

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, MARCH 8TH, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

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

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE FEBRUARY 8TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UPDATE ON SORLIE/KENNEDY BRIDGE PROJECTS HAUGEN
6. MATTER OF SPRING FLOOD/BRIDGE CLOSURE CONTACT LIST HAUGEN
7. MATTER OF U.S. #2/U.S. BUSINESS #2 STUDY UPDATE..... HAUGEN
8. MATTER OF I-29 TRAFFIC OPERATIONS STUDY UPDATE..... HAUGEN
9. OTHER BUSINESS
 - a. 2017 Annual Work Program Project Update
 - b. TDP Steering Committee Meeting – March 9, 2017
 - c. Transit Performance Targets
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, February 8th, 2017
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the February 8th, 2017, meeting of the MPO Technical Advisory Committee to order at 1:35 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (via conference call); Darren Laesch, MnDOT-District 2; Dale Bergman, Grand Forks Cities Area Transit; Nick West, Grand Forks County Engineer; Nancy Ellis, East Grand Forks Planning; Richard Audette, Grand Forks Airport Authority; Jane Williams, Grand Forks Engineering; and Steve Emery, East Grand Forks Consulting Engineer; Nels Christianson, BNSF Railroad; Stephanie Erickson, Grand Forks Planning; and Dustin Lang, NDDOT-Grand Forks.

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, Office Manager.

Guest(s) present: Al Grasser, Grand Forks Engineering and Wade Kline, KLJ Engineering.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

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

MOVED BY ELLIS, SECONDED BY WILLIAMS, TO APPROVE THE JANUARY 11TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

DISCUSSION

Haugen commented that, as you may or may not have noticed, the MPO has a new website that you are accessing your Technical Advisory Committee information from. He explained that after the last meeting, but before the Executive Policy Board meeting Yahoo updated their software and that made our software for our website obsolete, so we were actually without a website for a

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couple of weeks, but now have something that is operating and offers you a similar method of accessing our information. He added that the old website is still up and running, however we are no longer able to update it and we will eventually transition everything over to the new site, but in the meantime we will only be adding new information to the new website.

The new website address is: <https://theforksmmpo.wordpress.com>.

Information only.

MATTER OF UPDATE ON SORLIE/KENNEDY BRIDGE PROJECTS

Sorlie Bridge

Haugen reported that he isn't aware of anything new to update on the Sorlie Bridge project, which is winding down. He stated that at the last meeting we were informed that the lighting controller was replaced and seemed to be working, however there is still some time remaining on the 90-day acceptance period so until that is up the project hasn't been totally closed out.

Kennedy Bridge

Haugen reported that MnDOT has provided an update, which is included in the staff report. He pointed out that they provided a schedule of what is proposed to occur in 2017 and 2018; and also some work in 2019 as well.

Haugen stated that there is a public meeting scheduled for Wednesday, March 1st here in this training room. Ellis added that the pre-con meeting is scheduled for Monday, February 27th at 1:00 in the training room as well.

Laesch reported that this is still a rough draft of the staging, and there are still a lot of details left to work out, and they hope to get some of that accomplished at the Pre-con meeting on February 27th, and then they can share that at the public meeting on March 1st.

Information only.

MATTER OF DRAFT SCOPE OF WORK FOR NEAR SOUTHSIDE TRAFFIC STUDY

Haugen reported that in the MPO Work Program we were asked to investigate; along with Grand Forks City staff, and the Near Southside Neighborhood, alternatives for traffic calming in this area.

Haugen explained that the Near Southside Neighborhood has concerns with traffic speed within the area, and would like to institute some traffic calming activities on the corridors. He said that the MPO was asked to look at what modeling impacts, if any, some of these activities might cause if implemented.

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Haugen commented that some of the traffic calming ideas that were initially were discussed with the neighborhood were fairly substantial; including instituting one-way pairs, instituting some traffic reverters, shifting traffic around, etc. He stated that there was a meeting this past Monday night, and it appears that there is less interest in those alternatives, and more interest in curb bulb-outs and tiger radius of some intersections that don't match up correctly.

Haugen referred to the document, and pointed out that the Scope of Work is still identifying that we would model things if there are things to model. He gave a brief overview on what the model can and can't do, and explained that we are engaging ATAC because we can get them started working immediately on this once we have approval of the Scope of Work from all of our partners as we have ATAC under a Master Agreement, and this would be a sub-agreement to that, so they could start working right away, whereas if we were to go through an RFP process, we wouldn't have anyone on board for up to three months and the neighborhood is anxious to get going on this.

Haugen commented, however, that there is one thing that ATAC is not willing to do, and that is to actually do a study to do more significant geometric changes to certain intersections, which would involve more engineering conceptualizing of those intersections, and ATAC is not willing to take that responsibility on. He added that he knows the City has done quite a bit of that already for a lot of that area. Williams commented that those were just diagrams, it was just things that were talked about at the meeting and they tried to diagrammatically show what it would look like, but there was no engineering done.

Discussion on what exactly the intent of this study is ensued.

Haugen asked if there is a way to be able to use a pre-qualified consultant so the MPO can bypass the three month qualification process, whether it is through the City or through the NDDOT. Johnson responded that they have been asked this before, and there are a lot of "maybe's" involved. He explained that it depends on how the consultant was originally procured; did it truly follow a full-blown qualification based selection process, was everything documented, can it be provided for review, etc. He stated that if this can be done, the potential for allowing this would be there.

Johnson pointed out that the issue of consideration of allowing the MPO to reimburse the City would mean that you would be passing your federal funds through to the City and the issue with doing that would be that now the City would become a Title VI issue and they would have to audit and monitor them.

Haugen stated, then, that with this specific issue does the Technical Advisory Committee want to pursue that option, and see if there is already a pre-qualified consultant to attach to, or do we want to go the traditional RFP route and have staff draft up a simple RFP. Grasser commented that the City's RFP process isn't going to pass muster for this type of review and their qualification base is really a solicitation of interest and a list of qualified firms, and with what is needed today wouldn't qualify. He added that what is being described is what they are struggling with when they have design input from a neighborhood committee. He said that the challenge is in trying to identify what that really is, and they have had a number of meetings with

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fairly large groups of people, and then whittled it down to a smaller working group, but he wouldn't take what the smaller group comes up with as being the total desire of what the larger group might wish to pursue. He said that he thinks we still need to model some of those ideas that come up in the larger groups such as one way pairs, because his sense is that it is going to come back, it may just subside for a while within the smaller group, but at some point in the next two to three year period it will come back. He stated that the challenge will be in having the discussion with the current group as to what they want to have modeled, but he also feels that they have had enough input over the years that they can identify which ideas should have an analysis run so if they come back we can at least tell them that there are no impacts, or that there are some large impacts.

Haugen reported that the Scope-of-Work doesn't take away any modeling, it is just a question of how much is really going to happen, so it is there to do what we consider to be a full-bore modeling effort, but how much we actually executive hasn't been determined, so it is still the full Scope-of-Work from that perspective. He stated that the question is what the cost will be to have the second consultant work up some of those concepts; if it is below the threshold, then you can choose from a pre-qualified list of consultants.

Haugen stated that we have \$45,000 for consultant work on this study in our budget, and currently ATAC is at \$25,000, leaving \$20,000. Erickson asked if that was enough to put towards any kind of design or modeling work that is similar to what you mentioned has come out of Engineering for those intersections. Haugen responded that the \$25,000 for ATAC includes the modeling options, but it doesn't include doing designs similar to what was shown to the neighborhood group at other locations. He added that there is a limit as to how far we can go with concepts as well.

Johnson referred to the Contract Manual and went over the portion that discusses the different purchase options. He pointed out that one of them is "small purchases", and explained that by North Dakota State Law we are limited to \$100,000, so anything under \$100,000 may be procured through direct negotiation with a selected pre-qualified consultant after considering the nature of the project, the proximity of the consultant to the project, the capability of the consultant to produce the required services within a reasonable time, past performance and the ability to meet the budget requirements, and other factors that are deemed to be in the MPOs' best interest. He added that the consultant would need to be chosen from the list of consultants that have been pre-qualified for an activity and listed on the NDDOT's website. He explained that there is one issue, and that is that they do not pre-qualify for planning work, so you may have to get permission from someone at the DOT to do that.

Discussion on the number of intersections that should be analyzed ensued.

Haugen stated that there are twelve intersections identified in the document, with three of them cited to go into more of a traditional level of capacity analysis, but he doesn't know that we would need to have all twelve intersections go through a more in-depth analysis as most of them are either stop controlled or all-way stop or stop-through, and they can carry a lot of traffic before there is a true congestion period.

Discussion continued.

MOVED BY ELLIS, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT SCOPE-OF-WORK FOR THE NEAR SOUTHSIDE TRAFFIC STUDY SUBJECT TO THE INCLUSION OF THE OPTION OF STUDYING A MINIMUM OF THREE, AND UP TO TWELVE INTERSECTIONS; AND TO STRIKE OUT THE REFERENCE OF NOT ISSUING AN RFP AND INSTEAD DRAFTING A SEPARATE RFP.

Voting Aye: Johnson, Williams, Emery, Bergman, Ellis, Audette, Laesch, Erickson, Lang, and West.

Voting Nay: Christianson.

Abstain: None.

Absent: Magnuson and Sanders.

MATTER OF DRAFT RFP FOR STREET/HIGHWAY ELEMENT OF THE 2045 LONG RANGE TRANSPORTATION PLAN

Haugen reported that we know that by the end of 2018 we will reach the end of our five-year grace period before we need to have a newly adopted Long Range Transportation Plan; therefore our Work Program has, for the next two years, this activity to update our total Long Range Transportation Plan to the year 2045.

Haugen commented that we are currently working on our Bike/Ped and Transit Elements, and will now begin the third leg, and that is the Street/Highway Element.

Haugen stated that, in addition to having to have an adopted plan by the end of December 2018, even though we have already gone through a lot of changes with our current 2040 plan, as far as performance management, there is a whole lot more that is coming down the pike. He briefly went over the schedule for implementing these changes, as of today.

Haugen commented that we do have a lot of different dates and deadlines for this update, but there is also the traditional cycle of things that you see in the RFP to try to identify what our vision/goals/objectives are, what the existing conditions are, etc. He added that we will be doing a travel demand forecast of two planning horizons, 2030 and 2045; and sometime in 2017 we should have the future analysis on what we can reasonably guess will be the future network in those two time periods, and if we don't do anything else to the network, what issues we will have as well.

Haugen stated that as we start working on alternatives and such, we will have to relate the work back to the targets that we identified and what those alternatives will help us in achieving those targets or not, so that is the issue, we won't know what those targets are until later in the process, but we will need to do the due-diligence in identifying what issues we have and what alternatives we might be able to do to resolve those issues.

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Williams asked how we are going to determine what is needed for our short term improvements, because 2030 is the mid-term, correct; and then beyond 2045 is the long-term. Haugen responded that the short-term is essentially the T.I.P. document; on the North Dakota side that covers the regional level for five years, and on the Minnesota system there is a ten-year investment plan that they update annually. He added that there isn't anything that says that State of Good Repair isn't the first emphasis, that is still the same as in the previous bill.

Williams stated that she is concerned that we might have something that comes up in the short-term that is needed to maintain our level of service or whatever we have designated; and it isn't on the T.I.P. right now, and not that it would get missed because eventually it would, but it would give us an idea if we may need to amend the T.I.P. with a different emphasis or focus. She added that she just doesn't know how we can identify the projects in the short-term other than just the T.I.P., and that necessarily isn't what is needed. Haugen responded that, in the absence of any other financial revenue coming in, the T.I.P. is fiscally constrained and those projects came from the process that identified them. He added that it can be amended, and the amendment probably would have come from some other study, maybe the I-29 Study, that helps inform what short-term improvements could be, so it is kind of those corridor studies that would be used to help identify something that might substitute a current T.I.P. project, but he doesn't think necessarily anything in here would be that avenue.

Laesch reported that as far as establishing targets is concerned, you almost want to see what the needs are, what the budget is, and what can actually be achieved for our performance targets; if we focus all our dollars on streets, what are we going to get; if we focus it all on safety, what are we going to get; and the you just have to kind of pick and choose. He stated that MnDOT went through that exercise, and nobody's happy because you might have to cut street projects, safety projects, etc.; but you have to come up with some kind of balance by looking at your performance targets are and what you can achieve with the funding available. He added, however, that he doesn't think it is too much of a concern not to have those targets right away, but you may want to have some kind of preliminary goal so you can see where you are at, and then hopefully you will have more guidance at the end.

Haugen explained why he didn't put any timeline dates in the RFP. He said that in doing it this way he is putting the onus on the consultant to show, in their schedule, how they are progressing on achieving the date the plan is due; thus the only dates shown are the release date of the RFP, the anticipated date authorized to proceed, and the only other date is September 1, 2018 when we want to see the first full draft of the document, and the more formal regular adoption process will take place in November/December, giving the MPO as long a time as possible to make a decision by the end of December 2018.

Haugen stated that we have budgeted \$300,000 for this project over a three year period.

Haugen commented that because the MPO Executive Policy Board meeting has been rescheduled to February 21st, it give us additional time for everyone to get their comments/changes to him before this is presented to the MPO Board members, thus, using February 15th as a deadline for those comments/changes to be submitted, there is the possibility to be able to release what may be the final document to the board.

MOVED BY LAESCH, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE EITHER THE DRAFT, OR IF COMMENTS/CHANGES ARE SUBMITTED BY FEBRUARY 15TH, THE FINAL RFP FOR THE STREET/HIGHWAY ELEMENT OF THE 2045 LONG RANGE TRANSPORTATION PLAN, AS SUBMITTED.

Voting Aye: Johnson, Williams, Emery, Bergman, Ellis, Audette, Laesch, Erickson, Lang, Christianson, and West.

Voting Nay: None.

Abstain: None.

Absent: Magnuson and Sanders.

MATTER OF UPDATE ON U.S. #2/U. S. BUSINESS #2 STUDY

Haugen reported that this is work activity we amended into the work plan late last fall and MnDOT is providing the local match for it. He stated that we did hire SRF to do the study, and they held a kick-off meeting with the Steering Committee on January 19th, and their first public input meeting last evening, and then the Steering Committee met again this morning.

Haugen referred to a map and pointed out the area included in the study. He then went over the purpose of the study, and the data that has been obtained to-date.

Laesch commented that the challenge with this study is we know we have a problem there, all the business owners acknowledge there is a problem there, it has been a problem for the last forty years, and every ten or fifteen years or so we try to tackle it and do something different; but to correct it without some sort of grade separation would be to get traffic away from the curved intersection, or to find a way to get vehicles to slow down on Highway 2, but in any event we are running into some roadblocks as there isn't any good way to get traffic to slow down, and really is it something that we even want to pursue, and we don't want to hurt the businesses, so we are trying to find a balance and come up with some viable alternatives. He said that they hope they can find a middle ground that will work for everyone, and get the crash rate down

Haugen reported that by the end of this morning's meeting, SRF did have some things on paper that showed some alternatives that maybe should be looked at a little further, so they are getting some creative juices flowing, and it is part of the whole process, so we hope something can be determined.

Information only.

