidents and at.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE OCTOBER 11TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO THE CORRECTION, AS DISCUSSED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen reported that our consultants from Kimley-Horn are here today. He said that we will have a presentation that they will walk through. He pointed out that at 2:00 we will talk about performance measures. He added that MnDOT personnel will be joining the conversation then as well. He said that we will go through the Kimley-Horn presentation, talk about the performance management at 2:00, and then the last piece is a continuation of our Special Meeting. He commented that he did e-mail a revised presentation on that, and hopefully we can spend some time in tightening that up.

Kimley-Horn

Brandon Bourdon, Kimley-Horn, referred to a slide presentation (a copy of which is included in the file and available upon request) and stated that he would be giving an update on what they have been doing, and what remains with a couple of minor items that have been completed. He added that Mr. Haugen will also give a little update on some of the socio-economic input and data that is being coordinated and is going into some of the modeling activities. He said that they will then really dive in and focus on some of those goals, objectives, performance measures, and targets; but that is really going to be focused, they are going to pick one focus where some of the safety metrics kind of dive into how that discussion goes and do some education and just start diving into that process, but that is going to be a process that will go for a while.

Bourdon stated that the Wikimapping ended on October 21st, so it was active a bit before the first public meeting and allowed for people to go on-line and put some comments on a map, so we got a kind of summary of what those comments are. He said that they have also been continuing to work on existing conditions, the bulk of which has been done, but there are a few areas that are a little incomplete.

Bourdon referred to a slide illustrating the timeline and commented that, in terms of the timeline, this is similar to what people have seen, but not everyone has been in the room so he will give a brief overview of the timeline.

Bourdon reported that the next slide shows some of the results from the wikimapping comments. He went over the results briefly.

Kuharenko asked if they had any idea of how many individuals commented on the wikimapping feature. Bourdon responded that he believes the 217 number reflects the number of individuals commenting, and some of them had multiple comments.

Grasser said that, again, for these comments there was no cost constraint; such as are you willing to pay, it was just, what do you think. Bourdon responded that really the focus of it is to identify where there are concerns today, so you are right, it doesn't touch on the fiscal part. He said that as part of the next public meeting we will dive into more, if you had a certain amount of dollars, not unlimited, but say if you had \$100.00, and they will present some of this to you for

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comments prior to the meeting, how would you give the updated categories your \$100.00. He said that the detail will get worked out, but they have done that to help kind of say, okay, how are you prioritizing, and you need to understand it isn't magic.

Bourdon reported that A.T.A.C. is supposed to be completing their final draft on the existing conditions model, so it is essentially done and they have actually incorporated some of the mapping into their existing condition report. He said that they are working on the existing plus committed network for 2030 and 2045, which is often referred to as the "no build network". He added that they will be getting them reports that they can use to develop those needs, metrics on traffic volumes at various locations, what is the vehicle miles traveled, the vehicle hours traveled, and what is the level of service on a segment basis.

Bourdon commented that in terms of what they are doing is they are finalizing and summarizing some of this information that is yet to come in so they are just waiting for the A.T.A.C. model to be finalized so that they don't things multiple times because they have to update the carbon footprint based on calculation. He added that they will also finalize the base year model level of service, just so they don't have to do a draft, and then there is a tweak or two, and then there is a final, and that will be put into the existing report.

Bourdon stated that the data for bridges, they just got a wave of data with the last three or four days, so they are going through that and they should have an update on that in a week or so. He added that they have some pavement condition data, which is illustrated on the slide.

Bourdon reported that this is an update on where they are with data. He said that they, along with Mr. Haugen and his staff, continue to work with people to help us attain data. He added that he would say that in general, on the East Grand Forks side they have received data from MnDOT, County data, and City data that covers, although there may be a small segment, but they are working on a summary and they essentially have all the roadways covered with relatively, or very recent data. He stated that on the Grand Forks side there is a variety of different data sources, if they go back they basically mapped some 2013 data and some 2016 data, focusing more on the City, the County and the NDDOT. He added that as part of that they have pretty good coverage, but you can see that the darker lines are part of the federal aid, or NHS System where they are still looking at obtaining some data, so they are going to provide just a summary list of that. He said that they also have some segment, where there are multiple data sources, so what this represents is kind of them overlapping the best data source over another data source, so if they wanted to actually work through the data, actually manipulate the various data sources it can be tricky, so they are going to work through and provide a quick assessment to that to see if there can be a little more input that maybe their missing, but ultimately they are starting to feel much closer, in terms of the pavement data, this looks a lot better from a presentation standpoint compared to some of the gaps we had.

Grasser when we are projecting traffic into the future 2030 or 2045, what kind of technological changes are we incorporating into that, social or technical changes in the future. Haugen responded that we really are not, which is, perhaps the short answer, because it is too big of a guess to try to do that. Grasser stated that he isn't sure how you would do anything different, but he has had a number of industrial related people making a statement that in fifteen years we are

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going to be delivering you to work by drone, so how do we plan for that if you truly believe that, because that is a lot different than what we just described.

Johnson commented that he doesn't know what is going to come out of these plans that all three MPOs are working on, at least on the North Dakota side. He said that it might not be something that they are completely silent on, it might be something that we need to kind of just touch base on and say that there will be a continual discussion and work-through. He added that their new NDDOT Director is really high on some of this technology so he assumes in the next couple of years that that effort will ramp up on the North Dakota side, so his guess is that maybe not so much with this plan, but the next plan, essentially the 2050 plan will probably have a lot more direction, at least from North Dakota, down to our jurisdictions, so he doesn't know about this plan, but that could change depending on how fast things go.

Grasser stated that, to a degree, where the rubber meets the road on that one is, okay, are we going to do anything with the interchange at 47th Avenue South, if they start programming that and start building it; and in his mind they need to offset traffic volumes at least by 2025 on 32nd Avenue, but if you think our traffic volumes on 32nd are going to decrease by 25%, now we don't need an interchange, so he doesn't like that disconnect between a plan and plan.

Bourdon commented that that is a very good piece of input and there is a lot of dialog going on; if you attended an ITS conference within the last three weeks, in the past it was very speculative in nature with people having really wide guesses; he wouldn't say that it's not speculative now, it is just part of the challenge, but he would say that there are actually people that are trying to test and get some range of alternatives, and think about things. He added that it is a little bit early, but he thinks there is going to be a lot more to come with some things that are ever evolving.

Haugen reported that the next few slides are his. He said that the first one was one that he meant to follow up on and prepare a map made, but in the haste of getting this out, he was only able to prepare the spreadsheet listing all of the changes in the street network. He stated that he met with local city staff on both sides of the river to try to identify what those changes to the street network were thought to be, and these are the things that were agreed upon and put into the network. He reiterated that they are doing a 2030 and 2045 street network. He said that he would continue to work on getting this information in a map format.

Haugen commented that the next two slides are the changes in our socio-economic data. He explained that every five years we visit with each city about their land use plans and update them to reflect their current thoughts, and then go back and redistribute the future growth of Grand Forks/East Grand Forks. He said that in meeting with staff from both cities we created this map that shows the differences between what we had in the 2040 plan versus what we are using now in 2045. He pointed out that where there are minuses shown on the map, housing was moved away from the TAZ; and positives show additional housing was moved into that TAZ versus 2040.

Haugen referred to the next slide illustrating employment changes, and stated that the same thing applies here as with the future growth map.

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Haugen commented that between these two maps he thinks we can have an expectation that our traffic forecasts for 2030 and 2045 will have different results than what we had in our 2025 and 2040 volume assumptions, although how much of a difference we don't know yet.

Mary Karlsson, Kimley-Horn, was present for a presentation on goals, objectives, performance measures and targets.

Karlsson stated that this month they are going to focus on the goals, objectives and strategies for just the two new goal areas; resiliency and tourism, as well as continue discussion about safety performance targets.

Karlsson reported that resiliency is a new goal area, so it isn't in the current Street and Highway Plan. She stated that the goal statement used came out of the transit plan and the bike/ped plan so that whole statement is consistent with the other two plans. She said that the objectives are new.

Karlsson commented that based on the goal statements the objectives talked about, what do we want to achieve during the timeframe for the plan, so in this case 2045. She said that we want to make sure that we are using the street and highway system vulnerability; and she focused on snow and stormwater as those are two of the most significant environmental vulnerabilities, or natural vulnerabilities in Grand Forks and East Grand Forks. She pointed out that these are drafts, so if anyone has any comments or feel that they miss the mark, please provide that feedback.

Grasser stated that what he is looking at is trying to, as stated before, make sure that they have measureables and things that aren't going to be a big bureaucratic burden, or goes to things that he thinks are contrary to other goals and objectives. He said that he thinks part of this, probably not for today, but he thinks we need to have some sort of discussion/notation appendix as to where we are going with these things, is somebody actually going to stand in judgement of whether we are meeting these objectives, would people, as they are doing a project, have to write out a justification to each of these objectives, or are they applied only to State highways, highways of national significance, or a cul-de-sac. He added that he has different levels of concern and objection of all of those things.

Grasser commented that he is also concerned with the language; they have seen this kind of language before, and he will pick on snow and stormwater. He explained that they have certain design standards that they need to design to, either locally or federally; and their goal is to reduce, so now what is he doing with his street, is he designing for a ten year storm event, which Federal Highway says is our design standard; or does he have to design to a fifteen or twenty or twenty-five year event because we now have to reduce vulnerability, how does he reduce vulnerability and still meet stated design standards. He said that those are the kinds of things that really worry him as far as somebody having to measure, document, and/or justify it, that is a whole different animal and that is what he is getting at; if it is just goals he has no problem particularly with that, but again he has trouble with when we say improve or reduce when in fact we are designing to a certain standard. Karlsson said that this is exactly the kind of feedback they need; if the word reduce isn't the right word, then help her understand, do you want to

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maintain; there is sort of a toolbox of words that they can use, so that is exactly the type of feedback they want to go through. Grasser suggested that to that effect he thinks it should probably be something like meet the local standards for vulnerability, snow removal, because East Grand Forks does things and has different standards to meet than Grand Forks does, so part of his theme is going to be allowing individual entities to develop and meet their own standards; as they are incorporating all the other things that don't go along with this, the socio-economic things, so he thinks part of this is going to be understanding who and how we are going to apply this to and document and what streets it is applied to.

Haugen reported that the goal statement is verbatim out of the federal law. He pointed out that where you see the words improve, reduce and mitigate in the goal statement; they can't avoid not using those words because they are the words we are told we are to achieve in our transportation planning documents.

Karlsson commented that she was thinking of those standards when she was drafting these slides, and so on the first objective, if the word reduced, if you don't think vulnerability isn't the right word then lets change that word; but these standards are nothing new, this is exactly what you are doing today, and that was her intent, to really validate what your current practices are; strategically designed and maintained, that is exactly what you have, you already have your standards so continue to use those standards. She added, though, that if there are any changes statistically with stormwater events, or whatever, that is where the strategy comes in, just making sure that you are responsive to those changes, and sometimes the local conditions can change faster than standards, so allowing you to have that flexibility to achieve what you guys need to achieve.

Grasser responded that he doesn't have a problem with the way it is worded unless it is a vision of a change in how they are going to have to document or respond to these things; that is where he will get objectionable, especially as they get down to a cul-de-sac level, subdivision where they have to write out fifteen page.

Karlsson stated that the second one is taking what is currently in your plan under security and just saying that we are going to move it from security and we are going to talk about it under resiliency. She said that you just have to make sure that you are using the bridge closure management plan, or if you observe something in the field that needs to change, that we change in response to it. She added that the last one is making sure that we are trained in the alternate routes and the ITS.

Deanna Beldan and Hatti Hiler from MnDOT joined via conference phone.

Karlsson continued with the presentation; explaining that, again, with tourism, this is what already exists today, so she isn't suggesting any modifications to it. She said that under the objectives, just maintain convenient and intuitive street and highway access to major activity centers.

Karlsson referred to a slide listing the ten goals and performance measures; and said that for the other eight she doesn't want to cause you to sit here and go through all of them so she will send

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out suggested text, suggested changes just in a word document and not take your time up to go through it. She said, though, that if there are significant comments or changes, they can discuss those in a meeting.

Kuharenko said that he knows that there are a number of additional federal requirements that are coming because of the new safety requirements, but are there any potential standards or performance measures that they might be able to remove from the plan; have there been any changes that we can look at in that regard as well to try to minimize the various reporting that we have to do. Karlsson responded that she wants to make sure she understands your question correctly; in her mind standards and performance measures are two different things, standards are the implementation strategy, that is what they will be recommending or showing in the report that actually comes out; performance measures, yes, she thinks that there are and they will be going through that with the new requirements that overlap with the current measures.

Karlsson commented that she hasn't spent time talking about the long term vision, but you have one. She said that, again, this is in your current plan, the goals, objectives and standards; you also have the performance measures, but as just noted there are some new federal requirements and federal standards, and then the pieces about the trends and the targets.

Karlsson stated that the last piece that we will be doing some of in this plan, but that will become much more significant in the 2050 plan, is the reporting on your current performance; and so taking all of these tools and applying them to the system to show how we are doing and how we are forecasting that we are going to do.

Karlsson reported that one important thing to remember is that States have the penalty issue with not meeting targets, but MPOs do not, so there is no penalty clause for MPOs. She said that to her this is a big concern; what will that penalty look like for MPOs, but that wasn't in the final goal.

Johnson commented that, speaking from a State perspective; he has said this before but would like to say it again, that while there isn't a direct penalty to the MPOs there can be an indirect penalty if they have to reallocate funding into a different category that maybe was dedicated to use at local level.

Discussion on goals and how we can meet or not meet them ensued.

Haugen stated that part of this is in your trade off, specifically with towards zero; that is a long term goal. He explained that we have to speak about this in terms of short-term targets, the target that the feds are requiring on safety is an annual target, so it is a very short-term target; but we also have the broader or long-term strategy of towards zero deaths. He said that this means we have to talk about it in that timeframe; that we can't reach zero tomorrow, but we are, in the long-term, hopefully making progress towards reaching it. He added that the feds require us to use a number, but as we use a number we talk about what that number is doing; is it maintaining, is the trend saying that it is actually increasing, or are we having an impact where we are reducing. Grasser asked if it is raw numbers or rate per vehicle miles, or all those different things too makes it hard to measure them.

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Karlsson referred to a slide, and explained that it lists the short-term, mid-term, and long-term targets that have been adopted by each of the States. She went over it briefly.

Karlsson then referred to a slide with an example of performance based planning and explained that these are something that you have in your State policies already, and how does the MPO want to respond to those State policies. She stated that the federal requirements don't require you to adopt them word for word, but they do require you to coordinate and to integrate with them, so that is a conversation for you; how do you want to coordinate and integrate with these.

Karlsson referred to the next slide and commented that we now get into numbers. She stated that she thinks this really hits on the issue that you already brought up of; first of all the math is not right here, it needs to be a five year rolling average, but right now it is a four rolling average because we don't have 2016 data in Minnesota. She said, then, one of the questions is do you want to use 2011-2015 data, or do we know when we will get 2016 data from MnDOT so we have consistency across the two states. Haugen asked MnDOT if they knew when we might have access to the 2016 safety data. Belden responded that they don't know when that might be. Haugen stated that we currently have five years of data from North Dakota, including the 2016 data; but on the Minnesota side we were hoping for 2016 data, but should they use 2011 data as a surrogate for 2016, and then we would have a little off-set of rolling years. Belden responded that she doesn't know what to suggest.

Ellis asked if there is a specific timeframe for this, do we have to use it right now. Haugen responded that the requirement is that we have a five-year rolling average. Ellis responded that she understands that it is a requirement, but she is wondering if it needs to be done right now or can we put it in in April should it become available then. Haugen responded that we have to make a decision on the safety area by the end of February, so at some point we will have to suggest something to our State and Federal Partners; here is the issue, this is how we are going to overcome the issue, do you agree.

Ellis commented that we are looking at the number of traffic fatalities in East Grand Forks, couldn't we attempt to get that information from our law enforcement and see if Minnesota would concur with that so we at least can put it in and we have the same years because she thinks that using 2011 to 2015 for one and 2012 to 2016 for the other would be awkward. Haugen responded that it isn't the fatalities, it is when we have to start adding up the serious injuries. He stated that he isn't familiar with how East Grand Forks' local police department keeps track of this information, but we also have to deal with the Sheriff's Department and the Highway Patrol; and that is the reason they have the central data source so that it is all gathered in one spot.

Kuharenko stated that in looking at this in general, we have this plan where we have a baseline of 2015; do we want a consistency with that baseline going from 2011 to 2015, or are we looking to go with the actuarial one year, and which one would be the most beneficial for us. He asked if we have information from 2011 processed already, do we have it handy. Haugen responded that the short answer is yes, it is available.

Grasser asked what the downside would be if we just take 2011 and adopting that as opposed to fretting about whether we have the data for 2016, what is the ultimate downside of that. Haugen

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responded that the consistency of what we might have as a target and the timeframe is not exactly consistent with one of the two states. Grasser said that he is just saying we potentially adopt 2011 to 2015 on both sides. Haugen responded that we would be adopting one target, not a side target and a side target unless we are adopting the States', then we are adopting one for each side, but if we are adopting one as an MPO it is one for the MPO.

Karlsson asked if the numbers for the States were both based on 2012 to 2016 data. Haugen responded that he knows North Dakota's was, and he thought Minnesota's was, but he would defer that question to Deanna. He asked if, on the Minnesota side, when they set the State target, when Brad went through that process, was he able to use any 2016 data or is he using 2011 through 2015 data to get that five year rolling. Belden responded that she believes he was using preliminary 2016 data, and her understanding is that even right now they don't have a final statewide number, but he was using preliminary numbers.

Karlsson stated that, so maybe to answer the question, what she is hearing is that there would be an inconsistency in the analysis timeframe, which probably isn't a big deal, but if somebody wants to make it a big deal they could. Bourdon added that he thinks it is best to use the same 5 year data, because that is the base to everything, but if we get to a point where we are either going to sit on our hands or do something, we are going to have to make a decision and do something so it is taken care of by the time we need to adopt something in February.

Presentation continued.

Haugen commented that they had a discussion about the possibility that we could segregate this out further, categorize it further down. He pointed out that all of them are for the entire MPO study area, so we could, if we wanted to, separate out the urbanized area from the rural part of the study area. He said that we so far haven't thought of going down to that level of detail, so unless there is a strong desire to do that there isn't any need to put much effort into going down any further than our generic study area for now.

Grasser stated that his thought is to keep it as broad as possible. He added that he is actually still thinking at the State level because the more you drill it down the more statistical variability you are going to get and we are dealing with such low numbers on some of these things that he thinks having a broader statistical base is probably ultimately going to be beneficial.

Karlsson said that if you look at that from a statistical perspective, especially for both fatalities and serious injuries, it would be good to look at the range; and if you get to look at the range from over a ten year period instead of a five year period so that you can get a sense for how big it's been, and then use that as a benchmark as you are setting your target, that would be beneficial. Grasser agreed, adding that that is why it would have been helpful to have more years, at least eleven, so we can see what we have.

Bourdon said, if he is understanding this correctly, a five year rolling average is generally what you have to use, but an additional window would allow to look at some of the statistical variation and help us guide how the targets set base, so maybe it is splitting hairs with five years, 11 years, and then the other part that Mary mentioned, would allow you to establish something to

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make sure that, you want to set targets so you are improving things, but at the same time you want to be smart and not set it so unrealistically that you can't achieve it.

Karlsson referred to a slide illustrating the project timeline and went over it briefly, reiterating that this is just for safety, so someone else will need to talk about what this will look like for other measures and targets.

Haugen reported that this next slide gets into the other performance measures, and we have two States going on different schedules, so this one is trying to have the schedules look similar in appearance while having each State's specific information available. He added that, if you haven't caught the nomenclature by now, there is PM1, which is safety; PM2 which is the pavement and bridge condition; and PM3 which is the general reliability measures, and so the information on here, you will notice in our reference by those PM1, PM2 and PM3.

Haugen stated that we are here in November, or in the fall, and each state is progressing through. He said that the important dates to know about PM2 and PM3, and is similar for both States, is those targets are May 20th of 2017 that they have to submit to the feds what their targets are for those.

Haugen commented that for the MPO, 180 days after that is this date, and in our schedule of overall, for the Long Range Transportation Plan, we will be doing preliminary approval so we will moving this, a recommendation will be happening in the September/October timeline and in November we will make a decision at the board level and the document itself will be approved in December of 2018, but the actual target will be in November during the preliminary timeframe.

Haugen said, how is each State engaging us in that process; on the Minnesota side you will see it on the bridge and pavement condition; they have scheduled a meeting on the 20th of November, and then in December they will be discussing the reliability. He added that in the future, in the spring, they will be doing additional follow-up meetings. He pointed out that the first two are sort of the introduction to what these measures are, drilling into some of the details; and the latter meetings in the spring will flesh out and work on an agreement as to what the probable statewide targets are. He added that they have internal review that takes place before they finalize and release those items. He said that you will also notice that PM1 is showing up once more, and, again, that is an annual target that has been set once already at the State level, so now they have to start the process of the next year's target setting, and they have scheduled meetings in January to have the MPO engagement occur for that.

Haugen commented that the MPOs, even though will be meeting in January to talk about the next year's targets for safety, they have until February 27th in Minnesota to set their first years targets.

Haugen reported that on the North Dakota side, the NDDOT gave us information on PM2 and PM3 at an October meeting and asked for us to reply back on them with the exception of the bridge, and they are going to hold a future meeting on the bridge. He pointed out that we have a February 23rd date for our safety target in North Dakota, and, again, this refers to 180 days after

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the State, so North Dakota submitted theirs a few days earlier than Minnesota, thus the difference in the timeline.

Haugen commented that we will still be meeting in a similar timeframe to flesh out what the targets are for these during the spring, and there will be some internal work within North Dakota before they submit their PM2 and PM3 targets in May of 2017.

Haugen said that between now and November 22nd, he is trying to schedule, and he assumes it will be Jack Smith, to either come in person or do a webinar or some sort of informational session to the North Dakota side as to what the NDDOT is doing with the performance measures 2 and 3 so that when we provide comment back we have more minds engaged. He added that on the Minnesota side the November 20th meeting is available as a webinar and is available to members of the TAC. He stated that that would be the same with the December 15th option as well.

Haugen commented that as we move forward, for the MPO, on November 16th timeframe, we are working cooperatively with our State partners and getting a better understanding of how each State is approaching these targets which will help us have a better understanding of how we approach these targets.

Grasser asked if we know what our data set is for each of those; and he is thinking bridge and pavement condition, because right now as he understands with safety we are casting an entire net over the cities and the counties, basically, that are part of the MPO; so, similarly on pavement conditions are we picking up all the State highways, the County highways, where does that spectrum end with the data on pavement because that will probably influence what our future targets will be. Haugen responded that, and that is what one of the first slides that Brandon went over, we are showing the federal aid system and what pavement data we have and the report that they are going to provide later on sort of shows where we have good data, and where we have gaps in the data, and if we have gaps, at what level, and how are we going to eliminate them. He added that one of the things we need to work on is the fact that the data is not all in the same reporting condition, and the federal register does identify the type of scoring system and viability is the main factor, so we have to figure out if we can get that information if we lack it on any of these layers of road jurisdiction.

Deanna Belden reported that they will be providing MPOs with 2014 and 2015 pavement data for the interstate and non-interstate NHS per the new federal requirements; however they will learn at an upcoming meeting that there are some challenges because they can only get it by the urbanized area or by county, not for the metropolitan planning areas if they don't line up with the county, so that is a quick answer that there will be some challenges, but moving forward they will have it by the metropolitan planning area starting with 2017 data.

Kuharenko commented that if they are going to have interstate NHS system, but yet we aren't getting information down to the arterial and collector streets as well, if memory serves, are they looking at once every two years for that, and if so that is something that even currently we are getting pavement condition every three or four years, and in fact this time we are actually looking at maybe five years because we are looking at doing it next year; so is that maybe

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something where we can end up looking at it just at the interstate and NHS levels and not going much further than that because otherwise that is going to be a lot extra to add up and to collect on a more frequent basis. Haugen responded that the other option is you do it on the cycle the feds require for the NHS System and Interstate System, but you can have a different cycle for those non-NHS roadways that are on the federal aid system, so there are ways you can approach it either way.

Grasser said, then, that the definition of federal aid system is any street that could potentially qualify for federal dollars, because that is where a lot of mileage is so that would be a lot of measurements and tracking. Haugen agreed, adding that we have invested a few dollars on pavement management at least every five years, so will there no longer be a desire to continue pavement management in our communities. Grasser responded that he thinks there are two different questions; one is do you continue pavement management and the other is is pavement management going to become a tool to allow someone else to set standards and goals and requirements on us; he would answer that question differently under those two different scenarios. He stated that pavement management is a valuable tool to use as long as it is not abused.

Kuharenko commented that we know the limitations that there is with the PCI and the IRI, they each have their limitations, and just using one or the other and not looking at the whole picture to use that as an evaluation as to how the entire system is doing might be a little flawed; and so using that to track the entire system might not do it justice, however he could end up seeing it with the federal requirements keeping it to an NHS system on the interstates, following on with those guidelines, and then on our own maintaining our own pavement management system because as we saw last time around, when we went to get funding for it we couldn't get federal funding for those studies anymore, so that is something that, as cities, we are looking at continuing.

Grasser stated that, again, every level of detail you go down you geometrically almost increase the problems and the issues you've got to deal with; a simple analogy would be, you take a mile of the interstate, that is pretty straight and level, but take a mile of roadway on the State Highway System, you probably have more entrance points, now jump down all the way to the collector street level and we have much less access control, you've got all kinds of intersecting side streets, roughly every 350 feet, and every time you do that you've got a change in your alignments, you can't apply the same standards on collector streets that you can on a interstate. He said that if you were to want to do that for every classification you have it seems like an awful lot of work, and he isn't even sure a regional standard could possibly be as every street classification has a different set of guidelines that we design to, with pretty different results.

Haugen reported that we are walking down the path together on this, and are making decisions along the way. He stated that the ultimate decisions we make will be starting in February for the targets on safety, and by the time we get to around September, in our draft plan we will be identifying targets for the rest of them.

Grasser commented that this boils back down to what are the federal requirements absolutely going to be that we have to meet; and quite frankly, from his perspective he doesn't want to have

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to meet goals that are dictated and aren't being financed...local money, local control, should be local decisions.

Future Red River Bridge Discussion

Haugen reported that he would like to spend a little time going over the work that we are progressing towards on having our joint meeting on the future river crossings. He referred to a slide presentation (a copy of which is included in the file and available upon request), and stated that we met on November 1st, and he did e-mail a copy of this presentation to everyone. He explained that it is a reorganization of the bridge data the Technical Advisory Committee went through last week to sort of prepare for the package of material we will present. He added that the meeting is tentatively scheduled for next Thursday, November 16th.

Haugen commented that in going through the draft minutes from that November 1st meeting; in talking about the inner-city locations, they discussed the pros and cons and net negatives of each, and he tried to identify what he could from the minutes, and not focusing on trying to identify pros, just trying to identify what we are identifying as negatives. He said that for some it was an easy task, but for others he wasn't able to capture a lot; for instance, the Elks Drive location, so he is asking this body to help fill in some information for these locations. He stated that we can spend some time today on this area, but you do have this electronically so if you could get back to him by Thursday it would be helpful.

Haugen referred to the slide presentation and commented that some of the information is not what is necessarily going to be presented, but it is going to be support materials attached to the document, particularly when he gets into the detail that was done on the Merrifield Bridge, we won't go over each of them, but you will be able to see that we did go to another level of feasibility with a location that was generally agreed on with no apparent opposition to the location, thus is isn't the intent to go through each and every slide.

17th Avenue South

Haugen commented that discussion on 17th offered possible impediments of the bike/ped bridge, golf course reconfiguration, public works facilities in East Grand Forks, and the street layout in East Grand Forks. He pointed out that instead of listing both the pros and cons he just focused more on what the obstacles or negatives might be. He asked if anyone had any other thoughts on what might be a con or negative at this location.

Elks Drive

Haugen asked if anyone had any cons or negatives for the Elks Drive location. Kuharenko commented that, if memory serves, one of the things that came up on Elks Drive was that even though there is a flood wall opening, using that opening isn't really a benefit because you still need a bridge that would be high and dry.

Ellis suggested that a lack of a connection on the Minnesota side, other than Rhinehart, might be an impediment.

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Grasser said that being you are at a flood wall location, you may have some soil stability issues. He added that another question would be, to feed into Elks Drive, where is the traffic going to come from and go to. He stated that part of the discussion here was to alleviate some problems on Reeves Drive and Belmont Road, farther north, so would we just translate that farther south onto Belmont. Ellis commented that if she is traveling down Reeves and Belmont she isn't turning at 17th, so...and when you go there you either go up to 17th or down to 24th or 32nd, which is what a majority of the traffic is already doing, so she doesn't know if it will add a lot of traffic to the south that isn't already there.

Kadrmass commented that he would assume that you wouldn't want agricultural traffic driving through this area; so would you want to make it wide enough for agricultural traffic or what would be done to make sure that that traffic doesn't have to take this route. Grasser stated that one of the questions for that group to tussle with on that design standard would be; what are we trying to accomplish and accommodate.

32nd Avenue South

Haugen stated that he was able to glean three cons for 32nd Avenue South from the discussion at the meeting. He said that the one thing he is differentiating is there was an east/west right-of-way for the greenway, but the one in the transportation plan didn't follow the right of way, and if he shows where the street would end up it is probably not likely that that would be the line you could use, while, at least on Elks, there appears to be, with the greenway alignment the ability to maintain a fairly straight connectivity.

Haugen commented that all of the drawings we have shown require at least three buyouts, some would argue more on the North Dakota side, while some of the other ones did not identify that.

Haugen said that the curvature of the bridge is the third con. Kuharenko commented that you could always straighten out the bridge, however you would end up taking more properties to do so.

Yavarow stated that some of the property on the Grand Forks side is potentially FEMA property. Haugen asked if he was referring to the "forever green" property. Grasser commented that we could run into that with any location, but it is an issue so we should look into it further. He added that some of the more northerly locations could have that same issue on the East Grand Forks side too.

Kadrmass asked if there were a bridge at this location would they extend the dike protection to the south. Ellis responded that they wouldn't. She explained that they have lots and lots of room to grow on the south side, based on the number of permits they issue per year, they average 19 a year. Haugen commented that 2045 housing versus 2040 they are actually reducing the amount of housing.

47th Avenue South

Haugen asked if anyone had any cons for 47th Avenue South.

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Kuharenko commented that East Grand Forks' flood protection doesn't extend that far south.

Lang said that it is too far south for East Grand Forks to act as a neighborhood bridge, and it is too far north to be a regional by-pass. Karlsson added that it doesn't seem to align with travel demand.

Haugen stated that Polk County would likely be the Minnesota side sponsor.

Grasser said that there would be at least one buyout.

Haugen reported that there was some discussion on cost at the special meeting. He explained that they show 2002 costs, because we identified these two sites in the last three plans we have cost estimates for 32nd and Merrifield in each subsequent plan so our current 2040 plans has these cost estimates in the document.

Grasser asked if these cost estimates include engineering and right-of-way, or just anticipated construction costs. Haugen responded that he believes they do include engineering and right-of-way costs. He added that these are the floodable bridge estimates as that is what was adopted as the type of bridge we wanted to build. He stated that if we do eventually prioritize these so they are within the fiscally constrained document, they are inflated again to the mid-term of that short-term, mid-term, or long-term timeframe.

MATTER OF T.I.P. PROJECT SOLICITATION

Minnesota TAP Letter Of Intent

Haugen reported that we did have a deadline on the Minnesota side for the TAP program, however there were no submittals of letter of intent, so there is no further action required.

North Dakota Urban Road Program

Haugen said that on the North Dakota side we do have some solicitations out, although most of the deadlines are next month and we are waiting for the urban road program. Johnson said that he doesn't have any update on this as the new Urban Grant Program is still having the bugs worked out to get to the final product, so he assumes everything else is being held up because of that. He added that there was some talk about sending everything else out without that, but because they play on each other with the funding it was decided to wait.

Kuharenko commented that he saw that the final S.T.I.P. did get released for the North Dakota side.

Haugen stated that at our December Technical Advisory Committee meeting we will have some further T.I.P. projects to process; and in January we will have much of the Minnesota stuff left to process; and we will have to wait to see what happens with the Urban Roads Program.

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OTHER BUSINESS

a. 2017 Annual Work Program Project Update

Haugen reported that the updated 2017 Annual Work Program Project Table was included in the packet for review.

b. ND Moves Open House

Haugen reported that tomorrow evening the ND Moves are holding their public input meeting for the Northeast portion of North Dakota at Grand Forks City Hall from 4:00 to 7:00 p.m.

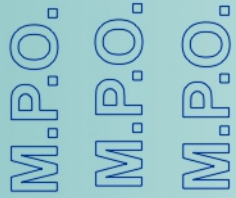
ADJOURNMENT

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE NOVEMBER 8TH, 2017, TECHNICAL ADVISORY COMMITTEE MEETING AT 3:10 P.M.

MOTION CARRIED UNANIMOUSLY

Respectfully submitted by,

Peggy McNelis,
Office Manager



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: December 13, 2017** **MPO Executive Board: December 20, 2017**

RECOMMENDED ACTION: Recommend the approval of FY2017 TIP amendment to the MPO Executive Board.

Matter of the Public Hearing on FY2017 TIP Amendment.

Background: After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards.

The State of North Dakota identified an equipment issue with the traffic signal at the intersection of US 2 and Airport Dr/GF Co.#5. New equipment is needed and NDDOT is requesting an amendment to show this new project. The project will be done in FY2018. The total cost is \$60,000 with the federal participation of \$48,500. Local match is provided by NDDOT. These funds add new revenue to the TIP; therefore, the fiscal constraint is not compromised.

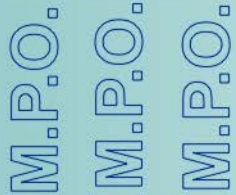
The attached proposed project amendment shows the new modified project. Also attached is the public hearing notice (being held at the TAC meeting) that was published concerning this proposed amendment.

Findings and Analysis:

- Project modifications have been identified.
- The proposed project is consistent with the MPO Long Range Transportation Plan.
- A Public Hearing is scheduled for December 13th at the TAC meeting; written comments are being accepted until 11:00 am, December 13th.
- These amended project does not impact funds in the TIP so fiscal constraint is maintained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Amendment



Grand Forks - East Grand Forks Metropolitan Planning Organization

PUBLIC HEARING

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on proposed amendment to the MPO’s 2017-2020 Transportation Improvement Program (TIP). The TIP lists all transportation improvement projects needing federal action programmed to be completed between the years 2017 to 2020. The TIP also incorporates the local transit operator’s Program of Projects (POP). The hearing will be held in Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks MN. The hearing will begin at 1:30 PM on December 13, 2017. The public is encouraged to attend.

A copy of the proposed amendments are available for review and comment weekdays between 8:00 a.m. and 5:00 p.m. at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the proposed amendment can be submitted to either MPO office until 11:00 AM on December 13th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

(Please publish ASAP)

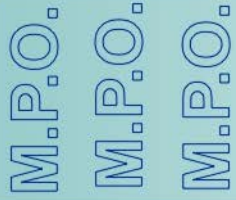
(Please submit bill to MPO 746-2660)

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2017 - 2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT					
										FUTURE EXPENDITURES				2017	2018
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
	FUNDING SOURCE					TOTAL									
Grand Forks #20 PCN	East Grand Forks	US #2	This project involves rehabbing the Kennedy Bridge		REMARKS: MnDOT Advanced Construction Payback for Kennedy Bridge Project completed in FY2017 MN federal payback is \$7,200,000										
	MnDOT	Kennedy Bridge													
	Rehabilitation	Discretionary													
					0.00	0.00	0.00	0.00	0.00					0.00	
					Urban Regional Primary Roads Program									0.00	
Grand Forks #21 PCN	Grand Forks	varies	This project involves replacement of school signs various location in the City		REMARKS:										
	NDDOT	varies													
	Safety	Discretionary													
					46.00	41.00	5.00	0.00	0.00					46.00	
					Highway Safety Improvement Program									46.00	
Grand Forks #21a PCN 22029	Grand Forks	US 2	Replace internal equipment inside the cabinet for the traffic signal located at intersection of Airport Dr. and US 2		REMARKS: Work will be done in 2018 Amended into TIP December 2017										
	NDDOT	Principal Arterial													
	Preservation	Discretionary													
					60.00	48.00	12.00	0.00	0.00					60.00	
					NHPPP Rural Program									60.00	



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: December 13, 2017** **MPO Executive Board: December 20, 2017**

RECOMMENDED ACTION: Recommend the Adoption of draft Final FY2018-2021 North Dakota side TIP to the MPO Executive Board,

Matter of the Public Hearing on Draft Final FY2018-2021 North Dakota side TIP.

Background: Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the documenting of the draft TIP.

The Minnesota side FY2018-2021 TIP was adopted in August. At that time, NDDOT was not prepared to finalize a FY2018-2021 TIP/STIP document. Since then, NDDOT proceeded to submit a final STIP to our federal partners without informing the Forks MPO of its action. One significant item is that the FY2021 year of the STIP does not program any projects for the NDDOT Urban Program. The STIP given to our federal partners included several projects that are not consistent with our FY2017-2020 TIP. The STIP was presented with just incorporating the MPO FY2017-2020 TIP. Something needs to be done to reconcile the differences between the FY2017-2020 TIP and the FY2018-2021 STIP.

The MPO staff is presenting the FY2018-2021 Final TIP as the solution. There is comment from NDDOT that they prefer not to have a FY2018-2021 TIP adopted; rather, they would advocate an amendment to the FY2017-2020 TIP. The MPO staff is proposing the solution to be a new TIP document for consistency between our existing Minnesota side TIP/STIP, consistency with the years covered by the NDDOT STIP, and the action by NDDOT will be by an amendment to their STIP it can just as well be with a TIP that covers the same years and contains consistent projects with associated funding sources.

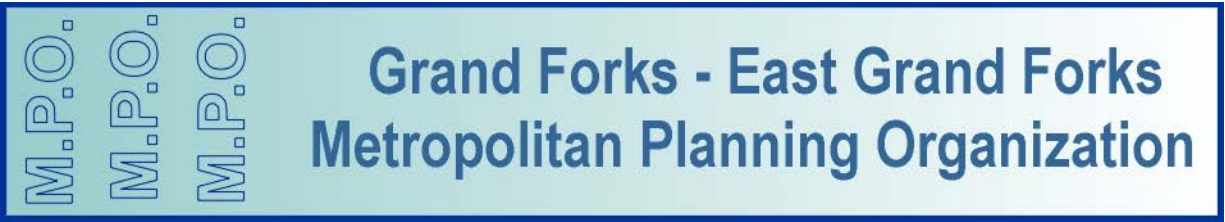
A public hearing notice has been published. The notice identified that the draft was available for review and written comments are to be received by 12:00 am on December 13th. All comments received will be documented and distributed at the meeting. The TAC and MPO Executive Board will be requested to adopt the draft Final TIP for 2018-2021 for the North Dakota side.

Findings and Analysis:

- The projects listed are consistent with the MPO's Long Range Transportation Plan.
- The projects listed are consistent with the NDDOT Final STIP.
- The projects have identified funding and therefore the TIP is fiscally constrained.
- One project is being listed as "Illustrative"; CAT request for funds towards rehabilitation/expansion to Public Transportation Building.

Support Materials:

- Copy of draft Final 2018-2021 TIP Submitted to Public Comment
- Copy of Public Hearing Notice



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final MPO 2018 to 2021 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on December 13th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The final TIP lists all transportation improvement projects programmed to be completed between the years of 2018 to 2021 on the North Dakota side of the Red River. A separate draft for the Minnesota side was done in August and is available on the MPO website. A copy of the final TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the final TIP can be submitted to either MPO Office until noon on December 13th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

M.P.O.
M.P.O.
M.P.O.

Grand Forks - East Grand Forks
Metropolitan Planning Organization

NORTH DAKOTA SIDE TRANSPORTATION IMPROVEMENT PROGRAM

2018 - 2021
December, 2017

The preparation of this report was partially financed by FHWA/FTA Planning funds through the North Dakota Department of Transportation and Minnesota Department of Transportation.

The preparation of this report has been funded in part by the Minnesota Department of Transportation. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Minnesota Department of Transportation. The report does not constitute a standard, specification, or regulation.