MATTER OF UPDATE ON ORIGIN/DESTINATION DATA PURCHASE

Kouba reported that currently we are looking into gathering some origin/destination data for the Travel Demand Model for the Long Range Transportation Plan. She stated that they are working with the NDDOT, as well as the other two MPO's in acquiring this data.

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Kouba commented that the DRAFT RFP was vetted through the Technical Advisory Committee and the MPO Executive Policy Board, and the Board authorized staff participation and contract approval.

Kouba said that they are currently bogged down in the negotiation process and are trying to figure out what we can get for the best price, how much we can get, as well as whether we are going to have it open sourced or can we get by without it being open sourced as having it open sourced adds an additional 25% to the cost.

Kouba reported that they only received one usable proposal, and that was from Airsage, as we found that there are a lot of companies that can produce this data but they only offer current data, not historic, as Airsage does.

Haugen commented that they hope to have the data by the end of March so that we can calibrate our 2015 Model and move on to the 2030 Model.

Information only.

MATTER OF UPDATE ON THE I-29 STUDY

Haugen reported that as we discussed at your last meeting, there was the issue of how much of the micro analysis work was eligible for the consolidated planning grant funds, but Federal Highway has been persuaded to accept that the level of work that I-29 is showing for some of the conceptual alternatives, and for any study in North Dakota that goes to this level, it is appropriate and necessary for us to do to really adequately inform the public and elected officials of what the potential impacts might be, thus there is no concern of not having federal funds pay for the work.

Haugen commented that there are some presentations scheduled, and also the public input meeting which is scheduled for Thursday, February 16th at the Alerus Center. He added that on the DriveI-29 website you will be able to see the full micro-analysis report.

Discussion on how the public is notified of the upcoming meetings ensued.

Haugen reported that the Steering Committee is going to be meeting the first week of March. He explained that as part of our contractual obligation the NDDOT wanted an upper management presentation before the study concludes, and that is now scheduled May 23 or 24, and there will be a video link back here to Grand Forks so not everyone needs to go to Bismarck. Johnson added that they are just waiting to hear back from the City of Grand Forks as to which date works best for them then it will be finalized.

Information only.

OTHER BUSINESS

- a. 2017 Annual Work Program Project Update

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Haugen pointed out that the updated monthly progress table was included for your information.

b. Transit Performance Targets

Haugen reported that included was a “Dear Colleague” letter from FTA regarding transit performance targets, and that the MPO is on a clock. He stated that yesterday he heard from MnDOT that they are working with the transit operators, and by the end of March the MPO will have something in hand, but FTA did not indicate that there was any relaxation from the June 30th date.

Ellis commented that they went through this in a conference call last Wednesday, and they are taking comments until the end of this week, so it should be out by the middle of March.

Haugen stated that the deadline for this is June 30th, from FTA’s perspective. Johnson commented that he heard that that was relaxed a bit from the Denver end, but he will double check on that. Haugen said that MPO Director’s met with MnDOT yesterday and did express that this is an anomaly, and that the rest of our performance targets aren’t three months into our six month timeline.

Discussion on the proposed performance targets/measures and the process ensued.

Information only.

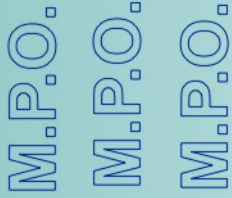
ADJOURNMENT

***MOVED BY BERGMAN, SECONDED BY LANG, TO ADJOURN THE FEBRUARY 8TH,
2017 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 3:00 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: March 8, 2017** **MPO Executive Board: March, 2017**

RECOMMENDED ACTION: Update on the Kennedy and Sorlie Bridge Projects

Matter of the Kennedy and Sorlie Bridges.

Background:

Sorlie: Oral Update as available

Kennedy: MnDOT held an Open House on Wednesday, March 1st. Attached is the handout provided at the open house. MnDOT will provide an oral update on the feedback from the open house.

This is the internet site for the project:

<http://www.dot.state.mn.us/d2/projects/kennedybridge/index.html>

ANALYSIS AND FINDINGS OF FACT:

- None

SUPPORT MATERIALS:

- March 1st meeting handout

Project FAQ

Will the bridge be open during construction?

- Yes, well mostly. Traffic will be reduced to a single lane in each direction for most of the project, however approximately 8 short-term detours of up to 3 days each will be needed during the project.

Why is the center median being removed on the bridge?

- There isn't enough room on the existing structure to accommodate the shared use requirements for four driving lanes, a bike/ped path and shoulders.

Why not build a new bridge rather than restore the existing Kennedy Bridge?

- All options were explored, but reconstruction was selected because of the age, condition, historic nature and overall costs to replace vs rehabilitate.

Why is a shared-use path/bike trail being added on the bridge? Could it have been added outside of the truss similar to the Sorlie bridge?

- To provide a safe bike and pedestrian connection between the two communities. Because of the historic nature and the design of the current bridge, an additional structure was unfeasible.

Why is the pier being replaced on the bridge?

- The soils along the existing pier have been very slowly sliding toward the river. While the existing pier and supports are designed to accommodate for this movement by making adjustments to the supports, the movement has reached the capacity of system and no further adjustments can be made, resulting in the need to replace the pier.

Will there be an aesthetic lighting system similar to what was recently added to the Sorlie Bridge?

- There will be additional lighting installed, but at this time it won't display colors like the Sorlie Bridge.

Stay Informed & Involved

Website

For more detail, including project details and maps:

www.mndot.gov/d2/projects/kennedybridge

Email Updates

Get the latest news and information by subscribing to email updates. You'll receive the current schedule of work, completed items, and upcoming impacts to motorists. Sign up on the project website or email: tj.melcher@state.mn.us

We're In This Together

Understanding the high impacts of summer construction on this important border crossing, most of the project will be constructed under traffic. Although occasional detours are required they will be limited in duration. Our goal is to reconstruct the Kennedy Bridge as safely and quickly as possible.

MnDOT Contacts

For further information on this project please contact:

Paul Konickson

Project Manager

218-277-7963

paul.konickson@state.mn.us

TJ Melcher

Public Affairs Coordinator

218-755-6552

tj.melcher@state.mn.us

MnDOT - District 2

3920 Highway 2 West

Bemidji, MN 56601

218-755-6500

KENNEDY BRIDGE

East Grand Forks



Construction
2017 - 2018

[www.mndot.gov/d2/projects/
kennedybridge](http://www.mndot.gov/d2/projects/kennedybridge)

General Project Details

2017

March 1- Open House

March 15: Construction begins

2018

Construction concludes

Impacts

Lane closures

Occasional short term detours

Height / Weight restrictions

Benefits

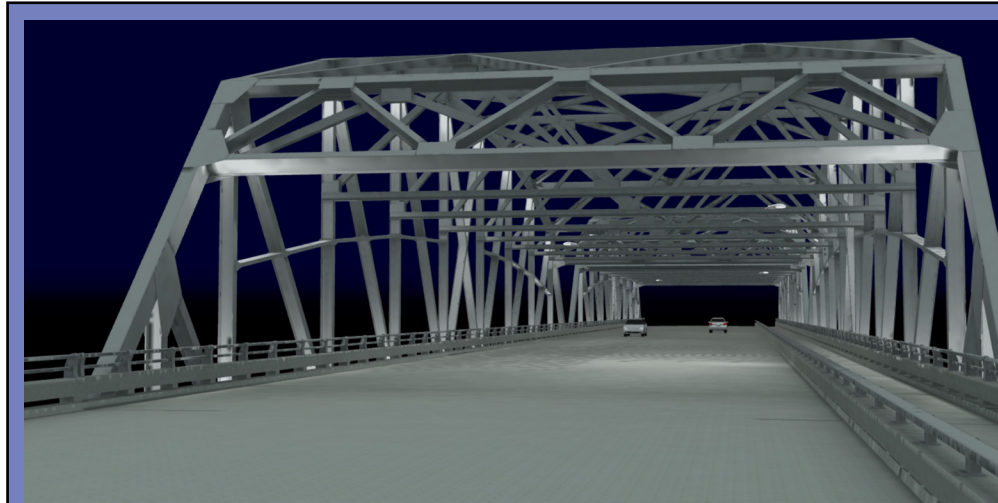
Safer and longer lasting bridge

Smoother and longer lasting bridge deck

Safer walkway for pedestrians and bicyclists

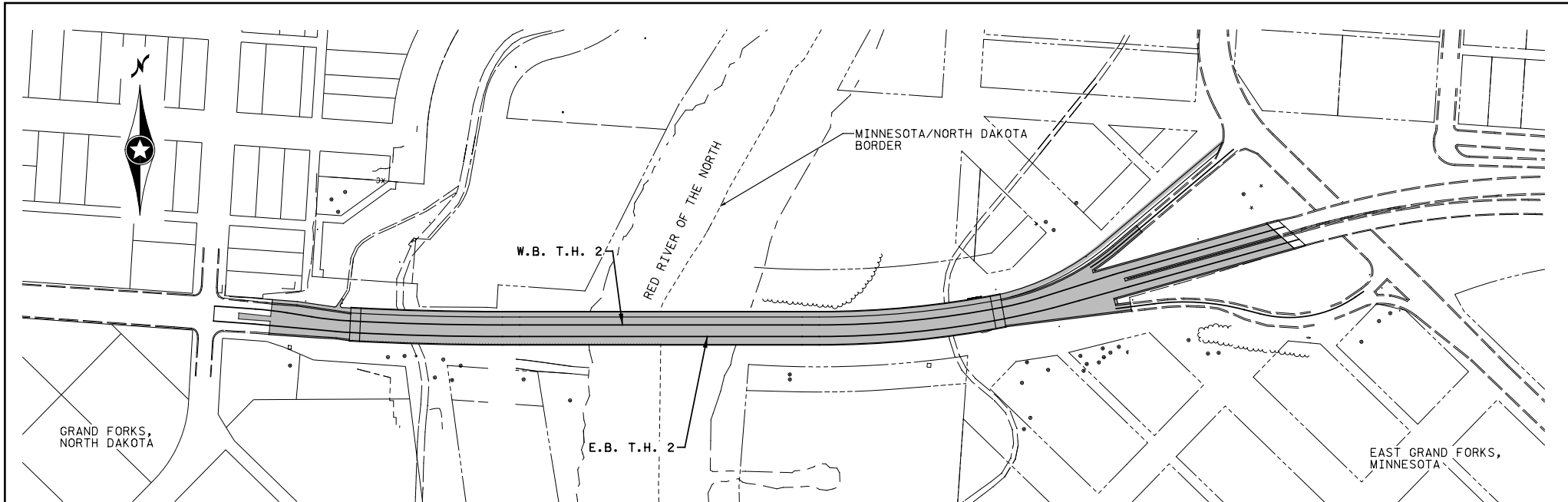
Cost

\$15.66 million (split between Minnesota and North Dakota)



A new look

The new bridge deck will feature a dedicated lane for bikes and pedestrians.



The existing structure of the bridge will be maintained, as the final design features a complete deck replacement, pier replacement, structural repairs and new lighting. The new layout features four lanes of traffic and adds an additional protected walkway that will connect the Greenway Trail on each side of the river



MPO Staff Report MPO TAC: March 8, 2017 MPO Executive Board: March 15, 2017

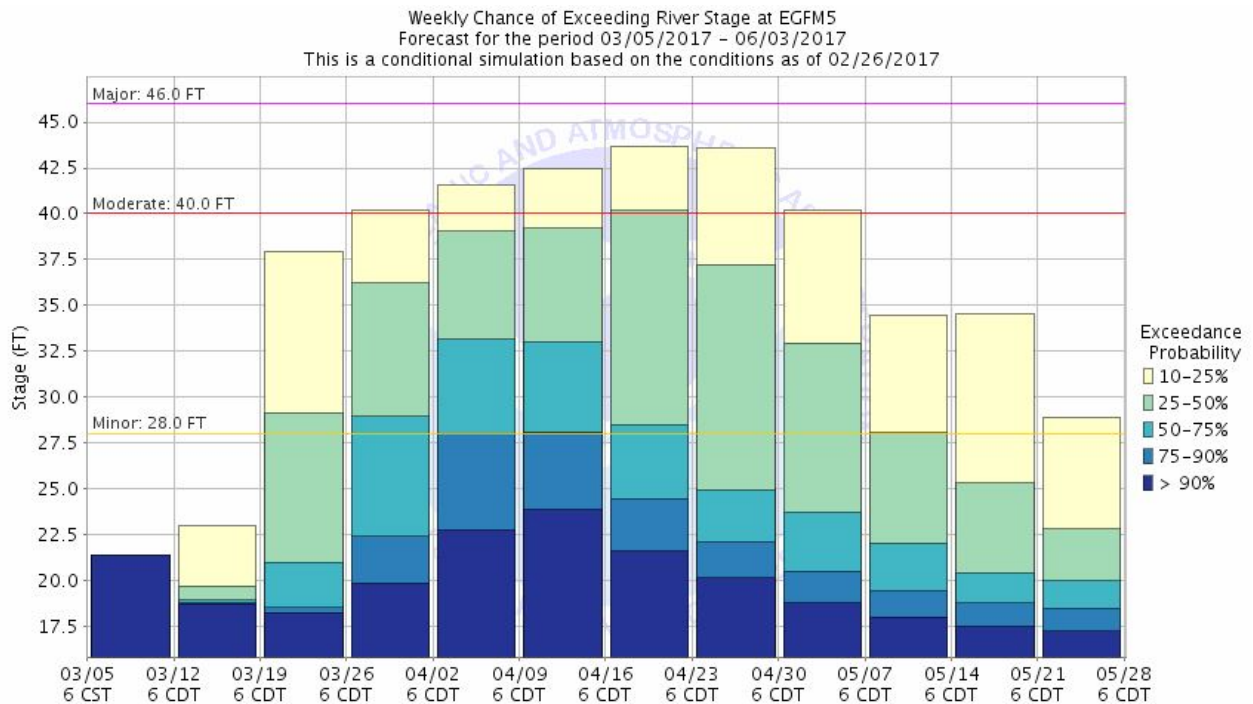
RECOMMENDED ACTION: Discuss Flood Forecast And Bridge Closure Traffic Management Plan

Matter of Discussion On Flood Forecast And Bridge Closure Traffic Management Plan.

Background: Since the flood event of 1997, a couple of floods caused two of the three bridges to be closed to traffic. Staff had to scramble a bit to determine appropriate procedures, communications, and detour routes and adjustments to traffic signal timings to accommodate the drastic change in traffic patterns. As part of the discussion afterward, consensus was reached that the MPO could conduct a study to discover a more managed way to approach traffic changes caused by bridge closings. ATAC was retained to complete the study. The study was adopted in 2007 and updated in 2009.

As part of the study, the MPO agreed to have, as an agenda item at TAC meetings, discussion on possible flood caused closures. The intent of this discussion is for the respective agencies to begin preparation, if necessary, to implement the Plan. A copy of the contact information is attached.

There is little chance for a significant flood for our area. Here are the forecasts as of March 2nd^h. There are subject to change as weather changes.



Findings and Analysis:

- The MPO developed a Traffic Incident Bridge Closure Management Plan.
- A copy of the Plan was distributed to the respective agencies.
- The MPO agreed to have as an agenda item possible closures due to floods.

Support Materials:

- Contact Page

Bridge Closure Contact List

Contact information, including agency, position name, and telephone number is provided below. If changes are required in the future, the appropriate agency should provide the remaining agencies with the updated information, which should include the revision date.

Agency

Telephone Number

City of Grand Forks

City Engineer	(701) 746-2640
Traffic Engineer	(701) 787-3720
Public Works – Streets	(701) 738-8740
Public Works – 24-Hour Emergency Line	(701) 746-2595

North Dakota Department Of Transportation

Grand Forks District Engineer	(701) 787-6500
ND State Radio (Use After Normal Business Hours)	(800) 472-2121

City of East Grand Forks

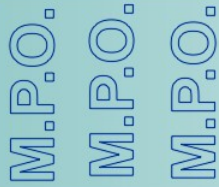
City Emergency Manager	(218) 773-2403
City Engineer	(218) 773-1185
Public Works – Streets	(218) 773-1313
Police Department (Use After Normal Business Hours)	(218) 773-1104

Minnesota Department Of Transportation

Mn/DOT District 2 Engineer	(218) 755-6549
Mn/DOT District 2 Traffic Engineer	(218) 755-6574
Mn/DOT District 2 Maintenance Engineer	(218) 277-7962
Mn/DOT District 2 Bridge Engineer	(218) 277-7963
MN State Patrol, Thief River Falls	(218) 681-0943

BNSF Railway

Grand Forks Terminal Manager	(701) 795-1255
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Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report Technical Advisory Committee: February 8, 2017 MPO Executive Board: February 21, 2017

RECOMMENDED ACTION: Update on the US 2/US Bus 2 Study.

Matter of Update on the US 2/Bus 2 Traffic Study.

Background: The UPWP was amended to include the activity of conducting a traffic study of a stretch of US 2 on the eastside of East Grand Forks. The intent of the study is to assist in developing potential safety projects that could be incorporated into a future proposed resurfacing project along this stretch of US 2. Some recommendations could also be stand-alone safety projects funded outside the resurfacing project.

Alternatives were developed to address the crash issues. The Steering Committee met on Wednesday, March 1st to review the alternatives. Attached are the alternatives presented. The Steering Committee provided a lot of feedback on alternatives and currently SRF is tallying the results of the “prioritization” process. I hope by the TAC meeting to identify the top alternatives that will get refined treatment.

Findings and Analysis:

- This activity was added to the UPWP.
- Safety issues have arisen on this stretch of US 2.
- MnDOT has a potential resurfacing project and are considering adding safety improvements to the project.
- MnDOT has agreed to provide the local match to the Study
- SRF has been retained to assist with the Study

Support Materials:

- Alternatives from 3rd Steering Committee meeting.

GRAND FORKS-EAST GRAND FORKS MPO **US 2 and US Bus 2 Study**



Steering Committee #3

March 1, 2017
8:00am - 10:00am

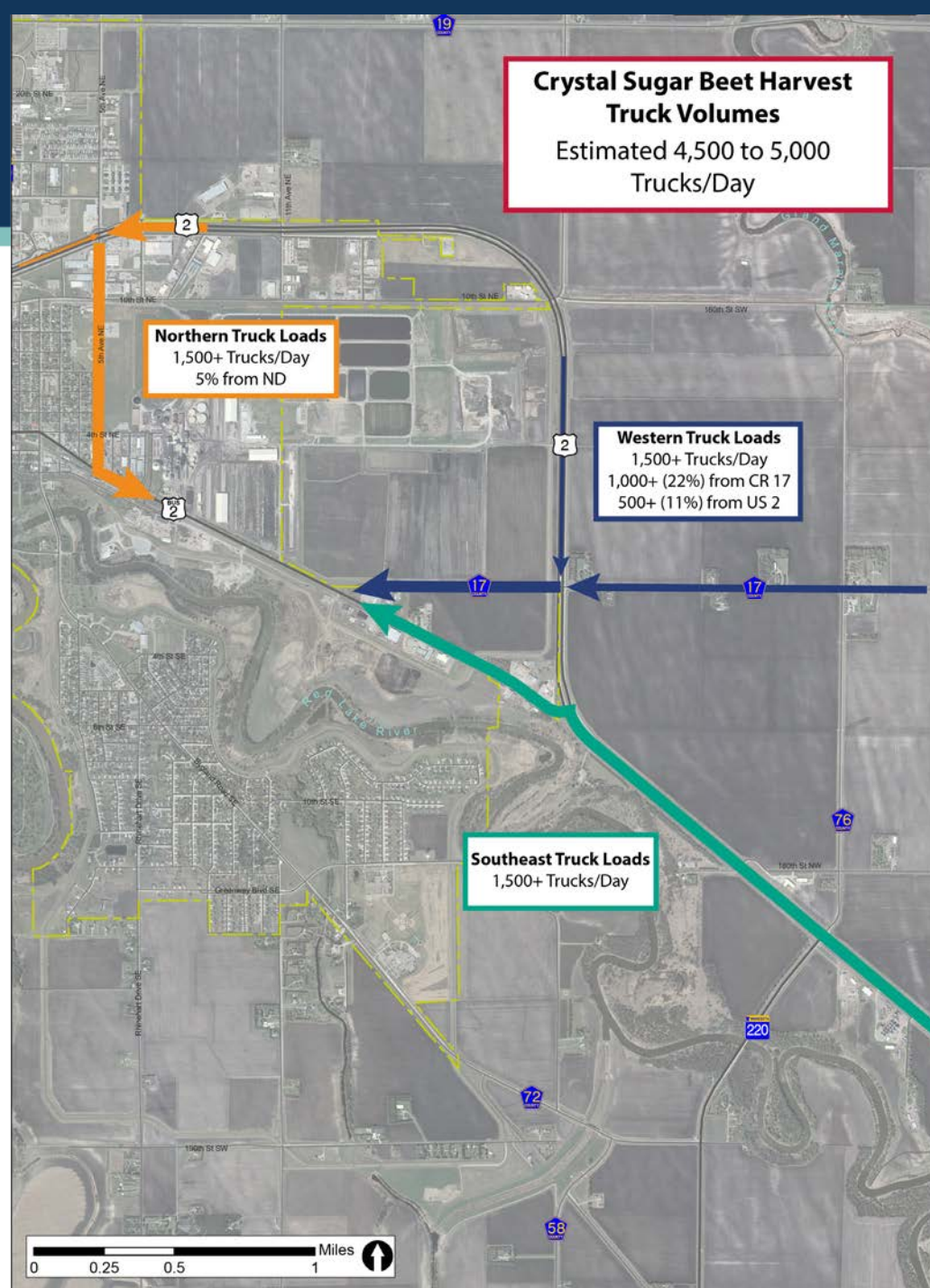


Agenda

- Crystal Sugar Beet Harvest Truck Patterns
- Steering Committee Meeting #3 Objectives
- Review and Comment on Draft Alternatives
 - Alternative Prioritization Exercise
- Evaluation Criteria
 - Prioritization Exercise Results
 - Draft Evaluation Matrix
- Next Steps

Beet Harvest Truck Volumes

- 4,500 to 5,000 Trucks/Day
- Additional river crossing would increase truck trips by 10%
- New scales help avoid vehicle stacking on Bus 2



US 2 and US Bus 2 Intersection Recap





Review Draft Alternatives (Base)

- Alt 1 – No Build
- Alt 2 – US 2/US Bus 2 Turn Lane Improvements
- Alt 3 – US 2/US Bus 2 Turn Lane Modifications
- Alt 4 – US 2/US Bus 2 Traffic Signal
- Alt 5 – US 2/US Bus 2 Roundabout
- Alt 6 – US 2/US Bus 2 Median Closure
- Alt 7 – US 2/CR 17 Grade Separation
- Alt 8 – US 2/CR 17 Realignment



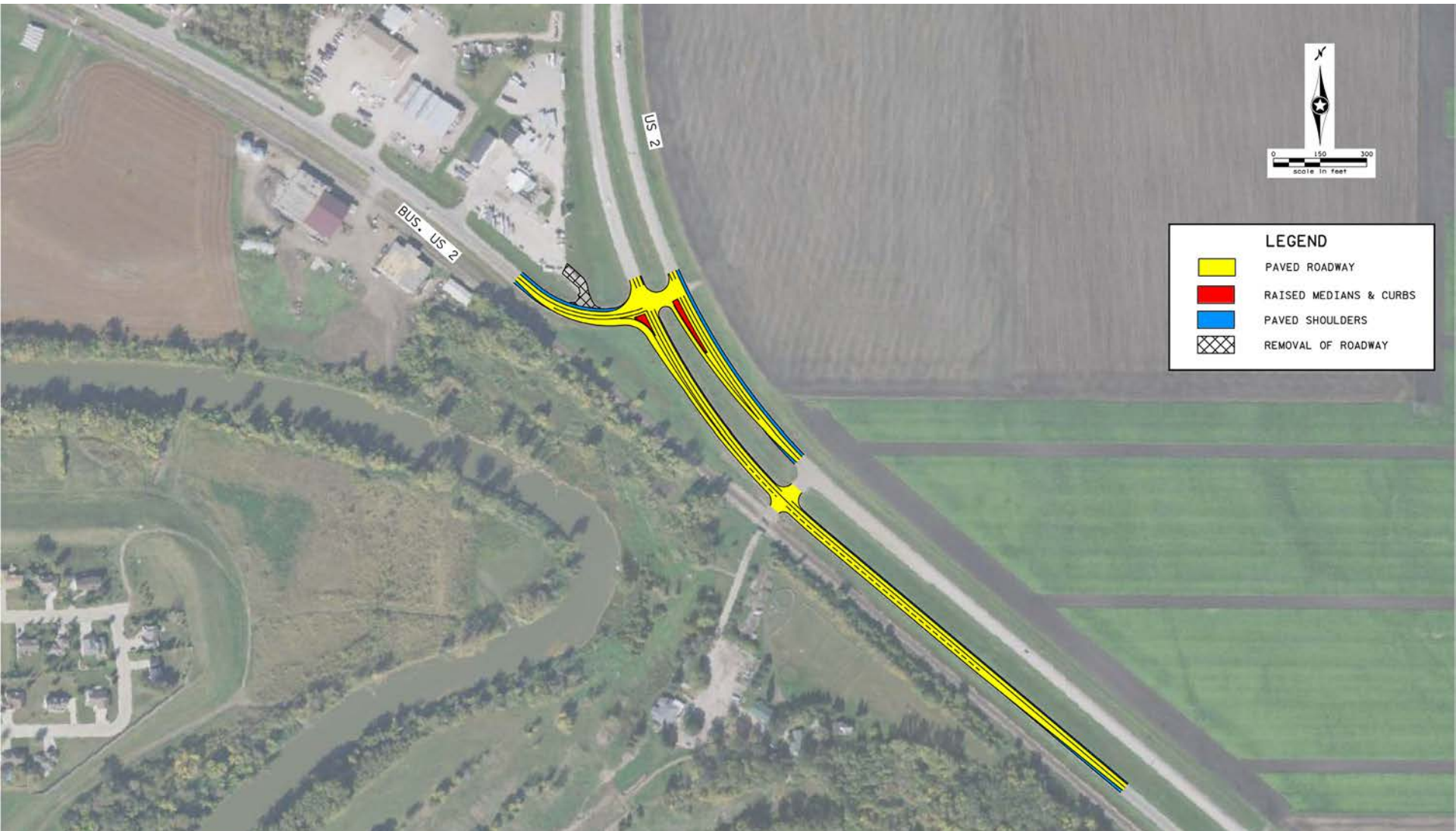
Alternative 1 – No Build





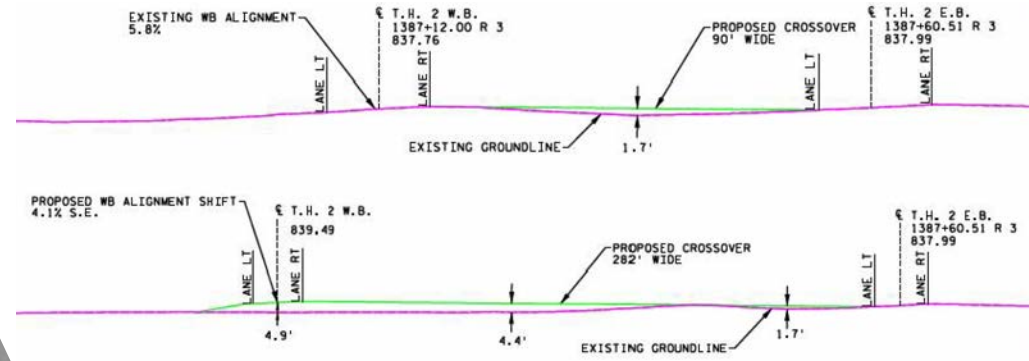
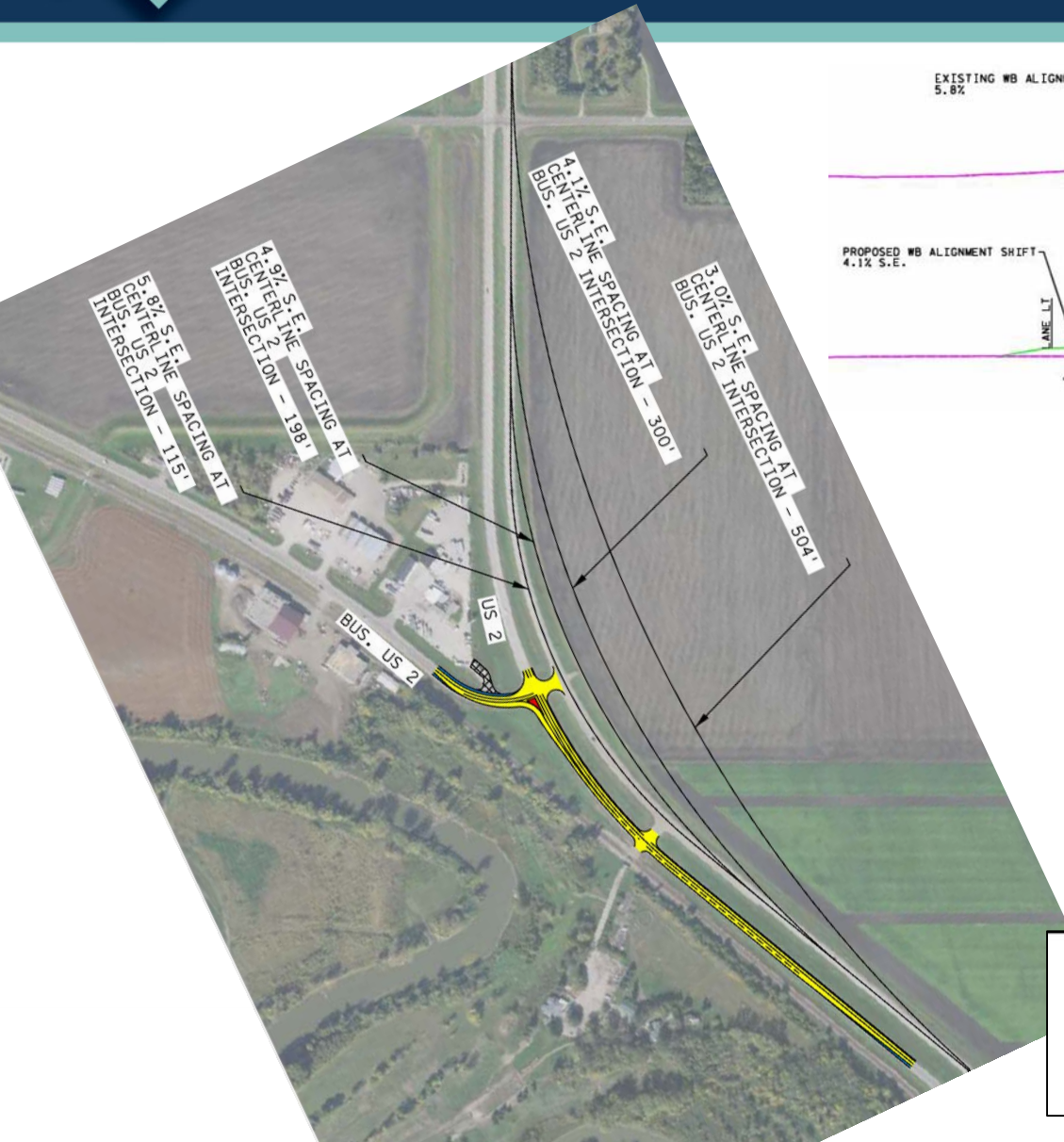
Alternative 2A