FISCAL YEARS 2018 – 2021
NORTH DAKOTA SIDE
TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
GRAND FORKS - EAST GRAND FORKS
METROPOLITAN AREA

PREPARED BY:
THE GRAND FORKS - EAST GRAND FORKS
METROPOLITAN PLANNING ORGANIZATION

METROPOLITAN PLANNING ORGANIZATION
MEMBERSHIP

Gary Malm

REPRESENTING:
GRAND FORKS COUNTY
COMMISSION

Warren Strandell

REPRESENTING:
POLK COUNTY COMMISSION

Jeannie Mock

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Marc DeMers

REPRESENTING:
EAST GRAND FORKS CITY
COUNCIL

Ken Vein

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Clarence Vetter

REPRESENTING:
EAST GRAND FORKS CITY
COUNCIL

Al Grasser

REPRESENTING:
GRAND FORKS PLANNING
& ZONING COMMISSION

Michael Powers

REPRESENTING:
EAST GRAND FORKS PLANNING
& ZONING COMMISSION

Dr. Michael Brown

REPRESENTING:
MAYOR OF GRAND FORKS
Non-voting Ex Officio

Steve Gander

REPRESENTING:
MAYOR OF EAST GRAND
FORKS
Non-voting Ex Officio

**A RESOLUTION APPROVING FY 2018 - FY 2021
NORTH DAKOTA SIDE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization; and

WHEREAS, projects must be included in the TIP in accordance with 23 CFR 450.326 (f) (1); and

WHEREAS, local transit projects utilizing Federal Transit Administration Section 5307 funds must be listed in a Program of Projects (49 U.S.C. 5307 c); and

WHEREAS, local projects of regional significance without federal funding are included; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated as the urban policy body with responsibility for performing urban transportation planning and required reviews; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization is designated by the Governors of North Dakota and Minnesota as the body responsible for making transportation planning decisions in the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, Presidential Executive Order 12372 gave state government the flexibility to design their own review process and select federal programs and activities to be subject to the process. Wherein, North Dakota Executive Order 1984-1 establishes the North Dakota Federal Program Review process and exempts the Transportation Improvement Program (TIP) from said process; and

WHEREAS, the projects contained in the TIP are located in an area where both the North Dakota and Minnesota State Implementation plans for Air Quality are not required to contain any transportation control measures. Therefore, the conformity procedures do not apply to these projects; and

WHEREAS, projects contained in the TIP were developed in cooperation with the North Dakota and Minnesota Departments of Transportation, the local public transit operators and the MPO; and

WHEREAS, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on December 13, 2017.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area North Dakota Side Transportation Improvement Program for the FY 2018 to FY 2021

program period as being consistent with the Long Range Transportation Plan and the area's plans and program included therein.

Date

Ken Vein, Chairman

Date

Earl Haugen, Executive Director

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

WHEREAS, the **23 U.S.C. 134** requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted December 18, 2013); and

WHEREAS, the Technical Advisory Committee of the Grand Forks - East Grand Forks MPO has recommended that this Transportation Plan be considered currently held valid and consistent with current transportation and land use considerations.

NOW, THEREFORE, BE IT RESOLVED THAT, the Grand Forks-East Grand Forks Metropolitan Planning Organization certifies that the Transportation Plan for the Grand Forks-East Grand Forks Urbanized Area is currently held valid and consistent with current transportation and land use considerations.

Date

Ken Vein
Chairman

Earl T. Haugen,
Executive Director

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INTRODUCTION

The North Dakota side Transportation Improvement Program (TIP) for the Grand Forks - East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2018-2021 TIP is submitted under the Fixing America's Surface Transportation (FAST) Act. This Act was adopted in 2015 to authorize federal transportation programs through 2020.

The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) require that in order for certain projects to be funded with federal assistance, those projects must be included in a Transportation Improvement Program (TIP) approved by the appropriate Metropolitan Planning Organization (MPO). In the Grand Forks-East Grand Forks Metropolitan Area, the Grand Forks-East Grand Forks Metropolitan Planning Organization is the designated MPO. FHWA and FTA require federally funded projects located within the boundaries of the "Study Area" (see map in Appendix III), and funded from any of the categories of federal aid to be in a MPO approved TIP.

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2018 are considered the Annual Element, and Program Years 2019, 2020 and 2021 are designated as Future Year projects.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes, which has been established in the Grand Forks - East Grand Forks Area. The TIP may be modified at any time, consistent with procedures established for its development, and consistent with the Transportation Plan. Each year the TIP process is unique. However, there are some common "significant differences" during the development of each TIP. The addition of a project, or expansion of its scope, not on the advance review material would constitute a difference that would require additional public input before final adoption. The deletion or combining of projects would not require additional input because each project proponent should have reasonably foreseen this possibility given the limited amount of funds available. If a project's local share is increased by over 25% the amount identified in advance, the difference would require additional public input. A decrease, on the other hand, would not. Changing the source of state or federal funds would constitute a significant difference. The modification criteria are identified in the MPO's TIP Process Manual.

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2018-2021 North Dakota side Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

TRANSPORTATION PLAN

The 2040 Long Range Transportation Plan documents the multi-modal transportation planning process, which is established in the area to identify, evaluate, and implement transportation system improvements. System improvements comprise all highway, transit, bikeway, and pedestrian walkway improvements designed to meet travel demands during the next 20+ years. In the Grand Forks - East Grand Forks area, the Transportation Plan contains several sections, which address street and highway, transit, bikeway, and pedestrian projects.

Street and Highway Section

The street and highway section emphasizes project effectiveness. Each project was evaluated to identify deficiencies in terms of delay, level-of-service, network connectivity, safety, or other measures of effectiveness. In addition, evaluations were performed to determine each project's ability to meet environmental justice standards.

This section identifies major reconstruction or reconstruction projects. Minor maintenance projects are not specifically identified; rather they are covered under Plan policy, objectives and standards. Further, this section provides recommendations on number of lanes, and other geometrics of the projects. Recommended projects are identified for construction in three different time periods. The first time-frame is for the next five years. Projects included in this time-frame address current problems identified. Projects in this TIP document should come from this listing.

The second time-frame focuses more on problems projected into the near future. As the metropolitan area grows, additional traffic will create problems that do not exist today. These projects should not appear in this TIP document. Projects can be moved into the first time-frame after additional studies are made, and the Plan is amended. Additionally, the Plan is updated every five years so a project can shift based upon the best available data and analysis. The last time frame covers the remaining years out to 2040.

Transit Section

The Transit Section establishes the long-range public-transportation-system improvement strategy. This section is found in the MPO's Alternative Transportation Mode Plan, and focuses on both the operation of the fixed route and demand response, and the capital equipment for those two services. This section identifies several capital purchases necessary for the current operations – most are replacement of rolling stock. It also identifies that as the metropolitan area grows, expansion of the services will have to take place. That expansion will require both additional operational and capital funds. This TIP reflects expansion of the service to include continued operation of one additional bus, which adds two routes. This expansion serves the growing south and west areas of Grand Forks. The continued operation of earlier Saturday transit service is being programmed.

An important aspect of public transportation is the provision of transportation services to the disabled. In 1992, the Cities of Grand Forks and East Grand Forks adopted the Americans with Disabilities Joint Paratransit Plan. The plan outlines a program of improvements to make the fixed-route transit system accessible to the disabled, and to revise the paratransit Dial-a-Ride Program to attain full compliance with the Americans with Disabilities Act of 1991 (ADA). The requirement to annually update this plan has expired. However, the recommendations are carried forward with the Transit Section.

Bikeway Section

The Bikeway Section identifies a network of facilities that support traveling by bicycle as an alternative mode to vehicular travel. This section is found in the MPO's Alternative Transportation Mode Plan, and involves a system of paths, lanes, and shared roadways which are mapped to create a network bicyclists can take to get around the metropolitan areas. With the use of federal transportation funds to build streets comes the requirement to consider facilities appropriate to accommodate bikes.

For the built-up area, this section identifies whether bike lanes can be accommodated with the existing street width. If a lane could be striped, then this section would recommend that be done, however, if not enough street is available, the recommendation would be to sign it as a shared roadway.

This section does recognize that all streets are used by bicyclists, unless otherwise prohibited. Education and enforcement strategies are identified to make biking a safer and more enjoyable activity in the metropolitan area.

Pedestrian Section

The Pedestrian Section plans for the provisions of sidewalks in the metropolitan area. This section is found in the MPO's Alternative Transportation Mode Plan. Grand Forks has a long history of requiring the construction of sidewalks in all new developments in the City, which has led to a very well connected system of sidewalks. East Grand Forks had a similar history, however it was interrupted for several decades, and is only recently, through this Section, again being required in new developments.

The MPO is working on updating the ADA Curb Cut Ramps Transition Plan for the metropolitan area. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required although an exception is allowed for ramps constructed during a specific period of time. Please refer to the ADA regulations for further information.

PLANNING FACTORS

The MPO is required to plan and programmed based upon the following identified planning Factors. Since this is required, the MPO has adopted these factors as its goals for its Metropolitan Transportation Plan. The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

Factor 1 - Support the Economic Vitality of the United States:

All projects listed support this factor. Without a well-designed, well-maintained, and well-coordinated transportation system, the economic vitality of the metropolitan area would be in jeopardy. Projects listed are making an improvement to the system in order for the transportation of people and goods to move more efficiently, effectively and safely.

Factor 2 - Increased Safety of the Transportation System for Motorized and Non Motorized Users:

The Bridge project for the Kennedy Bridge is expected to improve a safer crossing for all users. Transportation Alternative funds are being programmed for Safe Routes to School educational and promotional activities for Grand Forks students..

Factor 3 – Increase the Ability of the Transportation System to Support Homeland Security and to Safeguard the Personal Security of all Motorized and Non-Motorized Users:

The Transit system has an annual program of replacing and/or renovating shelters along the bus routes. These projects provide added security for the users of the system.

Factor 4 - Increase in Accessibility and Mobility Options Available to People and Freight:

The proposed Kennedy Bridge major rehabilitation project is expected to provide accommodation for bicyclists and pedestrians whereas currently these two modes are severely underserved by this structure. All street projects included provisions for pedestrian and bicyclists.

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods. The Grand Forks transit service will new routes in middle of 2018 that should provide more direct and frequent routes.

Factor 5 - Protect and Enhance the Environment, Promote Energy Conservation and improvement of the Quality of Life, and Promote Consistency Between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns:

Transit operations are programmed to provide both fixed route and demand

response service. These choices for alternative transportation provide opportunities for energy conservation and improvement to quality of life. Transit fares are prepaid by student government for both UND and NCTC.

Factor 6 - Enhance the Integration and Connectivity of the Transportation System Across and Between Modes for People and Freight:

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. In 2018, several projects are being done to install multi-use trails further advances this Factor.

Transit vehicles have had bike racks installed in the front of the bus. Implementation of this program will continue with each replacement vehicle purchased.

Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. Projects are programmed at key intersections to address both safety and operational items, such as along 32nd Ave S.

Factor 8 - Emphasize the Preservation of the Existing Transportation System:

Several projects programmed in the TIP support this factor. Additionally, the Kennedy Bridge over the Red River is programmed to have work done to it that will preserve the vital crossing for the transportation system. Grand Forks will be reconstructing a portion of N. 42nd Street.

Environmental Justice (EJ):

Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Though the Order was issued in 1994, the spirit of environmental justice dates back at least to Title VI of the 1964 Civil Rights Act. The Federal Highway Administration has identified three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

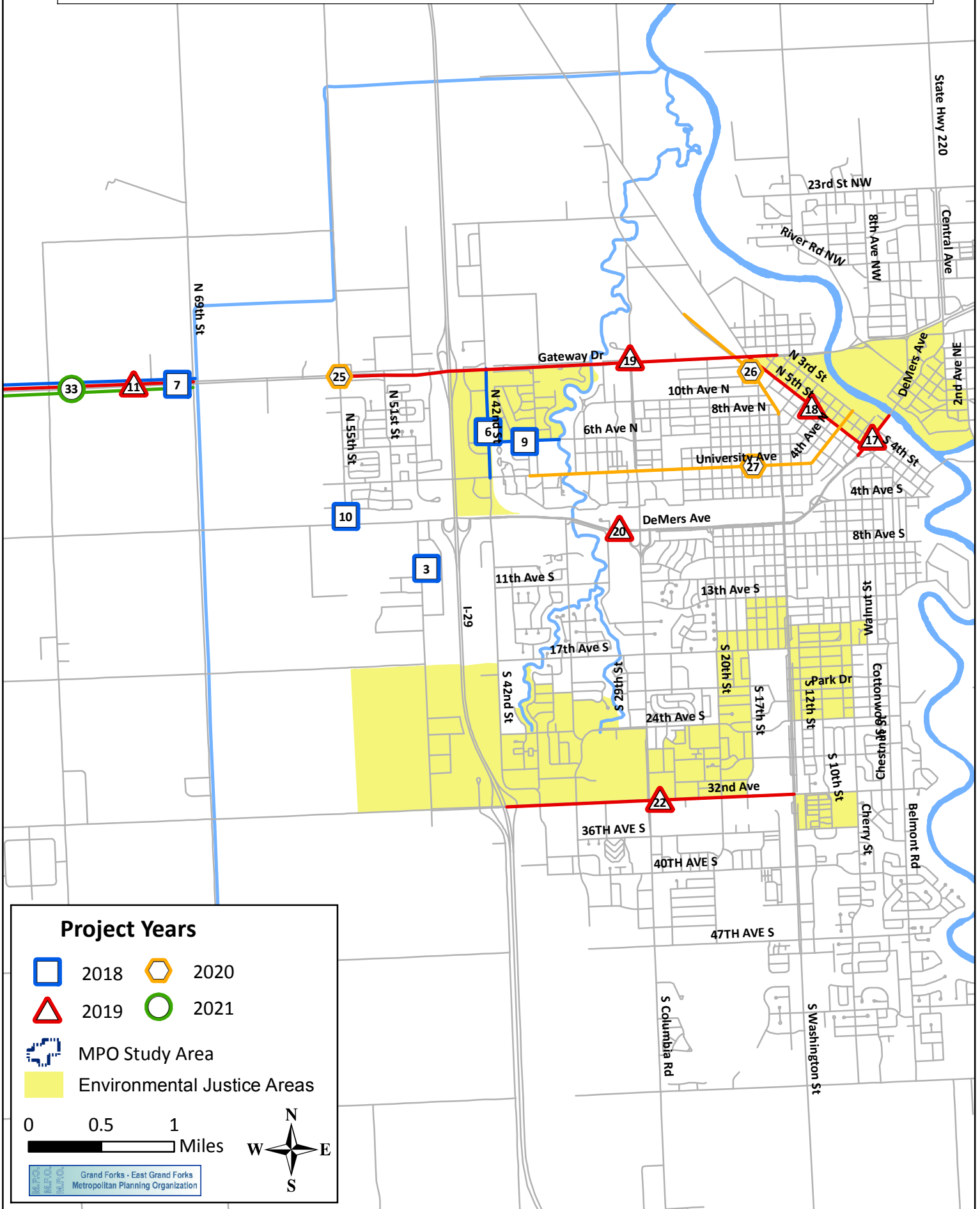
By incorporating these principles into the transportation planning process, the MPO will be able to make better transportation decisions to meet the needs of all people, improve the public involvement process, and improve data collection and monitoring, all of which lead to better design of transportation facilities that fit more harmoniously into communities.

It should be noted here that most TIP projects are construction projects, which do have adverse impacts to the nearby area during the time of construction, such as increased congestion, delays, detours, noise, or dust. It should also be noted that TIP construction projects can result in positive benefits to the traveler (including those who live nearby) such as increased capacity or level-of-service, lower commute times, or increased safety at intersections. For purposes of the EJ analysis in the TIP, the MPO will identify the spatial relationships that exist between projects and minority or low-income populations (MLIPs).

Map 1 displays the locations of the 2018-2021 North Dakota side TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2018-2021 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

2018- 2021 ND Transportation Improvement Program



FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY

GRAND FORKS, NORTH DAKOTA

Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2017-2020 TIP have been committed by the North Dakota Department of Transportation through the North Dakota Urban Systems Program. Similarly, all projects in the first year of the TIP become part of the City budget, and by law must have a committed revenue source.

Funding and programming summaries of funding sources for the Grand Forks area is shown in Table 1. The funding revenues and expenditures are shown in Table 2, The individual project listing shows the actual project cost and funding splits.

Table #1				
North Dakota Side Funding Sources				
(shown in \$1,000)				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$58,097.09	\$39,631.37	\$5,381.13	\$1,422.76	\$11,971.83

The MPO annually compares the total amount of requests with anticipated revenues in addition to giving consideration to long-term commitments. Should requests and/or existing commitments for the first year exceed anticipated revenues, alternative funding sources are programmed or the project is moved back to a later program year.

TABLE #2					
North Dakota Side Finances by Year					
Revenues					
(shown in \$1,000)					
		2018	2019	2020	2021
Transit	Operations	\$3,537.96	\$3,608.72	\$3,680.90	\$3,754.51
Transit	Capital	\$800.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$16,816.00	\$13,650.00	\$5,097.00	\$7,107.00
	TOTAL	\$21,153.96	\$17,273.72	\$8,792.90	\$10,876.51

The TIP utilizes several different funding sources to finance its transportation improvements and maintenance programs. Gasoline taxes are typically used in North Dakota, and in Grand Forks

are designated as the Highway User's Program. The Highway User's Program is used for street maintenance, rehabilitation, and new construction. Highway User's Program funds are supplemented with other funding sources including sales taxes, special assessments, and, to a lessening extent, the City Share Fund. Funding may be used directly or to bond in order to extend the funding revenues.

In 1987, Grand Forks initiated a 1% sales tax. Each year sales taxes have increased from the initial \$1,000,000 to over \$6,000,000. Sales tax distributions are divided among three areas: property tax reduction; capital improvements; and economic development.

Bikeway Funding

Similar to highway funding, bikeway improvements are funded with sale tax monies. The City of Grand Forks uses sale tax to fund both bikeway maintenance and projects. Bikeway maintenance includes the reconstruction of portions of the bikeway, which have deteriorated. New construction is funded either entirely with sales tax or to match other funds such as Entitlement monies. Each year bikeway maintenance is increased to keep up with rising construction and maintenance costs.

Transit Funding

In Grand Forks transit funding is provided from four sources: Urbanized Area Formula Program - Section #5307 Operating Assistance, North Dakota transit assistance, local funding from dedicated property tax revenues mill levies for fixed-route (4.8 mills), and Dial-A-Ride (1 mill) services and fare box revenues.

OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY

For purposes of transportation operations and maintenance (O&M), the financial summary shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways. Federal-aid highways are essentially the streets within the metro area that are state highways. So a very small percentage of the total street system needs to be included in these O&M financial summaries.

Within each City, agreements are in place with the respective agencies that has the responsibility of O&M issues in the respective City. The one significant exception to this is the mileage of the Interstate System in Grand Forks; that remains the responsibility of NDDOT. Since the TIP covers the MPO Study Area versus just the city limits of both Grand Forks and East Grand Forks, this O&M summary has to include information from both State Departments of Transportation. The basic method to calculate the O&M revenues and costs was to determine the pro rata share of federal aid system miles compared to the total miles within the respective area. Neither County in the MPO Study Area has any responsibilities for the federal aid system.

O&M revenues and costs are identified separately from capital costs to demonstrate that operation and maintenance costs of the existing and planned system are identified over the life of the TIP and STIP. O&M costs are typically those costs related to maintaining and operating a facility once it is completed and open to traffic.

GRAND FORKS, NORTH DAKOTA

The City of Grand Forks has a total of approximately 235 centerline miles of streets within its city limits. Of these, approximately 22.5 miles are part of the North Dakota State Highway System. Therefore, roughly 10% of the miles are to be reported.

Due to the previously mentioned agreements in place, the financial information for the O&M comes from the City Budget. The City's Public Works Department – Street Division is the responsible local unit in charged with the street system. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table #5.

The revenue sources are basically from two funds: property taxes and gas tax. Property taxes are the general mill levy that the City places on all taxable property in the City to generate revenue for City services; a portion of these revenues are to fund the services of the Street Division. The gas tax is levied by the State of North Dakota and distributed to local jurisdictions by formula. The City generally funds 25% of the Street Division's budget from its formula receipt state gas tax.

STATE OF NORTH DAKOTA

NDDOT Grand Forks District covers the northeastern corner of North Dakota, which includes the MPO Study Area. The District has a total of approximately 1,831 lane miles of highway

within its boundary. Of these, approximately 66 miles are within the MPO Study Area. Therefore, roughly 3.33% of the miles are to be reported.

The financial information for the O&M comes from the Budget. The percentage of federal aid highways was used as the method to calculate the O&M information for this TIP. This information is shown in Table #5.

The revenue sources are from the state highway tax distribution fund and other state revenue sources as available.

		Table #3					
		Operations and Maintenance Financial Plan					
		Federal Aid System					
		REVENUES		Year	Year	Year	Year
				2018	2019	2020	2021
North Dakota Federal Aid System							
	NDDOT			\$ 514,290	\$ 529,719	\$ 545,610	\$ 561,979
	Grand Forks	total		\$ 536,585	\$ 552,683	\$ 569,263	\$ 586,341
		Mill Levy		\$ 391,760	\$ 403,513	\$ 415,618	\$ 428,087
		Gas Tax		\$ 144,825	\$ 149,170	\$ 153,645	\$ 158,254
		EXPENDITURES		Year	Year	Year	Year
				2018	2019	2020	2021
North Dakota Federal Aid System							
	NDDOT			\$ 514,290	\$ 529,719	\$ 545,610	\$ 561,979
	City of Grand Forks			\$ 536,585	\$ 552,683	\$ 569,263	\$ 586,341

PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT

The Transportation projects listed in the TIP are shown in chart form, and grouped by project location/jurisdiction for the Grand Forks and East Grand Forks areas. North Dakota projects are listed in this document, and Minnesota projects are listed in a separate, Minnesota side only TIP. Projects include all modes and are listed in priority by year. The process to prioritize projects is described in the MPO's TIP Process Manual

A separate section contains Illustrative projects, which are projects that the member jurisdictions would like to complete; however, funding for them has not been identified at this time. If funding does become available for these projects, the TIP will need to be amended before the project can proceed. Additional projects are scheduled by the member jurisdictions but do not appear in this document due to their small size or localized impact. The reader should contact any member jurisdiction for a listing of any additional projects.

All projects are listed in chronological/prioritized order.

The following items are generic to all projects:

Urban Area/Project Number:

Urban Area refers to whether the project is located on the Grand Forks or East Grand Forks side of the river. Project numbers are used primarily for reference and only indicate a project priority within a competing funding source. A lower project number indicates a higher priority project only for projects that compete for the same funds. All projects are listed chronologically, with first year projects considered higher priority than second or third year projects (as further described in the MPO's TIP Process Manual), with the exception of certain ongoing programs such as transit operating assistance. Projects designated as "Entitlement" under "Funding Status" generally do not compete with other projects.

Project Location:

The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares jurisdictional land, the two or three jurisdictions are listed, or the jurisdiction that is taking the lead in the project is listed.

Responsible Agency:

The responsible agency usually initiates the project, requests funding, and processes the paper work necessary for project completion.

Project Description:

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

Estimated Cost and Funding:

The total estimated cost of the described project is listed in this section with anticipated funding agency participation by categories of federal, state, other and local. The listed estimated costs for highway, enhancement, safety, and bridge projects include preliminary engineering, right-of-way, and construction costs for each project.

Funding Sources:

Federal

The federal funding categories indicate the anticipated source of federal revenue. The categories listed below are the current funding categories of FAST:

- Surface Transportation Block Grant Program (STBGP)
- STBGP set-aside known as Transportation Alternatives (TA)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Section 5307 Transit Operating Assistance
- Section 5339 Transit Capital Assistance
- Other - Funding sources not listed above will be identified by their proper name.

Under the North Dakota Urban Program street and highway construction and maintenance funds are distributed according to whether the roadway is classified as part of the statewide regional system or urban system. Urban Program funds are available to cities with populations over 5,000 persons to be spent on federal-aid eligible streets.

Highways designated as part of the state system are classified as either Primary or Secondary roadways. Projects on the Primary System are funded with 80 percent federal and 20 percent state funding. Regional Secondary projects are funded with 80 percent federal, 10 percent state, and 10 percent local funding.

Project Type:

Describes the type of project by the characteristic of the project. For example roadway replacement projects of existing facilities are labeled as "Reconstruction" and new facilities are indicated as "New."

Facility:

The facility is the roadway or route on which the project will be completed.

Classification:

The classification is the functional classification of that roadway or route as defined by the Grand Forks-East Grand Forks Metropolitan Planning Organization.

The definitions of the Functional Classification are as follows:

Interstate

An interstate highway provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct-access to abutting property. An interstate, by design, is a multi-lane highway with grade separations at all crossroads and full control of access. Parking, except for emergencies and no more than 72 hours, within the roadway is prohibited.

Principal Arterial

Principal arterials are roads or streets that provide for expeditious movement of relatively large volumes of traffic between land areas and other arterials. A principal arterial should, by design, provide controlled access to abutting land with intersection spacing limitations. Principal arterials usually are multi-lane divided roadways with no provision for parking.

Minor Arterial

Minor arterials include roads or streets that provide for through-traffic movements between areas to link collectors with other arterials. There is direct access to abutting property, but roadway access is typically controlled by limiting the number of intersections and curb cuts. A minor arterial, by design, usually has two lanes in rural areas, and four or more in urban areas. It is an undivided road with little or no provision for parking within the roadway.

Collectors

Collectors provide for traffic movement between local service roads, other collectors, and arterial roads. Collectors also provide a higher degree of direct access to abutting property than arterials. A collector, by design, is usually a two-lane with parking permitted within the roadway for the older sections of Grand Forks. The newer sections in Grand Forks have parking prohibited.

Local Roads

The primary function of local roads or streets is to provide direct access to abutting property. As such, local streets channel traffic to higher-volume collectors and arterials. Typical design usually consists of a two-lane road with parking permitted as signed.

Funding Status:

Funding Status indicates whether a project is funded in part with federal funds or entirely with local funds. For projects partially funded with federal dollars, a "Discretionary" or "Entitlement" designation is indicated.

Discretionary funding identifies those federal projects with funding that requires prioritization and prior approval by a primary review agency. This would include projects funded with any type of federal funding distributed on a competitive basis, such as projects in North Dakota on the National Highway System, the North Dakota Primary or Regional State Highway Systems.

Entitlement funding refers to projects eligible for funding under the North Dakota Urban Roads Program (URP). Under URP, urban cities are given the principal responsibility to select and prioritize projects. Each receives a targeted amount of federal funding on an annual basis.

Staging:

The staging section depicts the latest estimate for work toward a project's completion. The stages are listed as: Preliminary Engineering (PE); which includes the post-planning, pre-construction engineering work on the project; right-of-way (R.O.W.), which is the arrangement for and purchase of land/or building for the construction of a roadway; and Construction (Const.) which is the actual carrying out of the project.

The following are relevant to Fixed-route or Dial-A-Ride transit services or projects:

Project Type:

Project Type differentiates between Fixed-route, Senior Service and Dial-A-Ride (paratransit) service.

Funding Status:

Funding Status indicates whether a project which is funded in part with federal funds or entirely with local funds. For projects partially funded with federal dollars, a "Discretionary" or "Entitlement" designation is indicated.

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307 and #5309.

Transit entitlement funding refers to services or projects eligible under the Section #5307 Program. Urban areas receive Section #5307 funds annually from the Federal Transit

Administration to provide fixed-route and paratransit services. These funds are distributed on a formula basis and do not directly compete with other projects.

Staging:

The project type states whether it is a capital or operating assistance project.

GRAND FORKS PROJECT LISTINGS

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
										2018	2019	2020	2021				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
	FUNDING SOURCE																
	Grand Forks #1 No PCN	Grand Forks			NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2018 to December 31, 2018 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other										
Grand Forks		Operations															
Fixed-Route Transit Service		Entitlement															
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
					3,537.96	1,134.21	258.18	345.20	1,800.37		3,537.96						
					FTA 5307 (50/50)					TOTAL	3,537.96						
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:													
	Grand Forks	Capital															
	Fixed-Route Transit Service	Entitlement															
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
					15.00	12.00	0.00	0.00	3.00		15.00						
					FTA 5307 (80/20)					TOTAL	15.00						
					REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.												

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES		
	RESPONSIBLE AGENCY	CLASSIFICATION							2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									Capital				
									P.E.				
									R.O.W.				
									CONSTR.				
									TOTAL				
Grand Forks #3 No PCN	Grand Forks	NA	various updates to facilities at the "Bus Barn"	REMARKS:									
	Grand Forks	Operating							Operations				
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				585.00	463.00			122.00	CONSTR.				
									FTA #5339 Capital	TOTAL	585.00		
Grand Forks #4 No PCN	Grand Forks	NA	Purchase two demand response vehicle one mini-van one 15 passenger van	REMARKS:									
	Grand Forks	Operating							Operations				
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				107.00	85.60		0.00	21.40	CONSTR.				
									FTA #5310	TOTAL	107.00		
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:									
	Grand Forks	Operating		Awarded July 1, 2016									
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				93.00	74.00			19.00	CONSTR.				
									FTA #5310	TOTAL	93.00		

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
										2018	2019	2020	2021		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL	TOTAL	TOTAL	
	PROJECT TYPE	FUNDING STATUS							Capital						P.E.
Grand Forks #6 PCN	Grand Forks	N. 42nd St	reconstruction of N. 42nd St between University Ave and Gateway Drive.	REMARKS:											
	Grand Forks	Minor Arterial													
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
				7,205.00	4,880.00			2,325.00			7,205.00				
				Urban Local Roads Program					TOTAL	7,205.00					
Grand Forks #7 PCN ??	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Funding is pending for FY2018/Construction is FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691											
	NDDOT	Principal Arterial													
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
				9,069.00	7,340.00	1,729.00		0.00			9,069.00				
				Urban Regional Primary Roads Program					TOTAL	9,069.00					
Grand Forks #8 PCN	Grand Forks	varies	This project involves replacement of school signs various location in the City												
	NDDOT	varies													
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
				46.00	41.00	5.00	0.00	0.00			46.00				
				Highway Safety Improvement Program					TOTAL	46.00					

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
										2018	2019	2020	2021	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Capital					
										P.E.				
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #9 PCN	Grand Forks	6th Ave N	construct a shared use path along the northerly side of 6th Ave N between English Coulee and N. 40th St	REMARKS:										
	Grand Forks	Collector												
	Transportation Alts	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				234.00	180.00			54.00	CONSTR.	234.00				
				Transportation Alternatives Program					TOTAL	234.00				
Grand Forks #10 PCN	Grand Forks	6th Ave N	construction of a shared use path along N. 55th st along the easterly side between University Ave and W. Lanark Dr	REMARKS: Originally to be done in 2017, delayed to 2018										
	Grand Forks	Collector												
	Transportation Alts	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				262.00	172.00			90.00	CONSTR.	262.00				
									TOTAL	262.00				
Grand Forks #11 PCN 22029	Grand Forks	US 2	Replace internal equipment inside the cabinet for the traffic signal located at intersection of Airport Dr. and US 2	REMARKS: Work will be done in 2018										
	NDDOT	Principal Arterial		Amended into TIP December 2017										
	Preservation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				60.00	48.00	12.00	0.00	0.00	CONSTR.	60.00				
				NHPPP Rural Program					TOTAL	60.00				

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				FUNDING SOURCE					TOTAL						
Grand Forks #17 PCN ???	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and 6th Str. REMARKS: STIP has project separated into two projects US Bus 2 at \$3,290,000 ND 297 at \$1,000,000												
	NDDOT	Principal Arterial							Operations						
	Reconstruction	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				4,290.00	3,280.00	410.00		600.00	R.O.W.						
				Urban Regional Secondary Roads Program					CONSTR.		4,290.00				
									TOTAL		4,290.00				
Grand Forks #18 No PCN	Grand Forks	N. 5th At.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave. REMARKS:												
	NDDOT	Minor Arterial							Operations						
	Minor Rehabilitation	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				1,110.00	888.00	111.00		111.00	R.O.W.						
				Urban Regional Secondary Roads Program					CONSTR.		1,110.00				
									TOTAL		1,110.00				
Grand Forks #19 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr. REMARKS:												
	Grand Forks	Principal Arterial							Operations						
	Safety	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				125.00	113.00	6.00		6.00	R.O.W.						
				Highway Safety Improvement Program					CONSTR.		125.00				
									TOTAL		125.00				

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
										Capital					
									P.E.						
									R.O.W.						
									CONSTR.						
									TOTAL						
Grand Forks #20 PCN	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with 30th St or Columbia Road west ramp	REMARKS:											
	NDDOT	Principal Arterial													
	ITS	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					600.00	480.00	60.00		60.00	CONSTR.		600.00			
									Urban Regional Secondary Roads Program		TOTAL		600.00		
Grand Forks #21 PCN	Grand Forks	varies	Safety projects on various corridors to install backplates and leading pedestrian timing	REMARKS:											
	Grand Forks	varies													
	Safety	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					152.00	137.00			15.00	CONSTR.		152.00			
									Highway safety Improvement Program		TOTAL		152.00		
Grand Forks #22 PCN	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:											
	Grand Forks	Principal Arterial													
	Safety	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					7,373.00	6,635.00	369.00		369.00	CONSTR.		7,373.00			
											TOTAL		7,373.00		

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
FUNDING SOURCE									TOTAL					
Grand Forks #25 PCN	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.	REMARKS:										
	NDDOT	Principal Arterial												
	ITS	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				600.00	480.00	120.00			CONSTR.			600.00		
				Urban Regional Primary Roads Program					TOTAL			600.00		
Grand Forks #26 PCN	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge										
	NDDOT	Minor Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				1,424.00	1,139.00	152.00		133.00	CONSTR.			1,424.00		
									TOTAL			1,424.00		
Grand Forks #27 PCN ??	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.	REMARKS:										
	Grand Forks	Minor Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				3,073.00	2,459.00			614.00	CONSTR.			3,073.00		
									TOTAL			3,073.00		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2018	2019	2020	2021	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	FUTURE EXPENDITURES			
	PROJECT TYPE	FUNDING STATUS			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	2018	2019	2020	2021
				FUNDING SOURCE					P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #31 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other										
	Grand Forks	Operations							Operations				3,754.51	
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				3,754.51	1,203.63	273.99	366.32	1,910.57	R.O.W.					
				FTA 5307 (50/50)					CONSTR.					
									TOTAL					
Grand Forks #32 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations				NA	
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				15.00	12.00	0.00	0.00	3.00	R.O.W.					
				FTA 5307 (80/20)					CONSTR.					
									TOTAL					
				REMARKS: A future #5310 project application is not shown at this time										
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

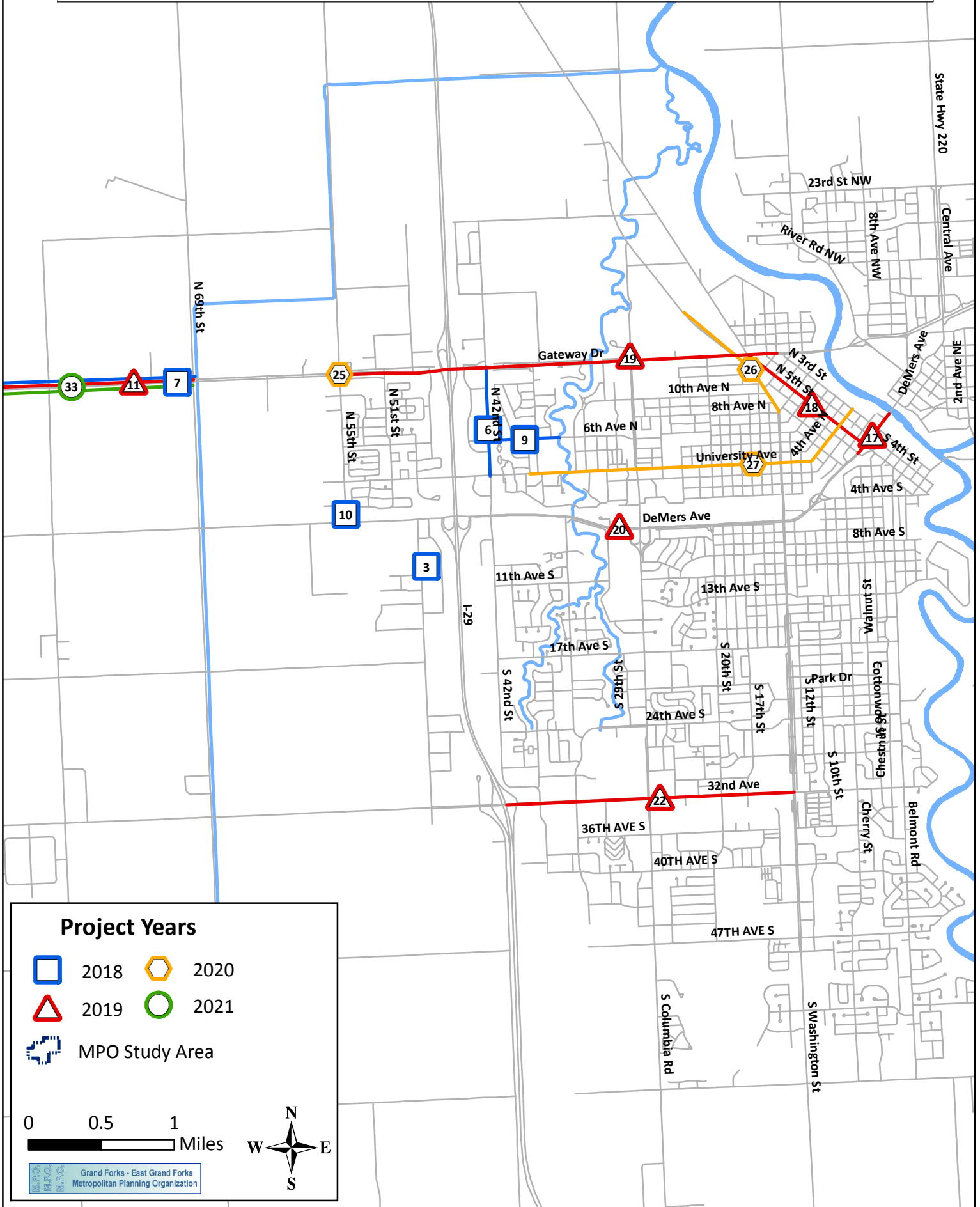
GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT FUTURE EXPENDITURES						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2018	2019	2020	2021			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	FUNDING SOURCE					Operations							
				TOTAL					Capital							
				TOTAL					P.E.							
							R.O.W.									
							CONSTR.									
							TOTAL									
Grand Forks #33 PCN	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Works is on eastbound lane	REMARKS: Eastern three miles in the MPO Study Area Amount in the MPO Study area is 1,776,750 with federal amount of \$1,421,400.												
	NDDOT	Principal Arterial		TOTAL					Operations							
	Reconstruction	Discretionary		7,107.00 6,062.00 1,355.00 0.00					Capital							
							Urban Regional Primary Roads Program					P.E.				
												R.O.W.				
												CONSTR.			7,107.00	
												TOTAL			7,107.00	
			Grand Forks Totals													
												Operations	3,537.96	3,608.72	3,680.90	3,754.51
												Capital	800.00	15.00	15.00	15.00
												P.E.	0.00	0.00	0.00	0.00
							TOTAL					R.O.W.	0.00	0.00	0.00	0.00
							58,097.09 39,631.37 5,381.13 1,422.76 11,971.83					CONSTR.	16,876.00	13,650.00	5,097.00	7,107.00
												TOTAL	21,213.96	17,273.72	8,792.90	10,876.51

2018- 2021 ND Transportation Improvement Program



ILLUSTRATIVE PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Illustrative Projects

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT			
										0			
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	Operations	Capital	P.E.	R.O.W.	CONSTR.				
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	TOTAL				
Grand Forks #1 No PCN	Grand Forks	NA	An application for funds to rehabilitate the CAT Bus Maintenance facility has been submitted. If awarded, funds would be used to update utilities and bring the facility to full compliance with ADA. A small addition would be included.	REMARKS: Competing nationwide for funding. If awarded the TIP would need to be amended to remove from the Illustrative Listings to the Programed Listings									
	Grand Forks	Operations							Operations	Capital	P.E.	R.O.W.	
	Fixed-Route Transit Service	Entitlement							TOTAL	FEDERAL	STATE	OTHER	LOCAL
								TOTAL					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.			
								TOTAL					

APPENDIX I
FY2017 Project Status
And
Obligations

FY 2017 PROJECT STATUS SUMMARY

The following is a general status report of North Dakota side 2017 projects listed in the 2017 to 2020 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