WB Left-Turn Lane and EB Acceleration Lane



Alternative 2B

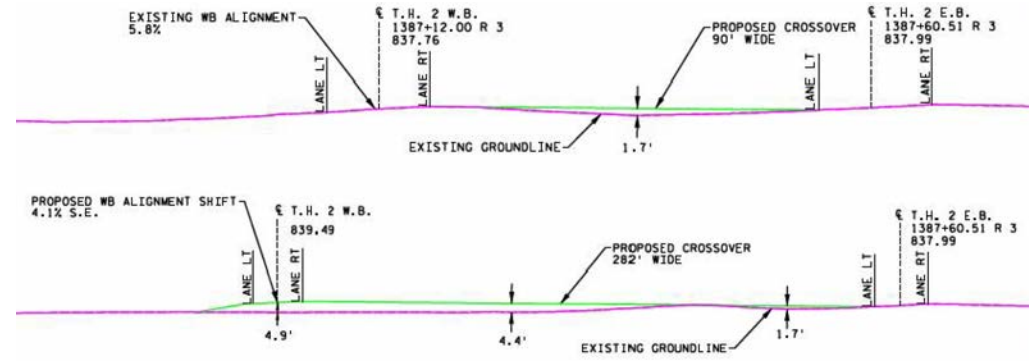
WB Alignment Shift and EB Acceleration Lane






LEGEND	
	PAVED ROADWAY
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	REMOVAL OF ROADWAY

Alternative 2B

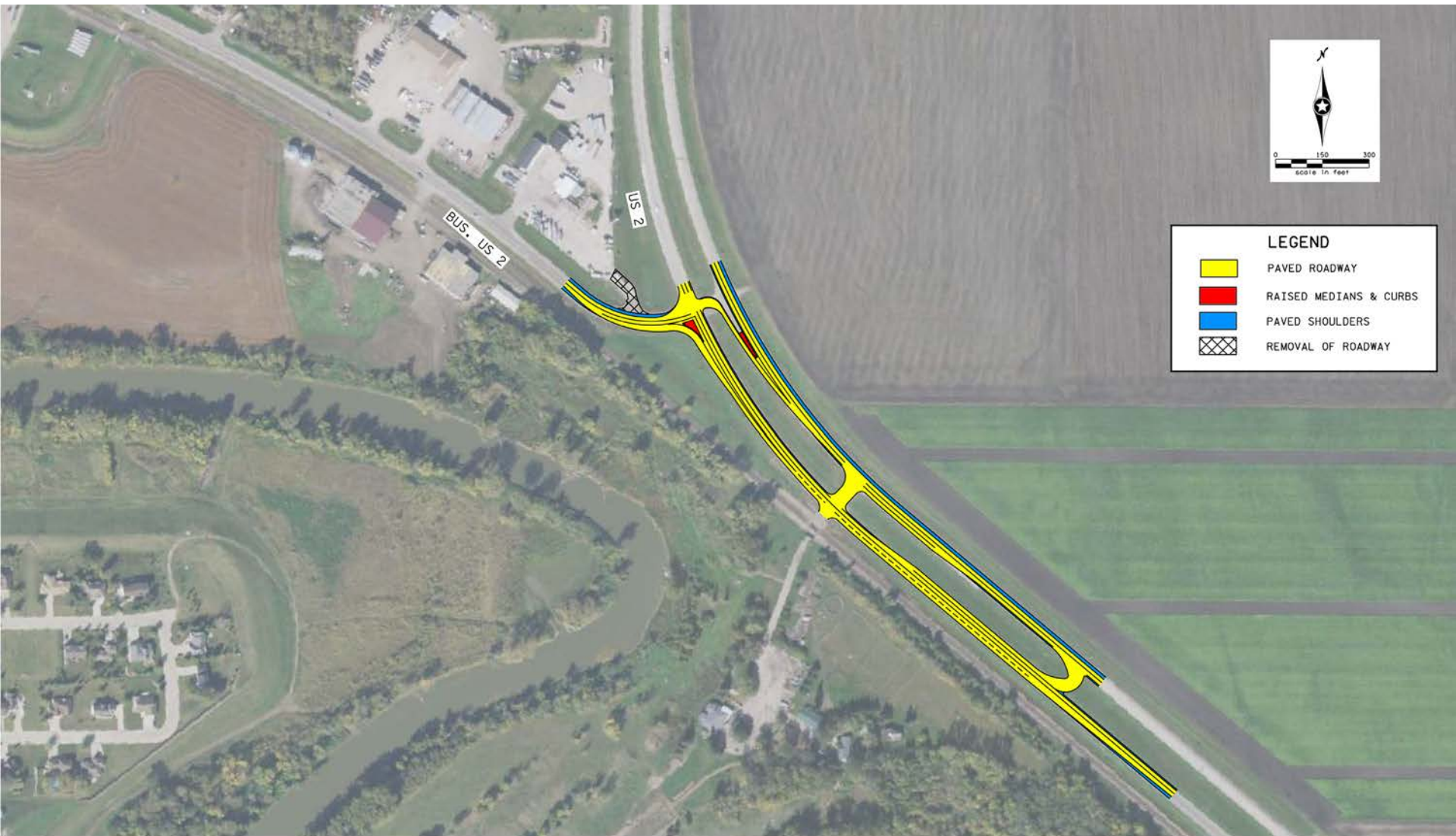
WB Alignment Shift and EB Acceleration Lane



LEGEND	
	PAVED ROADWAY
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	REMOVAL OF ROADWAY

Alternative 3A

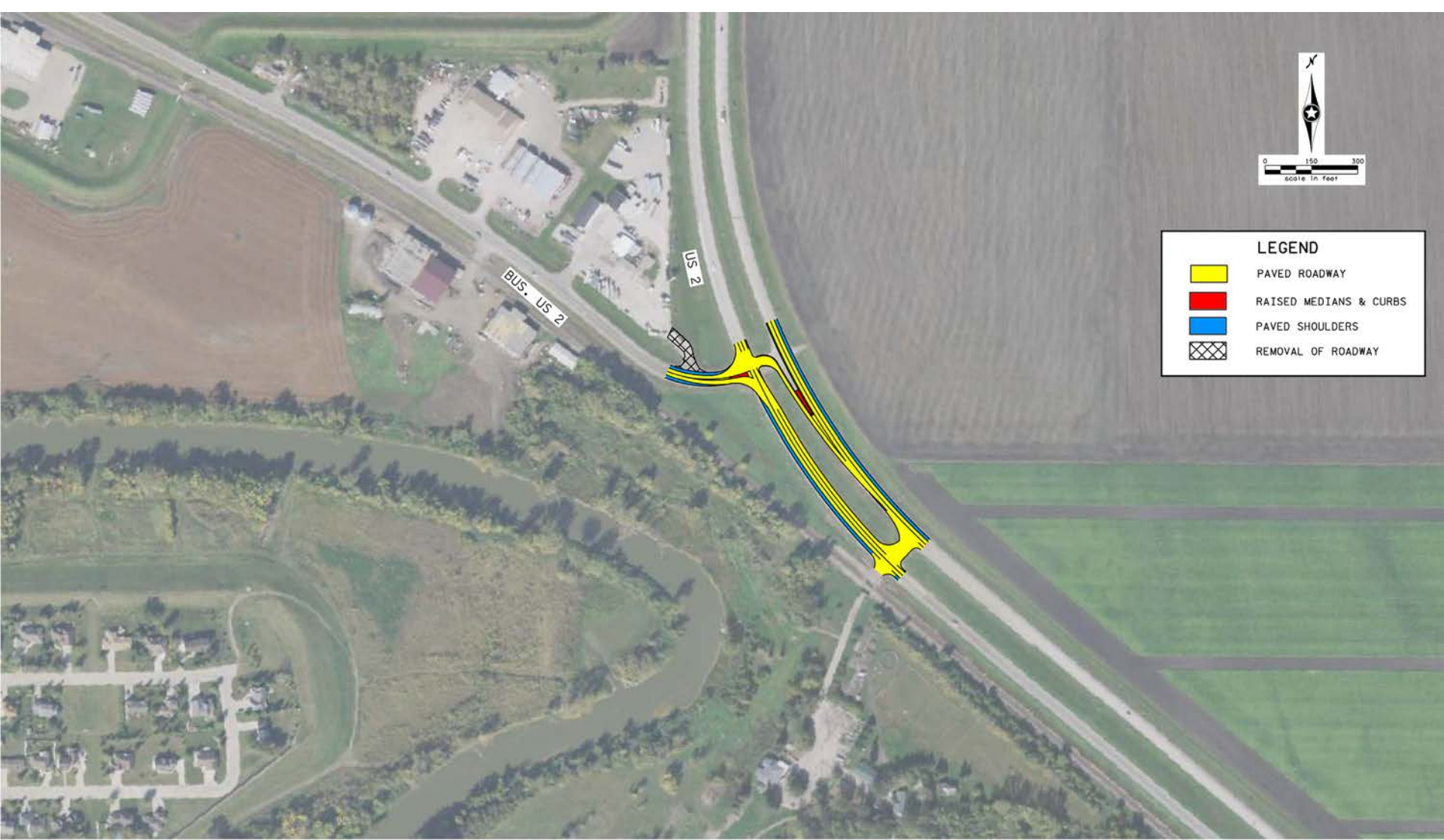
WB Left-Turn Lane, EB Acceleration Lane, and EB U-Turn





Alternative 3B

WB Left-Turn Lane and EB U-Turn Crossover



LEGEND

- PAVED ROADWAY
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- REMOVAL OF ROADWAY

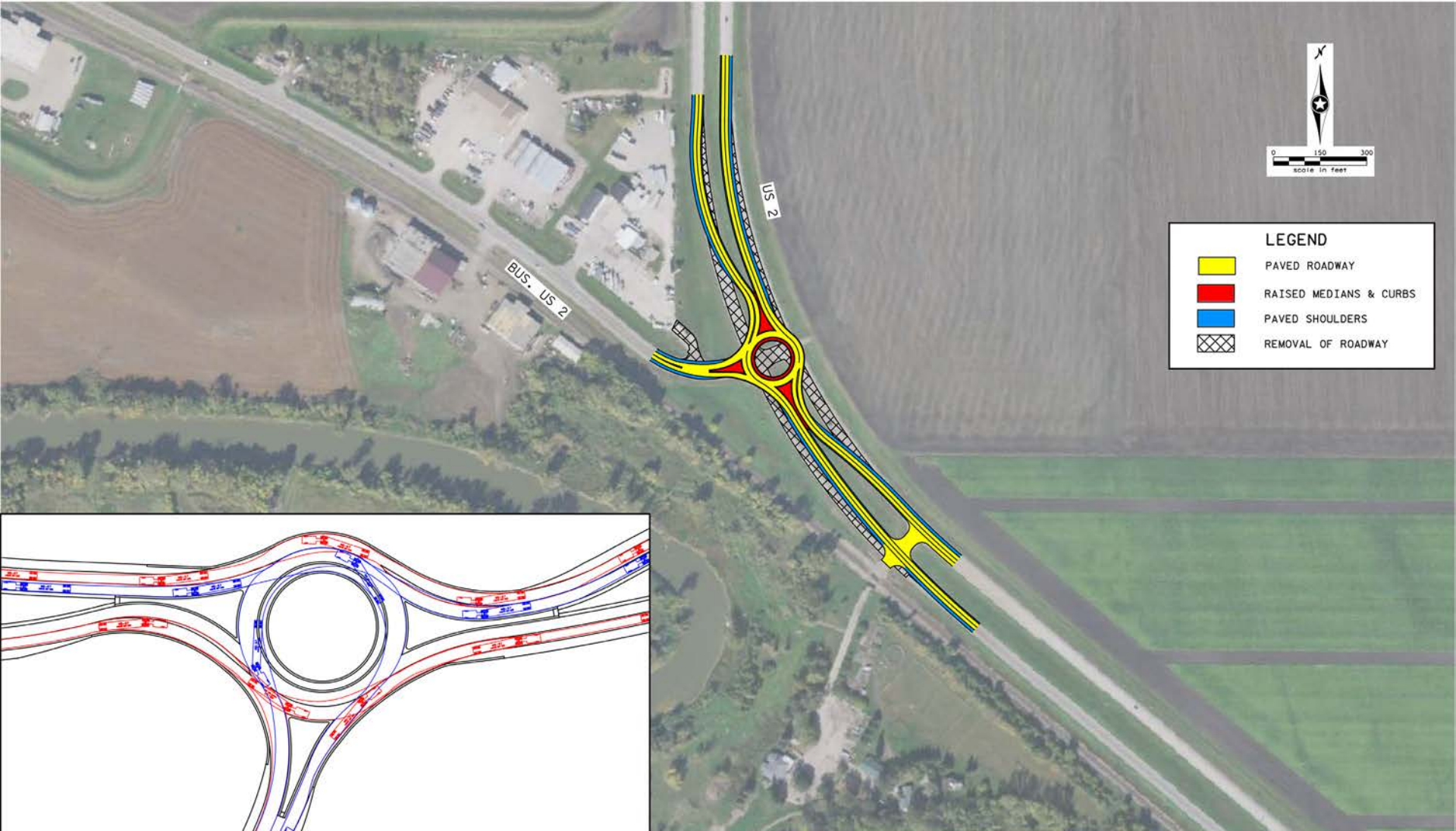
Alternative 4 Traffic Signal

Warrant and Description	US 2 at US Bus 2			US 2 at CR 17			US 2 at MN 220		
	Hours Met*	Hours Required	Met/ Not Met	Hours Met*	Hours Required	Met/ Not Met	Hours Met*	Hours Required	Met/ Not Met
Warrant 1A: Minimum Vehicular Volume	1 [3]	8	Not Met	0 [0]	8	Not Met	0 [0]	8	Not Met
Warrant 1B: Interruption of Continuous Traffic	0 [0]	8	Not Met	0 [0]	8	Not Met	0 [1]	8	Not Met
Warrant 1C: Combination of Warrants	0 [3]	8	Not Met	0 [0]	8	Not Met	0 [1]	8	Not Met
Warrant 2: Four-Hour Vehicular Volume	0 [1]	4	Not Met	0 [0]	4	Not Met	0 [0]	4	Not Met
Warrant 3B: Peak Hour	0 [0]	1	Not Met	0 [0]	1	Not Met	0 [0]	1	Not Met
MWSC (C): Multiway Stop Applications Condition C	0 [1]	8	Not Met	0 [0]	8	Not Met	0 [0]	8	Not Met

* # = 2016 Forecast Year, [#] = 2045 Forecast Year



Alternative 5 Roundabout



Alternative 6A

Median Closure and WB Left-Turn Improvements at CR 17



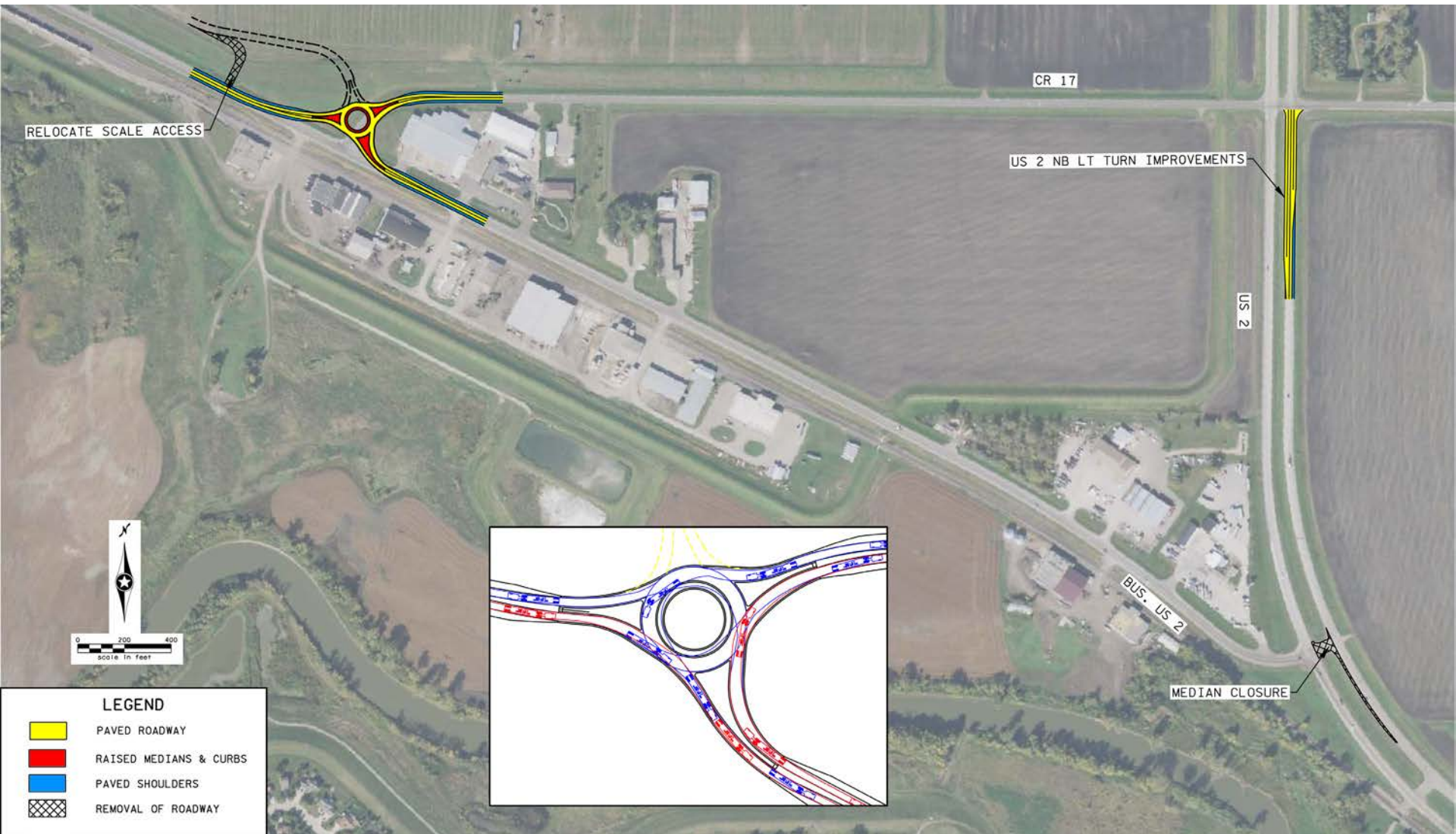
Alternative 6B

Median Closure, WB LT Improvements and Bus 2/CR 17 Realignment

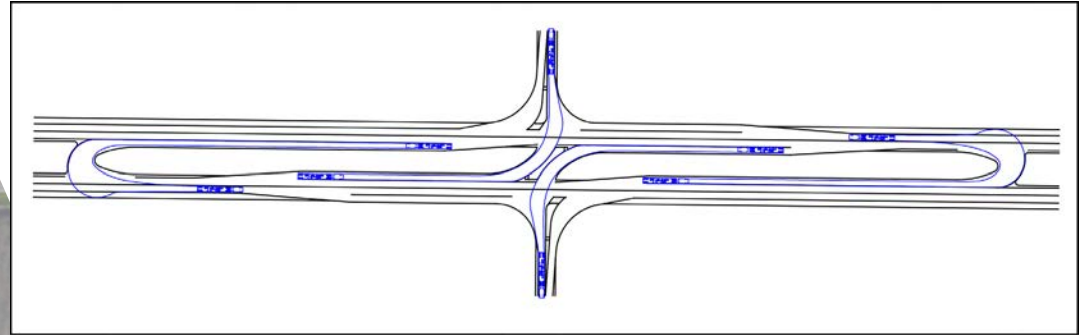
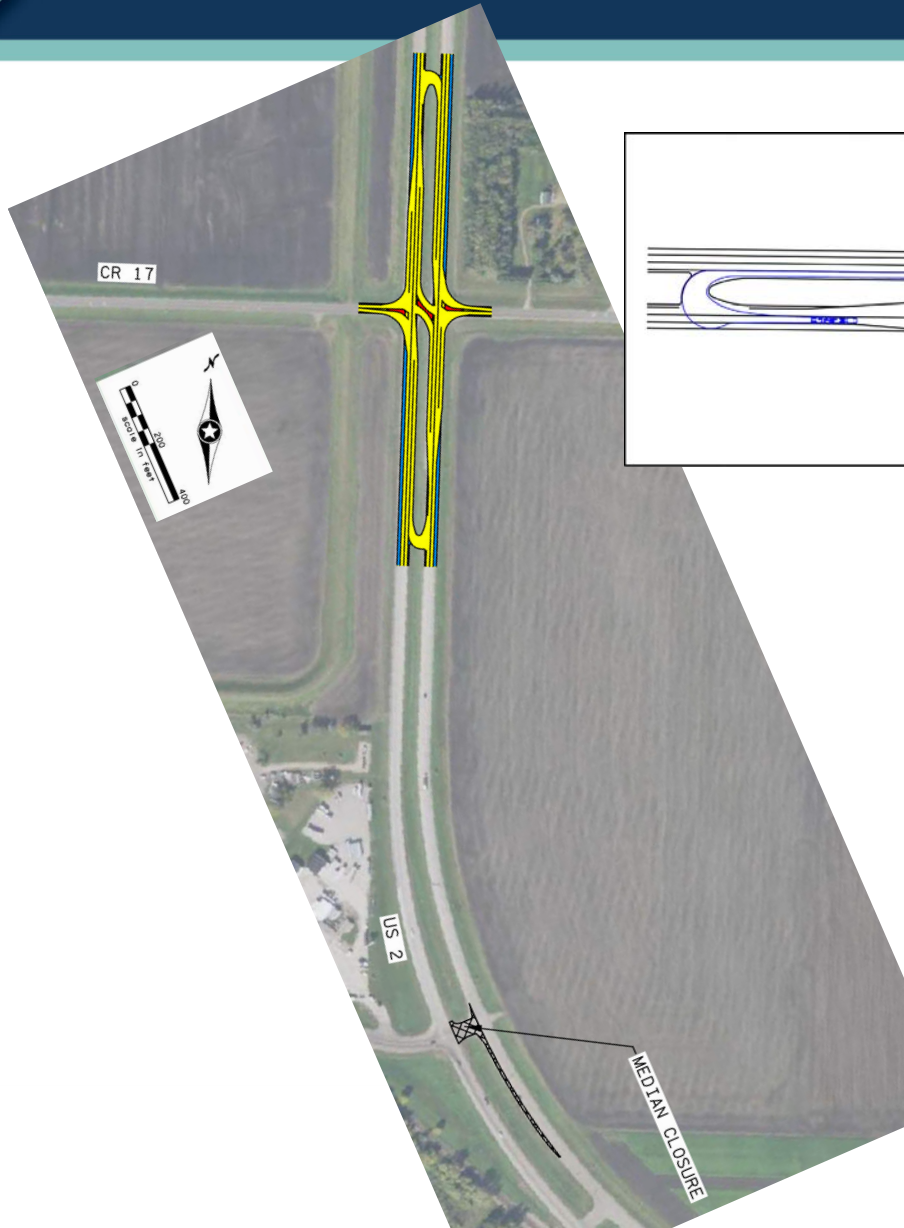






Alternative 6C

Median Closure, WB LT Improvements and Bus 2/CR 17 Roundabout



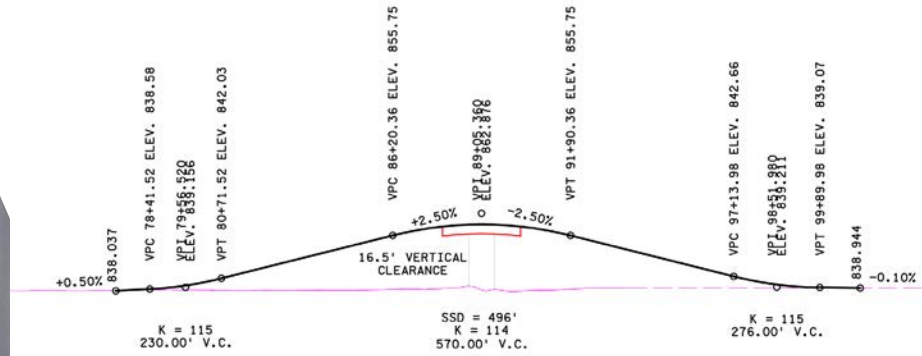
Alternative 6D Median Closure and CR 17 RCUT








LEGEND	
	PAVED ROADWAY
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	REMOVAL OF ROADWAY

Alternative 6E

US 2 Overpass on CR 17



LEGEND	
	PAVED ROADWAY
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	REMOVAL OF ROADWAY
	BRIDGE

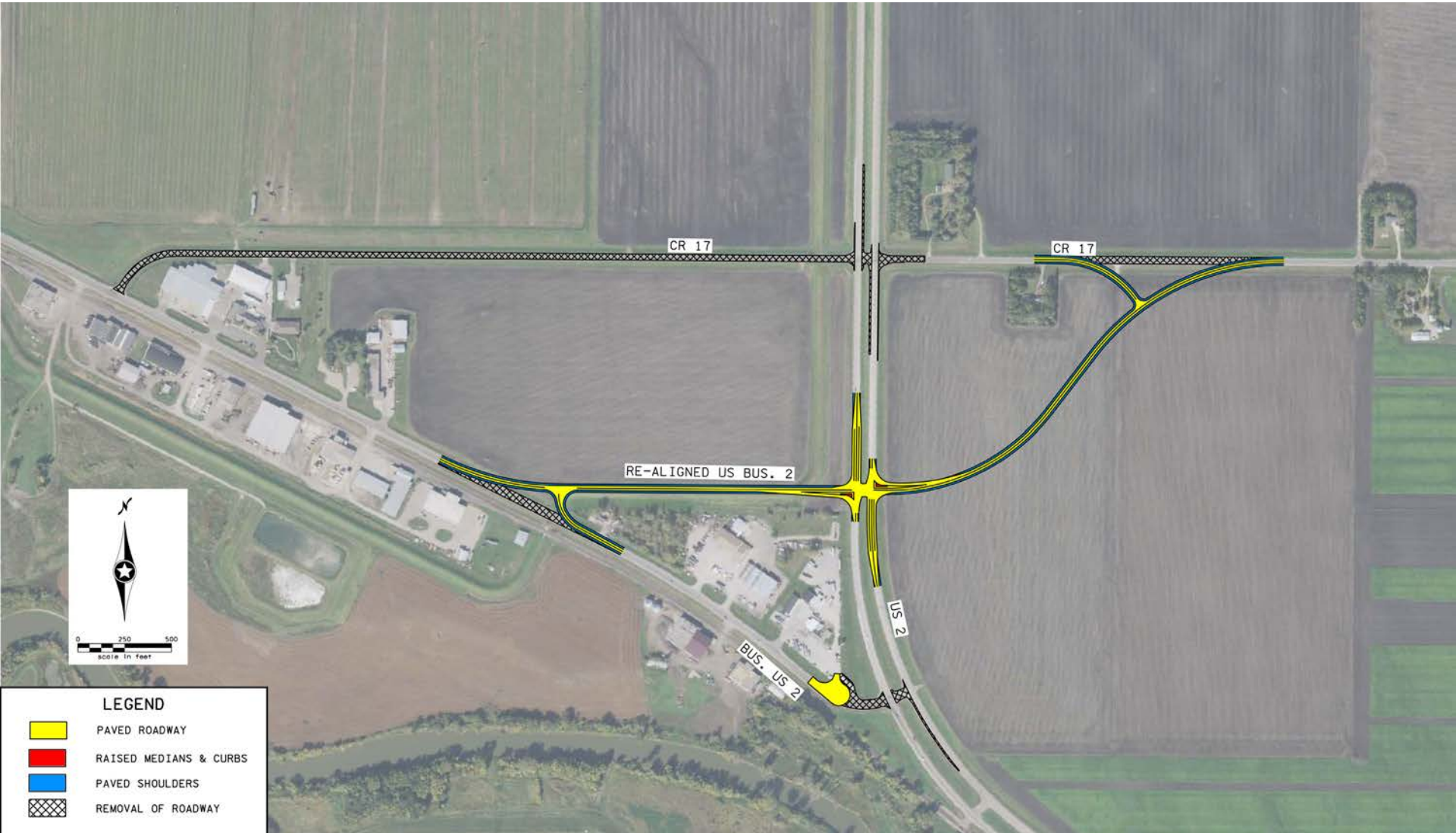
Alternative 7A

Close US 2/Bus 2 and US 2 and CR 17 Interchange



Alternative 8

Realign US 2 and CR 17

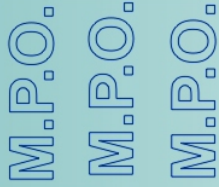


US 2/US Bus 2 Draft Alternatives – Prioritization Exercise

Name: _____

	Crash Reduction - <i>Reduction at Bus 2/ Reduction at CR 17</i>	Improvement Crash Cost Reduction	Estimated Construction Cost (2015 Dollars)	Change in Cost <i>(Construction Cost – Improvement Crash Cost Reduction)</i>	Access Closures	Speed Limit Modification	Change in travel time	Rank your Top 3 Alternatives	
Alt 1	N/A	\$0	\$0	\$0	1	None	None		Alt 1
Alt 2A	3.0/0	\$73K	\$2.8M	\$2.8M	1	None	None		Alt 2A
Alt 2B	5.4/0	\$133K	\$4.4M	\$4.2M	1	None	None		Alt 2B
Alt 3A	4.9/0	\$121K	\$3.4M	\$3.3M	1	None	Slight Increase		Alt 3A
Alt 3B	4.9/0	\$121K	\$1.7M	\$1.6M	0	None	Slight Increase		Alt 3B
Alt 4	-3.4/0	-\$83K	N/A	N/A	0	N/A	N/A		Alt 4
Alt 5	3.5/0	\$86K	\$2.8M	\$2.7M	1	Yes	Increase		Alt 5
Alt 6A	8.0/-4.0	\$198K	\$0.7M	\$0.5M	0	None	Increase		Alt 6A
Alt 6B	8.0/-4.0	\$198K	\$1.7M	\$1.5M	0	None	Increase		Alt 6B
Alt 6C	8.0/-4.0	\$198K	\$1.7M	\$1.5M	0	Yes - Bus 2	Increase		Alt 6C
Alt 6D	10.8/1.1	\$647K	\$2.7M	\$2.0M	0	None	Slight Increase		Alt 6D
Alt 6E	8.0/2.0	\$921K	\$5.5M	\$4.6M	0	None	None		Alt 6E
Alt 7	5.9/1.3	\$601K	\$9.6M	\$9.0M	0	None	Increase		Alt 7
Alt 8	0.1/0	\$14K	\$6.3M	\$6.3M	0	None	Slight Increase		Alt 8

Additional Comments:



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **MPO Technical Advisory Committee: March 8, 2017** **MPO Executive Board: March 15, 2017**

RECOMMENDED ACTION: Update on the I-29 Traffic Operations Study.