The MPO is not aware of any other project undertaken in our Study Area that used federal transportation funds.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2017			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									R.O.W.				
				FUNDING SOURCE					TOTAL				
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2017 to December 31, 2017 (costs for fixed-route service are estimates). Excludes FTA Programs 5339 and 5310	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$250,000 East Grand Forks contract payment is shown as other									
	Grand Forks	Operations		OBLIGATED	2,892.00	1,050.00	228.00		1,275.00	Operations	3,468.59		Fixed route fares collected will be \$201,050. This project is moving forward.
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA		
					3,468.59	1,111.97	253.12	338.43	1,765.07	R.O.W.	NA		
			FTA 5307					(50/50)	TOTAL	3,468.59			
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:									
	Grand Forks	Capital		OBLIGATED	13.00	10.00			3.00	Operations	NA		These funds will be added with funds from previous year to replace video camera system at maintenance facility that is 10 years old.
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA		
					12.89	10.32	0.00	0.00	2.58	R.O.W.	NA		
			FTA 5307					(80/20)	TOTAL	12.89			
				REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL						
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	2017				
				FUNDING SOURCE					Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.				
									CONSTR.					
									TOTAL					
Grand Forks #3	Grand Forks	NA	2 fixed route bus replacement 1 will be an Airboc Brand the other a Gillig	REMARKS: Anticipated request for FTA #5339 funds										
No PCN	Grand Forks	Operating		OBLIGATED	595.00	476.00			119.00	Operations				
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	520.00	Awaiting contract for large and small bus purchase		
				520.00	416.00			104.00	P.E.					
				FTA #5339 Capital					TOTAL	520.00				
Grand Forks #4	Grand Forks	NA	Purchase two demand response vehicle	REMARKS: Applied for funding One vehicle for Valley memorial Two vehicles for CAT Awarded July 1, 2016										
No PCN	Grand Forks	Operating		OBLIGATED	80.00	64.00			16.00	Operations		This project closed and funds spent on replacement vehicles.		
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	79.50			
				79.50	63.60		0.00	15.90	P.E.					
				FTA #5310					TOTAL	79.50				
Grand Forks #5	Grand Forks	NA	continue funding for the mobility manager position	REMARKS: Awarded July 1, 2016										
No PCN	Grand Forks	Operating		OBLIGATED	83.00	67.00			17.00	Operations		These funds spent and continues forward in the future.		
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	83.32			
				83.32	66.65			16.67	P.E.					
				FTA #5310					TOTAL	83.32				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2017			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
				FUNDING SOURCE					CONSTR.				
Grand Forks #6 PCN	Grand Forks	University Ave	NDDOT has done some scoping of the deck of the Univeristy Overpass of I-29 deck and determined that a minor rehabilitation work of a deck overlay be done The intent now is to addres only the driving lanes OBLIGATED	REMARKS: The City is initiating a public art plan and may seek adding an element of public art to this project									
	NDDOT	Minor Arterial		\$ 928,748.98	\$ 835,874.08	\$ 92,874.90	\$ -	\$ -					Project bid April 21, 2017. Total cost includes three structures along I-29, isolation of University Ave structure is not feasible. Project complete
	Minor Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			250.00	202.33	47.67	0.00	0.00	CONSTR.	250.00				
				Urban-Regional-Primary Program Rural State Program					TOTAL	250.00			
Grand Forks #7 PCN ??	Grand Forks	Intersection	This project will make an intersection improvement at a specific intersection that will be identified at a future date. Its location will be identified when the programmed year is one or two years away OBLIGATED	REMARKS: The intersection will be S. Washington and 44th Ave S Install traffic signals									
	Grand Forks	varies		\$ 1,238,089.60	\$ 1,000,000.00	\$ -	\$ -	\$ 238,089.60				Project bid October 13, 2017. Construction in 2018	
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			880.00	640.00			240.00	CONSTR.	880.00				
				Urban Local Roads Program					TOTAL	880.00			
Grand Forks #8 PCN	Grand Forks	Columbia Rd	This converts a rural, 2 lane asphalt road into a 5 lane, curb and gutter concrete roadway including a traffic signal at 47th Ave S. The project limits is between 40th Ave S and 47th Ave S on Columbia Road OBLIGATED										
	Grand Forks	Principal Arterial		\$ 5,467,458.04	\$ 3,920,000.00	\$ -	\$ -	\$ 1,547,458.04				Project bid December 16, 2016. Construction complete	
	New Construcion	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			5,200.00	3,920.00			1,280.00	CONSTR.	5,200.00				
				Urban Local Roads Program					TOTAL	5,200.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Project Status		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL					
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	FUNDING SOURCE					Operations	2017			
	PROJECT TYPE			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital				
									P.E.				
									R.O.W.				
									CONSTR.				
									TOTAL				
Grand Forks #9 PCN	Grand Forks	Kennedy Bridge	This project involves rehabbing the Kennedy Bridge	REMARKS: Total is for the whole project ND funding in 2016 Other is MnDOT share; see MN Area listing for breakdown of funding sources, MN is funding FY2017									This project is FY 2016, so the numbers reflect that year. Two year project continues into 2018
	NDDOT	Principle Arterial		OBLIGATED	\$ 19,053,179.18	\$ 6,948,263.74	\$ 1,637,259.23	\$ 10,467,656.21	\$ -				
	Bridge Replacement	Discretionary		TOTAL	19800	0.00	0.00	9900	0.00				
				Bridge Program									
Grand Forks #10 PCN	Grand Forks	Intersection	Install pedestrian countdown heads at various intersections with traffic signals	REMARKS:									Procurement project, no bid.
Grand Forks	varies	OBLIGATED		\$ 66,635.00	\$ 59,971.50	\$ 4,440.75	\$ -	\$ 2,222.75					
Safety	Discretionary	TOTAL		128.00	116.00	6.00		6.00					
		Highway Safety Improvement Program											
Grand Forks #11 PCN	Grand Forks	Intersection	Install additional turn lanes at the intersection of S. Columbia Road and 17th Ave S.	REMARKS:									Project bid October 13, 2017. Construction in 2018
Grand Forks	varies	OBLIGATED		\$ 654,475.25	\$ 589,027.73	\$ -	\$ -	\$ 65,447.52					
Safety	Discretionary	TOTAL		596.60	536.94	0.00		59.66					
		Highway Safety Improvement Program											

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status	
				AND SOURCE OF FUNDING								
				TOTAL	FEDERAL	STATE	OTHER	LOCAL				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations	2017	
										Capital		
										P.E.		
										R.O.W.		
					CONSTR.							
					TOTAL							
Grand Forks #12	Grand Forks	DeMers Ave	This project will construct a new multi-use trail along the southside of DeMers Ave between S. 42nd St and S. 48th St.	OBLIGATED	REMARKS: Funded in 2016; construction 2017 at \$809,000							Project bid November 18, 2016. Construction complete
PCN	Grand Forks	Principal Arterial			\$ 373,046.08	\$ 290,000.00	\$ -	\$ -	\$ 83,046.08	Operations		
	New Construction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
					0.00	0.00			P.E.			
					Transportation Alternative Program					R.O.W.		
										CONSTR.	0.00	
										TOTAL	0.00	
Grand Forks #13	Grand Forks	I-29	NDDOT is completing preventative maintenance of the high mast lighting structures including luminare replacement, lowering harness upgrades selective pole replacements	OBLIGATED	REMARKS: This project is a region-wide project in the Grand Forks Fargo and Valley City Districts Amount shown is for the MPO area only							Project bid February 3, 2017. Total cost includes all high mast locations in Grand Forks, Fargo and Valley City Districts. Project complete
	NDDOT	Interstate			\$ 3,898,025.56	\$ 3,501,073.48	\$ 396,952.08	\$ -	\$ -	Operations		
	Maintenance	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
					239.10	215.00	24.00	0.00	P.E.			
					Interstate Maintnance Program					R.O.W.		
										CONSTR.	239.10	
										TOTAL	239.10	
Grand Forks #14	Grand Forks	N. 55th St	This project will construct a new multi-use trail along the eastside of N. 55th St between University Ave and DeMers Ave	OBLIGATED	REMARKS:							Project bid October 13, 2017. Construction in 2018
	Grand Forks	Minor Arterial			\$ 144,578.50	\$ 117,007.38	\$ -	\$ -	\$ 27,571.12	Operations		
	New Construction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
					262.00	171.71		90.29	P.E.			
										R.O.W.		
										CONSTR.	262.00	
										TOTAL	262.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Project Status		
										2017			
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
		PROJECT TYPE		FUNDING STATUS						Capital			
Grand Forks #12a PCN	Grand Forks	GF Co. #6	This project will complete a mill and overlay on the segment of GF Co. #6 (Merrifield Road) between GF Co #17 and GF Co. #5 One of six projects being done on GF County Highways	REMARKS: Awarded federal funding late in 2016 Federal funds include advanced construction with payback scheduled annually for 3.5 years Approximately \$50,500 per year is this projects annual share Amended on January 21, 2017									
	Grand Forks County	County Major Collector		OBLIGATED \$ 3,842,449.83 \$ 3,080,452.59 \$ - \$ - \$ 761,997.24									Project bid March 17, 2017. Total cost includes all County segments for the project. Project complete
		New Construction	Discretionary	Total of six projects is \$4.39M with federal \$3.1M	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					510.00	408.00			102.00	CONSTR.	510.00		
				County Roads Program					TOTAL	510.00			
			Intentionally left blank	REMARKS:									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			Intentionally left blank	REMARKS:									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
									CONSTR.				
									TOTAL				

APPENDIX II

GF/EGF MPO

SELF-CERTIFICATION

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Grand Forks – East Grand Forks
Metropolitan Planning
Organization

North Dakota Department
of Transportation

Signature

Signature

Title

Title

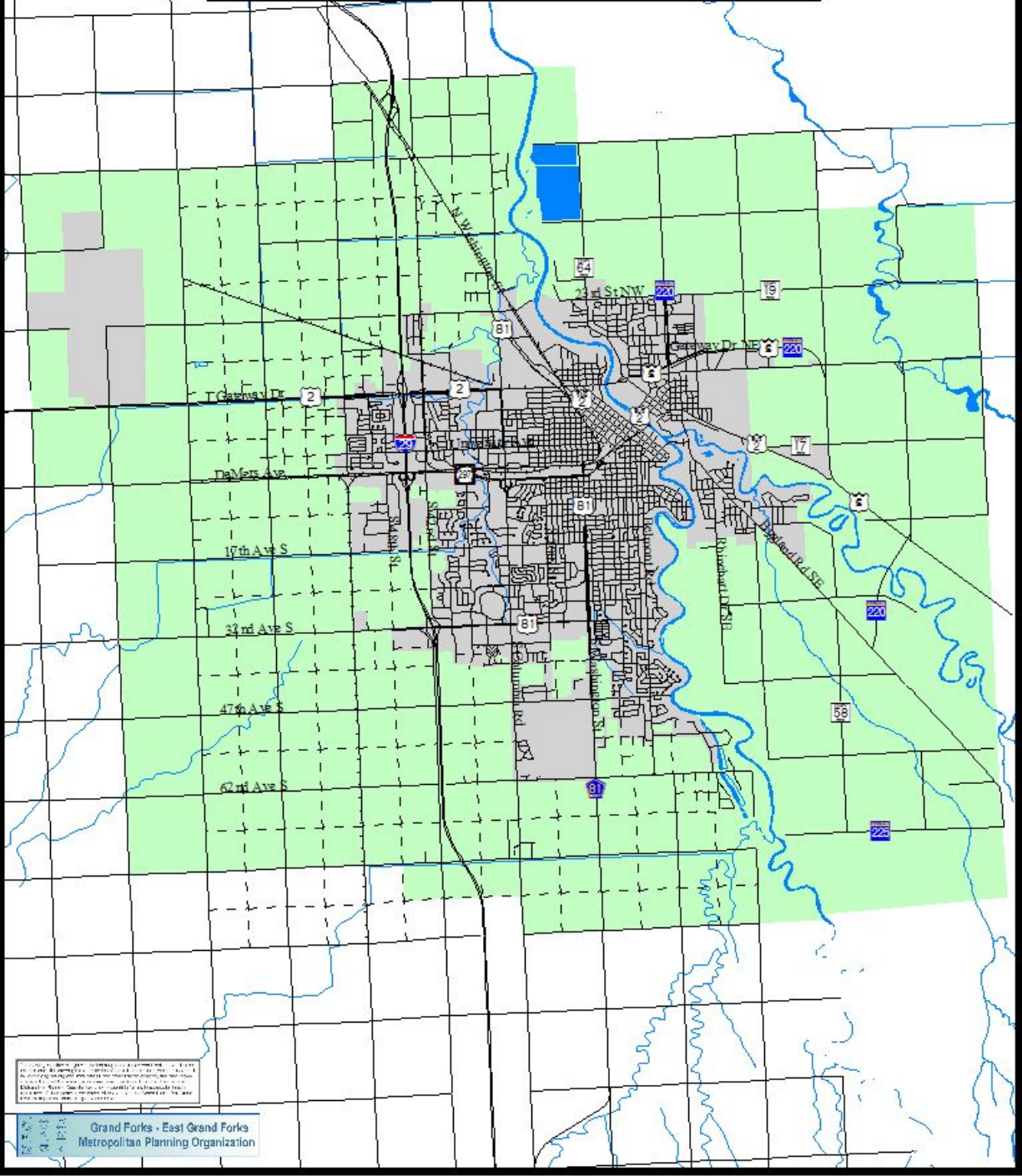
Date

Date

APPENDIX III

**GF/EGF MPO AREA
MAP**

Grand Forks - East Grand Forks MPO Study Area



Map prepared by Grand Forks - East Grand Forks Metropolitan Planning Organization. All rights reserved. No part of this map may be reproduced without the written permission of the Grand Forks - East Grand Forks Metropolitan Planning Organization.

Grand Forks - East Grand Forks
Metropolitan Planning Organization

APPENDIX IV

PUBLIC PARTICIPATION

Each year, during the preparation of the T.I.P., the MPO begins the T.I.P. preparation process by soliciting transportation projects from the Cities of Grand Forks and East Grand Forks; Grand Forks and Polk Counties; the North Dakota and Minnesota Departments of Transportation; and other transportation agencies and providers by written notification.

The two local transit operators and the MPO have agreed, as allowed by FTA, to have the required transit Program of Projects (P.O.P) be incorporated into the MPO T.I.P. Therefore, no separate P.O.P. document is published. The public notices clearly indicated that the P.O.P. is included in the T.I.P.

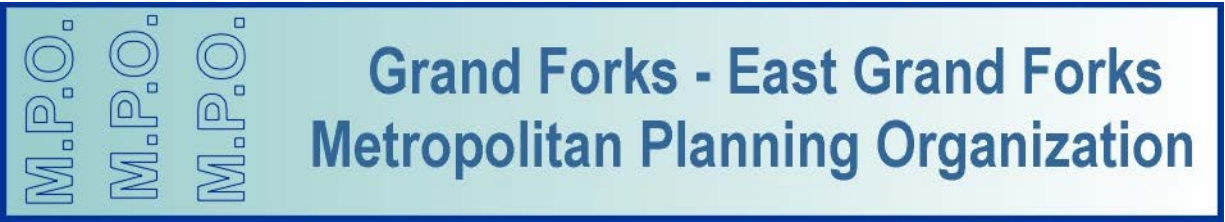
Public meetings were held at various times and dates to invite the public to nominate projects for consideration for funding. Because each state has developed separate timelines for project submission, project nomination meetings begin as early as September, and continue through January. During this time, public meetings are announced and held to allow the public to comment upon the list of projects being submitted for funding consideration.

In December and January, separate public meetings were conducted to allow the public to comment upon the list of projects being proposed for the traditional street and highway funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration of funding. The MPO also approved the listed projects as being consistent with the MPO's Long Range Transportation Plan.

Furthermore, no public hearing was held to receive comments on a draft list of transportation improvement projects for 2018-2021 for the North Dakota side. Rather, NDDOT published a draft STIP prior to receiving draft TIPs from the three ND MPOs.

The public hearing was scheduled for December 13, 2017, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on December 20, 2017.

Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing. A copy of the notice is attached at the end of this Appendix. In addition, the final T.I.P. documents were posted on the MPO website prior to the public hearing date. A copy of the website showing the final T.I.P. document's availability is attached at the end of this Appendix.



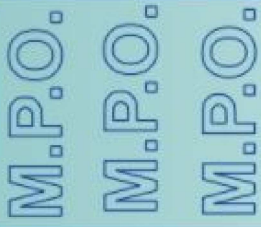
PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final MPO 2018 to 2021 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on December 13th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The final TIP lists all transportation improvement projects programmed to be completed between the years of 2018 to 2021 on the North Dakota side of the Red River. A separate draft for the Minnesota side was done in August and is available on the MPO website. A copy of the final TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the final TIP can be submitted to either MPO Office until noon on December 13th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.



Grand Forks - East Grand Forks Metropolitan Planning Organization

- PROJECTS/PLANS/REPORTS TITLE VI/ADA PROGRAM PLAN/FORMS/POLICIES, REPORTS, AND GUIDELINES
- BOARDS AND COMMITTEES TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS/PACKETS
- FINANCE COMMITTEE MEETING AGENDAS/PACKETS MPO EXECUTIVE POLICY BOARD MEETING AGENDAS/PACKETS
- EAST GRAND FORKS POPULATION ESTIMATES GRAND FORKS POPULATION ESTIMATE ABOUT THE MPO
- CONTACT US MINUTES MPO STAFF JOB OPPORTUNITIES/INTERNSHIPS

PROJECTS/PLANS/REPORTS



- **NEW** [2045 STREET/HIGHWAY ELEMENT](#)
 - 2045 Street/Highway Element Open House

- **NEW** [DRAFT FINAL 2018-2021 NORTH DAKOTA SIDE T.I.P.](#)
 - Public Hearing Notice – December 13, 2017

- **NEW** [FINAL 2018-2021 MINNESOTA SIDE T.I.P.](#)
 - Public Hearing Notice – August 9, 2017



MPO Staff Report
Technical Advisory Committee: December 11th, 2017
MPO Executive Board: December 20th, 2017

RECOMMENDED ACTION: Consider TA Candidate Projects for the FY2019-2022 TIP as Being Consistent with the Long Range Transportation Plan and Give Priority Ranking

Matter of the Submission of Transportation Alternatives Application, FY 2019

BACKGROUND:

Established by the U.S. Department of Transportation (*USDOT*), the Transportation Alternatives Program (*TAP*) is a federal funding program which guides the growth and development of the country's vital transportation infrastructure. Projects eligible for funding include those activities defined as "*transportation alternatives*." Transportation Alternatives eligible projects for funding include infrastructure and non-infrastructure projects.

The program makes funds available for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm-water and habitat connectivity. The program assists transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

The Transportation Alternatives is a competitive program. TA projects will utilize Federal Funds for construction of eligible items at a participation rate of 80% with a 20% local share. Maximum federal participation amount is \$290,000 per project for North Dakota. While many agencies can prepare applications, all candidate projects must be submitted by the City of Grand Forks to the Grand Forks – East Grand Forks Metropolitan Planning Organization.

ANALYSIS AND FINDINGS OF FACT:

The City of Grand Forks is submitting the following four bicycle and pedestrian related projects for consideration in their priority order as shown. In addition, the submission of these projects counts on the support of local agencies and groups such as Safe Kids ND, Greenway Bicycle, Pedestrian and Greenway Advisory Committee, Grand Forks School District and the Red River High School. The City of Grand Forks is the Official Sponsoring Agency.

Priority Rank	Segment	From	To	Length	Estimated Cost	Fed \$
1 st	17 th Avenue South	S25th Street	S20th Street	1,600	\$ 353,000	\$283,000
2 nd	University Avenue	Mobile Home Park Entrance	S 20 th Street	1,850	\$ 421,000	\$290,000
3 rd	47 th Avenue South	S Columbia Road	S 20 th Street	2,890	\$ 381,000	\$290,000
4 th	S Columbia Road	40 th Avenue S	47 th Avenue S	2,450	\$ 459,000	\$290,000

The cost estimates shown are those that appear in the answer to application #8. It should be noted that these are FY2020 estimates even though the application instructions specified projects are for FY2019. Although the federal participation rate is typically 80% of costs, there is the cap of \$290,000; therefore, the above table reflects the cap.

Prior to submission, projects were assessed for safety and liability, financial considerations (*demonstrated commitment to maintenance*) and public support (*Safe Kids, School District, Red River High School, Bicycle and Advisory Committee and Greenway Advisory Committee*).

In addition, the proposed projects were scored for ranking on a 7-factors scale which includes:

FACTORS ITEMS INCLUDED IN SCORING SHEET		
1. Accessibility and Mobility	2. Environmental/Energy/Quality of Life	3. Integration and Connectivity
4. Efficient System Management	5. System Preservation	6. Safety
7. Local/Regional Factors		

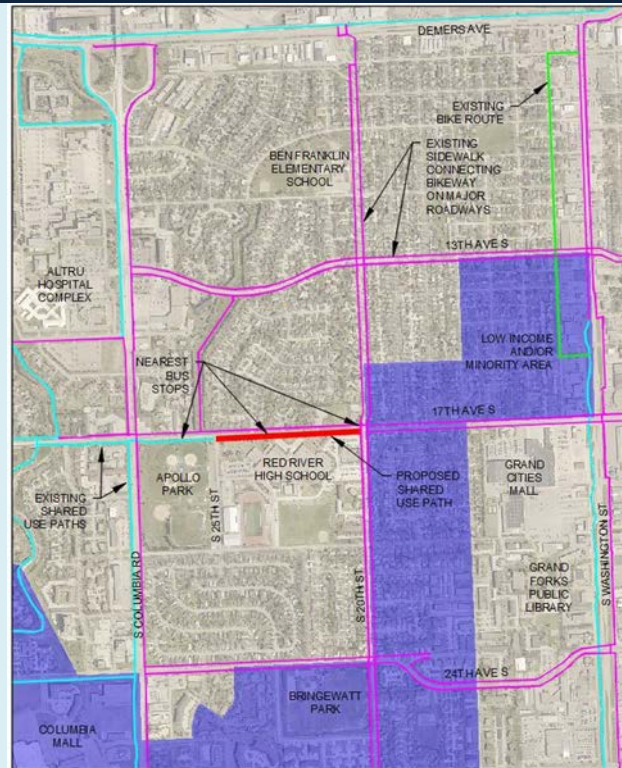
Project selection is competitive.

Although information highlighting merits and benefits of all proposed projects; the Figures 1-2 provide the surrounding context encompassing the two highest ranked proposed projects. Since it is highly unlikely to have the last two projects be favorably reviewed given the costs of the first projects, the focus of MPO review has been on the first two applications as prioritized by Grand Forks.

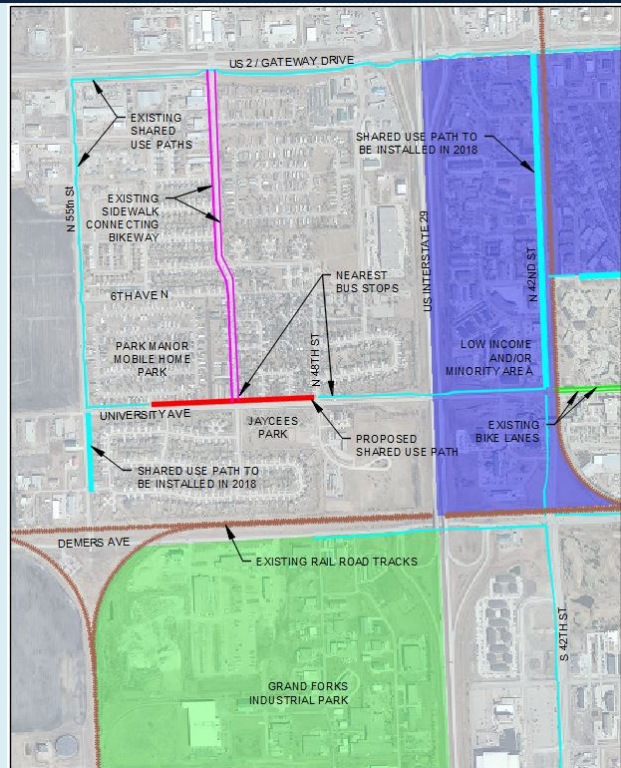
Figures 1-2 also illustrate important motorized and non-motorized trip generators and trip destinations in proximity to the proposed projects (Top 1-2): Elementary and High Schools, Sport Complexes, Neighborhood Parks and Employment Centers.

All of the projects benefit a large segment of low income & minority population and "*transportation disadvantaged*" segment such as children, elderly, low income, or disabled residents

**(Top 1st & 2nd) Proposed Projects
FY-2019 City of Grand Forks Application
for Transportation Alternatives Program**



(Fig. 1) 1st Shared Use Path
17th Avenue South S25th Street S20th Street



(Fig. 2) 2nd Shared Use Path
University Avenue Mobile Home Park Entrance S 20th Street

BENEFITS

In the period ranging from 2013-2016 about 6.3 miles of *Shared Use Paths* were built in the Grand Forks Area. Construction of Shared Use Paths has contributed to the expansion of the bicycle system and pedestrian network in Grand Forks. It has also benefitted the sister community of East Grand Forks by providing network completeness and improving direct access to common community destinations.

Multi-use paths are paved pathways that accommodate both cyclists and pedestrians. Multi-use paths — or shared use trails — are bicycle and pedestrian facilities dedicated to transportation and recreation and are physically separated from street and roadways by barriers or buffers. Shared use paths are generally located adjacent to roadways, waterways, or abandoned railroads. They are also often used to access open space and parks.

Every project is unique and in addition to providing improved bicycle and pedestrian facilities, helping to close gaps in the bicycle and pedestrian system, and improving connectivity, the proposed projects – if successful- will afford direct access and serve a particular connectivity challenges including:

1st Shared Use Path **17th Avenue South S25th Street S20th Street**

- Provides a safer walking and bicycling environment for school children transportation disadvantaged individuals, commuters, and recreational users.

The location of the proposed shared use path is immediately in front of Red River High School and Apollo Park and connects to the nearby low income and/or minority population. It will extend a shared use path eastward; this existing path was funded with Transportation Enhancement (predecessor to current TA) and originally was intended to cover this segment being included in this application. Funding prevented the installation.

2nd Shared Use Path **University Avenue Mobile Home Park Entrance S 20th St.**

- Provides the final connection between the shared use path, and facilitates completion of a shared use path loop
- Creates a safer walking and bicycling environment for school children, commuters and recreational users

Individuals living in the surrounding area who are transportation disadvantaged are restricted to either riding or walking on the street or on the sidewalk. University Ave provides one of the few locations where pedestrians and bicyclists can cross I-29. Previous TE funds were also used to construct the shared use trail that this application will connect.

3rd Shared Use Path **47th Avenue South S Columbia Road S 20th Street**

- Provides the first phase of bicycle and pedestrian accommodations to the intersection of S Columbia Rd and 47th Ave S.
- Creates a safer walking and bicycling environment for school children, commuters and recreational users.

4th Shared Use Path **S Columbia Road 40th Avenue S 47th Avenue S**

- Provides the first phase of bicycle and pedestrian accommodation at the intersection of S Columbia Rd and 47th Ave S.
- Creates a safer walking and bicycling environment for school children, commuters and recreational users

Each project has been developed in accordance to the Goals and Objectives outlined in the adopted Bicycle and Pedestrian Element of the 2040 Long Range Transportation Plan. The corresponding scoring sheets for Project 1 & 2 reveal the following highlights:

Project 1: (Shared Use Path) 17th Avenue South S25th Street S20th Street;

- Enhances accessibility and mobility for non-motorized users.
- Addresses Environmental Justice (EJ) analysis process
- Decreases fuel consumption
- Maximizes direct travel trips between major generators
- Enhances safe route to school route
- Improves the integration/connectivity of whole transportation system

Project 2: (Shared Use Path) University Avenue Mobile Home Park Entrance S 20th Street

- Demonstrates incorporation of appropriate traffic control devices
- Decreases fuel consumption
- Addresses last segment/link of corridor
- Enhances the public safety of non-motorized users

All of the four locations submitted for consideration of the Transportation Alternatives Program are identified in the 2040 Grand Forks-East Grand Forks MPO *Existing and Planned Bikeway Network*.

SUPPORT MATERIALS:

2019 Application for Proposed Project Transportation Alternatives.



Allen R. Grasser, PE
City Engineer

City of Grand Forks

255 North Fourth Street • P.O. Box 5200 • Grand Forks, ND 58206-5200

(701) 746-2640
Fax: (701) 787-3744

December 6, 2017

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58206

RE: TA Applications

Dear Mr. Haugen:

Attached please find the City of Grand Forks' TA Project Application (3) for proposed construction year 2018. Please forward this application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. Shared Use Path – 17th Ave S (S 25th St – S 20th St)
2. Shared Use Path – University Ave (Mobile Home Park Entrance – N 48th St)
3. Shared Use Path – 47th Ave S (S Columbia Rd – S 20th St)
4. Shared Use Path – S Columbia Rd (40th Ave S – 47th Ave S)

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

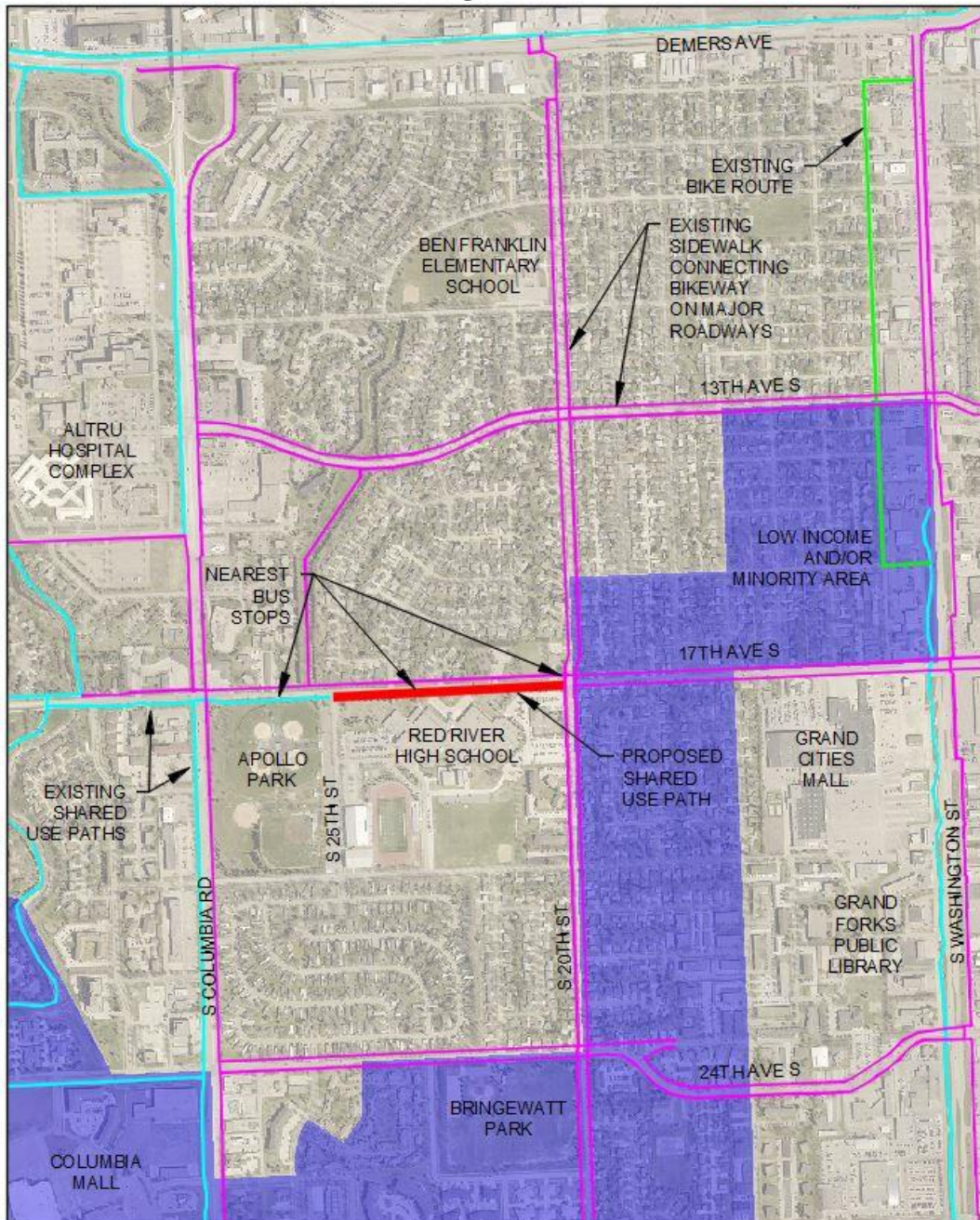
Cc: Mark Walker
David Kuharenko

2019 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

17th Ave S Shared Use Path (S 25th St to S 20th St)

Figure #1



1. PROJECT NAME

17th Ave S Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 16}; Beginning at S 25th St, East to S 20th St along 17th Ave S

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would construct a shared-use path which would begin at 17th Ave S and S 25th St and extending to the east to S 20th St. The path would most likely be located on the south side of 17th Ave S within the existing right-of-way.

The location of the proposed shared use path is immediately in front of Red River High School and Apollo Park and connects to the nearby low income and/or minority population. This segment of 17th Ave S sees Cities Area Transit (CAT) Routes 3 and 9, with bus stops located at Apollo Park, Red River High School, and S 20th St. All buses operated by CAT have bike racks mounted on the front of the bus for individuals riding their bike and using the transit system.

17th Ave S has a posted speed limit of 25 mph. Based on the 2015 traffic counts, this segment of 17th Ave S sees between 6,379 and 8,140 vehicles per day. The proposed shared use path is located in a centralized location which has numerous points of interest located nearby, including: Red River High School, Apollo Park, the Grand Forks Public Library, the Altru Hospital Complex, Ben Franklin Elementary School, Bringewatt Park, the Grand Cities Mall, and the Columbia Mall.

The majority of this shared use path is directly in front of Red River High School. Red River High School enrollment numbers for the 2017-2018 school year is 1,065 students, and 150 staff. Based on information from the principal Kris Arason, approximately 10% of the school's student population is considered to be new Americans, and the Red River High School is the magnet school for the English Learners program.

Existing bicycle and pedestrian facilities on 17th Ave S between S Columbia Rd and S 20th St consists of a 5' wide sidewalk on the north side of the road, and on the south side of the road there is a 10' wide shared use path from S Columbia to S 25th St and a 5' wide sidewalk from S 25th St to S 20th St.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations and nearby points of interest. In addition to providing improved bicycle and pedestrian facilities, the proposed path would provide:

- a. A safer walking and bicycling environment for school children, transportation disadvantaged individuals, commuters, and recreational users.
- b. Better direct access to the surrounding trail system to access surrounding points of interest.
- c. Another segment of the overall shared use path network for the City

The path would start at the intersection of 17th Ave S and S 25th St and continue east to S 20th St

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$346,000
Ineligible costs (Easements, Testing, etc.)	= \$7,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$353,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

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.

H: Safe Routes to School projects including sidewalk improvement, traffic calming and speed reduction improvements, and pedestrian and bicycle crossing improvements.

10. SUPPORTING DATA

1. Is this project part of an identified recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO 2040 Bicycle & Pedestrian Plan under the Existing and Planned Bikeway Network as a planned shared use path.

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

No, this project is not tied to any other Federally funded project.

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

This shared-use path is consistent with the type of path constructed and the method of installing shared-use path to new developments and areas to serve them through alternate transportation means.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, The Pedestrian and Wheeled Sports Subcommittee, Grand Forks School District, Red River High School, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

13. **RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY**
City of Grand Forks

14. **MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY**
City of Grand Forks

15. **ENVIRONMENTAL IMPACTS**

- a. Land Use - There will be no negative impact. It will provide improved access to the nearby school and other points of interest by providing a wider path. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – no farmland will be taken as a result of this project.
- c. Social Impacts – This will have a positive impact by providing residents as well as the nearby transportation disadvantaged population, with a wider path encouraging bicycling and walking to school, work, errands and recreation.
- d. Economic – This path provides a wider connection from existing bike/ped infrastructure to the nearby schools and bus stops thereby creating easier access for anyone commuting into this area.
- e. Relocation – none.
- f. Wetlands –none.
- g. Flood Plain – N/A
- h. Threatened or endangered species – the proposed project is on previously disturbed land in a developed area. This area is regularly mowed and is anticipated to not provide a habitat for any threatened or endangered species.
- i. Cultural Resources – N/A
- j. Hazardous Waste – N/A

This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduction of motor vehicle traffic we expect a decrease in noise, air, and dust pollution.

Other positive social/infrastructure benefits should also result from this project. As usage of the shared-use path increases, we expect local roadway traffic congestion to decrease.

16. **SIGNATURES**

	11/29/17
Allen Grasser, City Engineer	DATE
	12/05/17
Mayor Michael R. Brown	DATE

MPO OFFICIAL

DATE



255 North 4th Street (Zip Code 58203) • P.O. Box 5200 (Zip Code 58206-5200)
Grand Forks, ND

PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT

City of Grand Forks

(701) 746-2661
FAX (701) 787-3755

November 8, 2017

RE: Proposed Shared Use Path on S 17th Ave

To Whom It May Concern,

The Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC) would like to express their support for a shared-use path project proposed by the City of Grand Forks for funding through the 2019 Transportation Alternatives Program (TA). This project is located on 17th Ave S Shared Use Path (S 20th Street to S 25th Street). The group supports this project to provide better access to a school, church and growing area of our community.

Bicyclists and Pedestrians have long recognized the need for a shared-use path along this section of S 17th Ave. There is a growing need to provide a safe, reliable route of transportation to and from Red River High School and a neighborhood church. A separate shared-use path would ease safety concerns and encourage all abilities and ages to walk and bike.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

Sincerely,

Stephanie Erickson, Planner
Planning Department
(701)792-2897 / serickson@grandforksgov.com



November 9, 2017

Dear North Dakota Transportation Alternatives Grant Application Committee,

My name is Carma Hanson and, as the coordinator of Safe Kids Grand Forks, I am submitting a letter of the support for the city of Grand Forks Transportation Alternatives application. Safe Kids Grand Forks is an injury prevention coalition who has as their lead agency Altru Health System. Our mission is to prevent unintentional injury and death to children under age 19. We are a group made up of over 100 agencies, businesses and individuals and each year, our volunteers provide over 14,000 hours of work on injury prevention in the city of Grand Forks and communities throughout our region.

Safe Kids Grand Forks has been involved in many areas of injury prevention activities over the years. While we focus on over 25 injury prevention topics, we place a significant emphasis on pedestrian and wheeled sports safety in Grand Forks and the surrounding communities. We have coordinated and carried out our programs in partnership with Grand Forks Public Schools for over 20 years. We have also coordinated several non-infrastructure grants awarded to the school district over the last 9 years.

As your committee knows, a multifaceted approach to injury prevention is obviously the most effective it yields the best results in the long run. Well over ten years ago, Safe Kids Grand Forks convened a Pedestrian and Wheeled Sports Subcommittee to address children getting to and from school safely. This subcommittee has been made up of various entities from the Grand Forks community. Our group has worked diligently to address pedestrian and biking to school in a comprehensive and multi-faceted fashion. We have addressed the issue from these perspectives:

- **Engineering** – We have reviewed and assessed the environment in and around schools to assure that children have safe walking environments.
- **Education** – We have provided pedestrian safety/back-to-school safety presentations to all children in Grades K-5 in Grand Forks
- **Enforcement** – We partner with the Grand Forks Police Department to conduct routine traffic enforcement, speed monitoring and patrol duty around the neighborhood schools.
- **Encouragement** – Safe Kids Grand Forks and the Grand Forks School District have worked closely with the children to encourage them to walk and bike to school. This is done to promote physical fitness and activity but we also assure that they do it in a safe manner. The school principals, classroom and physical education teachers, and district administration are all involved in the process of promotion and encouragement.
- **Evaluation** – No program would be effective without evaluation of the process and careful planning. Safe Kids and our task force not only plan for events and action steps toward better pedestrian safety but we monitor and evaluate them via parental surveys and traffic assessments.

I have a staff member, Patty Olsen, who as co-chair of the subcommittee, has worked with city of Grand Forks to review the application for the Transportation Alternatives funding. The subcommittee fully supports the funding request for the projects and agrees with the ranking completed by the city engineering department.

As we continue to experience an increase in our K-12 enrollment, it will be imperative that we improve and enhance current infrastructure to provide safe routes to school for students throughout our community. The city of Grand Forks has invested the time to prioritize the community's needs and provide for this growth.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Carma Hanson". The signature is written in a cursive style with a large, prominent initial "C".

Carma Hanson, MS, RN
Coordinator – Safe Kids Grand Forks
Altru Health System
701-780-1489
chanson@altru.org



Mission Statement
Grand Forks Public Schools will provide an environment of educational excellence that engages all learners to develop their maximum potential for community and global success.

Mark Sanford Education Center
PO Box 6000 (58206-6000)
2400 47th Avenue South (58201-3405)
Grand Forks, ND
www.gfschools.org

Jody Thompson
Assistant Superintendent of Teaching and Learning
Department Phone: 701.787.4882
Direct Phone: 701.746.2205, Ext. 7121
Fax: 701.772.7739
jthompson270@mygfschools.org

November 14, 2017

Dear North Dakota Safe Routes to School Grant Application Committee,

My name is Jody Thompson, Assistant Superintendent of Teaching and Learning for Grand Forks Public School. I have worked very closely with the city on similar grant applications in the past. Grand Forks Public Schools fully supports the 17th Avenue South Shared Use Plan.

We see significant benefits for our Red River High School and Ben Franklin Elementary School students and families. The project will provide a safer walking and biking environment. We encourage our students to be active and walking/biking is a part of that. We also have several families that do not provide transportation to their students including a high number of English Learner students. Consequently, we have many students that walk, bike or ride the bus all year long.

For those reasons, we fully support the City's application for this project.

Sincerely,

A handwritten signature in cursive script that reads "J Thompson".

Jody Thompson
Assistant Superintendent of Teaching & Learning

RED RIVER HIGH SCHOOL

Dr. Kristopher G. Arason, Principal
Dr. Kelly D. Peters, Associate Principal
Mr. Christopher C. Douthit, Associate Principal
Mr. Tyler M. Nelson, Activities Director

HOME OF THE ROUGHRIDERS

2211 17th Avenue South
Grand Forks, ND 58201
(701) 746-2400
Fax (701) 746-2406



November 13, 2017

David Kuharenko, PE
Senior Civil Engineer
City of Grand Forks
PO Box 5200
Grand Forks, ND 58206-5200

Dear Mr. Kuharenko,

Grand Forks Red River High School supports the City of Grand Forks and its application for the Transportation Alternative grant to develop a shared-use path along 17th Avenue South in front of Red River High School.

If approved, this project will create a connection that is currently lacking for our students and staff who choose to walk and ride bicycle to school. As is stands right now, students and staff walking and biking to school from the west and northwest go from a wide sidewalk that supports both bicyclists and pedestrians, to a narrow sidewalk that does not allow for dual traffic in front of the school creating an unsafe entry. Unfortunately, 17th Avenue South is a very busy two-lane road and not safe for bicyclists. In addition, the area just to the northwest of Red River High School are apartments where many of our New American families live; many of whom do not have transportation and walk or bike to school. A shared-path would solve not only the safety issue, but provide easier access to our school.

Everyday 1100 hundred students and 150 adults come to learn and work at Red River High School, many of them walk and ride bicycle. This shared-use path will help ensure all arrive safely.

On behalf of Red River High School, we fully support this request.

Sincerely,

Dr. Kristopher G. Arason

Dr. Kristopher G. Arason
Principal



"Grand Forks Public Schools will provide an environment of educational excellence that engages all learners to develop their maximum potential for community and global success."

2017 TA Application (Fiscal Year 2019)
17th Ave S (S 26th St to S 20th St)
10' Wide Shared Use Path
10/26/2017

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 3,000.00	\$ 3,000.00
201	370	REMOVAL OF TREE 10IN	20	EA	\$ 600.00	\$ 12,000.00
202	114	REMOVAL OF CONCRETE PAVEMEN	890	SY	\$ 20.00	\$ 17,800.00
202	130	REMOVAL OF CURB & GUTTER	100	LF	\$ 15.00	\$ 1,500.00
203	113	COMMON EXCAVATION WASTE	600	CY	\$ 15.00	\$ 9,000.00
251	300	SEEDING CLASS III	0.37	ACRE	\$ 10,000.00	\$ 3,700.00
253	201	HYDRAULIC MULCH	0.37	ACRE	\$ 10,000.00	\$ 3,700.00
302	121	AGGREGATE BASE COURSE CL 5	330	CY	\$ 45.00	\$ 14,850.00
702	100	MOBILIZATION	1	LSUM	\$ 22,000.00	\$ 22,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 7,000.00	\$ 7,000.00
722	6140	ADJUST GATE VALVE BOX	4	EA	\$ 350.00	\$ 1,400.00
724	425	HYDRANT-RELOCATE	3	EA	\$ 3,000.00	\$ 9,000.00
748	140	CURB & GUTTER-TYPE 1	100	LF	\$ 50.00	\$ 5,000.00
750	115	SIDEWALK CONCRETE 4IN	50	SY	\$ 65.00	\$ 3,250.00
750	125	SIDEWALK CONCRETE 5IN	1660	SY	\$ 70.00	\$ 116,200.00
750	140	SIDEWALK CONCRETE 6IN	120	SY	\$ 75.00	\$ 9,000.00
750	1000	DRIVEWAY CONCRETE	120	SY	\$ 75.00	\$ 9,000.00
750	2115	DETECTABLE WARNING PANELS	90	SF	\$ 40.00	\$ 3,600.00
		EROSION CONTROL	1	LSUM	\$ 5,000.00	\$ 5,000.00

Notes:

Length 1600
 Cost/LF \$ 196.88

Subtotal	\$ 256,000.00
20% Contingencies	\$ 52,000.00
Subtotal	\$ 308,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 315,000.00

2019 Construction

Subtotal	\$ 276,889.60
20% Contingencies	\$ 56,110.40
Subtotal	\$ 333,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 340,000.00

Fed Share
 \$266,400 78%
 Local share
 \$73,600.00 22%

2020 Construction

Subtotal	\$ 287,965.18
20% Contingencies	\$ 58,034.82
Subtotal	\$ 346,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 353,000.00

Fed Share
 \$276,800 78%
 Local share
 \$76,200.00 22%

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

Project Number

Project Name

Shared Use Path
17th Ave S
S 25th St to S 20th St

0=No
1=Yes

Category 1 Accessibility and Mobility

<i>Increase the accessibility and mobility options to people and freight.</i>		Assign score 0 or 1
A	Provides acceptable LOS for facility as recommended in LRTP	0
B	Enhances accessibility and mobility for non-motorized users	1
C	Implements recommendations in ADA ROW transition plans	0

Category 2 Environmental/Energy/QOL

<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		Assign score 0 or 1
A	Implements context sensitive solutions	0
B	Address EJ analysis process	1
C	Decreases fuel consumption	1
D	Avoids or minimize impacts to wetlands or other natural habitats	1
E	Seeks to control sun-off pollution	1

Category 3 Integration and Connectivity

<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		Assign score 0 or 1
A	Project includes signage techniques to help users travel	0
B	Maximize direct travel trips between major generators	1
C	Address last segment/link of corridor	0
D	Improves the integration/connectivity of whole transportation system	1

Category 4 Efficient System Management

<i>Promote efficient system management and operation.</i>		Assign score 0 or 1
A	Project sponsor has specific budget for maintenance	1
B	Demonstrates commitment to year round maintenace	1
C	Includes specific evaluation method to provide a measurement of effectiveness	0

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

0=No 1=Yes

Project Number

Project Name

Shared Use Path
17th Ave S
S 25th St to S 20th St

Category 5 System Preservation

<i>Emphasize the preservation of the existing transportation system.</i>		Assign score 0 or 1
A	Uses existing infrastructure instead of building brand new infrastructure	0
B	Emphasizes system rehabilitation rather than expansion	0
C	Incorporates new technologies	0
D	Acquire/utilizes railroad ROW of other existing ROW	1

Category 6 Safety

<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Provide safety education components	0
B	Enhances safe route to school route	1
C	Demonstrates incorporation of appropriate traffic control devices	1
D	Reduces points of conflict	1
E	Enhances the public safety of non-motorized users	1

Category 7 Local/Regional Factors

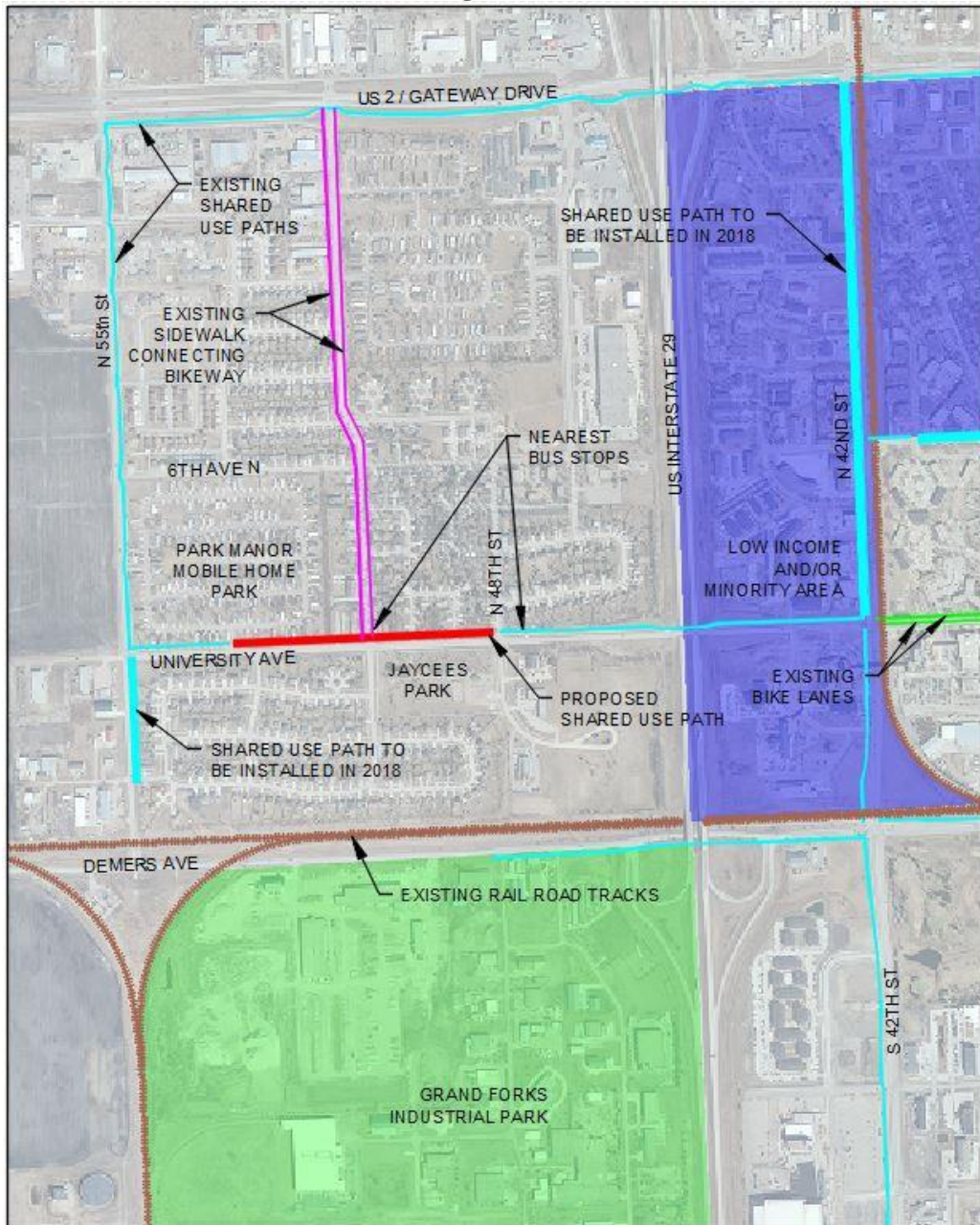
<i>Factors of local or regional importance</i>		Assign score 0 or 1
A	Conformance with LRTP, corridor studies, school safety studies of MPO docume	1
B	Demonstrates analysis of project risk in implementation	1
C	Provides benefit for multiple jurisdictions	1
D	Advances smart growth objectives	1
E	Project provides landscaping/streetscaping or similar amenities	0
F	Acquire/enhances scenic/historic properties	0
G	Project provides a connection to transit facilities of transit stops	0

2019 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

University Ave Shared Use Path (Mobile Home Park to N 48th St)

Figure #1



1. PROJECT NAME

University Ave Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 6}; Beginning at the entrance to Park Manor Mobile Home Park, East to N 48th St along University Ave

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would construct a shared-use path connecting two existing shared use paths together and completing a loop of shared use paths. The proposed path would begin at University Ave and the entrance to Park Manor Mobile Home Park and extending to the east to the existing shared use path at N 48th St. The path would most likely be located on the north side of University Ave within the existing right-of-way.

This section of University Ave is immediately adjacent to the Park Manor Mobile Home Park, and Jaycees Park. This segment of University Ave sees Cities Area Transit (CAT) Route 8 with bus stops at N 51st St and N 48th St. All buses operated by CAT have bike racks mounted on the front of the bus for individuals riding their bike and using the transit system.

University Ave has a posted speed limit of 25 mph. Based on the 2015 NDDOT counts, University Ave sees between 1,353 and 3,548 vehicles per day.

Individuals living in the surrounding area who are transportation disadvantaged are restricted to either riding or walking on the street or on the sidewalk. University Ave provides one of the few locations where pedestrians and bicyclists can cross I-29. A shared use path allows for multiple modes of non-motorized transportation to coexist in the same space. This allows for individuals accessing the nearby schools, commuting to work, or using the paths for recreation have an equal opportunity to use the same resources whether it is for walking, bicycling, or using other non-motorized modes of transportation.

Existing bicycle and pedestrian facilities on University Ave between N 55th St and N 42nd St consists of a 5' wide sidewalk on the south side of the road from N 55th St to N 48th St, the north side consists of a 10' wide shared use path from N 55th St to the entrance of Park Manor Mobile Home Park, a 5' wide sidewalk from the entrance to N 48th St, and a 8' wide shared use path from N 48th St to N 42nd St.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, Park Manor Mobile Home Park, Jaycees Park, the high minority and/or low income areas identified by the MPO and a portion of the industrial park. In addition to providing improved bicycle and pedestrian facilities, the proposed path would provide:

- a. The final connection between the shared use paths, and completion of a shared use path loop
- b. Creates a safer walking and bicycling environment for school children, commuters and recreational users
- c. Provides a direct trail facility to connect the surround trails for recreational purposes
- d. Another segment of the overall bikepath network for the City

The path would start at the intersection of University Ave and the entrance to Park Manor Mobile Home Park and continue east to the existing shared use path at the N 48th St

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$414,000
Ineligible costs (Easements, Testing, etc.)	= \$7,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$421,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

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.

10. SUPPORTING DATA

1. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared use path connection between the existing shared use paths on University Ave.

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

No, this project is not tied to any other Federally funded project.

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

This shared-use path is consistent with the type of path constructed and the method of installing shared-use path to new developments and areas to serve them through alternate transportation means.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, The Pedestrian and Wheeled Sports Subcommittee, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

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

City of Grand Forks

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY

City of Grand Forks


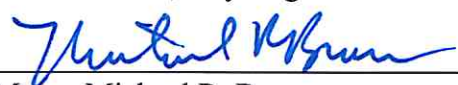
15. ENVIRONMENTAL IMPACTS

- a. Land Use - There will be no negative impact. It will provide improved access to the nearby schools by providing a wider path. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – no farmland will be taken as a result of this project.
- c. Social Impacts – This will have a positive impact by providing residents, with a wider path encouraging bicycling and walking to school, work and for recreation.
- d. Economic – This path provides a wider connection from existing bike/ped infrastructure to the nearby schools and bus stops thereby creating easier access for anyone commuting into this area.
- e. Relocation – none.
- f. Wetlands –none.
- g. Flood Plain – N/A
- h. Threatened or endangered species – the proposed project is on previously disturbed land in a developed area. This area is regularly mowed and is anticipated to not provide a habitat for any threatened or endangered species.
- i. Cultural Resources – N/A
- j. Hazardous Waste – N/A

This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduction of motor vehicle traffic we expect a decrease in noise, air, and dust pollution.

Other positive social/infrastructure benefits should also result from this project. As usage of the shared-use path increases, we expect local roadway traffic congestion to decrease.

16. SIGNATURES

	11/29/17
Allen Grasser, City Engineer	DATE
	12/05/17
Mayor Michael R. Brown	DATE
_____	_____
MPO OFFICIAL	DATE



255 North 4th Street (Zip Code 58203) • P.O. Box 5200 (Zip Code 58206-5200)
Grand Forks, ND

PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT

City of Grand Forks

(701) 746-2661
FAX (701) 787-3755

November 8, 2017

RE: Proposed Shared Use Path on University Ave

To Whom It May Concern,

The Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC) would like to express their support for a shared-use path project proposed by the City of Grand Forks for funding through the 2019 Transportation Alternatives Program (TA). This project is located on University Ave (N 48th Street to just west of N 53rd Street). The group supports the project to provide a missing link in the system in a growing area of our community.

Bicyclists and Pedestrians have a long recognized the need for a shared-use path a long this section of University Ave. There is a growing need to provide a safe, reliable route of transportation in this neighborhood and this will fill in a missing link in the system. A separate share-use path would ease safety concerns and encourage all abilities and ages to walk and bike.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

Sincerely,

Stephanie Erickson, Planner
Planning Department
(701)792-2897 / serickson@grandforksgov.com



November 9, 2017

Dear North Dakota Transportation Alternatives Grant Application Committee,

My name is Carma Hanson and, as the coordinator of Safe Kids Grand Forks, I am submitting a letter of support for the city of Grand Forks Transportation Alternatives application. Safe Kids Grand Forks is an injury prevention coalition who has as their lead agency Altru Health System. Our mission is to prevent unintentional injury and death to children under age 19. We are a group made up of over 100 agencies, businesses and individuals and each year, our volunteers provide over 14,000 hours of work on injury prevention in the city of Grand Forks and communities throughout our region.

Safe Kids Grand Forks has been involved in many areas of injury prevention activities over the years. While we focus on over 25 injury prevention topics, we place a significant emphasis on pedestrian and wheeled sports safety in Grand Forks and the surrounding communities. We have coordinated and carried out our programs in partnership with Grand Forks Public Schools for over 20 years. We have also coordinated several non-infrastructure grants awarded to the school district over the last 9 years.

As your committee knows, a multifaceted approach to injury prevention is obviously the most effective it yields the best results in the long run. Well over ten years ago, Safe Kids Grand Forks convened a Pedestrian and Wheeled Sports Subcommittee to address children getting to and from school safely. This subcommittee has been made up of various entities from the Grand Forks community. Our group has worked diligently to address pedestrian and biking to school in a comprehensive and multi-faceted fashion. We have addressed the issue from these perspectives:

- **Engineering** – We have reviewed and assessed the environment in and around schools to assure that children have safe walking environments.
- **Education** – We have provided pedestrian safety/back-to-school safety presentations to all children in Grades K-5 in Grand Forks
- **Enforcement** – We partner with the Grand Forks Police Department to conduct routine traffic enforcement, speed monitoring and patrol duty around the neighborhood schools.
- **Encouragement** – Safe Kids Grand Forks and the Grand Forks School District have worked closely with the children to encourage them to walk and bike to school. This is done to promote physical fitness and activity but we also assure that they do it in a safe manner. The school principals, classroom and physical education teachers, and district administration are all involved in the process of promotion and encouragement.
- **Evaluation** – No program would be effective without evaluation of the process and careful planning. Safe Kids and our task force not only plan for events and action steps toward better pedestrian safety but we monitor and evaluate them via parental surveys and traffic assessments.

I have a staff member, Patty Olsen, who as co-chair of the subcommittee, has worked with city of Grand Forks to review the application for the Transportation Alternatives funding. The subcommittee fully supports the funding request for the projects and agrees with the ranking completed by the city engineering department.

As we continue to experience an increase in our K-12 enrollment, it will be imperative that we improve and enhance current infrastructure to provide safe routes to school for students throughout our community. The city of Grand Forks has invested the time to prioritize the community's needs and provide for this growth.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Carma Hanson". The signature is written in a cursive style with a large, prominent initial "C".

Carma Hanson, MS, RN
Coordinator – Safe Kids Grand Forks
Altru Health System
701-780-1489
chanson@altru.org

2017 TA Application (Fiscal Year 2019)
University Ave (Trailer Park Entrance to N 48th St)
10' Wide Shared Use Path
10/26/2017

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 3,000.00	\$ 3,000.00
201	370	REMOVAL OF TREE 10IN	33	EA	\$ 600.00	\$ 19,800.00
202	114	REMOVAL OF CONCRETE PAVEMENT	1140	SY	\$ 20.00	\$ 22,800.00
202	130	REMOVAL OF CURB & GUTTER	160	LF	\$ 15.00	\$ 2,400.00
203	113	COMMON EXCAVATION WASTE	700	CY	\$ 15.00	\$ 10,500.00
251	300	SEEDING CLASS III	0.43	ACRE	\$ 10,000.00	\$ 4,300.00
253	201	HYDRAULIC MULCH	0.43	ACRE	\$ 10,000.00	\$ 4,300.00
302	121	AGGREGATE BASE COURSE CL 5	380	CY	\$ 45.00	\$ 17,100.00
702	100	MOBILIZATION	1	LSUM	\$ 27,000.00	\$ 27,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 8,000.00	\$ 8,000.00
722	6140	ADJUST GATE VALVE BOX	4	EA	\$ 350.00	\$ 1,400.00
724	425	HYDRANT-RELOCATE	4	EA	\$ 3,000.00	\$ 12,000.00
748	140	CURB & GUTTER-TYPE 1	160	LF	\$ 50.00	\$ 8,000.00
750	115	SIDEWALK CONCRETE 4IN	80	SY	\$ 65.00	\$ 5,200.00
750	125	SIDEWALK CONCRETE 5IN	2030	SY	\$ 70.00	\$ 142,100.00
750	140	SIDEWALK CONCRETE 6IN	30	SY	\$ 75.00	\$ 2,250.00
750	1000	DRIVEWAY CONCRETE	30	SY	\$ 75.00	\$ 2,250.00
750	2115	DETECTABLE WARNING PANELS	190	SF	\$ 40.00	\$ 7,600.00
		EROSION CONTROL	1	LSUM	\$ 6,000.00	\$ 6,000.00

Notes:
Existing Sidewalk Already in place
Connecting to Existing shared Use Paths
Length 1850 two bus stops
Cost/LF \$ 202.70

Subtotal	\$ 306,000.00
20% Contingencies	\$ 62,000.00
Subtotal	\$ 368,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 375,000.00

2019 Construction	
Subtotal	\$ 330,969.60
20% Contingencies	\$ 67,030.40
Subtotal	\$ 398,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 405,000.00

2020 Construction	
Subtotal	\$ 344,208.38
20% Contingencies	\$ 69,791.62
Subtotal	\$ 414,000.00
Construction Testing	\$ 7,000.00
Project Total	\$ 421,000.00

Fed Share	MAX
\$290,000.00	72%
Local share	
\$115,000.00	28%

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

Project Number

Project Name

Shared Use Path
University Ave
Mobile Home Park Entrance to N 48th St

0=No
1=Yes

Category 1 Accessibility and Mobility

<i>Increase the accessibility and mobility options to people and freight.</i>		Assign score 0 or 1
A	Provides acceptable LOS for facility as recommended in LRTP	0
B	Enhances accessibility and mobility for non-motorized users	1
C	Implements recommendations in ADA ROW transition plans	0

Category 2 Environmental/Energy/QOL

<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		Assign score 0 or 1
A	Implements context sensitive solutions	0
B	Address EJ analysis process	0
C	Decreases fuel consumption	1
D	Avoids or minimize impacts to wetlands or other natural habitats	1
E	Seeks to control sun-off pollution	1

Category 3 Integration and Connectivity

<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		Assign score 0 or 1
A	Project includes signage techniques to help users travel	0
B	Maximize direct travel trips between major generators	0
C	Address last segment/link of corridor	1
D	Improves the integration/connectivity of whole transportation system	1

Category 4 Efficient System Management

<i>Promote efficient system management and operation.</i>		Assign score 0 or 1
A	Project sponsor has specific budget for maintenance	1
B	Demonstrates commitment to year round maintenace	1
C	Includes specific evaluation method to provide a measurement of effectiveness	0

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

0=No 1=Yes

Project Number

Project Name

Shared Use Path University Ave Mobile Home Park Entrance to N 48th St

Category 5 System Preservation

<i>Emphasize the preservation of the existing transportation system.</i>		Assign score 0 or 1
A	Uses existing infrastructure instead of building brand new infrastructure	0
B	Emphasizes system rehabilitation rather than expansion	0
C	Incorporates new technologies	0
D	Acquire/utilizes railroad ROW of other existing ROW	1

Category 6 Safety

<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Provide safety education components	0
B	Enhances safe route to school route	0
C	Demonstrates incorporation of appropriate traffic control devices	1
D	Reduces points of conflict	1
E	Enhances the public safety of non-motorized users	1

Category 7 Local/Regional Factors

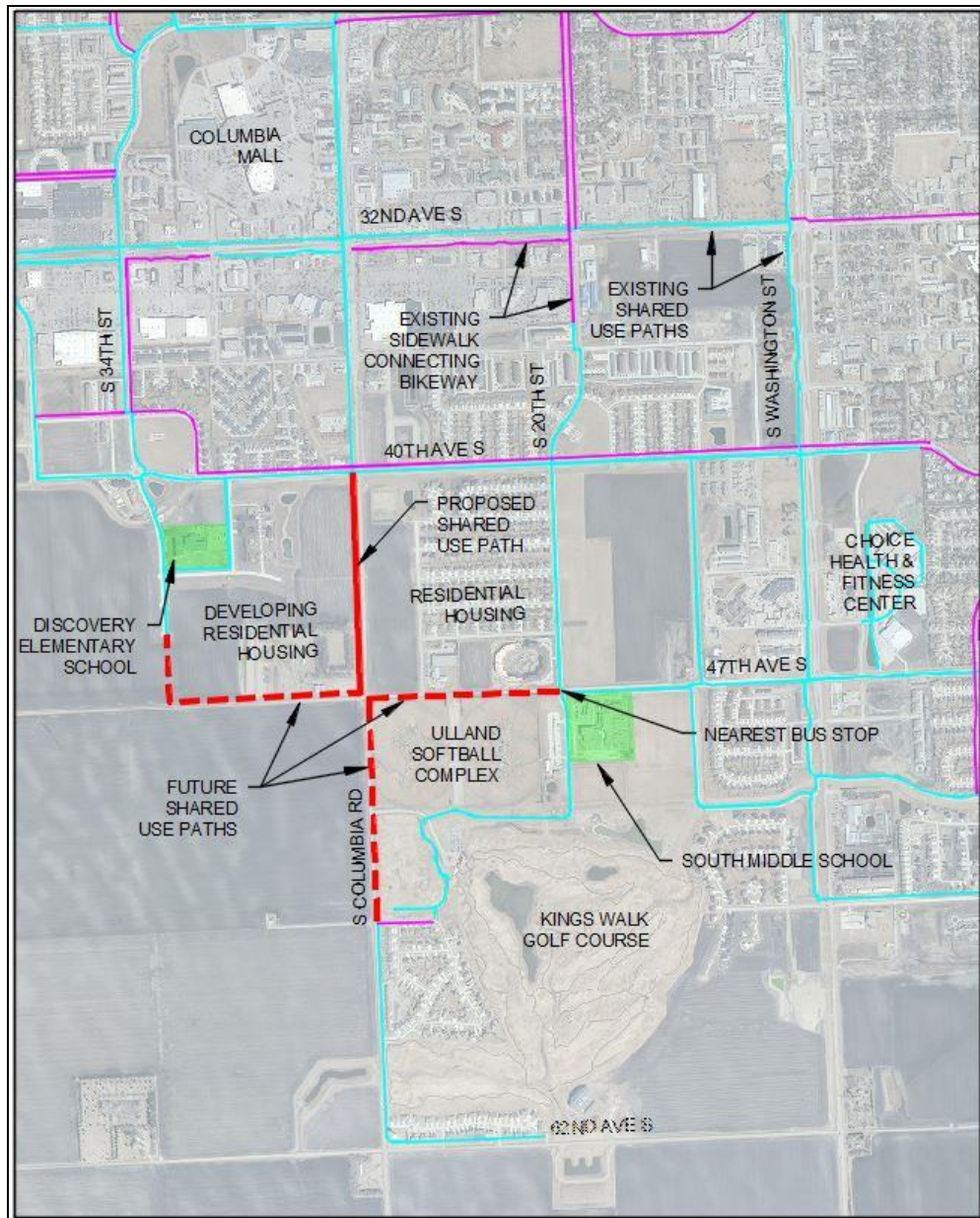
<i>Factors of local or regional importance</i>		Assign score 0 or 1
A	Conformance with LRTP, corridor studies, school safety studies of MPO docume	1
B	Demonstrates analysis of project risk in implementation	1
C	Provides benefit for multiple jurisdictions	1
D	Advances smart growth objectives	1
E	Project provides landscaping/streetscaping or similar amenities	0
F	Acquire/enhances scenic/historic properties	0
G	Project provides a connection to transit facilities of transit stops	0

2019 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

S Columbia Rd (40th Ave S to 47th Ave S)

Figure #1



1. PROJECT NAME

S Columbia Rd Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 20}; Beginning at the intersection of S Columbia Rd and 40th Ave S, South to 47th Ave S

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would construct a shared-use path beginning at the existing shared use path at the intersection of S Columbia Rd and 40th Ave S and extending to the south to 47th Ave S. The path would most likely be located on the west side of S Columbia Rd within the existing right-of-way and easements.

S Columbia Rd is classified as a principal arterial street, is on the National Highway System (NHS) and has a posted speed limit of 40mph. Based on the 2015 NDDOT counts, 47th Ave S sees between 5,650 vehicles per day. Based on the Metropolitan Planning Organization's 2040 Long Range Transportation Plan, this segment of S Columbia Rd is anticipated to have between 14,600 to 18,000 vehicles per day in 2040. Currently there are no sidewalks or paths on either side of S Columbia Rd in this segment of street.

The area west of S Columbia Rd is currently being developed and expanding around the Discovery Elementary School. In meeting the transportation needs of this area S Columbia Rd from 40th Ave S to 47th Ave S has been for reconstruction from a 2 lane rural section to a 4 lane divided urban section in 2017. This reconstruction project included a traffic signal at the intersection of S Columbia Rd and 47th Ave S. The planned shared use path parallel to that project has been postponed until after the area fronting S Columbia Rd develops to prevent unnecessary realignments and removals for access onto Columbia. The City of Grand Forks is anticipating reconstructing 47th Ave S from S 34th St to S 20th St from a 2 lane rural section to a 3 lane urban section in 2018.

As the residential areas continue to develop, bicyclists and pedestrians will desire a more direct route to reach their destination. This will likely include bicycle and pedestrian accommodations on S Columbia Rd. The proposed path will act as one component for more direct access for students south east of the intersection of S Columbia Rd and 47th Ave S to access Discovery Elementary School as well as students who live north west of S Columbia Rd and 47th Ave S a more direct access to South Middle School. In addition to more direct school access for the developing community, the proposed path will also provide improved access to Ulland Softball Complex, Kings Walk Golf Course, and the Choice Health and Fitness Center. In addition to the nearby schools and recreational facilities, Cities Area Transit (CAT) has route 12 which has a bus stop located at S Columbia Rd and 38th Ave S. All buses operated by CAT have bike racks mounted on the front of the bus for individuals riding their bike and desiring to use the transit system.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, Discovery Elementary School, South Middle School, Ulland Softball Complex, Kings Walk Golf Course, and Choice Health and Fitness Center. In addition to providing improved bicycle and pedestrian facilities, the proposed path would provide:

- a. Provide the first phase of bicycle and pedestrian accommodations to the intersection of S Columbia Rd and 47th Ave S.
- b. Creates a safer walking and bicycling environment for school children, commuters and recreational users.
- c. Provides a direct trail facility to connect the developing residential areas to the existing recreational facilities.
- d. Another segment of the overall bikepath network for the City.

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$452,000
Ineligible costs (Easements, Testing, etc.)	= \$7,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$459,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

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.

H: Safe Routes to School projects including sidewalk improvements, traffic calming and speed reduction improvements, and pedestrian and bicycle crossing improvements.

10. SUPPORTING DATA

1. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared use path.

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 shared-use path is consistent with the type of path constructed and the method of installing shared-use path to new developments and areas to serve them through alternate transportation means.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, The Pedestrian and Wheeled Sports Subcommittee , City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

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

City of Grand Forks

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY

City of Grand Forks


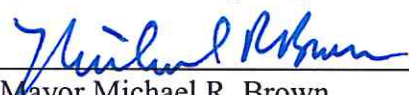
15. ENVIRONMENTAL IMPACTS

- a. Land Use – The proposed path is located adjacent in existing City right of way. It will provide access to the City’s developing residential areas to existing nearby schools and recreational areas. There will be no negative impact. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – no farmland will be taken as a result of this project.
- c. Social Impacts – This will have a positive impact by providing residents, with a path encouraging bicycling and walking to school, work and for recreation.
- d. Economic – This path provides a direct connection from existing bike/ped infrastructure to the nearby schools and bus stops thereby creating easier access for anyone commuting into this area.
- e. Relocation – none.
- f. Wetlands –none.
- g. Flood Plain – N/A
- h. Threatened or endangered species – the proposed project is on previously disturbed land in a developed area. This area is regularly mowed and is not anticipated to provide a habitat for any threatened or endangered species.
- i. Cultural Resources – N/A
- j. Hazardous Waste – N/A

This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduction of motor vehicle traffic we expect a decrease in noise, air, and dust pollution.

Other positive social/infrastructure benefits should also result from this project. As usage of the shared-use path increases, we expect local roadway traffic congestion to decrease.

16. SIGNATURES

	<u>11/29/17</u>
Allen Grasser, City Engineer	DATE
	<u>12/05/17</u>
Mayor Michael R. Brown	DATE
_____	_____
MPO OFFICIAL	DATE



255 North 4th Street (Zip Code 58203) • P.O. Box 5200 (Zip Code 58206-5200)
Grand Forks, ND

PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT

City of Grand Forks

(701) 746-2661
FAX (701) 787-3755

November 8, 2017

RE: Proposed Shared Use Path on S Columbia Rd

To Whom It May Concern,

The Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC) would like to express their support for a shared-use path project proposed by the City of Grand Forks for funding through the 2019 Transportation Alternatives Program (TA). This project is located on S Columbia Rd. (40th Ave S to 47th Ave S). The group supports the project to provide a missing link in the system in a growing area of our community.

Bicyclists and Pedestrians have a long recognized the need for a shared-use path a long this section of S Columbia Rd. There is a growing need to provide a safe, reliable route of transportation to and from around the Discovery Elementary School. A separate shared-use path would ease safety concerns and encourage all abilities and ages to walk and bike.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

Sincerely,

Stephanie Erickson, Planner
Planning Department
(701)792-2897 / serickson@grandforksgov.com



November 9, 2017

Dear North Dakota Transportation Alternatives Grant Application Committee,

My name is Carma Hanson and, as the coordinator of Safe Kids Grand Forks, I am submitting a letter of the support for the city of Grand Forks Transportation Alternatives application. Safe Kids Grand Forks is an injury prevention coalition who has as their lead agency Altru Health System. Our mission is to prevent unintentional injury and death to children under age 19. We are a group made up of over 100 agencies, businesses and individuals and each year, our volunteers provide over 14,000 hours of work on injury prevention in the city of Grand Forks and communities throughout our region.

Safe Kids Grand Forks has been involved in many areas of injury prevention activities over the years. While we focus on over 25 injury prevention topics, we place a significant emphasis on pedestrian and wheeled sports safety in Grand Forks and the surrounding communities. We have coordinated and carried out our programs in partnership with Grand Forks Public Schools for over 20 years. We have also coordinated several non-infrastructure grants awarded to the school district over the last 9 years.

As your committee knows, a multifaceted approach to injury prevention is obviously the most effective it yields the best results in the long run. Well over ten years ago, Safe Kids Grand Forks convened a Pedestrian and Wheeled Sports Subcommittee to address children getting to and from school safely. This subcommittee has been made up of various entities from the Grand Forks community. Our group has worked diligently to address pedestrian and biking to school in a comprehensive and multi-faceted fashion. We have addressed the issue from these perspectives:

- **Engineering** – We have reviewed and assessed the environment in and around schools to assure that children have safe walking environments.
- **Education** – We have provided pedestrian safety/back-to-school safety presentations to all children in Grades K-5 in Grand Forks
- **Enforcement** – We partner with the Grand Forks Police Department to conduct routine traffic enforcement, speed monitoring and patrol duty around the neighborhood schools.
- **Encouragement** – Safe Kids Grand Forks and the Grand Forks School District have worked closely with the children to encourage them to walk and bike to school. This is done to promote physical fitness and activity but we also assure that they do it in a safe manner. The school principals, classroom and physical education teachers, and district administration are all involved in the process of promotion and encouragement.
- **Evaluation** – No program would be effective without evaluation of the process and careful planning. Safe Kids and our task force not only plan for events and action steps toward better pedestrian safety but we monitor and evaluate them via parental surveys and traffic assessments.

I have a staff member, Patty Olsen, who as co-chair of the subcommittee, has worked with city of Grand Forks to review the application for the Transportation Alternatives funding. The subcommittee fully supports the funding request for the projects and agrees with the ranking completed by the city engineering department.

As we continue to experience an increase in our K-12 enrollment, it will be imperative that we improve and enhance current infrastructure to provide safe routes to school for students throughout our community. The city of Grand Forks has invested the time to prioritize the community's needs and provide for this growth.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Carma Hanson". The signature is written in a cursive, flowing style.