Matter of Update on the I-29 Traffic Operations Study.

Background: KLJ was retained for I-29 Traffic Operations Study. A draft Implementation Plan document has been provided to the Steering Committee. The attached draft will be reviewed by the Steering Committee at its Monday, March 6th meeting. The TAC will be updated as to any changes that may result in the draft.

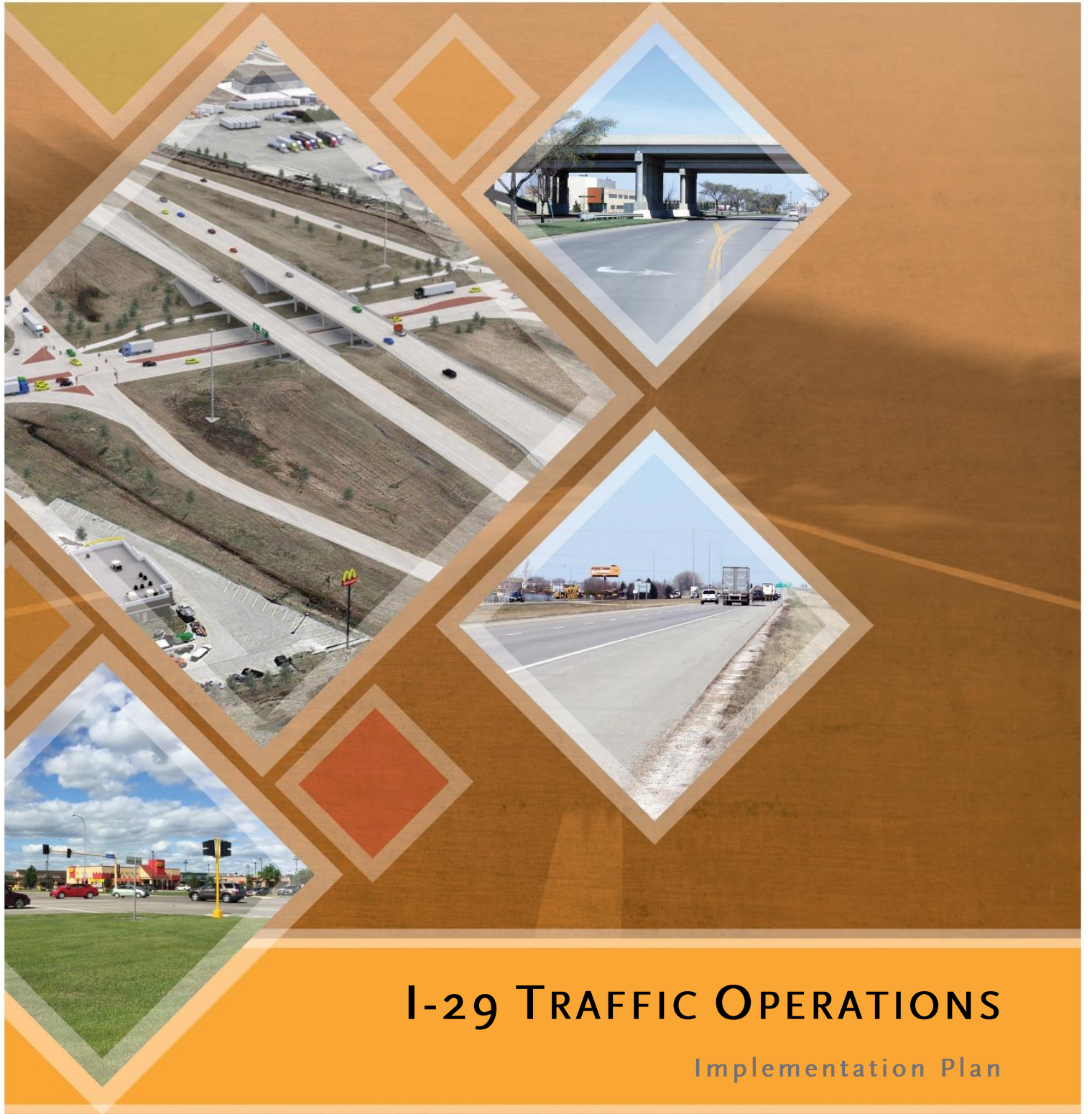
There has been some miscommunication about the 32nd Ave Corridor future LOS issue. Presentation have been made that give the impression that the LOS does not reach critical levels until 2040 (orally it has been stated after 2030 likely). These presentations did not accurately inform that LOS critical levels are forecasted by 2025.

Findings and Analysis:

- UPWP identified an activity to conduct an I-29 Traffic Operations Study
- The Steering Committee met a fourth time to go over the Micro-level Analysis Report.
- A question was raised about the level of detail the concept drawings entailed
- The FHWA-ND and NDDOT have resolved the situation.

Support Materials:

- Draft Implementation Plan document
- Additional information at: www.drivei29.com



I-29 TRAFFIC OPERATIONS

Implementation Plan

FEBRUARY, 2017



Implementation Plan

Intent

The Implementation Plan for the I-29 Corridor Study is intended to assist the creation of an overall project development and programming architecture for interrelated infrastructure needs throughout the study area. To achieve full build out of the envisioned corridor improvements, a full complement of investments are needed from the City of Grand Forks, Grand Forks County and NDDOT. The GF-EGF MPO Transportation Improvement Program (TIP) will also be a critical tool to implement improvements along the I-29 Corridor.

Major investments identified by the I-29 Corridor Study were related back to the currently approved goals within in the 2040 Grand Forks LRTP. Table 1 shows the relationship between the 2040 LRTP Goals and major investments discussed through the I-29 Corridor Study.

Table 1 – Linkages to the LRTP Goals

Project	LRTP Goals							
	Economic Vitality	Security	Accessibility & Mobility	Environmental /Quality of Life	Efficient System Management	Integration & Connectivity	System Preservation	Safety
North Washington/CR 11/US 81								
Access Modification + Ramp Modification			x				x	x
Gateway Drive/US 2								
Northeast Loop Modification	x	x	x				x	x
Gateway Drive Grade Separation	x	x	x	x		x		x
DeMers Avenue/ND 297								
42nd Street Grade Separation	x	x	x	x		x		x
Demers Capacity Enhancements (No Widening)	x		x				x	x
32nd Avenue/US 81B								
Reconstruct 38th Street to Columbia Road	x		x				x	
47th Avenue								
Construct New Interchange	x	x	x	x			x	
Merrifield Road/CR 6								
Modify Overpass to Full Interchange	x	x	x					

Figure 1 demonstrates the overall range of identified projects for the I-29 Corridor. Note that identified non-interstate rehabilitation projects on Gateway Drive/US 2 and 32nd Avenue/US 81B are included in this discussion. Their inclusion is done so due to their impact on investments in projects directly related to the I-29 Corridor Study. The development of the I-29 Corridor Study identifies several improvements which are dependent upon each other (E.g. 32nd Avenue and 47th Avenue), therefore coordinating the various parts of several individual projects is critical to realize the full implementation of significant infrastructure along the I-29 corridor. To assist with initiating a trajectory towards completion of the most essential projects along the I-29 Corridor, the Implementation Plan lays a framework for moving projects into project development and eventual implementation.

The plan has been developed with three distinct stages. Given the complexity of several projects identified within the I-29 Corridor Study, several projects will take five to 10 years (or more in some cases) to complete project development activities. The most challenging aspect of implementation of the I-29 Corridor Study will be the actual programming of local, state, and federal funds. It is important to recognize that as a corridor level study, the I-29 Implementation Plan is not cost constrained; it demonstrates the orchestration of needed next steps to achieve full build out and is based on needs identified in previous phases of this report, occasionally influenced by pavement reconstruction needs and schedules. Of those improvements included in the I-29 Corridor Study, none are currently cost constrained in the GF-EGF MPO Long Range Transportation Plan (LRTP).

Needs Comparison

Comparing needs for different improvements can be a very complicated process. For example, how do you compare a railroad grade separation improvement to a new interchange to a new loop? A railroad grade separation generates major delays but only occurs a few times per day, mostly during off-peak periods. A new interchange may provide massive relief for several hours of the day but may not be needed for several years.

The current Transportation Improvement Program (TIP) process utilizes a project scoring and ranking process. It was felt a more technically based project specific evaluation process needed to support the I-29 Corridor Study Implementation Plan. To assess needs, a five point needs index was developed to show relative need. This starts with the technical information compiled in this study and other studies as necessary to compare quantified benefits. Quantified benefits incorporate vehicle hours of delay, vehicle miles travelled and crash reduction factors. For example, the 2040 yearly quantified benefits for an interchange at 47th Avenue is \$3.2 million and for a railroad grade separation at 42nd Street and DeMers avenue is \$0.6 million. Where quantified benefits were not readily availability, level of service and railroad crossing exposure were compared.

This information was used to provide an educated estimate of need for every improvement over \$1 million for existing, 2025 and 2040 time periods. This information will be refined by the Steering Committee. The results are illustrated in the Table 2

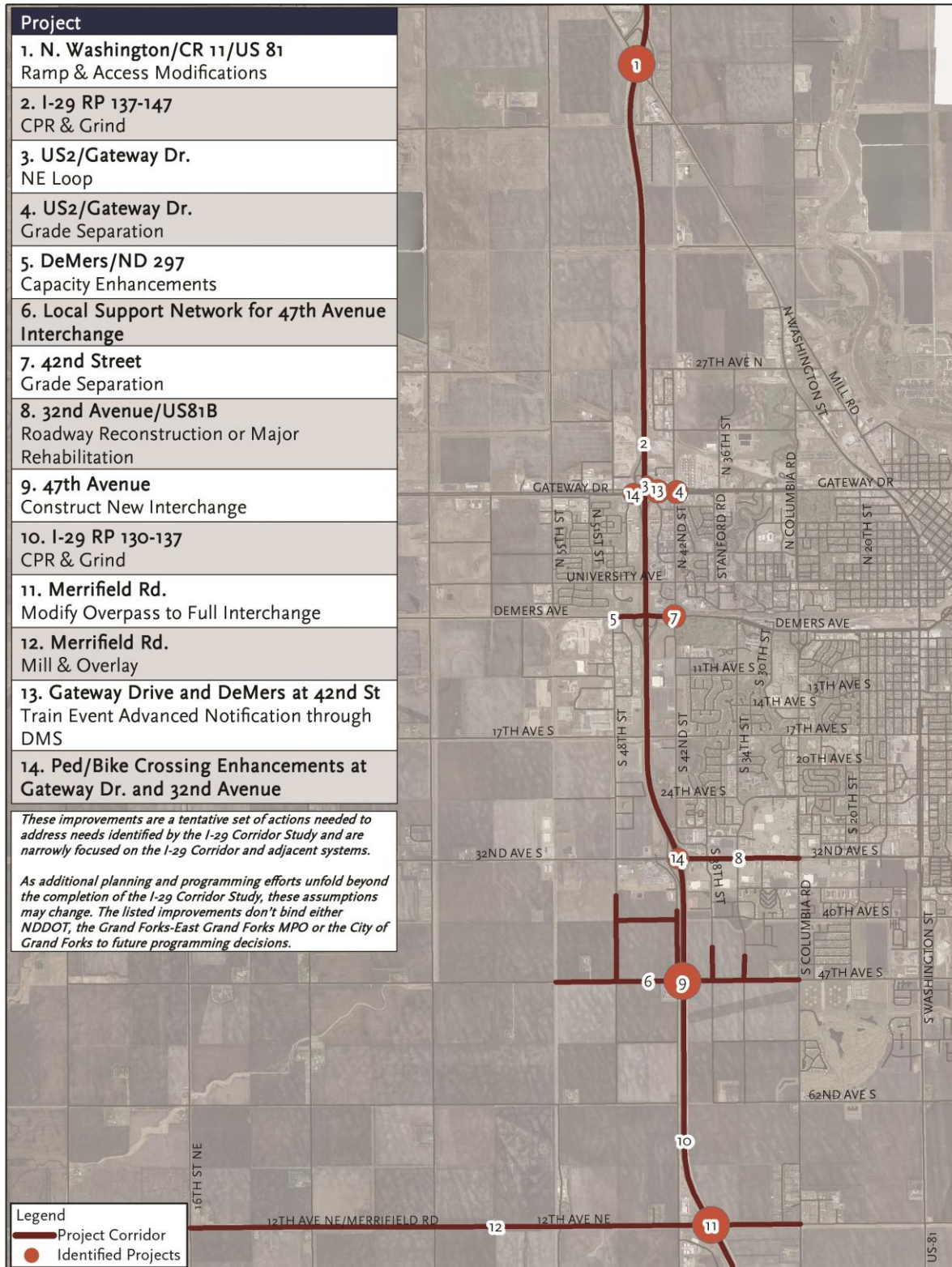
Table 2: Needs by Year

Location	Improvement	Need			Notes
		Existing	2025	2040	
North Washington Street/CR 11 /US 81	Interchange and Access Improvements	0	0.5	1	The Washington Street improvements are preventive in nature and not based on quantified deficiencies.
Gateway Drive/US 2	Interchange Improvements - NEL Alternative	1	2	5	The Gateway Drive interchange operates at LOS "F" by 2040.
	Railroad Grade Separation	2	2.5	3	Queing onto the interstate when train events and peak hours coincide. The railroad grade separation has a crossing exposure of 245,000 by 2040.*
DeMers Avenue/ND 297	Interchange Improvements - No Widening Alternative	2	4	5	The DeMers Avenue interchange operates at LOS "E" by 2025 and LOS "F" by 2040.
	42nd Street Railroad Grade Separation	3	3.5	4	The grade separation has a yearly quantified benefit of \$0.6 million dollars by 2040 and crossing exposure of 749,700 by 2040.*
32nd Avenue/US 81 B	New Interchange at 47th Avenue	2	5	5	32nd Avenue Operates at LOS "F" by 2025, has a yearly quantified benefit of \$3.2 M by 2040.
Merrifield Road/CR 6	New Interchange	2.5	3	3.5	The Merrifield Interchange has a yearly quantified benefit of 2.4 million dollars by 2040.