Carma Hanson, MS, RN
Coordinator – Safe Kids Grand Forks
Altru Health System
701-780-1489
chanson@altru.org

2017 TA Application (Fiscal Year 2019)
S Columbia Rd (40th Ave S to 47th Ave S)
10' Wide Shared Use Path
10/26/2017

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 3,000.00	\$ 3,000.00
202	130	REMOVAL OF CURB & GUTTER	160	LF	\$ 15.00	\$ 2,400.00
203	113	COMMON EXCAVATION WASTE	980	CY	\$ 15.00	\$ 14,700.00
251	300	SEEDING CLASS III	0.6	ACRE	\$ 10,000.00	\$ 6,000.00
253	201	HYDRAULIC MULCH	0.6	ACRE	\$ 10,000.00	\$ 6,000.00
302	121	AGGREGATE BASE COURSE CL 5	530	CY	\$ 45.00	\$ 23,850.00
702	100	MOBILIZATION	1	LSUM	\$ 29,000.00	\$ 29,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 9,000.00	\$ 9,000.00
722	6140	ADJUST GATE VALVE BOX	6	EA	\$ 350.00	\$ 2,100.00
722	6201	ADJUST MANHOLE SPECIAL	8	EA	\$ 2,000.00	\$ 16,000.00
748	140	CURB & GUTTER-TYPE 1	160	LF	\$ 50.00	\$ 8,000.00
750	125	SIDEWALK CONCRETE 5IN	2890	SY	\$ 70.00	\$ 202,300.00
750	2115	DETECTABLE WARNING PANELS	160	SF	\$ 40.00	\$ 6,400.00
		EROSION CONTROL	1	LSUM	\$ 6,000.00	\$ 6,000.00

Subtotal	\$	334,750.00
20% Contingencies	\$	67,250.00
Subtotal	\$	402,000.00
Construction Testing	\$	7,000.00
Project Total	\$	409,000.00

2019 Construction		
	Subtotal	\$ 362,065.60
Fed Share	MAX	20% Contingencies \$ 72,934.40
\$290,000	66%	Subtotal \$ 435,000.00
Local share		Construction Testing \$ 7,000.00
\$152,000.00	34%	Project Total \$ 442,000.00

2020 Construction		
	Subtotal	\$ 376,548.22
Fed Share	MAX	20% Contingencies \$ 75,451.78
\$290,000	63%	Subtotal \$ 452,000.00
Local share		Construction Testing \$ 7,000.00
\$169,000.00	37%	Project Total \$ 459,000.00

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

**Project
Number**

**Project
Name**

Shared Use Path
47th Ave S
S Columbia Rd- S 20th St

0=No
1=Yes

Category 1 Accessibility and Mobility

<i>Increase the accessibility and mobility options to people and freight.</i>		Assign score 0 or 1
A	Provides acceptable LOS for facility as recommended in LRTP	0
B	Enhances accessibility and mobility for non-motorized users	1
C	Implements recommendations in ADA ROW transition plans	0

Category 2 Environmental/Energy/QOL

<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		Assign score 0 or 1
A	Implements context sensitive solutions	0
B	Address EJ analysis process	0
C	Decreases fuel consumption	1
D	Avoids or minimize impacts to wetlands or other natural habitats	1
E	Seeks to control sun-off pollution	1

Category 3 Integration and Connectivity

<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		Assign score 0 or 1
A	Project includes signage techniques to help users travel	0
B	Maximize direct travel trips between major generators	0
C	Address last segment/link of corridor	0
D	Improves the integration/connectivity of whole transportation system	1

Category 4 Efficient System Management

<i>Promote efficient system management and operation.</i>		Assign score 0 or 1
A	Project sponsor has specific budget for maintenance	1
B	Demonstrates commitment to year round maintenace	1
C	Includes specific evaluation method to provide a measurement of effectiveness	0

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

0=No 1=Yes

Project Number

Project Name

Shared Use Path
47th Ave S
S Columbia Rd- S 20th St

Category 5 System Preservation

<i>Emphasize the preservation of the existing transportation system.</i>		Assign score 0 or 1
A	Uses existing infrastructure instead of building brand new infrastructure	0
B	Emphasizes system rehabilitation rather than expansion	0
C	Incorporates new technologies	0
D	Acquire/utilizes railroad ROW of other existing ROW	1

Category 6 Safety

<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Rprovide safety education components	0
B	Enhances safe route to school route	1
C	Demonstrates incorporation of appropriate traffic control devices	1
D	Reduces points of conflict	1
E	Enhances the public safety of non-motorized users	1

Category 7 Local/Regional Factors

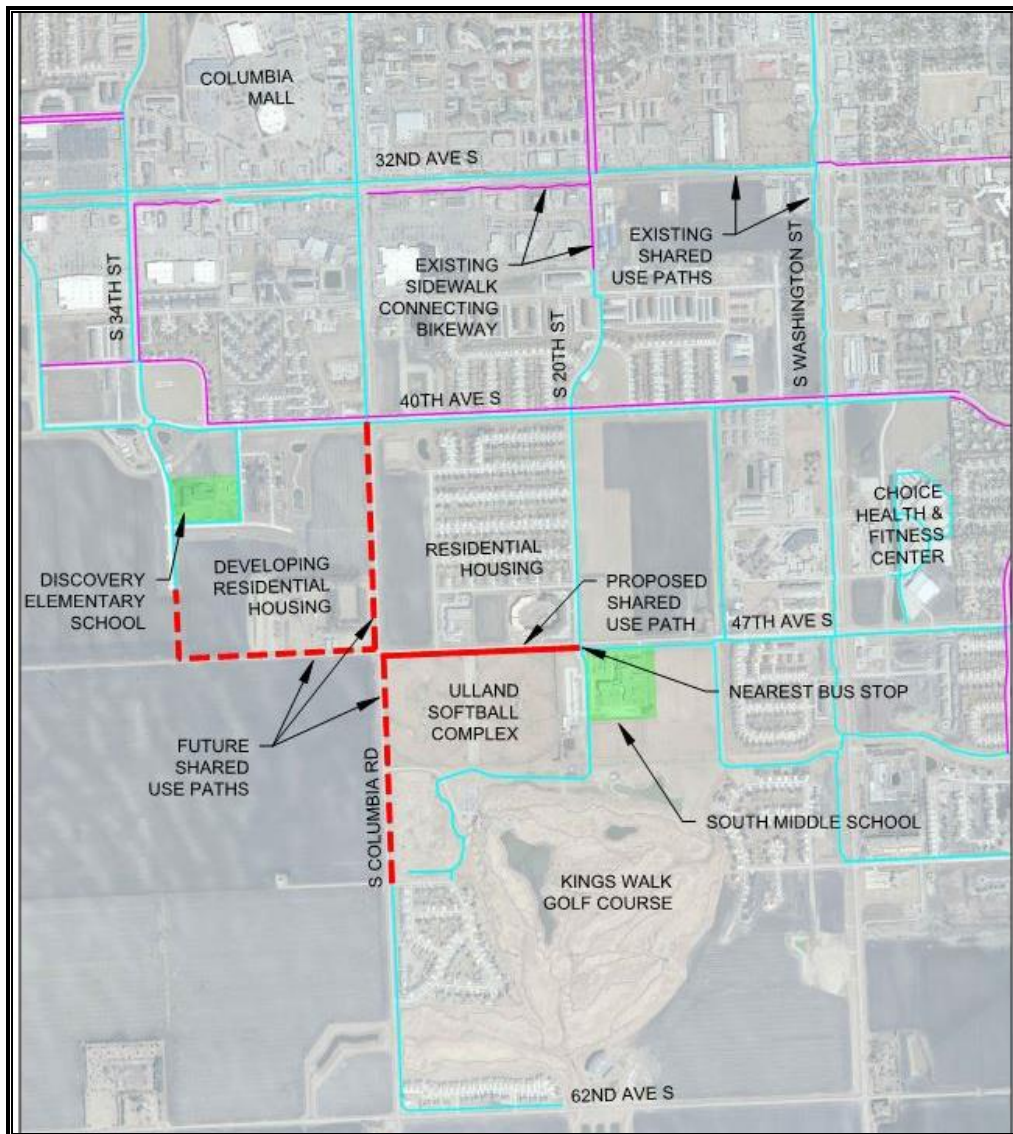
<i>Factors of local or regional importance</i>		Assign score 0 or 1
A	Conformance withLRTP, corridor studies, school safety studies of MPO docume	1
B	Demonstrates analysis of porject risk in implementation	1
C	Provides benefit for multiple jurisdictions	0
D	Advances smart growth objectives	1
E	Project provides landscaping/streetscaping or similar amenities	0
F	Acquire/enhances scenic/historic properties	0
G	Project provides a connection to transit facilities of transit stops	0

2019 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

47th Ave S (S Columbia Rd to S 20th St)

Figure #1



1. PROJECT NAME

47th Ave S Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 28}; Beginning at the intersection of S Columbia Rd and 47th Ave S, East to S 20th St

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would construct a shared-use path beginning at the intersection of S Columbia Rd and 47th Ave S and extending to the east to the existing shared use path at S 20th St. The path would most likely be located on the south side of 47th Ave S within the existing right-of-way and easements.

47th Ave S is classified as a minor arterial street and has a posted speed limit of 40mph. Based on the 2015 NDDOT counts, 47th Ave S sees between 2,410 to 2,830 vehicles per day. Based on the Metropolitan Planning Organization's 2040 Long Range Transportation Plan, this segment of 47th Ave S is anticipated to have between 12,990 and 13,460 vehicles per day in 2040. Currently there are no sidewalks or paths on either side of 47th Ave S in this segment of street.

The area north west of the intersection of 47th Ave S and S Columbia Rd is currently being developed and expanding around the Discovery Elementary School. In meeting the transportation needs of this area S Columbia Rd from 40th Ave S to 47th Ave S has been reconstruction from a 2 lane rural section to a 4 lane divided urban section in 2017. This reconstruction project included a traffic signal at the intersection of S Columbia Rd and 47th Ave S. The planned shared use path adjacent to that project has been postponed until after the area fronting S Columbia Rd develops to prevent unnecessary realignments and removals for access onto Columbia. The City of Grand Forks is anticipating reconstructing 47th Ave S from S 34th St to S 20th St from a 2 lane rural section to a 3 lane urban section in 2018.

As the residential areas continue to develop, bicyclists and pedestrians will desire a more direct route to reach their destination. This will likely include bicycle and pedestrian accommodations on 47th Ave S. The proposed path will act as one component for more direct access for students south east of the intersection of S Columbia Rd and 47th Ave S to access Discovery Elementary School as well as students who live north west of S Columbia Rd and 47th Ave S a more direct access to South Middle School. In addition to more direct school access for the developing community, the proposed path will also provide access to Ulland Softball Complex, Kings Walk Golf Course, and the Choice Health and Fitness Center. In addition to the nearby schools and recreational facilities, Cities Area Transit (CAT) has routes 12 and 13 which have a bus stop located at 47th Ave S and S 20th St. All buses operated by CAT have bike racks mounted on the front of the bus for individuals riding their bike and desiring to use the transit system.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, Discovery Elementary School, South Middle School, Ulland Softball Complex, Kings Walk Golf Course, and Choice Health and Fitness Center. In addition to providing improved bicycle and pedestrian facilities, the proposed path would provide:

- a. Provide the first phase of bicycle and pedestrian accommodations to the intersection of S Columbia Rd and 47th Ave S.
- b. Creates a safer walking and bicycling environment for school children, commuters and recreational users.
- c. Provides a direct trail facility to connect the developing residential areas to the existing recreational facilities.
- d. Another segment of the overall bikepath network for the City.

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$374,000
Ineligible costs (Easements, Testing, etc.)	= \$7,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$381,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

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.

H: Safe Routes to School projects including sidewalk improvements, traffic calming and speed reduction improvements, and pedestrian and bicycle crossing improvements.

10. SUPPORTING DATA

1. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared use path.

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 shared-use path is consistent with the type of path constructed and the method of installing shared-use path to new developments and areas to serve them through alternate transportation means.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, The Pedestrian and Wheeled Sports Subcommittee , City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

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

City of Grand Forks

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY

City of Grand Forks


15. ENVIRONMENTAL IMPACTS


- a. Land Use – The proposed path is located adjacent to an existing recreational facility in existing City right of way. It will provide access to the City’s developing residential areas to existing nearby schools and recreational areas. There will be no negative impact. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – no farmland will be taken as a result of this project.
- c. Social Impacts – This will have a positive impact by providing residents, with a path encouraging bicycling and walking to school, work and for recreation.
- d. Economic – This path provides a direct connection from existing bike/ped infrastructure to the nearby schools and bus stops thereby creating easier access for anyone commuting into this area.
- e. Relocation – none.
- f. Wetlands –none.
- g. Flood Plain – N/A
- h. Threatened or endangered species – the proposed project is on previously disturbed land in a developed area. This area is regularly mowed and is not anticipated to provide a habitat for any threatened or endangered species.
- i. Cultural Resources – N/A
- j. Hazardous Waste – N/A

This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduction of motor vehicle traffic we expect a decrease in noise, air, and dust pollution.

Other positive social/infrastructure benefits should also result from this project. As usage of the shared-use path increases, we expect local roadway traffic congestion to decrease.

16. SIGNATURES


 _____ 11/29/17
 Allen Grasser, City Engineer DATE


 _____ 12/05/17
 Mayor Michael R. Brown DATE

 MPO OFFICIAL DATE



255 North 4th Street (Zip Code 58203) • P.O. Box 5200 (Zip Code 58206-5200)
Grand Forks, ND

PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT

City of Grand Forks

(701) 746-2661
FAX (701) 787-3755

November 8, 2017

RE: Proposed Shared Use Path on S Columbia Rd

To Whom It May Concern,

The Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC) would like to express their support for a shared-use path project proposed by the City of Grand Forks for funding through the 2019 Transportation Alternatives Program (TA). This project is located on S Columbia Rd. (40th Ave S to 47th Ave S). The group supports the project to provide a missing link in the system in a growing area of our community.

Bicyclists and Pedestrians have a long recognized the need for a shared-use path a long this section of S Columbia Rd. There is a growing need to provide a safe, reliable route of transportation to and from around the Discovery Elementary School. A separate shared-use path would ease safety concerns and encourage all abilities and ages to walk and bike.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

Sincerely,

Stephanie Erickson, Planner
Planning Department
(701)792-2897 / serickson@grandforksgov.com



November 9, 2017

Dear North Dakota Transportation Alternatives Grant Application Committee,

My name is Carma Hanson and, as the coordinator of Safe Kids Grand Forks, I am submitting a letter of the support for the city of Grand Forks Transportation Alternatives application. Safe Kids Grand Forks is an injury prevention coalition who has as their lead agency Altru Health System. Our mission is to prevent unintentional injury and death to children under age 19. We are a group made up of over 100 agencies, businesses and individuals and each year, our volunteers provide over 14,000 hours of work on injury prevention in the city of Grand Forks and communities throughout our region.

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As your committee knows, a multifaceted approach to injury prevention is obviously the most effective it yields the best results in the long run. Well over ten years ago, Safe Kids Grand Forks convened a Pedestrian and Wheeled Sports Subcommittee to address children getting to and from school safely. This subcommittee has been made up of various entities from the Grand Forks community. Our group has worked diligently to address pedestrian and biking to school in a comprehensive and multi-faceted fashion. We have addressed the issue from these perspectives:

- **Engineering** – We have reviewed and assessed the environment in and around schools to assure that children have safe walking environments.
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- **Evaluation** – No program would be effective without evaluation of the process and careful planning. Safe Kids and our task force not only plan for events and action steps toward better pedestrian safety but we monitor and evaluate them via parental surveys and traffic assessments.

I have a staff member, Patty Olsen, who as co-chair of the subcommittee, has worked with city of Grand Forks to review the application for the Transportation Alternatives funding. The subcommittee fully supports the funding request for the projects and agrees with the ranking completed by the city engineering department.

As we continue to experience an increase in our K-12 enrollment, it will be imperative that we improve and enhance current infrastructure to provide safe routes to school for students throughout our community. The city of Grand Forks has invested the time to prioritize the community's needs and provide for this growth.

Please contact me if you have any questions.

Sincerely,

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Carma Hanson, MS, RN
Coordinator – Safe Kids Grand Forks
Altru Health System
701-780-1489
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2017 TA Application (Fiscal Year 2019)
47th Ave S (S Columbia Rd to S 20th St)
10' Wide Shared Use Path
10/26/2017

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
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750	2115	DETECTABLE WARNING PANELS	60	SF	\$ 40.00	\$ 2,400.00
		EROSION CONTROL	1	LSUM	\$ 5,000.00	\$ 5,000.00

Subtotal	\$	276,700.00
20% Contingencies	\$	56,300.00
Subtotal	\$	333,000.00
Construction Testing	\$	7,000.00
Project Total	\$	340,000.00

		<u>2019 Construction</u>	
		Subtotal	\$ 299,278.72
		20% Contingencies	\$ 60,721.28
Fed Share	78%	Subtotal	\$ 360,000.00
\$288,000		Construction Testing	\$ 7,000.00
Local share		Project Total	\$ 367,000.00
\$79,000.00	22%		

		<u>2020 Construction</u>	
		Subtotal	\$ 311,249.87
		20% Contingencies	\$ 62,750.13
Fed Share	MAX	Subtotal	\$ 374,000.00
\$290,000	76%	Construction Testing	\$ 7,000.00
Local share		Project Total	\$ 381,000.00
\$91,000.00	24%		

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

Project Number

Project Name

Shared Use Path
S Columbia Rd
40th Ave S to 47th Ave S

0=No
1=Yes

Category 1 Accessibility and Mobility

<i>Increase the accessibility and mobility options to people and freight.</i>		Assign score 0 or 1
A	Provides acceptable LOS for facility as recommended in LRTP	0
B	Enhances accessibility and mobility for non-motorized users	1
C	Implements recommendations in ADA ROW transition plans	0

Category 2 Environmental/Energy/QOL

<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>		Assign score 0 or 1
A	Implements context sensitive solutions	0
B	Address EJ analysis process	0
C	Decreases fuel consumption	1
D	Avoids or minimize impacts to wetlands or other natural habitats	1
E	Seeks to control sun-off pollution	1

Category 3 Integration and Connectivity

<i>Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</i>		Assign score 0 or 1
A	Project includes signage techniques to help users travel	0
B	Maximize direct travel trips between major generators	0
C	Address last segment/link of corridor	0
D	Improves the integration/connectivity of whole transportation system	1

Category 4 Efficient System Management

<i>Promote efficient system management and operation.</i>		Assign score 0 or 1
A	Project sponsor has specific budget for maintenance	1
B	Demonstrates commitment to year round maintenace	1
C	Includes specific evaluation method to provide a measurement of effectiveness	0

TIP SCORING SHEETS

Transportation Alternatives SCORING MPO SCORING SHEET FOR EACH PROJECT

Project Number

Project Name

0=No
1=Yes

Category 5 System Preservation

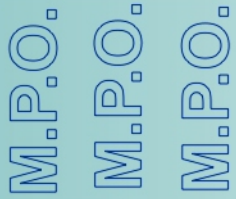
<i>Emphasize the preservation of the existing transportation system.</i>		Assign score 0 or 1
A	Uses existing infrastructure instead of building brand new infrastructure	0
B	Emphasizes system rehabilitation rather than expansion	0
C	Incorporates new technologies	0
D	Acquire/utilizes railroad ROW of other existing ROW	1

Category 6 Safety

<i>Increase safety of the transportation system for motorized and nonmotorized uses.</i>		Assign score 0 or 1
A	Provide safety education components	0
B	Enhances safe route to school route	1
C	Demonstrates incorporation of appropriate traffic control devices	1
D	Reduces points of conflict	1
E	Enhances the public safety of non-motorized users	1

Category 7 Local/Regional Factors

<i>Factors of local or regional importance</i>		Assign score 0 or 1
A	Conformance with LRTP, corridor studies, school safety studies of MPO docume	1
B	Demonstrates analysis of project risk in implementation	1
C	Provides benefit for multiple jurisdictions	0
D	Advances smart growth objectives	1
E	Project provides landscaping/streetscaping or similar amenities	0
F	Acquire/enhances scenic/historic properties	0
G	Project provides a connection to transit facilities of transit stops	0



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report

MPO Technical Advisory Committee: December 13, 2017
MPO Executive Board: December 20, 2017

RECOMMENDED ACTION: Consider HSIP Candidate Projects for the FY2019-2022 TIP as Being Consistent with the Long Range Transportation Plan and Give Priority Ranking

Matter of HSIP Candidate Projects for 2019-2022 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2019-22 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to “vet” the candidate projects, the project submittal deadline to the MPO was December 6th.

Two applications were submitted; both by the City of Grand Forks. The **top priority application** was to upgrade all the school crossing beacons in Grand Forks. The proposed project would upgrade all 22 beacons to allow more events to be programmed to adjust to the complicated school schedule. Additionally, the beacons would be upgraded to allow for pedestrians to activate rather than just relying on programmed events. The total cost estimate being in Year of Expenditure FY2022 is \$730,000 with federal participation of \$630,000.

When reviewing the Local Road Safety Program (LRSP) document, these school beacons are not listed as a specific, prioritized project. However, not being explicitly listed does not prevent a project from being considered. In working with City Staff, the following prioritized strategies are identified as being consistent:

LRSP under Table 3-9 Unsignalized Intersection Strategies (Infrastructure Strategies) both:

A – Reduce the frequency and severity of intersection conflicts through geometric design improvements.

A4 “Improve pedestrian and bicycle facilities to reduce conflicts between motorist and nonmotorists”

and

C-Improve driver awareness of intersections as viewed from the intersection approach.

C1-“Improve visibility of intersections by providing enhanced signing, delineation or pavement markings/messages (stop bar, larger regulatory signs, LED stop signs, etc.)”

The **second application** is to implement some remaining recommendations from the 32nd Ave S

Road Safety Review. This review created the award of the FY2019 HSIP project to modify left turn lanes along key intersections on 32nd Ave S. This application address the intersection of S. 17th St and 32nd Ave S. The Review recommended to re-align left turn lanes and install pedestrian crosswalks if a signal is installed. The recommendations were not “needed now” and therefore were not included in the FY2019 project.

The City is applying for HSIP funds to make these two improvements plus install the traffic signal. Upon further research and clarification from NDDOT, **installing traffic signals are not eligible through HSIP funds**. Due to the vast majority of the cost estimate is due to the traffic signals, the City staff did not desire to remove from the application the cost of the signals and just submit the two recommended items (which partially are dependent upon installation of traffic signal). Therefore the application is ineligible.

These candidate projects are being processed with many unknown outcomes of FAST. It is very possible that significant changes may occur to these projects as more information and decisions are made through implementation of FAST. In short, any action of these projects is subject to change.

A separate staff report was released for the ND TA Program.

The Urban Roads Program, both the Regional Roads and Local Urban Roads, are yet to formally be solicited. In part, the proposed NDDOT Main Street Initiative may significantly impact the Program. A separate staff report was released to provide an update on this item.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Long Range Transportation Plan (via the LRSP) with the understanding that as FAST is implemented this determination is subject to change.
- One project should be given high priority ranking; the other project is ineligible.

Support Materials:

- Pages from LRSP
- Applications



June 2014

North Dakota Local Road Safety Program



CODE FOR THE ROAD

PARTNERING TO SAVE LIVES.

TABLE 3-9
Unsignalized Intersection Strategies (Infrastructure Strategies)

Objectives	Strategies	Effectiveness	Cost to Implement and Operate ¹	Timeframe for Implementation ²
A – Reduce the frequency and severity of intersection conflicts through geometric design improvements	A1 – Provide left-turn lanes at intersections	Tried	Moderate	Medium
	A2 – Provide offset turn lanes at intersections	Proven	Moderate	Medium
	A3 – Realign intersection approaches to reduce or eliminate intersection skew	Tried	Moderate to High	Medium
	A4 – Improve pedestrian and bicycle facilities to reduce conflicts between motorists and nonmotorists	Proven	High	Medium
	A5 – Use indirect left-turn treatments to minimize conflicts at divided highway intersections	Varies	Moderate	Medium
B – Improve sight distance at unsignalized intersections	B1 – Clear sight triangle on approaches and in medians by clearing grub, eliminating parking, etc	Tried	Moderate	Medium
C – Improve driver awareness of intersections as viewed from the intersection approach	C1 – Improve visibility of intersections by providing enhanced signing, delineation or pavement markings/messages (stop bar, larger regulatory signs, LED stop signs, etc)	Tried	Low	Short
	C2 – Improve visibility of intersections by providing appropriate street lighting	Tried	Low	Short
	C3 – Install larger regulatory and warning signs at intersections, including the use of dynamic warning signs at appropriate intersections	Proven	Low to Moderate	Medium
	C4 – Call attention to the intersection by installing rumble strips or splitter islands on intersection approaches	Tried	Low	Short
D – Appropriate intersection traffic control to minimize crash frequency and severity	D1 – Construct roundabouts at appropriate locations	Tried	Low to Moderate	Medium
<p>Notes: ¹ Cost: Low = <\$50,000 per intersection; Moderate = \$50,000 to \$500,000 per intersection; High = >\$500,000 per intersection ² Implementation: Short = <1 year; Medium = 1 to 2 years; Long = >2 years Source: NCHRP Report 500 Series, 2003</p>				

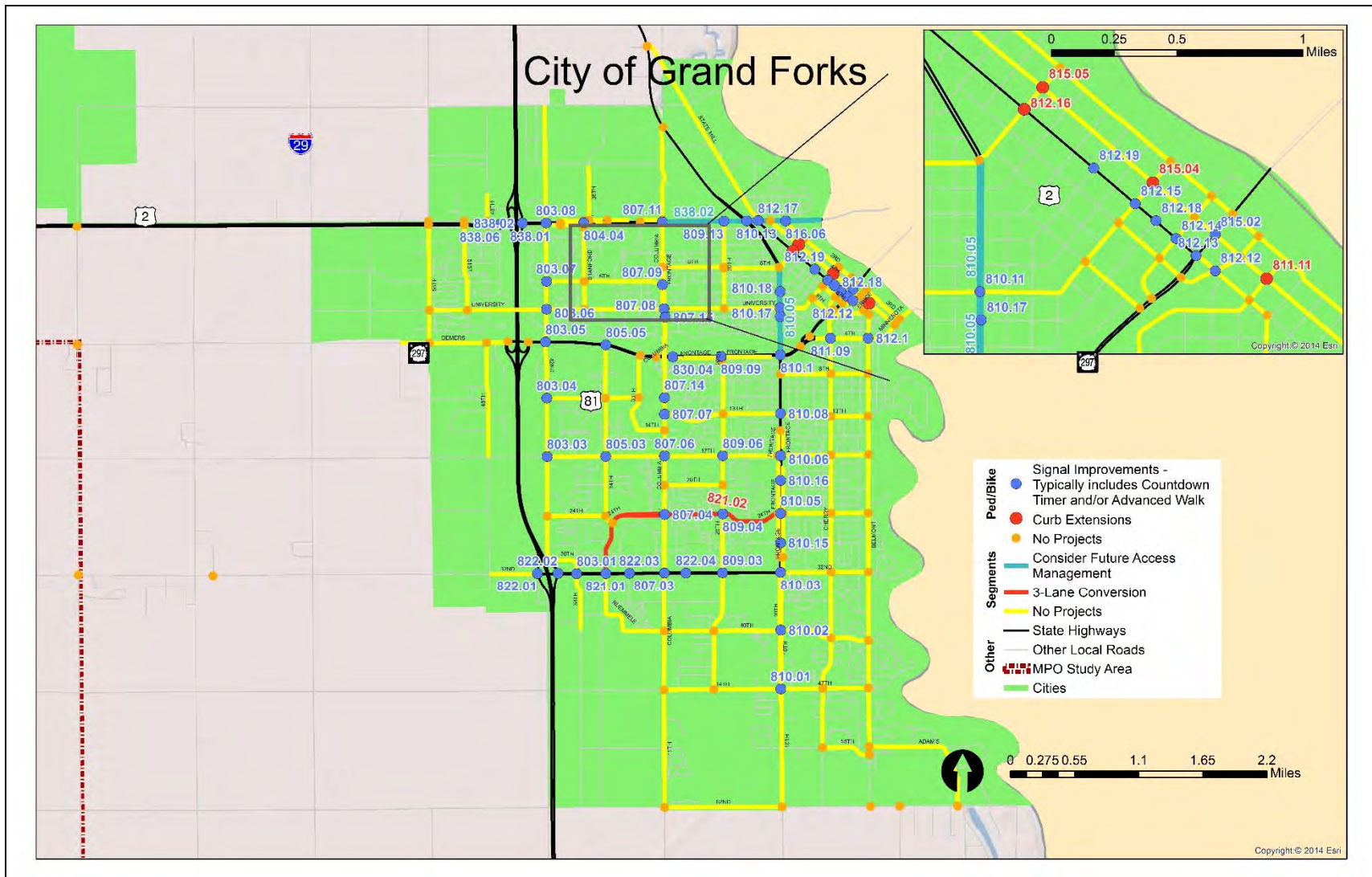


FIGURE 4-10
 City of Grand Forks Projects Location Map—Roadway Segments and Pedestrian and Bicycle Projects

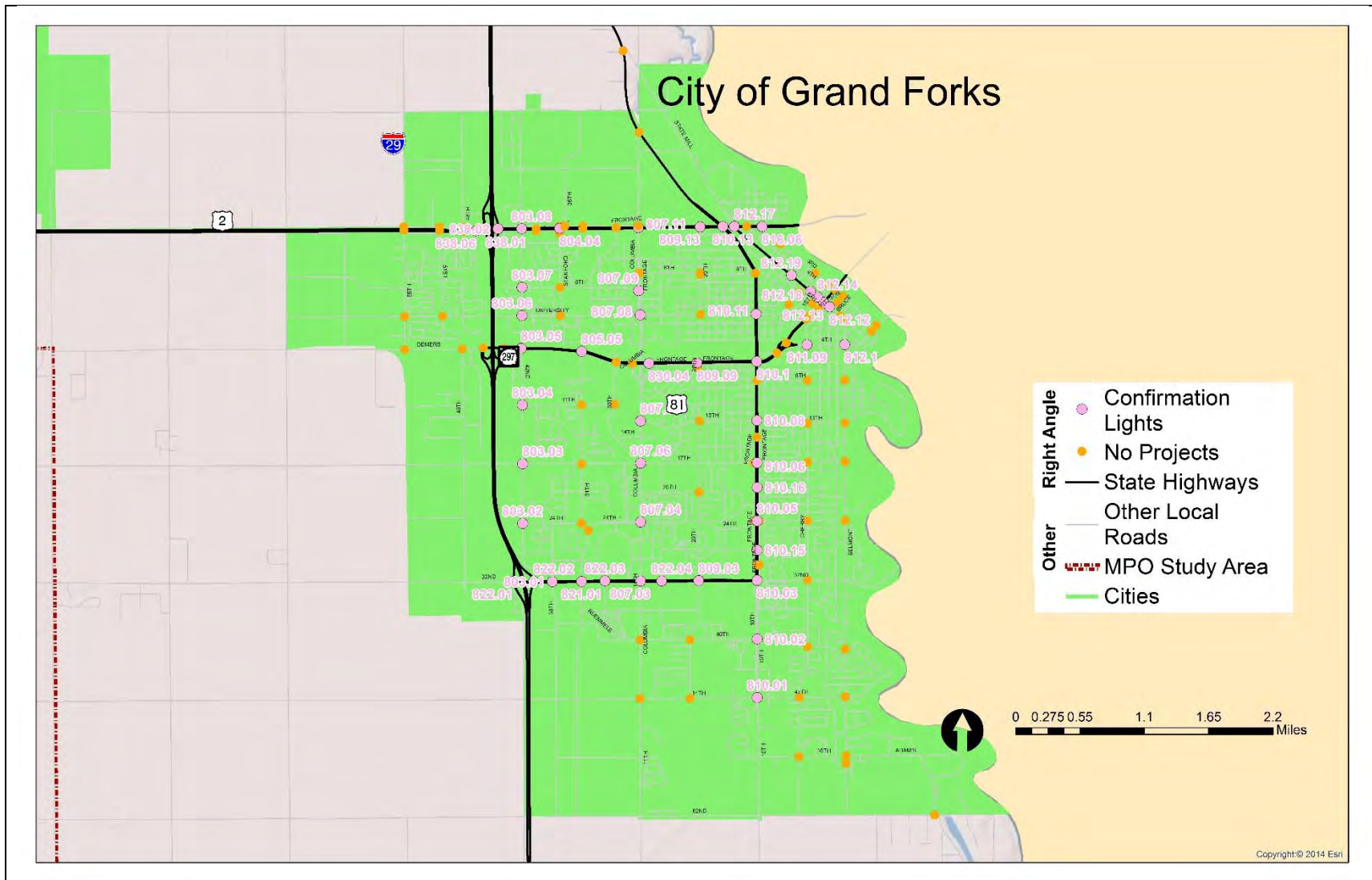


FIGURE 4-11
 City of Grand Forks Projects Location Map—Right Angle Intersection Projects



Allen R. Grasser, PE
City Engineer

City of Grand Forks

255 North Fourth Street • P.O. Box 5200 • Grand Forks, ND 58206-5200

(701) 746-2640
Fax: (701) 787-3744

December 6, 2017

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58206

RE: HSIP Applications

Dear Mr. Haugen:

Attached please find the City of Grand Forks' HSIP Project Applications (2). Please forward these applications to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Though these applications are for 2022, the Grand Forks City Council is requesting that these be considered for an earlier year if funding is available. The ranked priority for these projects are as follows:

1. School Flashing Beacons Upgrade
2. Traffic Signal at 32nd Ave S (Bus US 81) & S 17th St

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

Cc: Mark Walker
David Kuharenko

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (1-2016)

**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 Grand Forks		NDDOT District Grand Forks		
Contact Name David Kuharenko		Telephone Number (701) 746-2649		
Email Address dkuharenko@grandforksgov.com		Project Cost Estimate(attach detailed copy) 700,000	Current Date 11/21/2017	
Location Description 22 School Beacon Locations Throughout Grand Forks. Roadway Classification Vary from Local to Minor Arterial	Roadway Ownership		SHSP Emphasis Area(check all that apply)	
	<input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe			<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
	Speed Limit 25	Ref. Point(s)		
AADT		<input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Principal Arterial		
Improvement Category (check one)				
<input type="checkbox"/> Access Management <input type="checkbox"/> Intersection Geometry <input type="checkbox"/> Parking <input type="checkbox"/> Roadway Delineation <input checked="" 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				
<p>The City of Grand Forks has 22 locations with flashing school beacons throughout the city. These beacons are manually programmed at each individual location annually by city staff to flash during the morning start, lunchtime release, and afternoon release. Currently these beacons have outdated controllers installed. These controllers do not have sufficient capacity to account for all of the days off throughout the school year, nor the early releases scheduled for every other Wednesday. This has resulted in the beacons flashing during weekdays when school is not in session, and to address the early releases every other Wednesday, the weekday timing has been extended to cover from lunch release to the afternoon release. This unnecessary flashing can lead to the beacons being less effective as drivers begin to disregard the flashing beacons. There is also no capability in place to address late starts or early releases that are due to weather. A number of these schools have after school programs or events which are outside of the typical start or release times. These events or activities can be in the evenings during weekdays or on the weekend. Currently there is no capability to allow pedestrians to activate these beacons.</p>				
Describe Proposed Safety Improvements				
<p>The proposed project will upgrade the existing controllers to have an adequate number of programmable events to address the complicated school schedule. The proposed project will also install pedestrian actuation for late starts or early releases due to weather and after hour school events to provide additional safety measures for school activities not otherwise accounted for. This project is anticipated to provide improved safety measures by minimizing the amount of time the beacons are flashing to minimize drivers disregard of the school flashing beacon system.</p>				

For questions or comments contact:
 Shawn Kuntz
 701-328-2673
 skuntz@nd.gov
 Please email completed form to this address: hsip@nd.gov

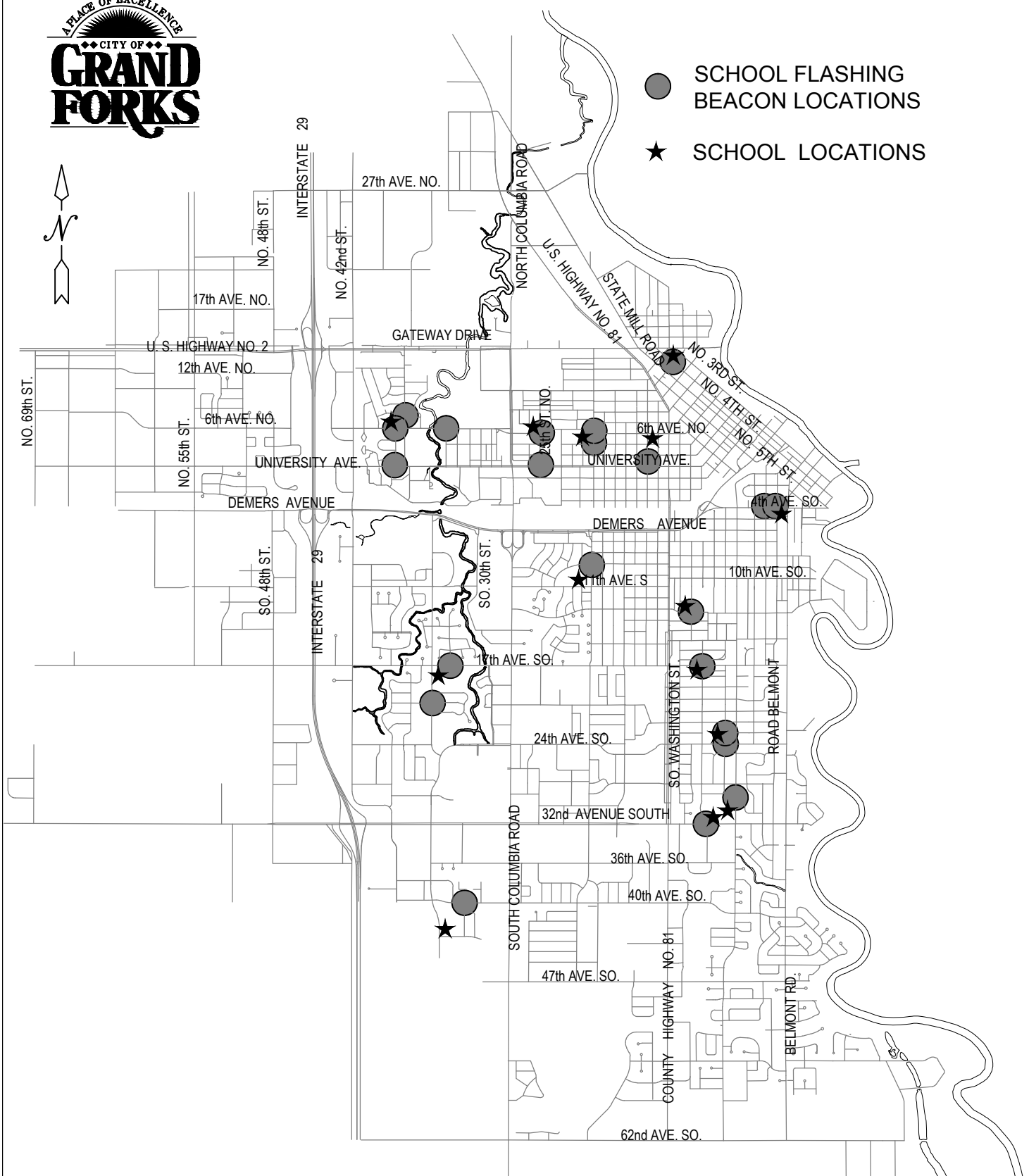
PROJECT LOCATION MAP

GRAND FORKS, NORTH DAKOTA

School Flashing Beacon Upgrade



- SCHOOL FLASHING BEACON LOCATIONS
- ★ SCHOOL LOCATIONS



2017 HSIP Application
 Controllers and Pushbuttons
 Updated 11/21/2017

SPEC	CODE	DESCRIPTION	Ben Franklin Elementary School	Discovery Elementary School	Century Elementary School	Kelly Elementary & Schroeder Middle Schools	Viking Elementary School	Lewis & Clark Elementary School	Holy Family Elementary School	Phoenix Elementary School	Wilder Elementary School	Winship Elementary School	Valley Middle School	West Elementary School	Lake Agassiz Elementary School	Quantity Total	Unit	Unit price	Total
704	110	TRAFFIC CONTROL	1	1	1	1	1	1	1	1	1	1	1	1	1	13	LSUM	\$2,000.00	\$ 26,000.00
708	1540	INLET PROTECTION SPECIAL	3	4	12	7	14	5	6	8	4	4	8	4	17	96	EA	\$300.00	\$ 28,800.00
772	240	2IN DIAMETER RIGID CONDUIT	120	140	290	240	240	130	120	280	50	130	270	240	420	2670	LF	\$7.00	\$ 18,690.00
772	400	NO12 AWG 2 CONDUCTOR CABLE	160	180	370	280	280	170	180	360	90	170	350	320	420	3330	LF	\$2.00	\$ 6,660.00
772	2935	REVISE FLASHING BEACON SYSTEM	1	1	2	2	2	1	1	2	1	1	2	2	4	22	EA	\$18,000.00	\$ 396,000.00
Subtotal			\$ 22,060.00	\$ 22,540.00	\$ 44,370.00	\$ 42,340.00	\$ 44,440.00	\$ 22,750.00	\$ 23,000.00	\$ 43,080.00	\$ 21,730.00	\$ 22,450.00	\$ 42,990.00	\$ 41,520.00	\$ 82,880.00	\$ 476,150.00			\$ 476,150.00
20% Contingencies			\$ 4,940.00	\$ 5,460.00	\$ 9,630.00	\$ 8,660.00	\$ 9,560.00	\$ 5,250.00	\$ 5,000.00	\$ 8,920.00	\$ 5,270.00	\$ 4,550.00	\$ 9,010.00	\$ 8,480.00	\$ 17,120.00	\$ 95,850.00			
2017 Total			\$ 27,000.00	\$ 28,000.00	\$ 54,000.00	\$ 51,000.00	\$ 54,000.00	\$ 28,000.00	\$ 28,000.00	\$ 52,000.00	\$ 27,000.00	\$ 27,000.00	\$ 52,000.00	\$ 50,000.00	\$ 100,000.00	\$ 572,000.00			
Subtotal inflated to 2022 (4% compound)			\$ 26,839.36	\$ 27,423.36	\$ 53,982.89	\$ 51,513.08	\$ 54,068.05	\$ 27,678.85	\$ 27,983.02	\$ 52,413.41	\$ 26,437.87	\$ 27,313.86	\$ 52,303.91	\$ 50,515.43	\$ 100,836.19	\$ 579,309.28			
20% Contingencies			\$ 6,160.64	\$ 5,576.64	\$ 11,017.11	\$ 10,486.92	\$ 10,931.95	\$ 6,321.15	\$ 6,016.98	\$ 10,586.59	\$ 5,562.13	\$ 5,686.14	\$ 10,696.09	\$ 10,484.57	\$ 21,163.81	\$ 120,690.72			
Total			\$ 33,000.00	\$ 33,000.00	\$ 65,000.00	\$ 62,000.00	\$ 65,000.00	\$ 34,000.00	\$ 34,000.00	\$ 63,000.00	\$ 32,000.00	\$ 33,000.00	\$ 63,000.00	\$ 61,000.00	\$ 122,000.00	\$ 700,000.00			
Federal Share			\$ 29,700.00	\$ 29,700.00	\$ 58,500.00	\$ 55,800.00	\$ 58,500.00	\$ 30,600.00	\$ 30,600.00	\$ 56,700.00	\$ 28,800.00	\$ 29,700.00	\$ 56,700.00	\$ 54,900.00	\$ 109,800.00	\$ 630,000.00			
City Share			\$ 3,300.00	\$ 3,300.00	\$ 6,500.00	\$ 6,200.00	\$ 6,500.00	\$ 3,400.00	\$ 3,400.00	\$ 6,300.00	\$ 3,200.00	\$ 3,300.00	\$ 6,300.00	\$ 6,100.00	\$ 12,200.00	\$ 70,000.00			

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (1-2016)