0 = No need, 5 = Greatest Need

* Based on previous study, may require updating

Figure 1: Full Build



Project Implementation Phases

Three distinct project implementation phases have been developed to support the I-29 Corridor Study. Given both the complexity and interrelationships of several projects, each implementation phase is structured to show the gradual progression of projects from the I-29 Corridor Study (planning phase) further into project development and towards eventual programming and construction.

COMMITTED PROJECTS & SHORT RANGE: 2017 - 2025

The first Phase of the implementation plan includes the period of the imminent GF-EGF TIP plus the next four years thereafter. This window also matches the interim modeling period (2025) developed for the I-29 Corridor Study. The imminent Transportation Improvement Program (TIP) for the GF-EGF MPO will include regionally significant local, state and Federal projects to the year 2021. Therefore project needs for the years 2017 to 2021 are considered committed. The only committed project within the I-29 Study area is the recently programmed Mill & Overlay of Merrifield Road (CR 6) from CR 5 to Columbia Road. Even still, many significant smaller scale improvements, all costs estimates are below \$1 million, have scalable programming limits such that they could move into the TIP in the short range.

- » ITS Queue Flushing Preemption at Gateway Drive/US 2 and 32nd Avenue/US 81B – Improvement will help reduce potential for queuing to and onto the Interstate until permanent interchange improvements can be built. The cost of this improvement is estimated at \$60,000 for the three ramps.
- » Train Event Advanced Notification through DMS at Gateway Drive/US 2 and 42nd Street Railroad Crossings - Improvement will help reduce potential for queuing to and onto the Interstate until grade separation can permanently resolve problem. A more detailed evaluation of communication mechanisms between the railroad crossings and NDDOT DMS system needs to be completed prior to developing a reliable cost estimate.
- » Pedestrian Crossing Enhancements at Gateway Drive/US 2 and 32nd Avenue/US 81B – Improvements to signalize crossings of the ramp and across 32nd Avenue and Gateway. The cost of this improvement is estimated at \$100,000 for the three ramps.

Figure 2 demonstrates the short-range phase of project implementation efforts required to realize the gradual build out of the I-29 Corridor Study.

Cost shown demonstrate a year of expenditure estimate to the mid-range of the phase for which construction is anticipated per the I-29 Corridor Study. Projects in the short-range are adjusted to YOY of 2022.

Table 3 demonstrates a more descriptive dialogue of the implementation efforts needed at each phase of implementation for the most significant projects. Table 3 should be treated as a tentative set of actions needed to address needs identified by the I-29 Corridor Study. As additional planning and programming efforts unfold beyond the completion of the I-29 Corridor Study, these assumptions may change.

MID-RANGE 2026-2030

This phase of implementation represents the midyear of the current LRTP. The stage of the implementation plan would be considered a mid-range set of action items.

Cost shown demonstrate a year of expenditure estimate to the mid-range of the phase for which construction is anticipated per the I-29 Corridor Study. Projects in the mid-range are adjusted to YOE of 2028.

Figure 3 demonstrates the mid-term phase of project development efforts required to implement the I-29 Corridor Study. Included in Figure 3 are two NDDOT planned Concrete Pavement Repair (CPR) projects which have been tentatively defined by the Grand Forks District. These are listed demonstrate related study area investments, even if not directly related to earlier recommendations of the I-29 Corridor Study.

Table 3 demonstrates a more descriptive dialogue of the implementation efforts needed at each phase of implementation for the most significant projects. Table 3 should be treated as a tentative set of actions needed to address needs identified by the I-29 Corridor Study. As additional planning and programming efforts unfold beyond the completion of the I-29 Corridor Study, these assumptions may change.

LONG RANGE: 2031-2040+

This stage represents year 11 and beyond the current TIP and extends to the life of the current 2040 Long Range Transportation Plan (LRTP).

Figure 4 demonstrates the long-range phase of project development efforts required to implement the I-29 Corridor Study.

Cost shown demonstrate a year of expenditure estimate to the mid-range of the phase for which construction is anticipated per the I-29 Corridor Study. Projects in the mid-range are adjusted to YOE of 2036.

Table 3 demonstrates a more descriptive dialogue of the implementation efforts needed at each phase of implementation for the most significant projects. Table 3 should be treated as a tentative set of actions needed to address needs identified by the I-29 Corridor Study. As additional planning and programming efforts unfold beyond the completion of the I-29 Corridor Study, these assumptions may change.

Stages of Project Development & Delivery

The I-29 Implementation Plan assists with stratifying the stage of planning and project development required to deliver each of the above mentioned projects. This is specifically important for more of the complex projects and for those projects which will require additional scoping to move out of the planning phase and deeper into advanced project development. The Implementation Plan has been developed around the following generalized Stages of Project Delivery:

- » *Planning & Environmental (Preliminary Engineering/Scoping)* – Reflects additional planning or project level scoping to continue to define and delineate alternatives and project feasibility. This phase also includes the transition into the development of relevant environmental documentation. In many cases, the alternatives developed as part of the I-29 Corridor Study are assumed to be ready to move further into project development (i.e. environmental/NEPA). In the case of interchanges at 47th and Merrifield Road, this phase includes completion of an IJR. However, some of these actions may not result in a signed environmental document until such time as Federal funds are programmed, or FHWA fiscal constraint requirements can be met).
- » *Right-of-Way, Design and Construction (Advanced Project Development)* – Reflects efforts following completion of a signed environmental document. These are stages of advanced project development involving actual final design and right of way. Included in this phase would also be efforts to secure final programming (or project selection). Advanced project development is inclusive of the construction phase.

The implementation plan will assign one of these two general categories to identified improvements listed in the I-29 Corridor Study. Smaller less significant projects which will likely fit more easily into the GF-EGF TIP or move quickly in the first phase or two are not noted. For more complex projects, the transition through these stages is more gradual, and more thoughtfulness is needed on how these projects continue to transition out of planning and further into project development.

ANCILLARY INVESTMENTS TO SUPPORT 47TH AVENUE INTERCHANGE

As noted, the Implementation Plan for the I-29 Corridor Study is not cost constrained. Further, it is a demonstration of needed improvements more narrowly focused on the I-29 Corridor and adjacent systems. To that end, development of a future interchange at 47th Avenue will require substantial additional investment in local roadways. In current year dollars, total needs to provide local roadway system to support 47th Avenue is estimate at nearly \$17.0 million. This system of roadways is shown as part of Figure 1 and 2, and includes extension and/or completion of 34th Street, 38th Street, 42nd Street, 47th Street, 48th Street, and 40th Avenue.

These needs are necessary to support the development of the 47th Avenue interchange and outpace constrained and unfunded needs listed in the 2040 LRTP or Grand Forks CIP. These improvements could be considered the minimum commitment in local roadway investments to achieve FHWA or NDDOT support for a new future interchange at 47th Avenue.

IMPLEMENTATION PLAN

Table 3: Implementation Matrix

Project	Implementation Phase		
	2017-2025	2026-2030	2031 -2040+
North Washington/CR 11/US 81			
Access Modification + Ramp Modification	No Action	Reevaluate potential access changes and ramp modifications as part of scoping process for I-29 CPR Project (2030). Develop more detailed programming assessment for these improvements at that time.	If no action taken in previous phase, reevaluate to reflect changing conditions.
Gateway Drive/US 2			
Northeast Loop Modification	No Action	No Action	Proceed with planning level alternative into preliminary engineering and advanced project development. Program in TIP.
Gateway Drive Grade Separation	Evaluate region wide project need with 2045 LRTP Update to determine relative regional significance.	Develop additional planning/scoping documents to assist to further refine alternatives and feasibility.	
DeMers Avenue/ND 297			
42nd Street Grade Separation	Complete Preliminary Engineering. Complete NEPA. Move into Advanced Project Development. Secure Project Programming.	Advanced Project Development. Secure Project Programming (if applicable)	
Demers Capacity Enhancements (No Widening)	Preliminary Engineering. Move into Advanced Project Development.		
32nd Avenue/US 81B			
Reconstruct or Major Rehabilitation 38th Street to Columbia Road	Evaluate project concepts with 2045 LRTP update. Preliminary Engineering. Evaluate capacity needs based on progress of 47th Avenue Interchange implementation.	Advanced Project Development. Project developed in step with the coordinated efforts for future 47th Avenue Interchange.	
47th Avenue			
Construct New Interchange	Initiate IJR. Complete NEPA	Advanced Project Development. Secure Project Programming.	
Merrifield Road/CR 6			
Modify Overpass to Full Interchange	No Action	Update IJR and restart project scoping. Consider potential coordination with I-29 CPR Project (2030).	Proceed into Advanced Project Development.
Planning & Environmental Advanced Project Development & Programming Planning, Environmental + Advanced Project Development			

Figure 2: Short Term Implementation Plan (2017-2025)

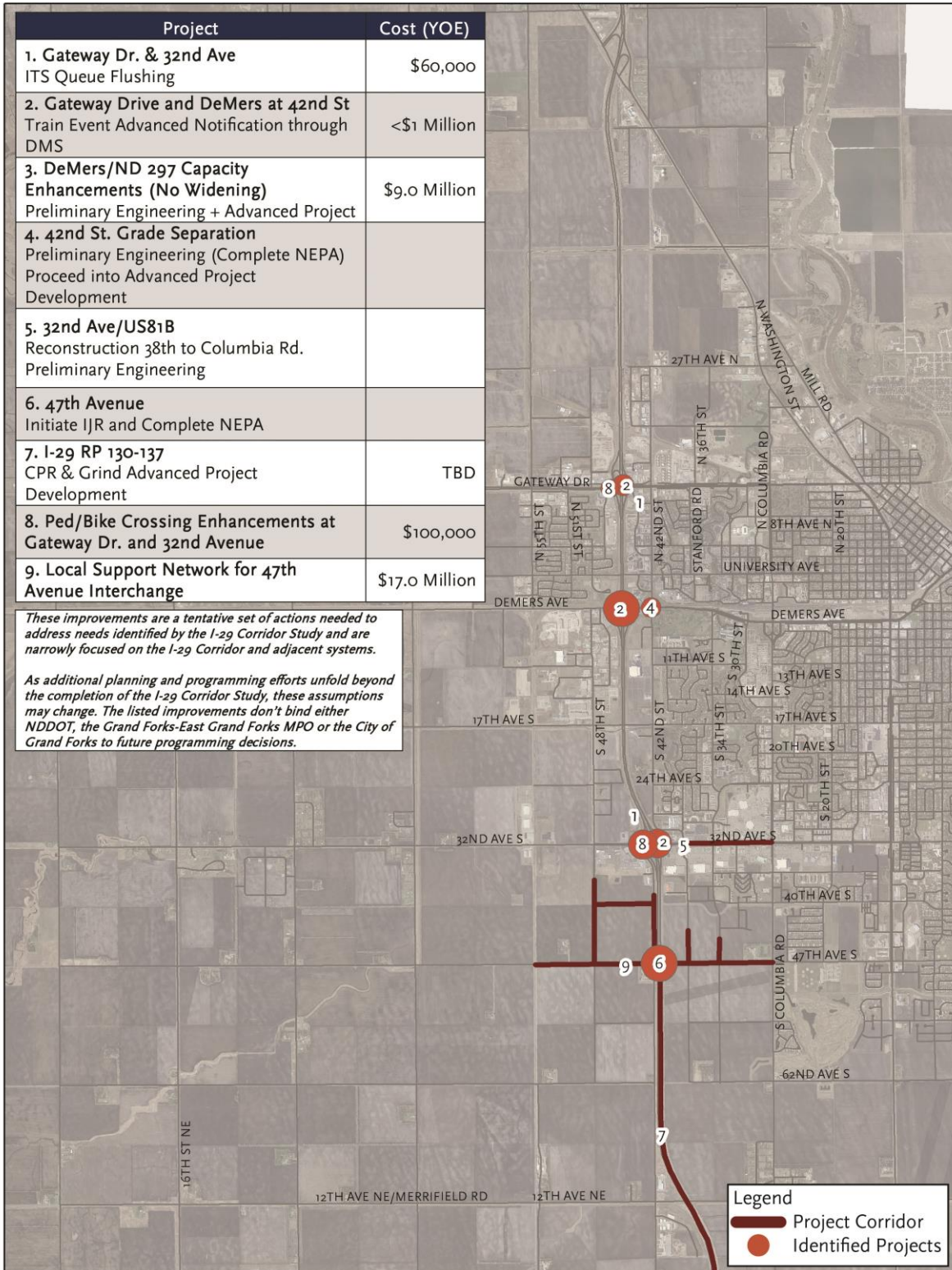


Figure 3: Mid Term Implementation Plan (2026-2030)