**23 USC § 409 Documents
NDDOT Reserves All Objections**

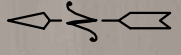
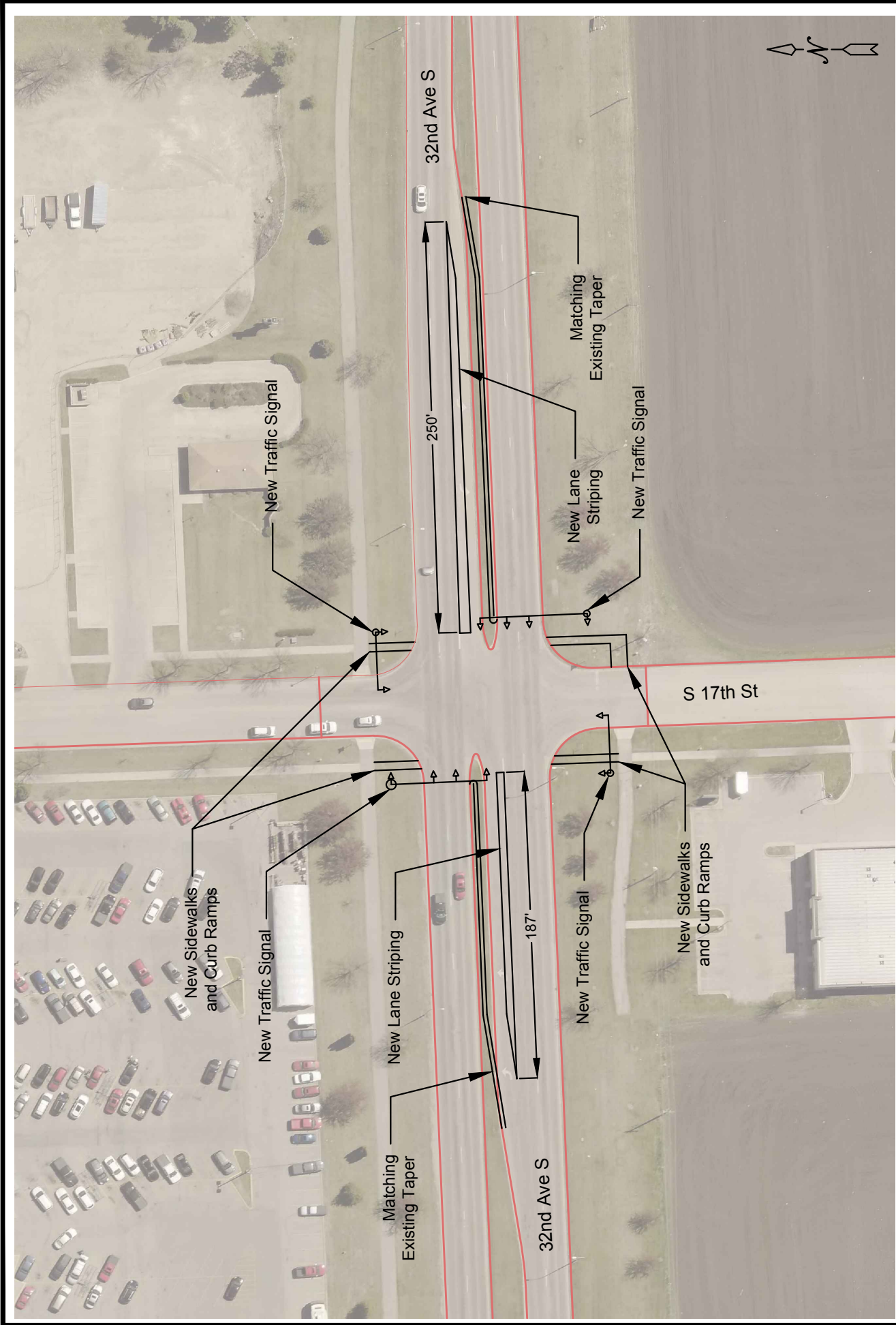
Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Grand Forks		NDDOT District Grand Forks	
Contact Name David Kuharenko		Telephone Number (701) 746-2649	
Email Address dkuharenko@grandforksgov.com		Project Cost Estimate(attach detailed copy) 788,000	Current Date 11/21/2017
Location Description Intersection of 32nd Ave S (Bus US 81) & S 17th St	Roadway Ownership		SHSP Emphasis Area(check all that apply)
	<input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Tribe		
	Speed Limit 40	Ref. Point(s)	
AADT	<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 one)			
<input type="checkbox"/> Access Management <input type="checkbox"/> Intersection Geometry <input type="checkbox"/> Parking <input type="checkbox"/> Roadway Delineation <input type="checkbox"/> Advanced Technology & ITS <input checked="" 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			
<p>With recent and projected infill development in the area, a recent traffic count was conducted at this intersection and it was shown to meet traffic signal warrants 1,2,3,6,7 & 8. Similar to the other intersections on 32nd Ave S (Bus US 81) the eastbound and westbound left turn lanes are negatively offset. This can make it difficult for a driver attempting to turn left to see around a vehicle in the opposing left turn lane. This leads to a higher possibility of a right angle crash between a left turn movement and a through movement. The Road Safety Review Completed in August of 2016 indicated two recommendations for this intersection; the first to realign the E/W left turn lanes to have zero or positive offset, and the second was to install NB/SB pedestrian crosswalk if a signal is installed in the future.</p>			
Describe Proposed Safety Improvements			
<p>The project is proposed to install the warranted traffic signal, realignment of the EB/WB left turn lanes to a zero or positive offset, install pedestrian crosswalks with pedestrian countdown heads and crosswalks. Ideally this work would coincide with the 32nd Ave Corridor Improvements programmed for 2019, however this project is capable of being a stand alone project.</p>			

For questions or comments contact:

Shawn Kuntz
701-328-2673
skuntz@nd.gov

Please email completed form to this address: hsip@nd.gov



CITY PROJECT	7676
DATE	11/21/2017
SCALE	NTS
PAGE	1 of 1

CITY OF
 GRAND FORKS
 ENGINEERING
 DEPARTMENT

32nd Ave S (Bus US 81) & S 17th St
 Traffic Signal and Left Turn Lane Realignment

CITY OF GRAND FORKS ENGINEERING DEPARTMENT

Project: Traffic Signal & Left Turn Lane Realignment 32nd Ave S (Bus US 81) & S 17th St

***Estimated unit prices taken from project SU-6-986(120)124 Washington & 44th St Traffic Signal bid on 10/13/2017**

11/16/2017

SPEC NO.	CODE NO.	ITEM DESCRIPTION	UNIT	Total Quantity	UNIT PRICE	ITEM TOTAL
103	0100	CONTRACT BOND	L SUM	1	\$ 5,000.00	\$ 5,000.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	150	\$ 17.00	\$ 2,550.00
202	0130	REMOVAL OF CURB AND GUTTER	LF	950	\$ 9.00	\$ 8,550.00
203	0102	COMMON EXCAVATION-TYPE B	CY	100	\$ 10.80	\$ 1,080.00
251	0300	SEEDING CLASS III	AC	0.1	\$ 23,700.00	\$ 2,370.00
253	0201	HYDRAULIC MULCH	AC	0.1	\$ 9,000.00	\$ 900.00
550	0113	8IN REINFR CONCRETE PAVEMENT CL AE	SY	360	\$ 96.00	\$ 34,560.00
702	0100	MOBILIZATION	L SUM	1	\$ 49,000.00	\$ 49,000.00
704	0100	FLAGGING	MHR	80	\$ 48.00	\$ 3,840.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1034	\$ 1.40	\$ 1,447.60
704	1052	TYPE III BARRICADE	EA	16	\$ 77.00	\$ 1,232.00
704	1054	SIDEWALK BARRICADE	EA	4	\$ 77.00	\$ 308.00
704	1055	PEDESTRIAN LONGITUDINAL BARRICADE	LF	490	\$ 25.00	\$ 12,250.00
704	1060	DELINEATOR DRUMS	EA	142	\$ 22.00	\$ 3,124.00
704	1087	SEQUENCING ARROW-TYPE C	EA	2	\$ 440.00	\$ 880.00
704	1500	OBLITERATION OF PVMT MK	SF	64	\$ 18.00	\$ 1,152.00
708	1540	INLET PROTECTION-SPECIAL	EA	8	\$ 230.00	\$ 1,840.00
722	6200	ADJUST MANHOLE	EA	1	\$ 550.00	\$ 550.00
748	0140	CURB & GUTTER TYPE I	LF	533	\$ 36.00	\$ 19,188.00
750	0125	SIDEWALK CONCRETE -5IN	SY	100	\$ 67.00	\$ 6,700.00
750	0210	CONCRETE MEDIAN NOSE PAVING	SY	36	\$ 100.00	\$ 3,600.00
750	2115	DETECTABLE WARNING PANELS	SF	60	\$ 38.00	\$ 2,280.00
762	0112	EPOXY PVMT MK MESSAGE	SF	64	\$ 13.60	\$ 870.40
762	0114	EPOXY PVMT MK 6IN LINE	LF	464	\$ 4.30	\$ 1,995.20
762	0115	EPOXY PVMT MK 8IN LINE	LF	1800	\$ 2.15	\$ 3,870.00
762	0117	EPOXY PVMT MK 24IN LINE	LF	116	\$ 31.50	\$ 3,654.00
762	0118	EPOXY PVMT MK CURB TOP & FACE	LF	32	\$ 24.00	\$ 768.00
770	4525	REVISE LIGHTING SYSTEM	EA	1	\$ 21,000.00	\$ 21,000.00
772	0001	TRAFFIC SIGNAL SYSTEM	EA	1	\$ 318,000.00	\$ 318,000.00
772	9200	IT SYSTEM	EA	1	\$ 27,000.00	\$ 27,000.00

2017 Subtotal \$ 539,559.20

2017 subtotal Inflated to 2022 @ 4% \$ 656,456.27

20% Contingencies \$ 131,543.73

2022 Total \$ 788,000.00

Notes:

Existing Section is 8" Concrete Pavement on 12" Lime Treated Subgrade Constructed 1977

Under NDDOT Project F-6-081(10)940 City Project 2645

Rehab work done in 2012 under NDDOT project SU-6-081(078)940, City project 6634

Concrete Edge Milling & 2" Asphalt Overlay (3/4" leveling Course & 1-1/4" Wear Course FAA 45 mix)

Previous experience has shown that lime treated base should not be replaced with aggregate

Assumption that at existing turn lanes lime treated base extends underneath proposed turn lane widening

Road Safety Review Recommendations

23 USC § 409 Documents
NDDOT Reserves All Objections

32nd Ave S & 25th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Revise the access to be more restrictive.	Intended to be SB to WB right turn only, but people still make SB to EB left turns.	---
Separate Work	Transit Plan is looking at possible bus stop revisions: install NB/SB pedestrian crossing or move bus stop closer to signalized intersection.	Help pedestrians safely cross 32nd Ave S.	---

32nd Ave S & 24th St (Walmart)			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Install countdown pedestrian signal heads.	Requested with HSIP 631501.	D
Short	Replace the WB to SB 5-section left turn head with a 4-section FYA head.	To comply with MUTCD and to provide corridor consistency.	---

32nd Ave S & 23rd St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Re-align E/W left turn lanes to have zero or positive offset.	Re-alignment not needed now due to no left turn crashes and only low volumes.	---

32nd Ave S & 20th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Short	Re-align E/W left turn lanes to have zero or positive offset.	Improve sight distance and reduce left turn crashes (predominant trend on 2014 Urban High Crash Location List).	B, D, G
Short	Install countdown pedestrian signal heads.	Requested with HSIP 631501.	D
Likely Short	Replace traffic signal cabinet. Replace poles/mast arms as needed. Install FYA heads and add missing right turn overlaps.	Existing cabinet cannot handle FYA. FYA heads have been shown to be safer, more efficient, and more flexible. Right turn overlaps improve efficiency.	G
Long	Install EB to SB and WB to NB exclusive right turn lanes.	Not needed now due to low number of EB/WB rear-end crashes.	---

32nd Ave S & 17th St			
Timeframe	Improvement	Reason	Supportive Past Studies
Long	Re-align E/W left turn lanes to have zero or positive offset.	Re-alignment not needed now due to no left turn crashes and only low volumes.	---
Long	Install NB/SB pedestrian crosswalks if a signal is installed in the future.	Undesirable to install unsignalized NB/SB ped crosswalks now due to high EB/WB vehicle volumes.	---

TRAFFIC CONTROL STUDY - WARRANTS FOR TRAFFIC SIGNALS

North Dakota Department of Transportation, Programming
SFN 7924 (2-2016)

23 USC § 409 Documents
NDDOT Reserves All Objections

Date 09/12/2017	Prepared by JW	City Grand Forks	Analysis Year 2017
Major Road 32nd Ave S/SH 81		Speed Limit (mph) 40	Number of Lanes 2
Minor Road S 17th St		Speed Limit (mph) 25	Number of Lanes 1

Minor road right-turn traffic excluded from the analysis because there is an exclusive right-turn lane and right-turn traffic enters the Major Road with minimal conflict:

1. Posted or 85th-percentile speed of major road traffic is > 40 mph:

Yes No

Yes No

2. In built-up area of isolated community < 10,000 population:

Yes No

If question 1 or 2 is answered yes, then use 70% volume criteria:

70% 100%

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Requirements: Either Condition A (Minimum Vehicular Volume) or Condition B (Interruption of Continuous Traffic) is satisfied to 100% of the stated volumes for each of any 8 hours of an average day.

Or: Both Condition A and Condition B are satisfied to 80% of the stated volumes for each of any 8 hours of an average day.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

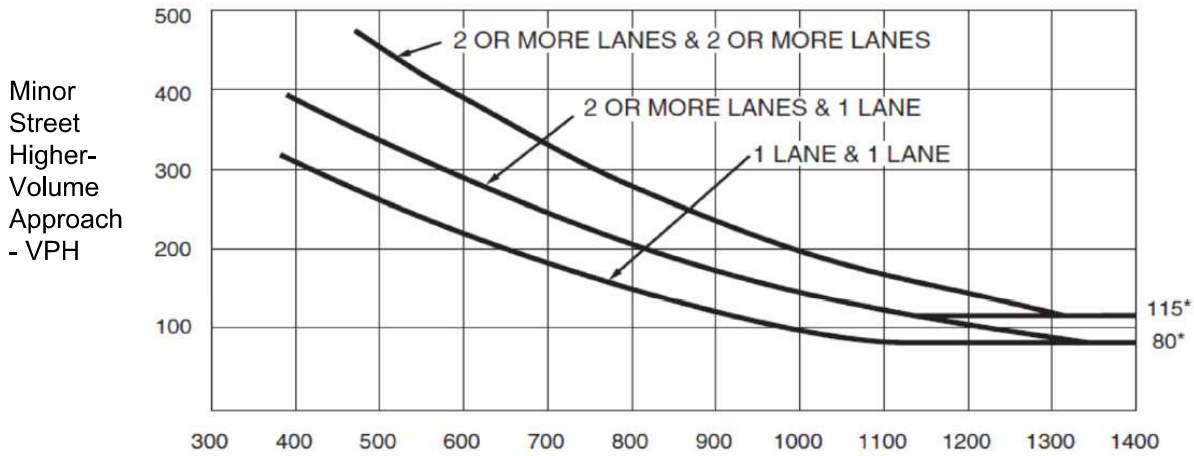
8 Highest Hour Volumes									
	1	2	3	4	5	6	7	8	
Both Approaches Major Road	2047	1929	2012	1820	1737	2004	1626	1392	
Highest Approach Minor Road	149	146	141	130	137	122	116	109	

Warrant 1 Met? Yes No Does not apply

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Requirements: Plot four highest hour volumes on the applicable figure below. If four points lie above the applicable curve then the warrant is satisfied.

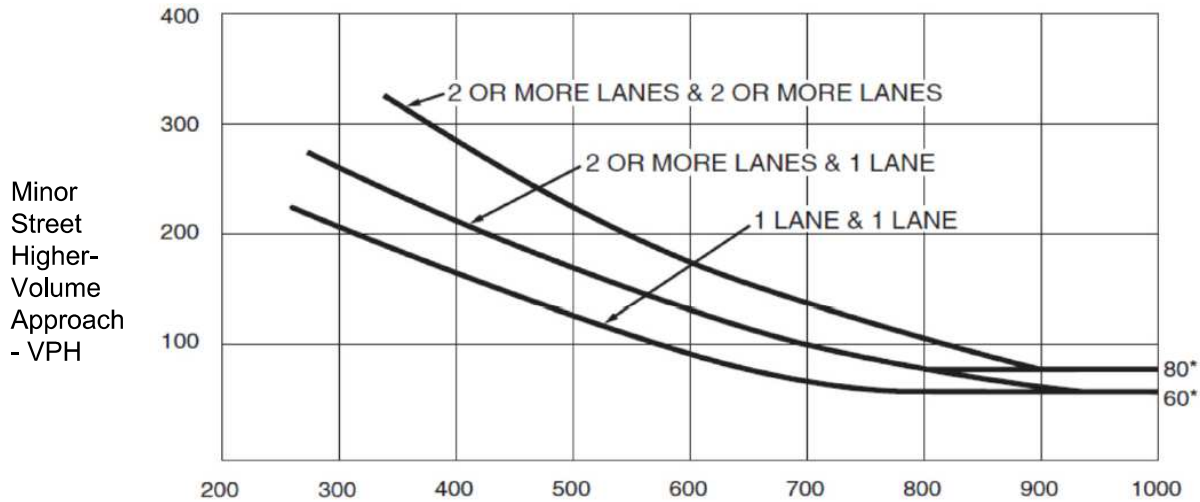
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



MAJOR STREET - TOTAL OF BOTH APPROACHES
 VEHICLES PER HOUR (VPH)

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)
 (Community Less than 10,000 Population or Above 40 MPH on Major Street)



MAJOR STREET -- TOTAL OF BOTH APPROACHES
 VEHICLES PER HOUR (VPH)

*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 2 Met? Yes No Does not apply

WARRANT 3, PEAK HOUR

Requirements: This signal warrant shall only be applied in unusual cases. Such cases include, but are not limited to, office complexes, manufacturing plants, industrial complexes, or high occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Unusual Condition

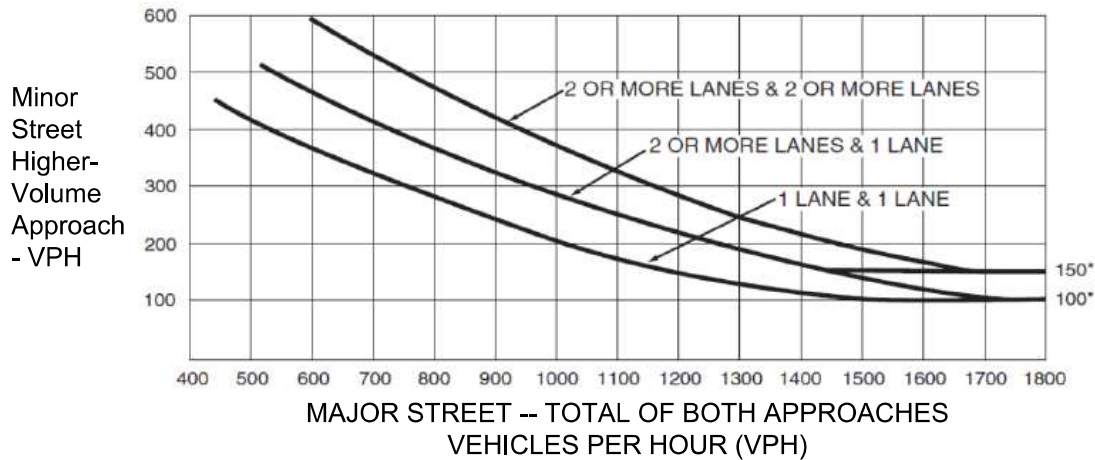
Either Condition A or Condition B is satisfied.

Condition A: The condition is satisfied if all three of the criteria are satisfied.

Criteria	Criteria Met if	Peak-Hour Value	Satisfied?	
			Yes	No
Delay on Minor Approach (veh-hr)	4 veh-hr for 1 lane approach or 5 veh-hr for two-lane approach		<input type="checkbox"/>	<input type="checkbox"/>
Volume on Minor Approach (veh/hr)	100 veh/hr for one moving lane of traffic, or 150 veh/hr for two lanes	149	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Entering Volume (veh/hr)	650 veh/hr for 3 approaches or 800 veh/hr for 4 or more	2047	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Condition B: Plot peak hour volumes on the applicable figure below. These conditions exist for the same 1 hour (and four consecutive, 15-minute periods) of an average day. If the point is above the appropriate line, then the warrant is satisfied.

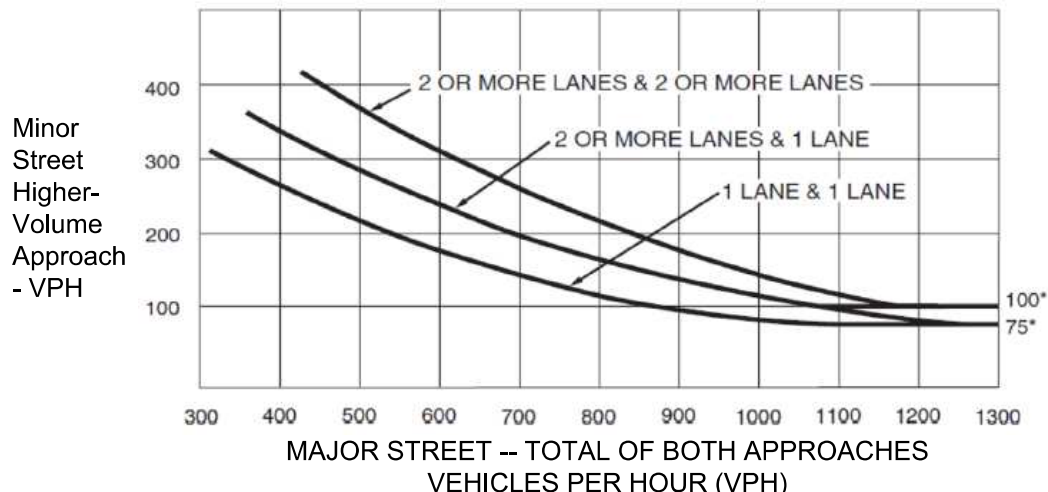
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less than 10,000 Population or Above 40 MPH on Major Street)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3 Met? Yes No Does not apply

WARRANT 4, PEDESTRIAN VOLUME

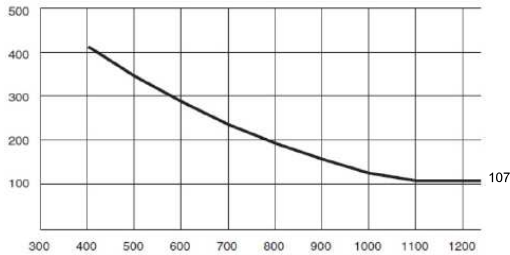
Requirements: This warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. It shall not be applied at locations where the distance to the nearest traffic signal or stop sign controlling the street that pedestrians desire to cross is less than 300 feet.

Either criterion A or criterion B is satisfied.

A: For each of any 4 hours of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

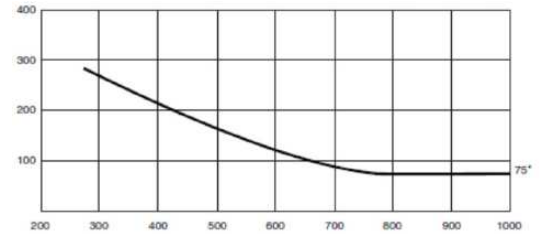
Total of all pedestrians crossing major street-pedestrians per hour(pph)



MAJOR STREET -- TOTAL OF BOTH APPROACHES VEHICLES PER HOUR (VPH)

*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



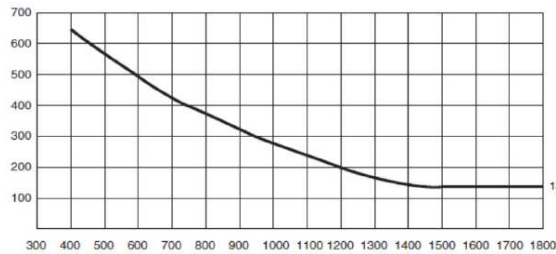
MAJOR STREET -- TOTAL OF BOTH APPROACHES VEHICLES PER HOUR (VPH)

*Note: 75 pph applies as the lower threshold volume.

B: For 1 hour (any four consecutive 15-minute periods) of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-7.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour

Total of all pedestrians crossing major street-pedestrians per hour(pph)

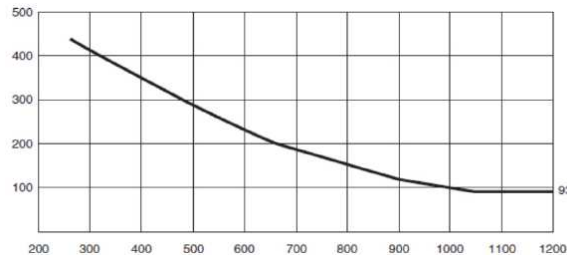


MAJOR STREET -- TOTAL OF BOTH APPROACHES VEHICLES PER HOUR (VPH)

*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

Total of all pedestrians crossing major street-pedestrians per hour(pph)



MAJOR STREET -- TOTAL OF BOTH APPROACHES VEHICLES PER HOUR (VPH)

*Note: 93 pph applies as the lower threshold volume.

If the speed on major street exceeds 40 mph, or if population is less than 10,000, Figure 4C-6 or 4C-8 may be used.

Warrant 4 Met? Yes No Does not apply

WARRANT 5, SCHOOL CROSSING

Requirements: This warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word "schoolchildren" includes elementary through high school students.

The warrant is satisfied if all three of the criteria are satisfied.

Criteria	Satisfied?	
	Yes	No
During the time period when schoolchildren are using the crossing: Gaps < Number of minutes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
There are a minimum of 20 schoolchildren during the highest crossing hour	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Warrant 5 Met? Yes No Does not apply

WARRANT 6, COORDINATED SIGNAL SYSTEM

Requirements: This warrant is satisfied if either criteria is satisfied. This warrant should not be applied when the resulting signal spacing would be less than 1000 ft.

Criteria	Satisfied?	
	Yes	No
On a one-way street or a street that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicular platooning.	<input type="checkbox"/>	<input type="checkbox"/>
On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Warrant 6 Met? Yes No Does not apply

WARRANT 7, CRASH EXPERIENCE

Requirements: The warrant is satisfied if all three of the criteria are satisfied.

Criteria	Hour	Satisfied?	
		Yes	No
One of the warrants to the right is met:	Warrant 4.1 at 80% of volume requirements: 80 ped/hr for 4 hrs or 152 ped/hr for 1 hr	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Warrant 1, Condition A (80% satisfied)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Warrant 1, Condition B (80% satisfied)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Adequate trial of other remedial measures has failed to reduce crash frequency.	Measures Tried Education/Enforcem	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Five or more reported crashes, of types susceptible to correction by signal control, have occurred within a 12 month period.	Number of Crashes 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Warrant 7 Met? Yes No Does not apply

WARRANT 8, ROADWAY NETWORK

Requirements: A "major route" as used in this signal warrant shall have at least one of the following characteristics:

Characteristics of a Major Route	Satisfied?	
	Yes	No
Part of the street or highway system that serves as a principal roadway network for through traffic flow.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rural or suburban highway outside of, entering, or traversing a city.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Appears as a major route on an official plan.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

Criteria			Satisfied?		
			Yes	No	
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during typical weekday peak hour.	Entering Volume: <input type="text" value="2222 1PM"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	b. Five-year projected volumes that satisfy one or more of Warrants 1,2, or 3.	Warrant(s) satisfied: <input type="text" value="1, 2 and 3"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Total entering volume of at least 1,000 veh/hr for each of any 5 hours of a non-normal business day (Sat. or Sun.)		Hour	Volume	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		<input type="text" value="1 PM"/>	<input type="text" value="2222"/>		
		<input type="text" value="12 PM"/>	<input type="text" value="2058"/>		
		<input type="text" value="2 PM"/>	<input type="text" value="2154"/>		
		<input type="text" value="3 PM"/>	<input type="text" value="2080"/>		
		<input type="text" value="4 PM"/>	<input type="text" value="2001"/>		

Warrant 8 Met? Yes No Does not apply

WARRANT 9, INTERSECTION NEAR A GRADE CROSSING

Requirements: This warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal.

Both condition A and condition B are satisfied.

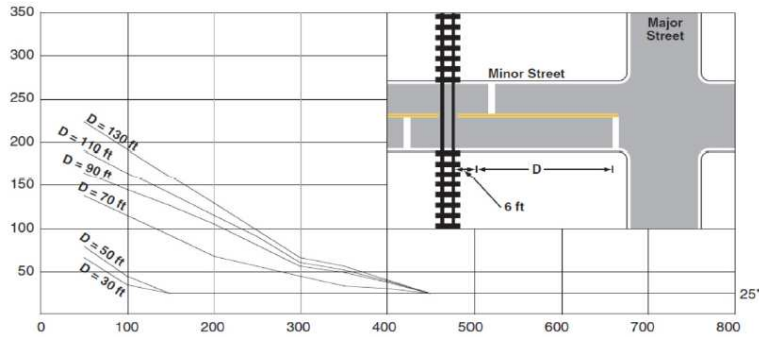
Criteria	Satisfied?	
	Yes	No
A. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. During the highest traffic volume hour during which rail traffic use the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Warrant 9 Continued on next page

WARRANT 9, CONTINUED

**Figure 4C-9. Warrant 9, Intersection near a Grade Crossing
(one Approach Lane at the Track Crossing)**

Minor Street,
Crossing
Approach-
Equivalent
VPH**



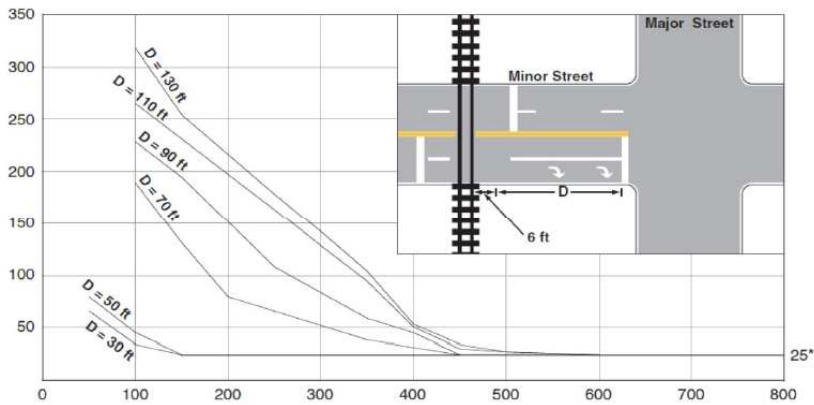
MAJOR STREET -- TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 25 vph applies as the lower threshold volume.

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate.

**Figure 4C-10. Warrant 9, Intersection near a Grade Crossing
(Two or More Approach Lanes at the Track Crossing)**

Minor Street,
Crossing
Approach-
Equivalent
VPH**



MAJOR STREET -- TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 25 vph applies as the lower threshold volume.

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate.

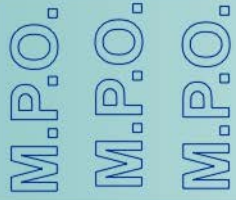
Warrant 9 Met? Yes No Does not apply

CONCLUSION

Warrants Satisfied
1,2,3,6,7 and 8

Signal Warranted Yes No

Remarks



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: December 13, 2017** **MPO Executive Board: December 20, 2017**

RECOMMENDED ACTION: Update on NDDOT Proposed Main Street Initiative.

Matter of Update on NDDOT Proposed Main Street Initiative.

Background: Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the soliciting for projects.

The solicitation of the NDDOT Urban Roads Program has not begun. Rather, NDDOT has been proposing Main Street Initiative that would possibly impact the available funds of the Urban Roads Program. The first draft was presented and discussed at our October meetings. Attached is the MPO staff concerns about the funding source.

Attached is the second draft made available for review and comment. A meeting is scheduled for Monday, Dec. 11th, to present the comments made, the response to the comments, and the modifications made to the proposal. Specific information regarding the funding source and its impact on fiscally constrained plans and programs are not explicitly addressed. More information will be provided at the TAC/Board meetings.

Findings and Analysis: NONE

Support Materials: Submitted Letter; 2nd Release of Proposed NDDOT Main Street Initiative.



6 October, 2017

Ben Ehreth
Administrative Transportation Planner
NDDOT – Planning and Asset Management
608 E Boulevard Ave
Bismarck, ND 58505-0700

Re: Proposed Main Street Initiative Grant Program

Dear Mr. Ehreth:

Thank you for the opportunity to provide comment on this proposed program. It is an excellent example of a program providing transportation choices to residents of the State. I greatly appreciated the briefing provided which clarified much of the intent and purpose behind the program.

My comments focus on the proposed funding source and how problematic it appears to be to the MPO's planning and programming requirements. As you well know, these plans and programs are based upon a fiscally constrained financial plan. This fiscal constraint applies to a 20+ year planning document that prioritizes the federal transportation investments. Demand far outpaces the revenue available; further, inflation erodes the purchasing power each year a needed project is delayed. Through the MPO process, the detailed discussion and analysis that occurs to finalize the list of projects prioritized for funding achieves the list of investments that will be pursued through programming. The fiscal constraint is based upon a certain level of Urban Roads Program funding that would be reasonably forecasted to be available; this level was cooperatively developed with NDDOT. The proposed funding source for the Main Street Initiative cuts this specific revenue source in half and that significant reduction would seem to invalidate our constrained financial plan. Without this, our entire MPO planning and programming responsibilities (which we share with you) are likely in jeopardy to be found non-compliant. Being a bi-state MPO, this issue may also have serious impact on our Minnesota side TIP projects if our MTP is not valid.

Further, we have an adopted TIP document that programs projects into 2020. As stated at the briefing, if this Initiative proceeds with this funding source, our currently programmed projects will likely be impacted. This gravely harms the 3C planning and programming partnership we enjoy with the NDDOT. The projects were vetted through the process and met all requirements to be programmed. While its known that projects programmed in the outer years of the TIP are not 100% assured to be funded, the establishment of estimates of funding available during the TIP years are to be cooperatively developed with the MPO.

My last concern is that, when the Main Street Initiative (as presented) solicits for projects, the MPO will have difficulty in vetting any project as being consistent with its MTP. The current

projects, as prioritized in the MTP, do not have scope elements that included the transportation choice facilities nor were evaluated as to being done in a specific geography. Therefore, it would be near impossible to state any project that would be competitive in this program as being consistent with our current MTP.

A solution to the concerns I raise could be to hold harmless the existing TIP programmed projects that are funded from the current Urban Roads Program. This would appear to eliminate my concerns about invalidating our constrained financial plans for both the MTP and TIP. You are well aware that the MPO is updating its MTP. This updating would work this new Main Street Initiative as a critical criteria in prioritizing projects to be within the constrained financial plan. Prior to us having our plans and program updated, I could conceive of processing any Main Street Initiative application similar to national TIGER grants that we regularly vet as being supported and if awarded funds would consider amending our MTP and TIP to reflect this new funding source. The key to this last statement is that these are truly new funding sources instead of eliminating half of an existing funding source.

These comments reflect the views of the MPO staff and do not necessarily reflect an official position of the MPO Executive Board. I look forward to continuing our great working partnership in planning and programming transportation choices for North Dakota citizens, freight, and tourist.

Sincerely,

Earl Haugen
Executive Director

Subject: RE: Follow-up Meeting Regarding Comments on Proposed NDDOT Urban Grant Program

From: Ehreth, Ben J. (behreth@nd.gov)

To: agrasser@grandforksgov.com; Bobh@ci.williston.nd.us; Chris.Brungardt@westfargond.gov; craig.kubas@dickinsongov.com; dschelkoph@valleycity.us; dennism@wahpeton.com; gschell@bismarcknd.gov; jfuchs@daktel.com; jfroseth@cityofmandan.com; lance.meyer@minotnd.org; mbittner@FargoNd.gov; mikeg@dvnd.com; ssaunders@bismarcknd.gov; earl.haugen@theforksmo.org; blake@ndlc.org; chad.petersen@kljeng.com; Jeff@Valleyrealtyinc.com; Steve.Thompson@Interstateeng.com; jgorden@cityoffargo.com; mwalker@grandforksgov.com; smcmerty@nd.gov; jabeehler@nd.gov; maddox@fmmetrocog.org; hholt@nd.gov;

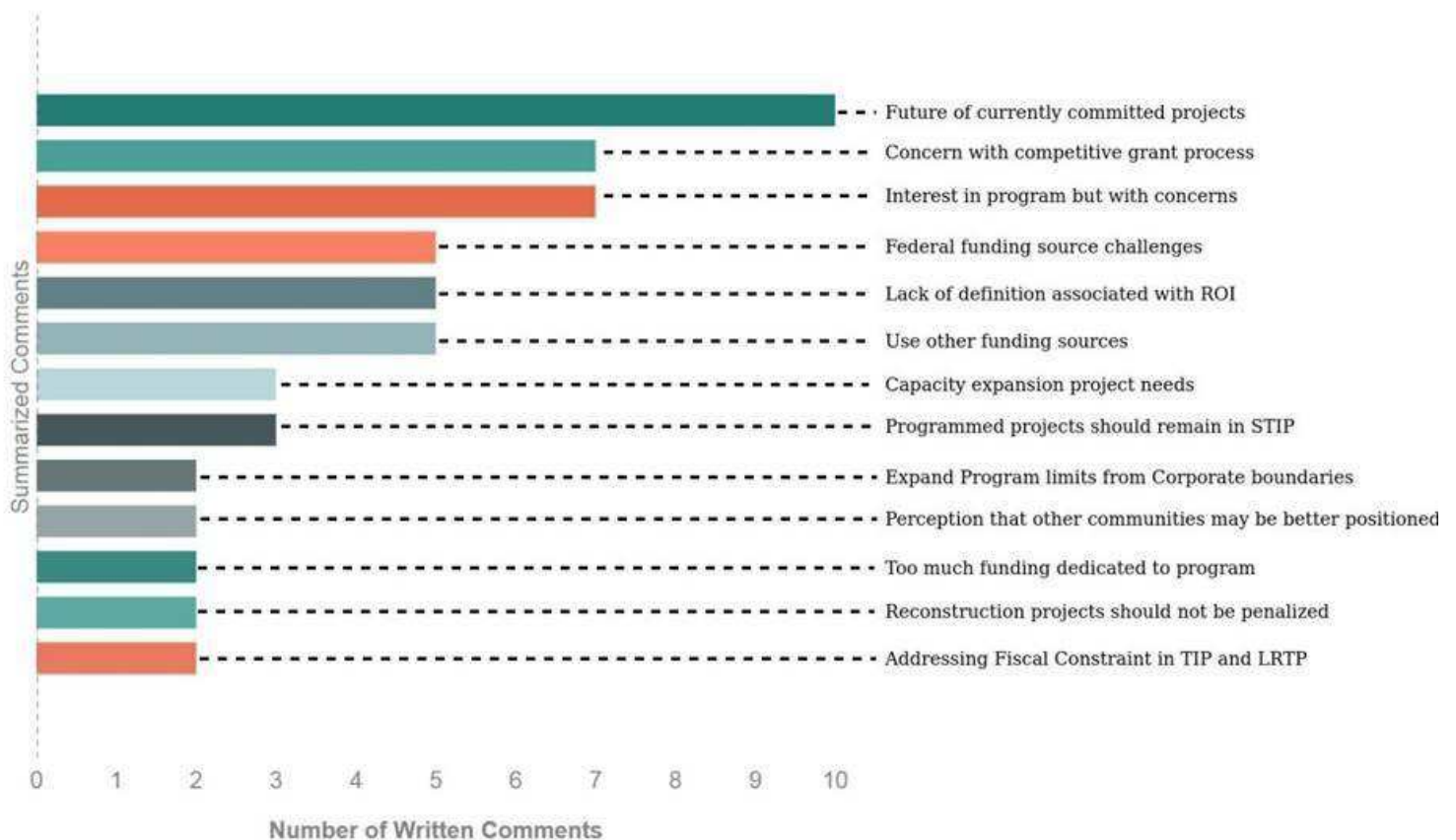
Cc: tsorel@nd.gov; rhenke@nd.gov; pbenning@nd.gov; szainhofsky@nd.gov; smhanson@nd.gov; ssalwei@nd.gov; lgangl@nd.gov; wdhanon@nd.gov; lnoehre@nd.gov; jpraska@nd.gov; rrayhorn@nd.gov; jredding@nd.gov; bwalton@nd.gov; jwilt@nd.gov;

Date: Tuesday, December 5, 2017 1:22 PM

Greetings,

Just a friendly reminder of the follow-up discussion on the NDDOT Urban Grant Program next week. Please note that you can participate in this meeting from the closest NDDOT district office via video conference if you would prefer.

We wanted to thank you again for the comments you provided regarding the Urban Grant Program as they have been very helpful in crafting a program that will benefit North Dakota's urban communities and the state as a whole. We have reviewed and considered all comments received. There were 24 different concerns identified from the written comments, however a number of concerns were consistent. Following is a graphic which depicts a paraphrased list of those comments we heard from more than one entity:



Attached are the modified versions of the policy, application, and focus area maps which reflect changes based on your comments. The policy and application are included in Track Changes format so you can note the changes made to those documents. Most of the comments appeared to revolve around the initial proposed funding source and ultimately the potential impacts to the existing Urban Road Program. **The attached documents do not specifically address the funding source of this program, however changes will be made to the funding source of this program from the original proposal and should address the concerns associated with this issue. We will explain in more detail at the meeting next week regarding the changes to the funding source for this program and how most if not all of the comments (including individual comments not reflected in the above graphic) have been addressed.**

Agency: North Dakota Department of Transportation
Division: Local Government
Group: Executive Policy Manual
Category: II-Management, Project and Program Development
Policy Number: II 8-1.4
Title: Urban Grant Program (Cities over 5,000 Population)
Original Date: 07/26/2017
Revised Date:
Review by Date:

PURPOSE: The intent of the program is to provide a funding mechanism focused on reinvesting and fortifying a community's existing transportation assets which maximizes the public return on investment. The program focuses transportation investments inward toward the established community rather than outward expansion. The objectives of the program are as follows:

- Preserve existing transportation assets
- Ensure safety of all users of the transportation system
- ~~Maximize the return on investment from public funds~~
- Improve multi-modal transportation options such as walking, bicycling, and public transportation
- Enhance the economic vitality of the area by providing transportation assets that support:
 - revitalization efforts;
 - development of vacant or underutilized parcels within existing urban areas; and/or
 - redevelopment of established portions of communities
- Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

Program funds are limited to Title 23 Code of Federal Regulations (CFR) eligible projects which further the aforementioned objectives, within the existing corporate limits (at the time of application) of North Dakota's urban Local Public Agencies (communities 5,000 population or greater referred to as LPAs throughout this document). Funding will be allocated through competitive grants on an annual basis.

While the program focuses on transportation improvements, it is also intended to compliment programs that are administered by other State agencies to support reinvestment within North Dakota's LPAs.

POLICY: The Local Government Division will coordinate, develop, and administer this program to provide funding to LPAs within North Dakota.

The annual amount of federal funding dedicated to this program shall be a-

~~\$8,000,000 or as~~ determined annually by the Director. NDDOT may cap or limit the funding for each project at the discretion of NDDOT. The Director may choose to use more than one years' worth of funding to complete a project(s). For projects located on the State Highway System, NDDOT will decide which activities to complete with internal staff or hire a qualified consultant to complete. For projects located on a roadway owned by an LPA, that LPA will be responsible to hire a qualified consultant in accordance with the NDDOT CAS Manual if they don't have the necessary staff in house.

Before any preliminary engineering and bidding of a construction project, the North Dakota Department of Transportation (NDDOT) and the LPA must agree in writing on preconstruction and construction responsibilities, maintenance, right of way access, encroachments, final project plans, and reimbursement of any matching funds or project items not eligible for federal participation.

1. Project Eligibility

Program funds are limited to North Dakota's LPAs with a population 5,000 or greater. Population estimates to determine an LPA population will be based on the latest official decennial census of population conducted by the United States Census Bureau. Funding will be limited to federal aid eligible facilities/projects within the corporate limits of an LPA. In general, projects which further the objectives of this program and are allowable under Title 23 CFR will be considered with the following exception:

Projects which include/support an increase in passenger vehicle capacity at the edges of an LPA and/or contribute to the expansion of the LPAs geographic footprint are generally not consistent with the objectives of this program.

In part, the program intends to maximize the publics return on investment by focusing on transportation projects that support revitalization, development of vacant or underutilized parcels within existing urban areas, and/or redevelopment of the established built environment of the LPA. Examples of projects which might align with the objectives of this program could include but are not limited to:

- Pedestrian, bicycle, and public transportation friendly corridor improvements
- Projects that improve safety for all users of the transportation system
- Traffic calming measures
- Road diets
- Bus stops and other eligible public transportation facilities
- Bus pull-outs
- Bike lanes/buffered bike lanes

- Landscaping and streetscape improvements
- Lighting
- Pedestrian controlled signalization
- Projects improving transportation system connectivity (including with multiple modes)
- Asset preservation projects, such as pavement overlays

Stand-alone Title 23 eligible projects which meet most if not all of the objectives are likely to compete more favorably. For all above work-type examples, the location and intent of the project are more critical than the type of work, as long as the work is Title 23 eligible.

Projects which directly support a community's urban core or central business district and which can demonstrate a return on investment will be given preferential consideration.

Prospective projects must be consistent with a locally established and publically accepted/adopted plan or public involvement process for the subject area and/or community as a whole. The intent is to ensure community support for the proposed project through a publicly vetted process.

2. Project Submission

The Local Government Division will send a solicitation letter to the applicable LPAs notifying them of the submittal process.

Interested LPAs will be required to submit a project application to Local Government by the given deadline to be considered for funding. Project applications, at a minimum, must include the information as identified in the application form. Projects located within a Metropolitan Planning Organization (MPO) area must comply with the respective MPO processes for submitting applications to the NDDOT.

Project applications must be signed by the subject LPAs highest elected official. The LPA will also need to obtain the signature of the appropriate NDDOT District Engineer if the project directly impacts the ND State highway system.

3. Cost Participation

Federal funding will be the primary source of funding under this program. As such, there are match requirements that need to be met in order to use these funds. The local match required and who is responsible for the local match will be dependent on the roadway/facility being improved and will be identified in the agreement signed between NDDOT and the LPA. If State funds will be used as

part of the local match, those funds may also be capped or limited as determined by NDDOT. All cost overruns or ineligible costs will be the responsibility of the LPA.

The LPA will be required to cover all match needed for service road construction or improvements (typically 20 percent). Participation on side streets will be to the right of way line or to the radius point adjacent to the federal aid route if the radius point is beyond the right of way line, unless design guidelines/standards require construction activity beyond this limit, within reason.

The LPA will be required to provide 100 percent funding for items not eligible for federal aid such as water lines, sanitary sewer, ineligible storm sewer costs, and items that exceed reasonable design specifications as determined by NDDOT. Federal or State funds from other state agencies may be used for non-transportation related items, as allowed by those programs.

4. Maintenance

State Highway System

The maintenance responsibilities shall be in accordance with NDDOT Policy II 8-1, "Urban Area Program (Cities over 5,000 Population)." All prior maintenance agreements will remain in effect unless they are superseded by a new agreement.

LPA Owned Roadways/Facilities

The LPA will be responsible for all maintenance activities.

5. Project Selection

Projects will be recommended by an advisory committee specific to this program and whose composition will be determined annually by the NDDOT Director. ~~includes representation from the following:~~

- ~~• NDDOT representative appointed by the NDDOT Director~~
- ~~• ND Governor's Office~~
- ~~• ND Department of Commerce~~
- ~~• Greater ND Chamber~~
- ~~• ND League of Cities~~
- ~~• NDDOT Local Government (non-voting member)~~

The NDDOT Director will approve the final projects funded annually through this program based on multiple considerations, including of the program advisory committee's recommendations.

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Once a project is selected by the NDDOT Director, the LPA will be notified and informed of the funding available for the project, including the capped or limited amount. Approved projects will be incorporated into the NDDOT's Statewide Transportation Improvement Program (STIP). If the project is located within an MPO, the MPO must incorporate these projects into their respective Transportation Improvement Program (TIP).

If the scope of the project changes significantly from the scope presented within the application, the NDDOT reserves the right to revoke funding from this program for the project.

6. Project Phasing

Phasing of projects is an option, however the funding awarded for one fiscal year will not exceed the predetermined cap amount. Each phase of the project must have stand-alone or independent utility and does not require the completion of other phases to meet the projects intended purpose or function. Applications for future phases of a project will compete with other projects on an equal basis.

7. Project Readiness

The project development process must be completed and federal construction funds authorized in the federal fiscal year designated by the grant award. Applications should demonstrate the ability to meet the aforementioned time frame.

8. Effectiveness of Project and Program in Meeting Program Objectives

To gauge the effectiveness of a successfully awarded project and this program as a whole the NDDOT may require some level of performance monitoring and evaluation, as a condition of funding. This may involve documenting specific conditions/characteristics before and after project implementation. Performance measure reporting requirements will be identified within the annual solicitation and/or award notice information submitted to LPAs for this program.

**Thomas Sorel
Director**

Urban Grant Program Application

Coversheet

LPA

Click here to enter text.

Contact Person

Click here to enter text.

Title

Click here to enter text.

Address

Click here to enter text.

Telephone

Click here to enter text.

Email

Click here to enter text.

Project Name

Click here to enter text.

LPA Applicant Signature (Highest Elected Official)

NDDOT District Engineer Signature if project is located on/impacts a State Highway

Date Submitted

Click here to enter a date.

Application Attachment Checklist (check all that have been attached)

Relevant excerpts from adopted plans Map(s) depicting project location Cross Section of Roadway/facility

Pictures, Graphics, and/or other visual aids Relevant supporting data

Other Attachments (describe)

Click here to enter text.

Information in this Box is for NDDOT to Complete

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes No

General Project Information

Project Description (including location and scope of work for which funding is requested)

[Click here to enter text.](#)

Total Project Cost

[Click here to enter text.](#)

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

[Click here to enter text.](#)

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

[Click here to enter text.](#)

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

- a) **Preserve existing transportation assets**

[Click here to enter text.](#)

- b) **Ensure safety of all users of the transportation system**

[Click here to enter text.](#)

~~e) Maximize the return on investment from public funds (specifically amount of private investment which may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project)~~

d) Improve multi-modal transportation options such as walking, bicycling, and public transportation
Click here to enter text.

e) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities
Click here to enter text.

f) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services
Click here to enter text.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.
Click here to enter text.

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type)
Click here to enter text.

5. **Projects that Maximize the Return on Investment from Public Funds: Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.**

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Numbering Style: 1, 2, 3, ... + Start at: 1 +
Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

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Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

[Click here to enter text.](#)

Current AADT (including source)

[Click here to enter text.](#)

Forecasted AADT (including source)

[Click here to enter text.](#)

Posted or Statutory Speed Limit

[Click here to enter text.](#)

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

[Click here to enter text.](#)

Pavement rating or condition

[Click here to enter text.](#)

Year of Last Federal Investment at this Location

[Click here to enter text.](#)

When was the current section built?

[Click here to enter text.](#)

Year last surfaced or received maintenance?

[Click here to enter text.](#)

Lighting

[Click here to enter text.](#)

Crash Rate or Number of Crashes?

[Click here to enter text.](#)

Other Known Safety Concerns?

[Click here to enter text.](#)

Intersections (how many, type, control, etc.)

[Click here to enter text.](#)

Is parking allowed and what type?

[Click here to enter text.](#)

Are there any bridges, box culverts, etc. within the project corridor?

[Click here to enter text.](#)

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

[Click here to enter text.](#)

Are there any Access points to adjoining property that present a special concern?

Click here to enter text.

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

Click here to enter text.

Is there an existing transit or other public transportation facility located within the project limits?

Click here to enter text.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Click here to enter text.

Does a RRX or RR facility exist within the project limits?

Click here to enter text.

Other existing conditions that are not listed identified above?

Click here to enter text.

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

Click here to enter text.

Proposed Length

Click here to enter text.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Click here to enter text.

Proposed Surfacing Type

Click here to enter text.

Proposed Lighting, if applicable

Click here to enter text.

Proposed Traffic Control changes

Click here to enter text.

Proposed Safety Improvements

Click here to enter text.

Proposed Intersection Improvements

Click here to enter text.

Proposed Traffic Calming Measures

Click here to enter text.

Will parking be allowed and type?

Click here to enter text.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

Click here to enter text.

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities

been coordinated with?

[Click here to enter text.](#)

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

[Click here to enter text.](#)

Will a Sidewalk or shared use path be installed or replaced?

[Click here to enter text.](#)

What ADA improvements will need to be made on this project?

[Click here to enter text.](#)

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

[Click here to enter text.](#)

Proposed Railroad Crossing Work

[Click here to enter text.](#)

Other Proposed Improvements

[Click here to enter text.](#)

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

[Click here to enter text.](#)

Lakes, waterways, floodplains Wetland

[Click here to enter text.](#)

Stormwater management

[Click here to enter text.](#)

Hazardous materials sites

[Click here to enter text.](#)

Hazardous materials on existing structure

[Click here to enter text.](#)

Upland habitat

[Click here to enter text.](#)

Endangered/threatened/migratory species

[Click here to enter text.](#)

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

[Click here to enter text.](#)

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

[Click here to enter text.](#)

Through/adjacent to tribal land

[Click here to enter text.](#)

Additional comments on Environmental/Cultural Issues section

[Click here to enter text.](#)

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (*migratory bird, local events, etc.*)

[Click here to enter text.](#)

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

[Click here to enter text.](#)

Proposed Traffic Control during Construction

[Click here to enter text.](#)

Ineligible Project Items

[Click here to enter text.](#)

Additional comments on Miscellaneous Issues section

[Click here to enter text.](#)

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Totals				

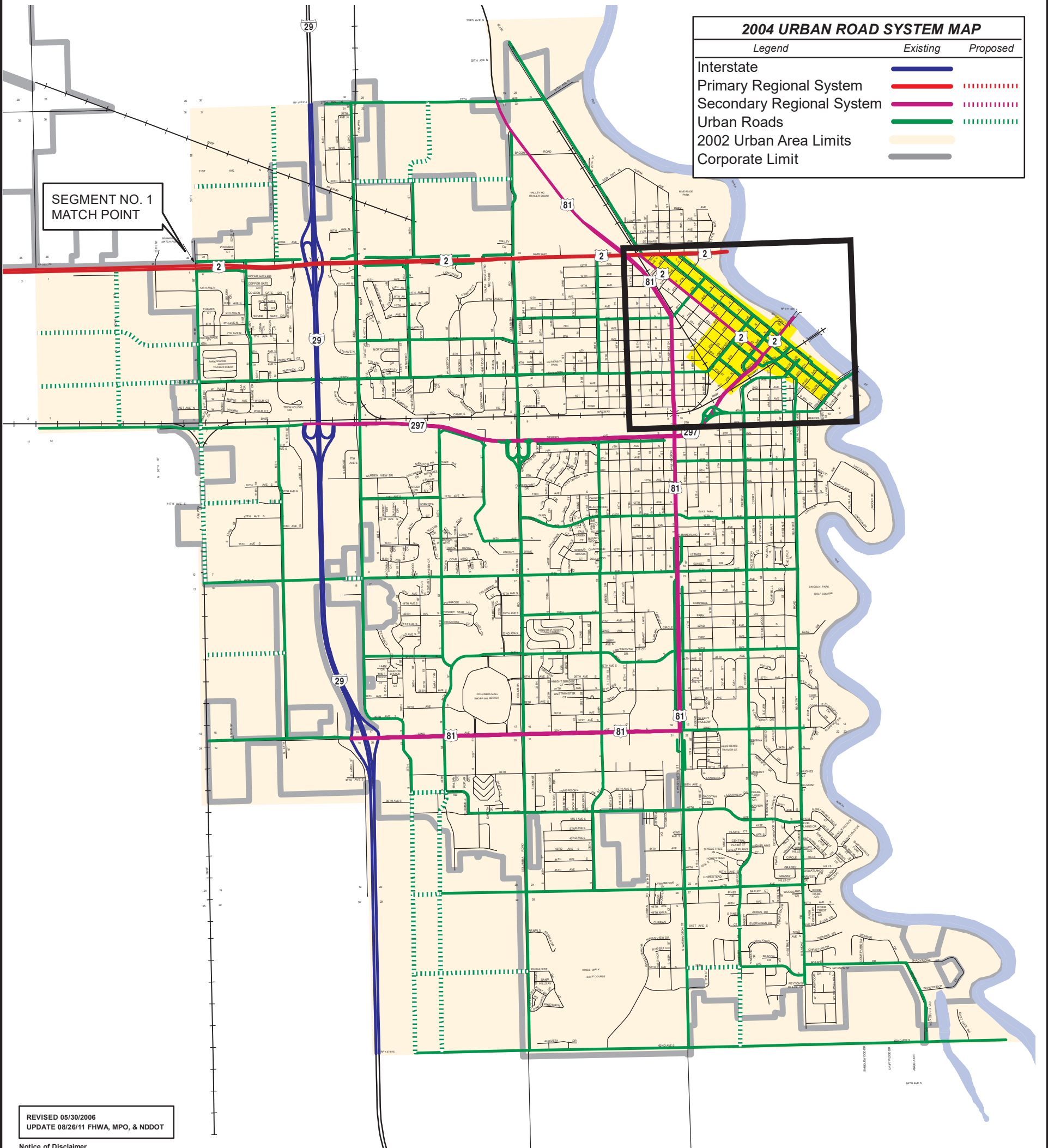
What is the source of the local funds?

[Click here to enter text.](#)

2004 URBAN ROAD SYSTEM MAP

Legend	Existing	Proposed
Interstate		
Primary Regional System		
Secondary Regional System		
Urban Roads		
2002 Urban Area Limits		
Corporate Limit		

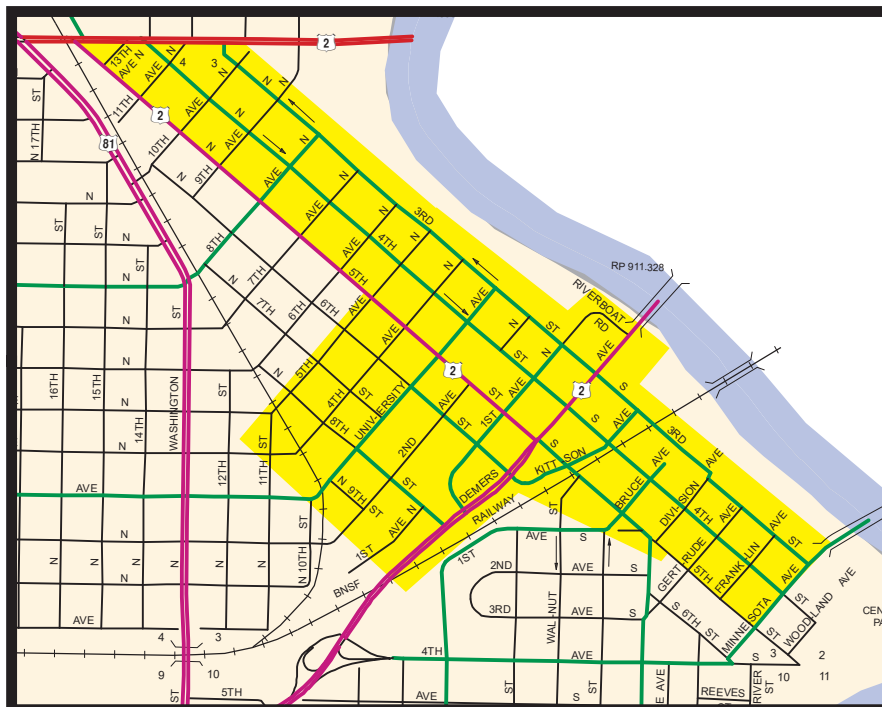
SEGMENT NO. 1
MATCH POINT



REVISED 05/30/2006
UPDATE 08/26/11 FHWA, MPO, & NDDOT

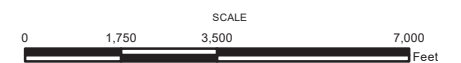
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MAP SALES, ND DEPARTMENT OF TRANSPORTATION, 608 E. BLVD. AVE., BISMARCK, N.D. 58505-0700

DRAFT PROGRAM FOCUS AREA



2004
URBAN ROADS SYSTEM
2010 POPULATION 52,838
GRAND FORKS
GRAND FORKS COUNTY
NORTH DAKOTA

PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION





Future River Crossings

Grand Forks



17th Ave S

24th Ave S

32nd Ave S

47th Ave S

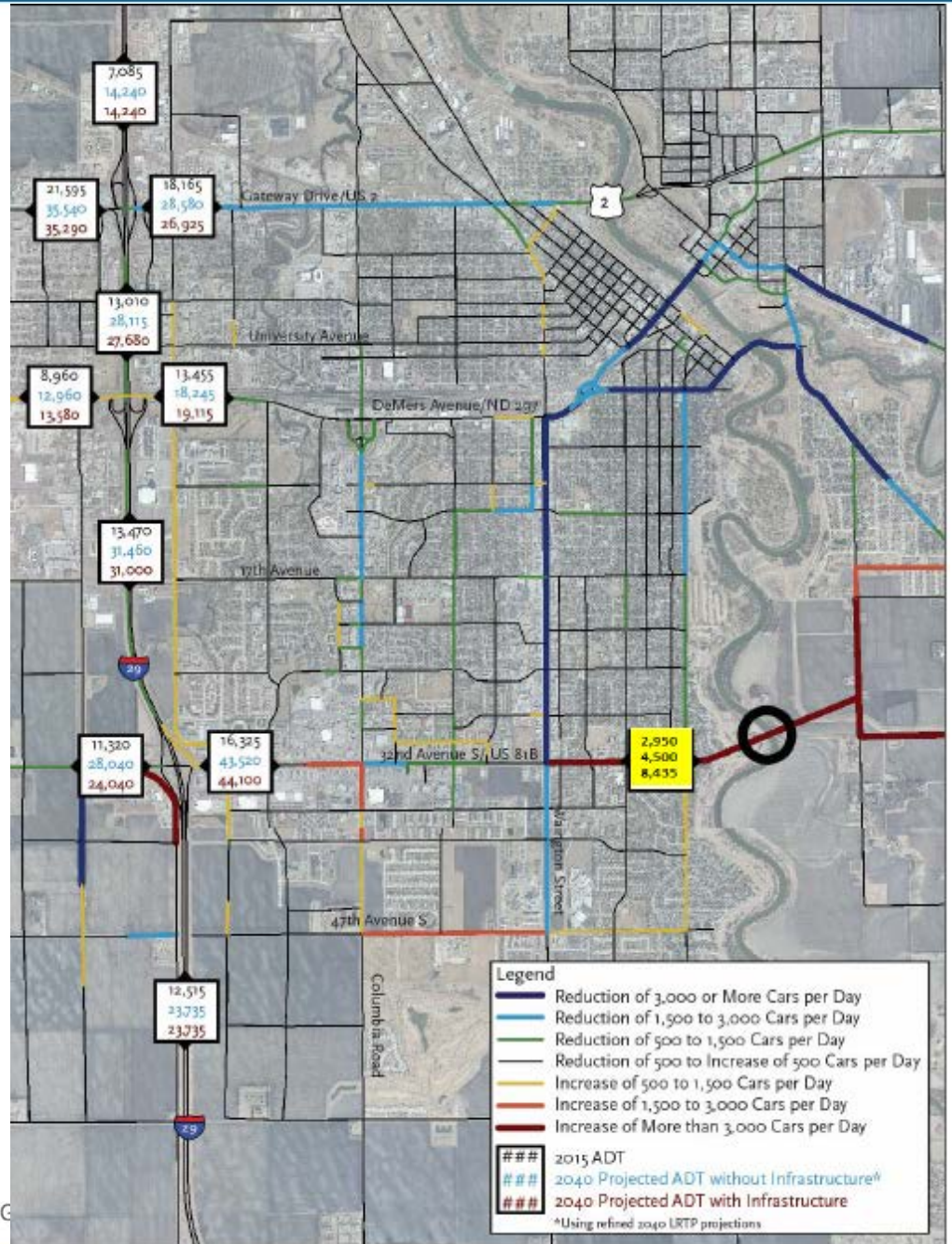
Merrifield

Review Forecast Traffic Impacts

- Seek relief of local traffic
- Use 2045 Model to forecast how each new river crossings impacts rest of street network performance
 - Existing bridges
 - Near South Neighborhood
 - S. Washington Str.
 - Point Area of East Grand Forks
- Compare how each performs versus the others
- Determine if can be narrowed down for more focused analysis.

Example of Information: What if we had a 32nd Ave Bridge? How would it impact traffic on I29?

2040 forecast will be updated to reflect 2045 and focus on Point Bridge corridors



Grand Forks-East Grand Forks Street/Highway Plan Update

Amendment #1 Approach

Amendment #1 incorporates a transportation-focused, planning level comparison for up to five potential new Red River Crossings locations. The comparison analysis will provide additional information to assist decision makers in evaluating if and where additional river crossing analyses should be completed and focused. Amendment #1 will consist of the following tasks:

1. Kimley-Horn will use updated 2045 travel demand model (TDM) output completed by ATAC and provided to Kimley-Horn by GF-EGF MPO for five river crossing scenarios:
 - Existing crossings plus 17th Ave S
 - Existing crossings plus 24th Ave S
 - Existing crossings plus 32nd Ave S
 - Existing crossings plus 47th Ave S
 - Existing crossings plus Merrifield Rd
2. We will take the average daily traffic (ADTs) provided from the TDM runs and create up to six graphics that show ADT differences between the various scenarios. The will help show the anticipated traffic impacts from each river crossing alternative on the roadway system. Up to 15 ADTs at key locations will be shown on each of the graphics.
3. For the links where ADT data is presented in Task 2, we will review V/C ratios and ADTs from the TDM (provided by others) and present planning link LOS for 2045 forecast conditions. We anticipate these links being on the following roadways:
 - Bygland Rd
 - 4th Ave S
 - Belmont Rd
 - DeMers Ave
 - S. Washington St
 - Columbia Rd
 - Five new river crossing roadways identified in item 1

We will finalize the list of links in consultation with GF-EGF MPO staff after reviewing the ADTs from the TDM and evaluating how that information will be presented clearly to decision makers.

4. We will complete a HCS analysis for the five “build” scenarios using Sychro at up to 5 existing signalized intersections per scenario within the MPO (up to 25 intersections total). This analysis will be based on 2045 PM turning movement volumes that we develop using ADT data provided by ATAC and existing PM peak hour turning movement volumes already provided by the MPO. We will not collect turning movement data nor complete any traffic signal warrant analyses.

5. Using the results from Tasks 3 and 4, along with up to 3 network-wide metrics provided by ATAC from the TDM (such as vehicle miles traveled, total delay, etc.) we will compare the 5 river crossing alternatives.
6. All the information completed in Tasks 1-6 will be summarized in a technical memorandum. We will also create a PowerPoint for presentation by MPO staff at upcoming meetings. We have assumed no meetings or travel to GF-EGF outside of meetings and trips already included as part of the original Street/Highway Plan Update contract.

Amendment #1 Deliverables:

- Technical Memorandum
- PowerPoint presentation

Kimley Horn & Associates/WSB & Associates
 Grand Forks - East Grand Forks Metropolitan Planning Organization
 Street/Highway Plan Update - AMENDMENT #1
Detailed Hour/Cost Breakdown of Tasks for Staff

Task	Description	Professional Hours						Total Hours	Direct Labor Cost
		Brandon Bourdon (KHA)	Mary Karlsson (KHA)	Scott Mareck (WSB)	Andy Hingenveld (WSB)	Phillippi (WSB)	Michael Kondzioka (KHA)		
		Project Manager	Senior Planning Engineer	Deputy Project Manager	Transportation Planner	GIS Technician	Traffic Analyst		
Amendment 1 (KHA/WSB)									
A1.1	Create ADT Graphics	1	0	1	4	12	0	18	\$ 542.18
A1.2	Complete Link Level Analysis	1	0	4	24	0	0	29	\$ 1,194.54
A1.3	Critical Intersection LOS	4	0	0	0	0	50	54	\$ 1,932.24
A1.4	Network & Comparative Assessment	2	4	2	12	8	16	44	\$ 1,620.76
A1.5	Memo and Presentation Summarizing Analysis	2	4	2	0	12	24	44	\$ 1,528.76
AMENDMENT 1 SUBTOTAL		10	8	9	40	32	90	189	\$ 6,818.48
Labor Sub-Total (Hrs.)		10	8	9	40	32	90	189	\$ 6,818.48
Hourly Rates		\$58.06	\$52.10	\$56.12	\$38.00	\$23.00	\$34.00		
Labor Costs		\$580.60	\$416.80	\$505.08	\$1,520.00	\$736.00	\$3,060.00		\$6,818.48
Overhead									\$11,727.20
Fixed Fee (12%)								12%	\$2,225.48
TOTAL COST									\$20,771.16

North Dakota MPO Planning Support Program Master Agreement

Grand Forks-East Grand Forks MPO Addendum #8 to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Grand Forks-East Grand Forks MPO' and North Dakota State University.

1. *Project Title:* **Grand Forks East Grand Forks Future 4th Bridge Analysis**
2. *Effective Dates:* **January 1st , 2018 through July 31, 2018**
3. *Statement of Work:* ATAC will develop travel demand model analysis for Grand Forks East Grand Forks TDM for the addition of a 4th bridge across the Red River. A minimum of five bridge locations will be modeled for the 2045 model. Bridges will be added at the following locations:
 - i. 17th Ave S,
 - ii. 24th Ave S,
 - iii. 32nd Ave S,
 - iv. 47th Ave S, and
 - v. Merrifield Rd.
 - vi.
4. *Principal Investigator:* Diomo Motuba
5. *Desired Deliverables:*
 - i. GIS shapefile output for each model run.
 - ii. Select Link Analysis for each model run.
 - iii. Maps upon request by the MPO.
 - iv. Memo of analysis of model output.
6. *Contract Amount:* \$4,526

AUTHORIZATION:

Grand Forks-East Grand Forks MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title Date

Name and Title Date

BUDGET:

Project Title: Future 4th Red River Bridge
Location Analysis

Cost Item	Amount
Staff Salaries	\$ 2,195
Benefits	\$ 739
Grad Student Salaries	\$ 216
Undergrad Student Salaries	\$ -
Benefits	\$ 11
Operating	\$ -
Total direct costs	\$ 3,161
NDSU overhead (43.2%)	\$ 1,365
Total project cost	\$ 4,526



2045 Street/Highway Plan Update: Recommended Goals, Objectives, and Standards

December 7, 2017

DRAFT FOR REVIEW AND COMMENT





Goal 1: Economic Vitality

Goal statement: Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.

Table 1: Updated Objectives and Standards for Goal 1 Economic Vitality

Objective	Standards
<p>Continue to coordinate the L RTP goals and objectives with TIP project selection and both cities' land use planning activities.</p> <p>1. <u>Coordinate land use and transportation planning, programming, and investments between agencies.</u> (note to reviewers: clarified the existing objective/desired outcome)</p>	<ul style="list-style-type: none"> ▪ Strengthen and connect existing communities by focusing street and highway system expansion in areas that are <u>refrain from street and highway system expansions that promote development which is not</u> contiguous to currently developed areas. ▪ Recognize and <u>identify investments that support</u>address the types and locations of future development identified in the Grand Forks and East Grand Forks Land Use Plans. ▪ Coordinate with local governments on the placement of regionally significant developments (e.g., ones that have a major impact on existing networks) <u>near and consider</u> both vehicular-motorized and non-vehicular-motorized modes of transportation. ▪ <u>Identify prime corridors for industrial uses that are adjacent to major freight operations and truck routes, have facilities for efficient freight and goods movement, and route truck traffic away from incompatible land uses.</u> (note to reviewers: moved from Goal 5, second objective, standard 2)
<p>2. Enhance the area's economic competitiveness through the movement of goods and services by the most direct route.</p>	<ul style="list-style-type: none"> ▪ Develop and maintain roadway connectivity <u>Provide street and highway access</u> that is appropriate for the <u>street and highway</u> facility type and land-use environment. ▪ Protect <u>the</u> operational capacity of interstate and state highways through the GF/EGF MPO area and support the growth of regional intermodal freight capacity.
<p>3. Support <u>efficient</u> local and regional <u>street and highway</u> connections that are efficient for freight and rail movement.</p>	<ul style="list-style-type: none"> ▪ Participate in state and national freight planning efforts. ▪ Build and maintain relationships with area businesses to increase the understanding of their freight needs. ▪ Improve connections to freight terminals (e.g., air and multimodal), especially the last 1-2 miles of access. ▪ Identify non-service areas and s <u>Strategically locate freight rail improvements in areas that currently do not have freight rail access. Investments will support</u>enables critical <u>rail-street/highway</u> connections for key regional centers and businesses to move goods and services. ▪ Support <u>an</u> integrated network of streets, roads, and highways that <u>collectively support</u> provide the most <u>direct routes</u> for freight and rail.



Objective	Standards
<p>4. Consider economic development activities <u>planning efforts</u> in the transportation planning <u>and programming processes</u>.</p>	<ul style="list-style-type: none"> ▪ Invite economic development officials to collaborate in <u>be part of</u> the <u>transportation system</u> alternatives analysis process <u>and provide and seek their comments on the alternatives' consistency with economic development plans and initiatives.</u> ▪ Provide documentation of the alternatives screening process to local economic development officials <u>for review.</u> ▪ Recognize and address respond to economic activities changes at the local, regional, state and national level that influence the metro area's transportation system.



Goal 2: Security

Goal statement: Increase security of the transportation system for motorized and non-motorized uses.

Table 2: Updated Objectives and Standards for Goal 2 Security

Objective	Standards
<p>1. Identify <u>and maintain security of</u> critical street and highway system assets.</p>	<ul style="list-style-type: none"> ▪ Support improvement projects that do not compromise the security of identified critical street and highway assets. ▪ Develop measurable data points that e<u>Evaluate and manage</u> the security of the transportation network, especially in critical areas. ▪ <u><i>During security threats or events, coordinate traffic operations consistent with the Grand Forks-East Grand Forks Bridge Closure Management Plan.</i></u> (note to reviewers: added to address security aspect of the Bridge Closure Management Plan, which is currently the focus of the second objective)
<p>Coordinate traffic operations based on with the GF/EGF MPO Bridge Closure Management Plan during flood events. (note to reviewers: This objective and its standards are proposed to be addressed in Objective 1, proposed standard, and in Goal 9. Resiliency)</p>	<ul style="list-style-type: none"> ▪ Continue to monitor current flood control operations plans and revise if any noticeable delays or changes occur. ▪ Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in wetlands or floodways, storm drainage, etc.
<p>2. Identify and incorporate<u>Support</u> state and regional emergency, evacuation, and security plans into transportation plans and TIP project selection processes.</p>	<ul style="list-style-type: none"> ▪ <u><i>Incorporate state and regional emergency, evacuation, and security plans into transportation plans, project development, and project selection processes.</i></u> (note to reviewers: added to address security aspect of incident response, which is currently the focus of the fourth objective) ▪ Enhance/complement existing emergency, evacuation, and security plans by proposed improvement projects. ▪ Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning. ▪ <u><i>Coordinate efforts with local emergency/security/hazardous materials groups.</i></u> (note to reviewers: moved from Goal 8, last objective, last standard)
<p>Improve incident management response within the GF/EGF MPO area. (note to reviewers: This objective and its standards are proposed to be addressed in Objective 2, proposed standard, and in Goal 9. Resiliency)</p>	<ul style="list-style-type: none"> ▪ Develop agreed upon alternate routes for arterials, including Interstates and State Highways. ▪ Utilize ITS to inform public of incidents and potential detours. ▪ Have local leaders, and applicable employees undergo traffic incident management training. ▪ Review and update internal safety and security manuals and training.



Goal 3: Accessibility and Mobility

Goal statement: Increase the accessibility and mobility options for people and freight by providing more transportation choices.

Table 3: Updated Objectives and Standards for Goal 3 Accessibility and Mobility

Objective	Standards
<p>1. Reduce<u>Mitigate</u> excessive travel delays through the reduction of VMT/VHT.</p>	<ul style="list-style-type: none"> ▪ Evaluate all new roadway construction and roadway reconstruction for <u>viability of</u> fiber installation to support future interconnection of traffic signals. ▪ <u>Fund and implement a congestion management process that identifies</u> Apply congestion management strategies to appropriate <u>expand</u> roadways capacity prior to adding more lanes on streets and highways in lieu of capacity expansion. ▪ <u>Identify, map, report, and regularly update corridor congestion levels in the MPO area using</u> Utilize a database of congested corridors, listing (at a minimum) volume, capacity, level of service, and amount of delay. ▪ Promote higher land use densities. <i>(note to reviewers: moved to Goal 5, Objective 1, last standard)</i> ▪ Consider <u>and implement as appropriate innovative</u> other transportation <u>or</u> intersection improvements, such as roundabouts, that do not stop cross traffic.
<p>2. Maintain<u>Provide</u> an acceptable level of service for all streets and intersections during peak hours.</p>	<ul style="list-style-type: none"> ▪ Strive for <u>to deliver</u> level of service C <u>or better</u> at intersections, including <u>during</u> peak travel periods (with the understanding that local and state agencies have <u>accepted</u> a lower level of service D threshold for determining deficiencies at intersections). ▪ Define <u>corridor-specific</u> level of service criteria for individual locations <u>throughout corridors within</u> the metro area, including acceptable levels of congestion, and the meaning of congestion in the context of the region.



Goal 4: Environment/Energy/Quality of Life

Goal statement: Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.

Table 4: Updated Objectives and Standards for Goal 4 Environment/Energy/Quality of Life

Objective	Standards
<p>1. Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</p>	<ul style="list-style-type: none"> ▪ Initiate corridor preservation and right-of-way acquisition procedures, <u>to strengthen communities and avoid or minimize significant social, environmental, and economic impacts, where appropriate.</u> ▪ Incorporate elements of the Environmental Justice (EJ), Title IV and Limited English Proficiency (LEP) plans into the GF/EGF MPO's overall transportation planning process. ▪ Seek <u>Prioritize</u> transportation <u>improvements that enhancement projects that have the potential to reduce existing</u> transportation impacts on the <u>existing</u> environment through context sensitive solutions. ▪ Compare available environmental resource maps, plans, and inventories when developing plans. ▪ <u>Explore “Green” applications into roadway projects to mitigate environmental impacts. Protect, enhance, and mitigate impacts on social, natural, and economic resources when planning, constructing, and operating transportation systems. This will include identification of priority resources through available maps, plans, and inventories, and integrating environmentally sustainable practices into street and highway design, construction, and operations.</u> (note to reviewers: combined and clarified the two existing standards)
<p>2. Encourage context sensitive design principles into project development for corridors and transportation infrastructure. Maintain and improve quality of life along streets and highways. (note to reviewers: clarified the existing objective/desired outcome)</p>	<ul style="list-style-type: none"> ▪ Consider the USDOT sustainability principles and the Grand Forks and East Grand Forks Land Use Plans’ sustainable goals. ▪ Support traffic calming measures. ▪ <u>Work with land use authorities to develop and implement context sensitive projects that incorporate placemaking and</u> evaluate “complete streets” principles on <u>for</u> new and existing roadways in the GF/EGF MPO area. <u>Tactics may include traffic calming.</u> ▪ <u>Identify and avoid, minimize, and mitigate and determine</u> the impact that transportation and development projects have on historical sites and areas of cultural or historical significance. ▪ <u>Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.</u> (note to reviewers: new standard)



Objective	Standards
<p>3. Develop methods to reduce carbon emissions and other air pollutants associated with motorized vehicles to improve air quality. <u>Maintain and improve regional air quality</u> (note to reviewers: clarified the existing objective/desired outcome)</p>	<ul style="list-style-type: none"> ▪ Reduce VMT and VHT growth rate, and reduce travel delays. (note to reviewers: will be addressed in performance measures) ▪ <u>Provide and promote</u> alternatives to single occupancy vehicle travel; through the implementation of travel-traffic demand management strategies, such as <u>carpoolings, vanpoolings, and telecommuting, walking, bicycling, and travel by public transit.</u> ▪ Evaluate air quality monitoring on a regular basis, as well as incorporating it into <u>and incorporate mitigation strategies in all</u> transportation and land use plans. ▪ Conduct a regional Greenhouse Gas (GHG) Inventory. ▪ <u>Recognize the role of transportation choices in reducing emissions and support state and regional goals for reducing greenhouse gas and air pollutant emissions.</u> (note to reviewers: new standard)



Goal 5: Integration and Connectivity

Goal statement: Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.

Table 5: Updated Objectives and Standards for Goal 5 Integration and Connectivity

Objective	Standards
<p>1. Obtain a balance <u>Effectively coordinate between</u> transportation and land use by promoting the land use plans' adopted sustainability and livability principles, goals, and objectives <u>from local land use plans.</u></p>	<ul style="list-style-type: none"> ▪ Identify <u>priority</u> corridors and nodes that are prime locations for infill development, densification, or transit-oriented development. ▪ Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps. ▪ <u>Promote</u> transportation improvements that support access to employment centers, especially those that provide a mix of employment opportunities (e.g. jobs and income levels). ▪ <u>Promote higher land use densities.</u> (note to reviewers: moved from Goal 3, Objective 1)
<p>Map the current street system to reflect the appropriate functional classification based on adjacent activities, characteristics of the street, and type (urban/rural). (note to reviewers: Moved to Objective 2, Standard 1st bullet)</p>	<ul style="list-style-type: none"> ▪ Include the jurisdiction and the axle load limits and freight restrictions of the roadway in this system mapping. (Note to reviewers: Moved to Objective 2, Standard 2nd bullet) ▪ Identify prime corridors for the placement of industrial uses that are adjacent to major freight operations and truck routes, which have adequate facilities for efficient freight and goods movement, and route truck traffic away from incompatible areas. (note to reviewers: Moved to Goal 1, Objective 1, last standard)
<p>2. Define a proper <u>Provide a balanced</u> mix of local, collector, and arterial streets <u>to help meet local and regional travel needs according to land use and network continuity.</u></p>	<ul style="list-style-type: none"> ▪ <u>Map and update street and highway functional classification based on consistency with adjacent land uses, street/highway design, road authority jurisdiction, and use.</u> (note to reviewers: added to address functional classification, which is currently the focus of the second objective) ▪ <u>Map and invest in the Minnesota Critical Urban Freight and NDDOT Strategic Freight corridors.</u> (note to reviewers: added to address new information and freight system mapping, which is currently the focus of the second objective, standard 1) ▪ Maintain and update the metro <u>street and highway</u> functional classification hierarchy to reflect consistent with FHWA guidelines for mileage by classification, and to reflect the regional definitions established as part of the planning process. ▪ Support <u>Regularly update and implement</u> access management guidelines <u>for the region's street and highway system that apply the appropriate roadway spacing and access points for each type of functionally classified roadway.</u> ▪ Document that new roads are consistent with established functional classification guidelines set by the FHWA (note to reviewers: Addressed in 3rd standard) ▪ Evaluate the future connection and/or expansion of roadways through the preservation of right-of-way. (note to reviewers: Addressed in Goal 4, Objective 1, Standards 1st bullet)



Goal 6: Efficient System Management

Goal statement: Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

Table 6: Updated Objectives and Standards for Goal 6 Efficient System Management

Objective	Standards
<p>1. Encourage <u>Implement best practice programming and public-private partnerships (P3) and other applicable</u> innovative financing alternatives. <i>(note to reviewers: clarified the existing objective/desired outcome)</i></p>	<ul style="list-style-type: none"> ▪ <u>Include inflation in project cost estimates and report project costs for the forecast year(s) of expenditure.</u> <i>(note to reviewers: moved from current fourth objective, standard 3)</i> ▪ <u>Identify, track, and pursue alternate funding sources and financing tools to fund local transportation projects, maintenance, and operations. Innovative funding alternatives may include public/private partnerships.</u> <i>(note to reviewers: combined text from current objective, the two standards below, and the current fourth objective, standard 1)</i> <ul style="list-style-type: none"> ▪ Incorporate public/private partnerships and other innovative funding sources into appropriate projects' funding plan. ▪ Track funding sources and financing tools that could be used to fund local transportation projects. ▪ <u>For projects significantly benefitting private entities, Evaluate-develop and implement</u> a cost sharing model to <u>help fund street or highway projects</u> implement projects that directly benefit private entities. ▪ <u>Support methods of assessing</u> Assess developers for the costs of street and highway improvements associated with new developments, <u>where appropriate.</u>
<p>2. Consider <u>Involve</u> all local partners in the transportation planning process.</p>	<ul style="list-style-type: none"> ▪ Coordinate projects <u>Collaborate</u> with economic development, transit providers, housing providers, workforce, and other agencies whose clients impact the transportation network <u>to deliver projects that benefit people, businesses, and freight.</u> ▪ <u>Participate in and invite-involve</u> nontraditional partners to be a part of in the transportation planning process. ▪ <u>Execute</u> agreements necessary (e.g., MOUs, cost sharing, service contracts, etc.) to facilitate regional traffic management strategies. ▪ Incorporate environmental stewardship considerations and environmental agency coordination into the planning and implementation of transportation improvements. ▪ Collaborate with local and state agencies in setting performance measures and targets for urban and rural areas.



Objective	Standards
<p>3. Cooperate across jurisdictional boundaries to create an <u>seamless transportation integrated transportation</u> network.</p>	<ul style="list-style-type: none"> ▪ Establish multijurisdictional protocols for special events (e.g., events and parades). ▪ Encourage region-wide coordination among traffic, emergency, and maintenance agencies (e.g., police, fire, DOTs, and public works). ▪ Identify corridors experiencing congestion; schedule and fund appropriate measures to relieve congestion. (note to reviewers: Moved to Goal 3, Objective 1, Standards 2nd bullet) ▪ Continue to develop and maintain development and maintenance of a regional <u>traffic-travel demand forecast</u> model to for use in forecasting future corridors levels of service. ▪ Member jurisdictions should continue to participate in the GF/EGF MPO's transportation planning activities.
<p>Recognize the relationship between planning and financing for future transportation programs. (note to reviewers: Objective and standards addressed in Objective 1)</p>	<ul style="list-style-type: none"> ▪ Explore innovative financing methods for the construction and maintenance of transportation facilities in the annual transportation budgeting process. ▪ Evaluate the cost of all types of roadway projects as they pertain to inflation. ▪ Adjust future project costs to incorporate average inflation for the projected year of expenditure.
<p>4. Maintain and update the regional ITS architecture.</p>	<ul style="list-style-type: none"> ▪ Investigate<u>Implement, where applicable, the applicability of</u> Active Transportation Demand Management techniques using existing and/or new ITS infrastructure. ▪ Develop <u>and implement</u> coordinated signal timing <u>planss</u> between jurisdictions and along new corridors. ▪ Support<u>Invest in</u> ITS infrastructure that can record travel times, traffic volumes, turning movements, and other various data points. ▪ Evaluate<u>Implement, where appropriate,</u> monitoring systems as part of transportation facilities, such as bridges that monitor fatigue, tampering, or failure.



Goal 7: System Preservation

Goal statement: Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.

Table 7: Updated Objectives and Standards for Goal 7 System Preservation

Objective	Standards
<p>1. Identify sufficient funding for each proposed improvement <u>the program of projects</u> included in the GF/EGF MPO <u>transportation</u> plans.</p>	<ul style="list-style-type: none"> ▪ Inform project finance planning and fiscal constraints by identifying all available funding amounts and their sources. ▪ Identify funding that can be used for operations, maintenance, and facility construction. ▪ <u>Assign more likely construction, operation, and maintenance funding to near-term projects.</u> (note to reviewers: moved from current second objective, and combined with current second objective, standard 1st bullet) ▪ Document funding used for “State of Good Repair” projects and document whether a “State of Good Repair” for the federal transportation system can be currently maintained. ▪ <u>Provide technical assistance to local jurisdictions in applying for state and federal funding programs.</u> (note to reviewers: moved from current second objective, standard 2nd bullet)
<p>Identify likelihood of project funding; higher likelihood should be associated with near-term projects. (note to reviewers: Objective and standards addressed in Objective 1)</p>	<ul style="list-style-type: none"> ▪ Increased likelihood of funding, corresponding to the timing of projects. ▪ Provide technical assistance to local jurisdictions in applying for state and federal funding programs.



Objective	Standards
<p>2. <u>Cost-effectively preserve, maintain, and improve the existing street and highway system. Improve the cost-effectiveness of maintenance and preservation of the existing pavement.</u> (note to reviewers: clarified the existing objective/desired outcome)</p>	<ul style="list-style-type: none"> ▪ <u>Maintain pavement, signal systems, signage, striping and other features of the transportation system to a level that permits safe and multimodal traffic operations.</u> (note to reviewers: moved and refined standard from current fourth objective and standard, 3rd bullet) ▪ <u>Continue pavement management programs that include monitoring, reporting, and integrating reporting across jurisdictions.</u> (note to reviewers: combined current standard, 6th bullet below, and current fourth objective and standard, 2nd bullet) ▪ <u>Continue implementing appropriate preventative maintenance, rehabilitation, or reconstruction projects. Partners will identify projects based on pavement needs documented in an objective and measurable prioritization matrix, and will include elements that improve travel efficiency as identified through the congestion management process.</u> (note to reviewers: combined text from current objective and standard, 7th and 8th bullets below, and current fourth objective and standards, 1st and 4th bullets) ▪ Develop a life-cycle cost analysis of pavement type done for projects with cost estimates over \$2,500,000. (note to reviewers: \$2.5 million needs to be updated based on Asset Management plans) ▪ <u>Investigate-Identify and implement, where appropriate, new pavement technologies and their applicability to roadways in the region.</u> ▪ Monitor pavement surface conditions and schedule timely investments. ▪ Schedule preventative maintenance and overlays before roadway surfaces are deteriorated. ▪ Develop a needs-based prioritization matrix that allows multiple projects to be compared to one another based on objective and measurable criteria. ▪ <u>When developing the transportation improvement program (TIP), prioritize TIP projects, favoring the improvement of the existing transportation network, as opposed to over construction of new infrastructure.</u>
<p>Preserve, maintain, and improve the existing street and highway system. (note to reviewers: Objective and first four standards addressed in Objective 2.)</p>	<ul style="list-style-type: none"> ▪ Create a congestion management process that seeks to add efficiency to the existing transportation network, rather than adding capacity. (note to reviewers: In Goal 3, Objective 1) ▪ Coordinate pavement management systems to track pavement characteristics including condition. ▪ Maintain pavement, signal systems, signage, striping and other features of the transportation system to a level that permits traffic operations. ▪ Prioritize road rehabilitation and reconstruction projects based upon the aforementioned pavement management system. ▪ Reduce the system mileage that falls below the NDDOT and MnDOT minimum thresholds for ride quality and condition. (note to reviewers: will address in performance targets) ▪ Strive for a “state of good repair” by ensuring maintenance funding is available before new facilities are constructed. (note to reviewers: Addressed in Objective 1, 4th standard)



Goal 8: Safety

Goal statement: Increase safety of the transportation system for motorized and non-motorized uses.

Note to reviewers: Objectives 1 through 20 are from draft 2040 street/highway plan amendment.

Table 8: Updated Objectives and Standards for Goal 8 Safety

Objective	Standards
<p><u>1. Keep vehicles from encroaching on the roadside in rural areas</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to install shoulder rumble strips, edge lines, “profile marking” edge line rumble strips, modified shoulder rumble strips, 6-inch edge lines, or embedded wet-reflective pavement markings on section with narrow or no paved shoulders</u> ▪ <u>Continue to install enhanced shoulders, lighting, delineation (for example, Chevrons), or pavement markings for sharp horizontal curves in rural areas</u> ▪ <u>Continue to install improved highway geometry for horizontal curves</u> ▪ <u>Increase skid-resistance pavement surfaces</u> ▪ <u>Continue to install shoulder treatments</u> <ul style="list-style-type: none"> • <u>Eliminate shoulder drop-offs from paved road to unpaved shoulder</u> • <u>Shoulder edge</u> • <u>Widen and/or pave shoulders</u>
<p><u>2. Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder in rural areas</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to install safer slopes and ditches to prevent rollovers</u> ▪ <u>Remove/relocate objects in hazardous locations</u>
<p><u>3. Reduce the likelihood of a head-on vehicle collision in rural areas</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to install centerline rumble strips and 6-inch center lines for two-lane rural roads</u> ▪ <u>Continue operation of alternating passing lanes or four-lane sections at key locations</u> ▪ <u>Continue to install cable median barrier for narrow-width medians and multilane roads</u> ▪ <u>Continue operation of buffer space between opposite travel directions</u> ▪ <u>Continue to install directional medians</u>



Objective	Standards
<p><u>4. Reduce frequency and severity of intersection conflicts through traffic control and operational improvements in urban areas</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue operation of multiphase signal operation</u> ▪ <u>Optimize clearance intervals</u> ▪ <u>Restrict or eliminate turning maneuvers (including right turns on red)</u> ▪ <u>Continue operation of signal coordination along a corridor or route</u> ▪ <u>Continue operation of emergency vehicle preemption</u> ▪ <u>Continue to install countdown timers, advanced walk phase, and other low-cost pedestrian/bicycle facility improvements</u> ▪ <u>Remove unwarranted signals</u> ▪ <u>Continue to supplement conventional red-light running enforcement with traffic signal confirmation lights and other technology enhancements that support enforcement efforts</u>
<p><u>5. Reduce the severity of the crash</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to improve design and applications of barrier and systems to maintain flow of traffic</u>
<p><u>6. Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</u></p>	<ul style="list-style-type: none"> ▪ <u>Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns</u> ▪ <u>Conduct highly visible, publicized and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speed related crashes</u> ▪ <u>Enact/support legislation to strengthen penalties such as increased fines for right-of-way and speed violations</u> ▪ <u>Strengthen the adjudication of speeding citations to enhance the deterrent effect of fines</u> ▪ <u>Address the perception of widespread speeding by heavy vehicles by first conducting a statewide assessment of commercial vehicle speeds. In response to the assessment results, examine enforcement, safety education, and outreach safety strategies for priority regions or corridors identified as needing improvement</u>
<p><u>7. Review crash data</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to analyze data to clearly define aggressive driving and identify factors contributing to aggressive driving</u>
<p><u>8. Set and communicate appropriate speed limits</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to implement active speed warning signs, including dynamic message boards at rural to urban transitions, school zones, and work zones</u> ▪ <u>Continue operation of in-pavement measures to communicate the need to reduce speeds</u>
<p><u>9. Ensure that roadway design and traffic control elements support appropriate and safe speeds</u></p>	<ul style="list-style-type: none"> ▪ <u>Effect safe speed transitions through design elements and on approaches to lower speed areas</u>
<p><u>10. Improve sight distance at signalized and unsignalized intersections</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to clear sight triangles</u> ▪ <u>Redesign intersection approaches</u> ▪ <u>Change horizontal and/or vertical alignment of approaches to provide more sight distance</u> ▪ <u>Eliminate parking that restricts sight distance</u>



Objective	Standards
<p><u>11. Improve driver awareness of intersections and signal control</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to improve visibility of intersections by providing enhanced signing, delineating, overhead indications, 12-inch lenses, background shields, or pavement markings/messages</u> ▪ <u>Continue to call attention to intersections by installing rumble strips on intersection approaches</u> ▪ <u>Continue to improve visibility of intersections by providing appropriate street lighting</u> ▪ <u>Continue to install larger regulatory and warning signs at intersections, including the use of dynamic warning signs at appropriate intersections</u> ▪ <u>Continue to provide dashed markings (extended left edge lines) for major road continuity across the median opening at divided highway intersections</u>
<p><u>12. Improve management of access near signalized and unsignalized intersections</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to restrict or eliminate parking on intersection approaches</u> ▪ <u>Expand driveway closure/relocations</u> ▪ <u>Provide longer left-turn lanes at intersections</u> ▪ <u>Expand driveway turn restrictions</u> ▪ <u>Continue to install left-turn lanes at intersections</u> ▪ <u>Continue to offset left-turn lanes at intersections</u> ▪ <u>Continue to install bypass lanes on shoulders at T-intersections</u> ▪ <u>Continue to provide acceleration lanes at divided highway intersections</u> ▪ <u>Continue to install right-turn lanes at intersections</u> ▪ <u>Continue to offset right-turn lanes at intersections</u> ▪ <u>Expand to provide right-turn acceleration lanes at intersections</u> ▪ <u>Expand channelized or closed median openings to restrict or eliminate turning maneuvers</u> ▪ <u>Close or relocate “high-risk” intersections</u> ▪ <u>Continue to convert four-legged intersections to two T-intersections</u> ▪ <u>Realign intersection approaches to reduce or eliminate intersection skew</u> ▪ <u>Continue to improve pedestrian and bicycle facilities to reduce conflict between motorists and nonmotorized travelers</u> ▪ <u>Convert 2-lane intersection to 3-lane intersection</u>
<p><u>13. Choose appropriate intersection traffic control to minimize crash frequency and severity</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to construct roundabouts at appropriate locations</u> <ul style="list-style-type: none"> • <u>Currently occurring at intersections in Grand Forks: 23th St & 40th Ave S, 34th St & 24th Ave</u> • <u>*only standard found in safety plans</u>
<p><u>14. Improve the roadway and driving environment to better accommodate drivers’ needs</u></p>	<ul style="list-style-type: none"> ▪ <u>Expand the use of advanced guide signs and street name signs</u> ▪ <u>Continue to increase sign and letter heights of roadway signs</u> ▪ <u>Provide more all-red clearance intervals at signalized intersections</u> ▪ <u>Provide more protected left-turn signal phases at high-volume intersections</u> ▪ <u>Continue to improve lighting at intersections, horizontal curves, and railroad grade crossings</u> ▪ <u>Continue to improve roadway delineation</u> ▪ <u>Continue to reduce intersection skew angle</u>



Objective	Standards
<p><u>15. Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to provide crosswalk enhancements</u> ▪ <u>Continue to implement lighting/crosswalk illumination measures</u> ▪ <u>Continue to eliminate screening by physical objects</u> ▪ <u>Expand signals to alert motorists that pedestrians/bicyclists are crossing</u> ▪ <u>Continue to improve reflectivity/visibility of pedestrians/bicyclists</u>
<p><u>16. Reduce Vehicle Speed</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to implement road narrowing measures</u> ▪ <u>Continue to install traffic calming—road sections</u> ▪ <u>Continue to install traffic calming—intersections</u> ▪ <u>Continue to provide school route improvements</u>
<p><u>17. Improve Motorist Safety Awareness and Behavior</u></p>	<ul style="list-style-type: none"> ▪ <u>Continue to provide education, outreach, and training</u> ▪ <u>Continue to implement enforcement campaigns</u>
<p><u>18. Reduce Effect of Hazards</u></p>	<ul style="list-style-type: none"> ▪ <u>Fix or remove surface irregularities</u> ▪ <u>Provide routine maintenance of bicycle facilities</u>
<p><u>19. Implement a multimodal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods</u></p>	<ul style="list-style-type: none"> ▪ <u>Minimize congestion on roadways and at intersections</u> ▪ <u>Maintain roadway and other Level of Service standards consistent with regional, county, and municipal comprehensive plans</u> ▪ <u>Provide a balanced system with viable multi-modal options that are consistent with local comprehensive plans</u> ▪ <u>Provide infrastructure that supports transportation (transit riders, pedestrians, bicyclists and other alternative transportation modes)</u> ▪ <u>Improve intermodal connectivity and access to intermodal facilities (e.g., airports, transit centers, Interstate bus system, rail, etc.) and activity centers</u> ▪ <u>Provide more sidewalks and bikeways</u> ▪ <u>Improve public transit services so they are efficient, frequent, reliable, convenient, safe, easy to use and understand, and promotes other intermodal uses</u>
<p><u>20. Increase the safety and security of the transportation system for motorized and non-motorized users</u></p>	<ul style="list-style-type: none"> ▪ <u>Provide for safer travel by all transportation modes, including pedestrian, bicycling, transit, and automobile</u> ▪ <u>Encourage measures that reduce congestion</u> ▪ <u>Encourage strategies that improve emergency response to accident</u>



Objective	Standards
<p>4-21. Reduce the number, severity, and rate of crashes compared to previous years by type of vehicle and transportation facility.</p>	<ul style="list-style-type: none"> ▪ Identify <u>and maintain a database and map of frequent or severe high-incident</u> crash locations by transportation facility <u>within the MPO area</u> (intersections, road segment, bicycle/pedestrian facility, and bicycle/pedestrian –vehicle conflict point). <u>The database will include number, type, and severity of crashes.</u> ▪ Track high incident locations logging the number, type, and severity of crashes. ▪ Comprise <u>Identify and implement, where possible, a list of</u> intersection treatments that <u>reduce crashes</u> are applicable in reducing crash incidents, listing them by their applicability to certain scenarios <u>including engineering, education, and enforcement solutions.</u> ▪ Support policies that prohibit/penalize distracted driving. ▪ Identify funding available lelity to <u>increase/improve</u> the safety of the roadway system. ▪ <u>Coordinate with local, county, and state agencies (4Es)</u> to develop education, public health, engineering, and enforcement strategies targeted at crash reduction. ▪ <u>Support the region’s vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.</u> (note to reviewers: new standard)
<p>Identify and incorporate NDDOT and MnDOT Strategic Highway Safety Plans (SHSP) and local safety plans into GF/EGF MPO plans. (note to reviewers: objective and first standard are addressed by proposed objectives 1 through 20 and their standards)</p>	<ul style="list-style-type: none"> ▪ Recommended street and highway improvements should not conflict with the SHSPs of North Dakota and Minnesota. ▪ Coordinate efforts with local emergency/security/hazardous materials groups. (note to reviewers: moved to Goal 2, objective 2, last standard)



Goal 9: Resiliency and Reliability

Goal statement: Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Note to reviewers: Modeled after content in Goal 2 (Security), current second and fourth objectives and standards.

Table 9: Objectives and Standards for Goal 9 Resiliency

<u>Objective</u>	<u>Standards</u>
<p><u>1. Reduce street and highway system vulnerability to snow and storm water</u></p>	<ul style="list-style-type: none"> ▪ <u>Maintain passable streets and highways under all reasonable weather conditions.</u> ▪ <u>Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.</u> ▪ <u>Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in wetlands or floodways, storm drainage, etc.</u>
<p><u>2. Support the region’s resilience and travel reliability through efficient detour and evacuation routes</u></p>	<ul style="list-style-type: none"> ▪ <u>During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or changes.</u> ▪ <u>Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents and temporary street or highway blockages.</u> ▪ <u>Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.</u>



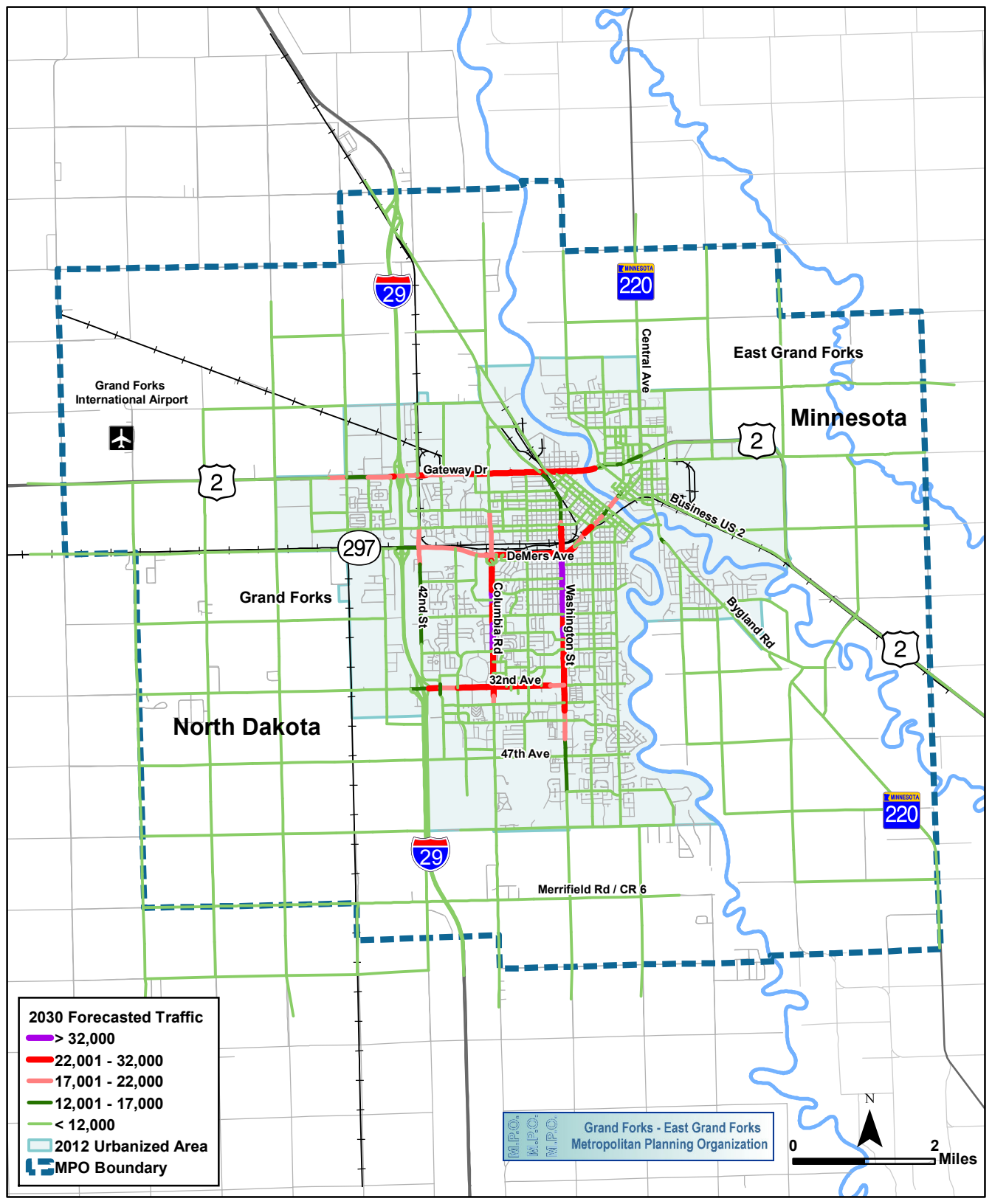
Goal 10: Tourism

Goal statement: Enhance travel and tourism.

Note to reviewers: New content.

Table 10: Objectives and Standards for Goal 10 Tourism

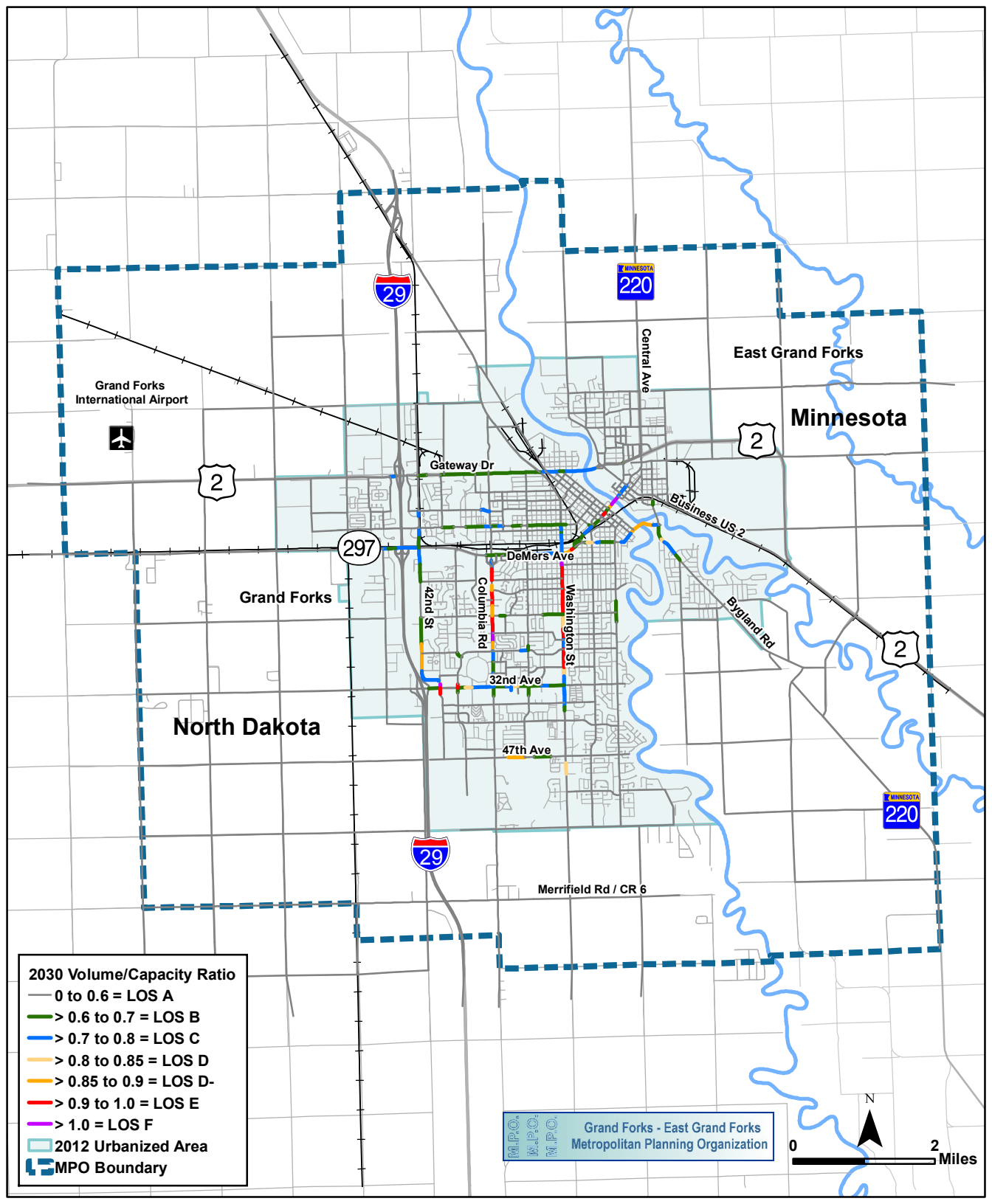
<u>Objective</u>	<u>Standards</u>
<p><u>1. Maintain convenient and intuitive street and highway access to major activity centers</u></p>	<ul style="list-style-type: none"> ▪ <u>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Greenway including the Red River State Recreation Campground.</u> ▪ <u>Identify, coordinate, and communicate traffic plans for simultaneous events.</u>



- 2030 Forecasted Traffic**
- > 32,000
 - 22,001 - 32,000
 - 17,001 - 22,000
 - 12,001 - 17,000
 - < 12,000
 - 2012 Urbanized Area
 - MPO Boundary

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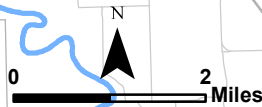


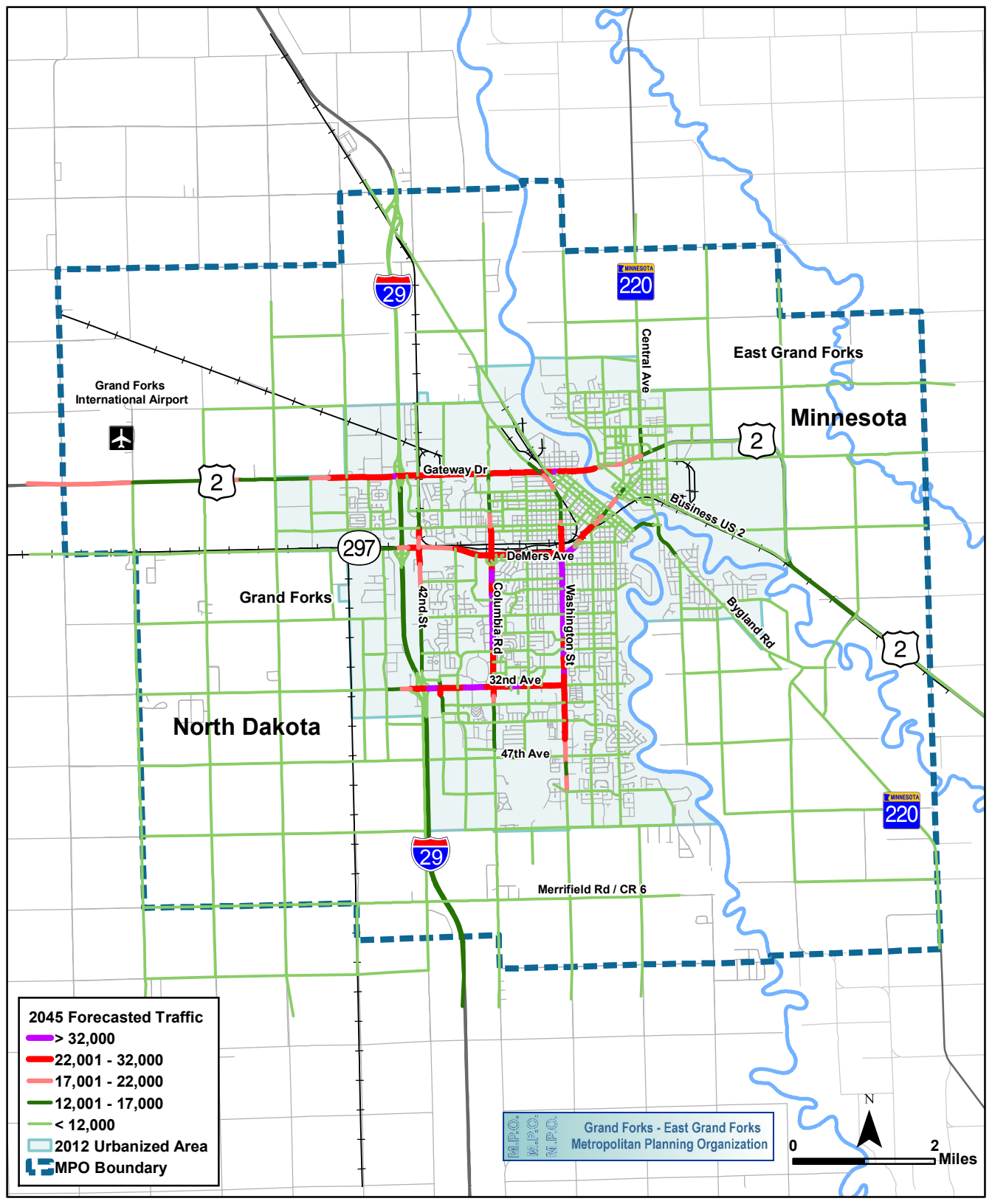


2030 Volume/Capacity Ratio

- 0 to 0.6 = LOS A
- > 0.6 to 0.7 = LOS B
- > 0.7 to 0.8 = LOS C
- > 0.8 to 0.85 = LOS D
- > 0.85 to 0.9 = LOS D-
- > 0.9 to 1.0 = LOS E
- > 1.0 = LOS F
- 2012 Urbanized Area
- MPO Boundary

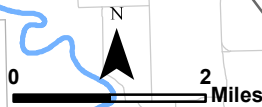
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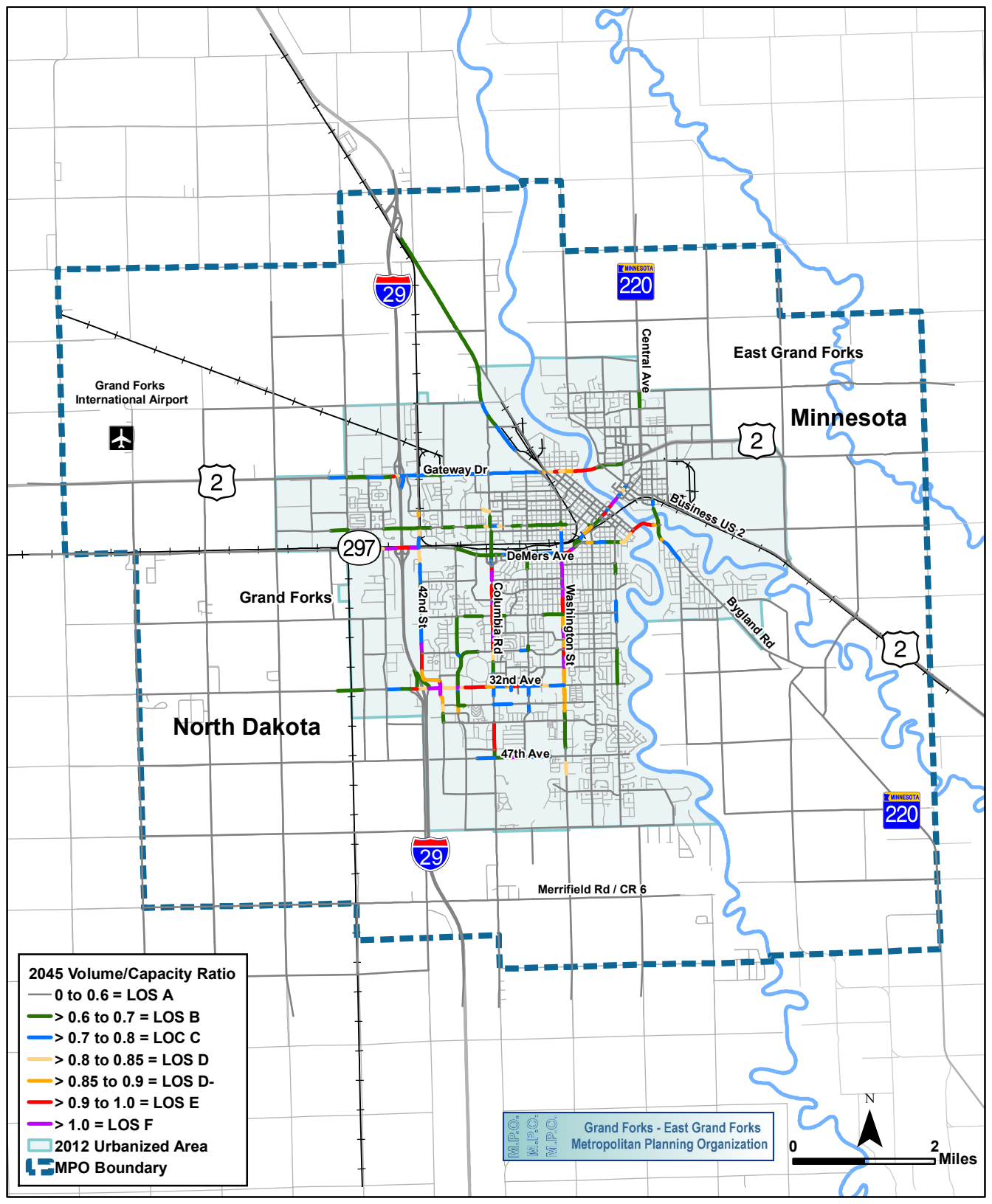




- 2045 Forecasted Traffic**
- > 32,000
 - 22,001 - 32,000
 - 17,001 - 22,000
 - 12,001 - 17,000
 - < 12,000
 - 2012 Urbanized Area
 - MPO Boundary

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2045 Volume/Capacity Ratio

- 0 to 0.6 = LOS A
- > 0.6 to 0.7 = LOS B
- > 0.7 to 0.8 = LOC C
- > 0.8 to 0.85 = LOS D
- > 0.85 to 0.9 = LOS D-
- > 0.9 to 1.0 = LOS E
- > 1.0 = LOS F
- 2012 Urbanized Area
- MPO Boundary

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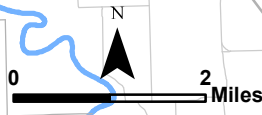


TABLE OF CONTENTS* UPDATE DECEMBER, 2017

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
	Introduction					
300	PLANNING AND IMPLEMENTATION		ACTIVITIES			
	2045 Street & Highway Plan NEW	1	Consultant team posted draft existing conditions report to the website. Continues developing Goals, Objectives, and Standards as well as Draft Safety Performance Measures. Draft 2030 and 2045 Existing Plus Committed Loaded Networks from ATAC were recently submitted are being reviewed and adjustments made. Consultant team is preparing for the open house on Thursday December 12, 2017. Consultant has been assisting MPO in developing a scope of work to review transportation impacts of several potential additional river crossing locations.	35%		
300	Plan Update (Travel Demand Model)	1	The TDM base year model is complete, 2030 and 2045 model year updates have been developed and are currently under review.	40%	2106	16-Dec
300	Bicycle & Pedestrian Planning Element (Update)	2-3-4-5	Prepared response to stakeholders comments and concerns. Elaborated new Performance Measures, Monitoring Activities and proposed Targets. Submitted finalized version document for consideration of Advisory Committee. Organizing Meeting Advisory Committee to define Performance Measures.	80%	2016	Sep-17
300	Transit Development Planning Element (Update)		STUDY COMPLETED IN JULY, 2017	99%	2016	Feb-17
300	CORRIDOR PLANNING					
300	Traffic Count Program	Ongoing	Resumed data collection setup for the rest of the intersections.	70%	2015	Ongoing
300	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
	Near South Neighborhood NEW	Task(s) 1	Near Southside historical neighborhood study: Travel Demand Model scenario runs complete. Countermeasures/recommendations being worked on. Approx. 80% complete.	95%	2017	2017
300	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL		Currently, processing amendments to Transportation Improvement Plan for 2017. Also, adopting Transportation Improvement Plan, 2018. Considering 2019 candidate projects for ND (side).		2016	
300	LAND USE PLAN		ACTIVITIES			
301	SPECIAL STUDIES		ACTIVITIES			
301	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
301	I-29 Traffic Operations Study	1	STUDY COMPLETED IN JUNE, 2017	100%	2015	7/30/2016 (Work extended to 2017)
301	PLAN MONITORING, REVIEW AND EVALUATION		ACTIVITIES			
301	GEOGRAPHIC INFORMATION SYSTEMS (GIS) DEVELOPMENT					
	Geographic Information Systems (GIS) Development	Ongoing	Ongoing in-house		2015	Ongoing

Note: Brief project update review for information only. It does not replace Project Reports.