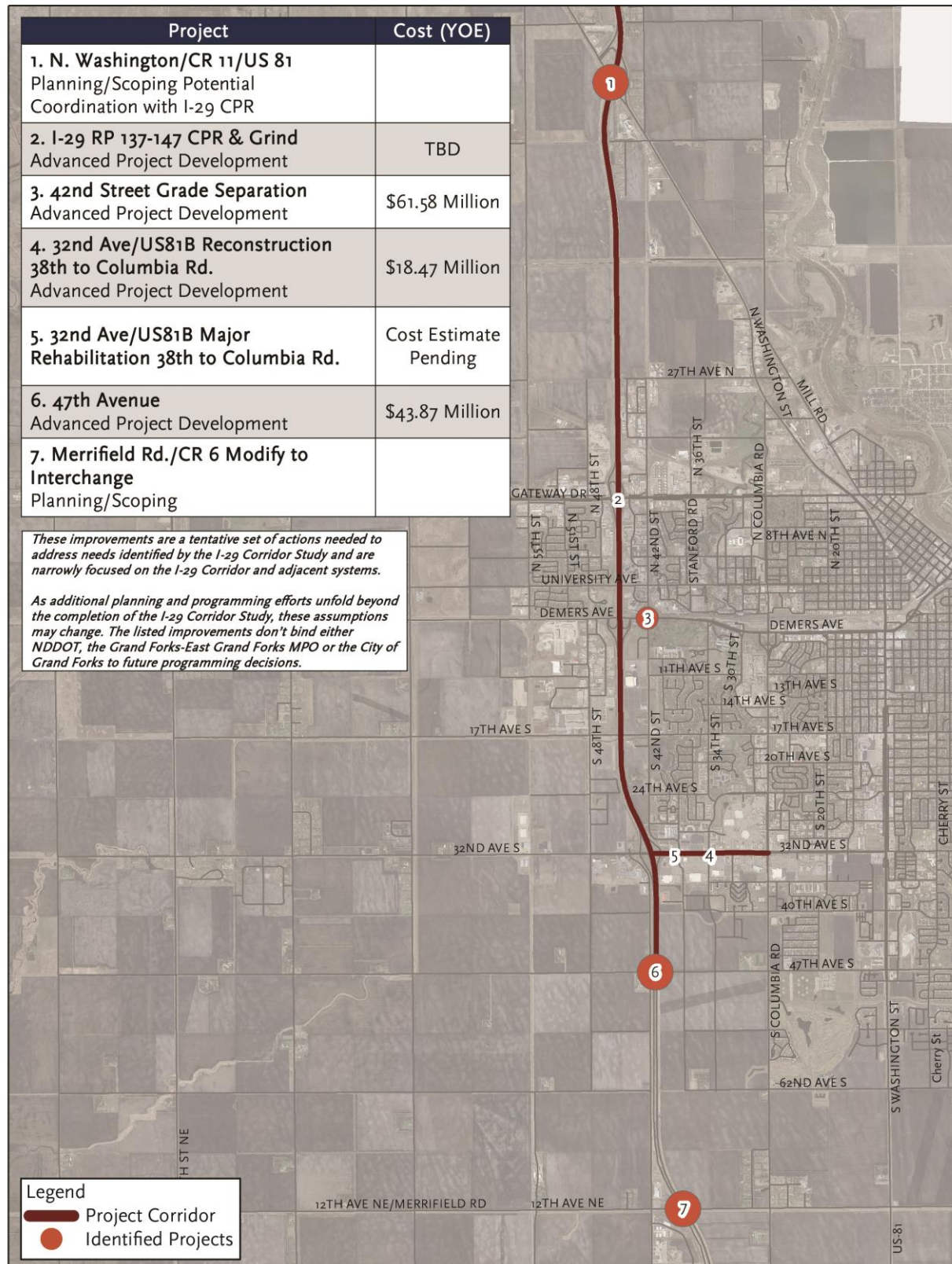
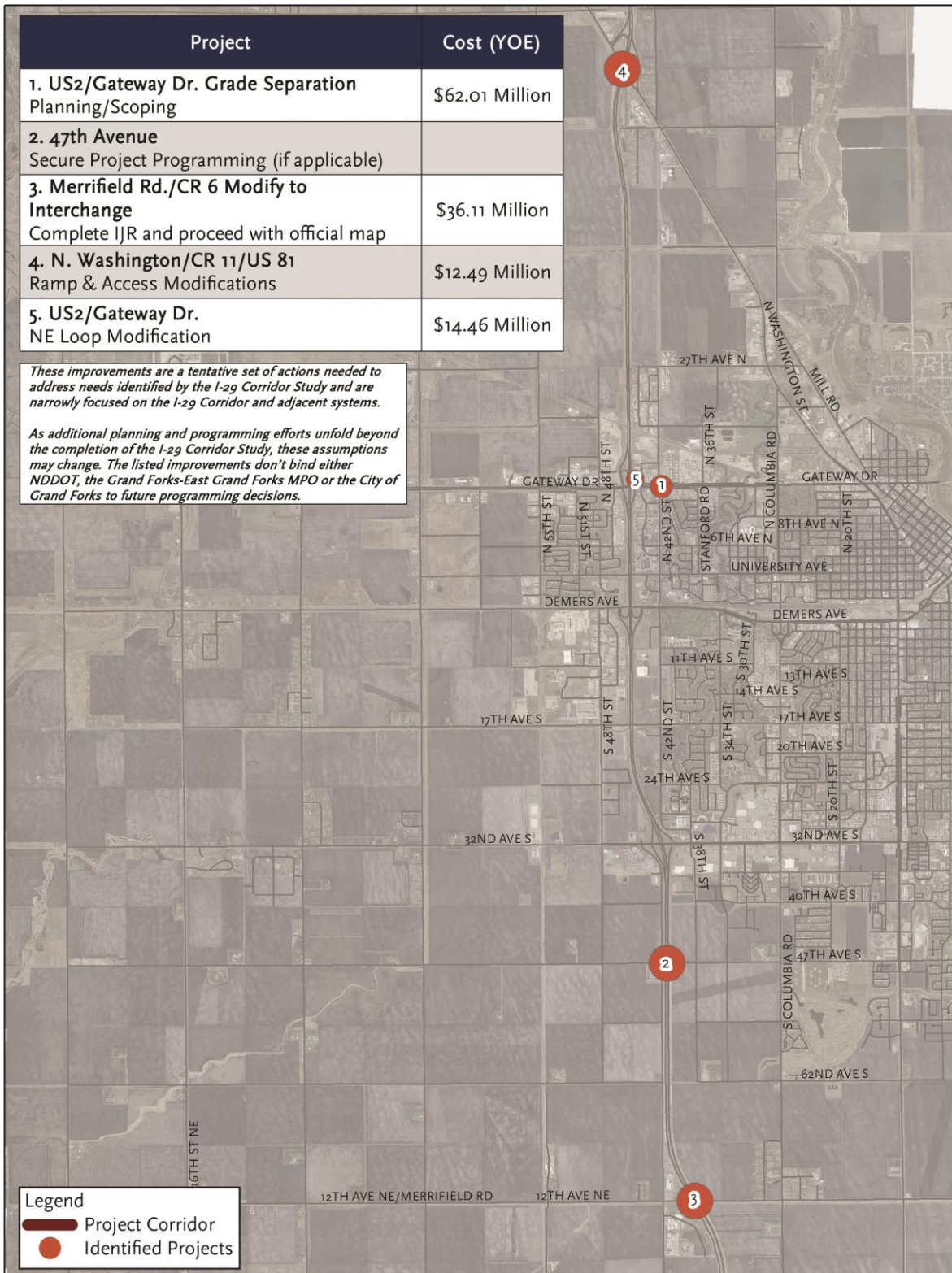


Figure 4: Long Term Implementation Plan (2031 - 2040+)



Programming Matrix

Given the range of investment needs along the I-29 Corridor, a multitude of funding partnerships will be needed to bring projects to fruition. Table 4 demonstrates a Programming Matrix to assist with understanding the funding strategy for implementation of the I-29 Corridor Study. The following programming matrix identifies the broad funding partnership for each of the prioritized improvements identified in the I-29 Implementation Plan. Excluded from the programming matrix are projects with a total cost less than \$1.0 million.

Table 4: Programming Matrix

Project	Programming					
	Interstate Maintenance (NHPP)	Regional (NHPP)	Urban (STP)	State	City	County
North Washington/CR 11/US 81						
Access Modification + Ramp Modification	x	x				x
Gateway Drive/US 2						
Northeast Loop Modification	x	x			o	
Gateway Drive Grade Separation		x	o	x	o	
DeMers Avenue/ND 297						
42nd Street Grade Separation		o	x	o	x	
Demers Capacity Enhancements (No Widening)	o	x	o	x	x	
32nd Avenue/US 81B						
Reconstruct 38th Street to Columbia Road		x	o	x	x	
47th Avenue						
Construct New Interchange	x		o	x	o	
Merrifield Road/CR 6						
Modify Overpass to Full Interchange	x		o	x	o	o

x = Eligible Program Participant o = Eligible but not required Program Participant

Not shown but relevant would be the FAST Freight Program. Assumes these funds would be allocated through NHPP.

Funding splits and cost sharing agreements for each project listed in Table 4 may vary based on the uniqueness of how projects are developed. However, the baseline guidance for project cost eligibility and cost sharing is per the *NDDOT Local Government Manual*. In regard to NHPP funds, NDDOT must address statewide needs with these funds so investments of NHPP funds within the study area are balanced by NDDOT against statewide needs.

Projects such as Merrifield Road (CR 6) are currently fully within the jurisdiction of Grand Forks County. However, by the time a full interchange nears project development, it may well be inside or Grand Forks city limits. Therefore, programming participation is shown for both the city and county. Projects on or adjacent to the NDDOT Regional System (I.e. 42nd Street Grade Separation) are shown with a potential for Regional funding. Urban funds are shown on both Regional and or Interstate projects. This is done to indicate that broad partnerships may be needed to fully program these investments on a more accelerated time frame.

Programming Splits

Table 5 demonstrates a tentative set of programming and cost splits for the most significant project improvements identified through the I-29 Corridor Study. These cost splits are based upon current local, state and Federal funding guidance. More specific guidance regarding local, state and Federal funding splits is available in the NDDOT Local Government Manual. These splits generally follow that guidance, however Table 5 represents a best case scenario. It is likely many of these improvements will require more local resources to construct improvements in the phases identified by the I-29 Corridor Study.









Table 5: Funding Matrix

Project	Total Cost (2017 \$)	Total Cost (YOE \$)	Funding Split (YOE \$)			
			Federal	State	City	County
North Washington/CR 11/US 81						
Access Modification + Ramp Modification	\$5.700	\$12.489	\$9.99	\$1.25	\$0.000	\$1.25
Gateway Drive/US 2						
Northeast Loop Modification	\$6.600	\$14.461	\$11.57	\$1.45	\$1.45	\$0.000
Gateway Drive Grade Separation	\$28.300	\$62.009	\$49.61	\$6.20	\$6.20	\$0.000
DeMers Avenue/ND 297						
42nd Street Grade Separation*	\$40.000	\$61.578	\$21.55	\$0.000	\$40.026	\$0.000
Demers Capacity Enhancements (No Widening)	\$7.400	\$9.003	\$7.20	\$0.90	\$0.90	\$0.000
32nd Avenue/US 81B						
Reconstruct 38th Street to Columbia Road	\$12.000	\$18.473	\$14.78	\$1.85	\$1.85	\$0.000
Major Rehabilitation 38th Street to Columbia Road	Cost Estimate Pending					
47th Avenue						
Construct New Interchange	\$28.500	\$43.874	\$39.49	\$4.39	\$0.000	\$0.000
Merrifield Road/CR 6						
Modify Overpass to Full Interchange	\$16.480	\$36.110	\$32.50	\$3.61	\$0.000	\$0.000

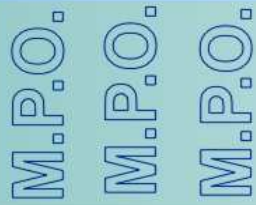
* 25% Urban Roads + 10% Regional; Balance of cost Local

**YOE costs were estimated using the midpoint of the implementation phase for which they are anticipated to be constructed.

TABLE OF CONTENTS* UPDATE MARCH, 2017

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
	Introduction					
300.1	PLANNING AND IMPLEMENTATION		ACTIVITIES			
300.1	Plan Update	1	The model development is in the data collection and methodology development stage. Cleaning up & formatting data obtained to represent the employment centers. The data shows the type of employment and the number of employees by NAICS code.	25%	2106	16-Dec
300.1	Bicycle & Pedestrian Planning Element (Update) NEW	2-3-4-5	MPO's staff continued the preparation of goals, objectives and performance Standards. MPO's staff requested and received input from key stakeholders. Addressed comments from stakeholders and refined document. As part of the Plan update, in cooperation with Minnesota DOT and North Dakota DOT prepared and delivered the first day of the Complete Streets Workshop. Initiated the review of data supporting 'existing conditions' and started preparation of this section of the plan.	55%	2016	May-16
300.1	Transit Development Planning Element (Update) NEW	3	Transit Development Plan: Memos on the Human Service Coordinated Transportation, Route Alternative, and Goals will be reviewed by staff and presented to the Steering committee in March. The Human Service Coordinated Transportation Plan looks at specific needs and opportunities to improve the transportation options for low-income, senior and disabled individuals. The objective is to improve mobility for special needs populations in the community.	70%	2016	Feb-17
300.2	CORRIDOR PLANNING					
300.2	Traffic Count Program	Ongoing	A no-cost extension has been recently approved by the MPO as intersections are offline		2015	31-May-15
300.2	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
300.2	Bygland Road Study				2015	30-Nov-15
300.2	32nd Signal Timing				2015	31-Dec-15
300.3	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL				2016	
300.4	LAND USE PLAN		ACTIVITIES			
300.4	Grand Forks 2045 Land Use Plan Update			99%	2015-16	31-Aug-16
300.4	East Grand Forks 2045 Land Use Plan Update				2015	31-Mar-16
300.5	SPECIAL STUDIES		ACTIVITIES			
	Aerial Photo				2015	
300.5	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
300.5	I-29 Traffic Operations Study	1	In February, Consulting team presented an update to Grand Forks City Council, held a public input meeting on February 16th and completed work on the final technical memorandum for the project & the Implementation Plan. On March 6th Consulting team will hold a Steering Committee Meeting to discuss the Implementation Plan. Consulting team has approximately completed 89% of the technical analysis (8/9 deliverables), completed 71% of stakeholder involvement activities (5/7 Steering Committee Meetings) and completed 66% of the public engagement activities (2/3 public input meetings).	See %	2015	7/30/2016 (Work extended to 2017)
300.5	School Safety Study Discovery Elementary Safe Routes to School Report, 2016	6B		100%	2015	1-Jul-16
300.6	PLAN MONITORING, REVIEW AND EVALUATION		ACTIVITIES			
300.7	GEOGRAPHIC INFORMATION SYSTEMS (GIS) DEVELOPMENT					
	Geographic Information Systems (GIS) Development	Ongoing	Ongoing in-house		2015	Ongoing
	Pavement Management Program	Completed			2015	Completed
	Glasston Subdivision Railroad Mitigation Study	Completed			2015	31-Dec-15

Note: Brief project update review for information only. It does not replace Project Reports.



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: March 8, 2017** **MPO Executive Policy Board: March 15, 2017**

RECOMMENDED ACTION: Transit State of Good Repair Performance Target.

Matter of the Transit State of Good Repair Performance Target.

Background:

AMPO provided a “Dear Colleague” letter from FTA that indicated that the Transit State of Good Repair performance target was due on January 1, 2017. The letter advised the MPOs that the 180 day clock of MPO adoption of performance target began.

The MPO has reached out to the local transit operators and both State DOT’s to find out what the status of this “really is”. As of the writing of this report, no additional information has been provided. Hopefully, something will be available by the March TAC meeting.

ANALYSIS AND FINDINGS OF FACT:

- None

SUPPORT MATERIALS:

- FTA “Dear Colleague” letter



U.S. Department
Of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

JAN 18 2017

Dear Colleague,

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance based approach to planning. I am sending this letter to remind you of up-coming timeframes to meet requirements of the Transit Asset Management (TAM) Final Rule that became effective on October 1, 2016 and the Metropolitan and Statewide and Nonmetropolitan Transportation Planning Final Rule (Planning) that became effective on June 27, 2016.

The TAM Final Rule requires transit providers to set performance targets for state of good repair (SGR) by January 1, 2017. The Planning Rule requires each Metropolitan Planning Organization (MPO) to establish targets not later than 180 days after the date on which the relevant State or provider of public transportation establishes its performance targets. This is a reminder that transit providers must provide those performance targets to their respective MPOs so that the MPOs can establish their SGR targets before June 30 2017.

The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) required the FTA and the Federal Highway Administration (FHWA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decisionmaking, and more efficient investment of Federal transportation funds. The Fixing America's Surface Transportation Act of 2015 (FAST Act) further affirmed the transition to performance management.

If you have any questions or need additional information, please contact Dwayne Weeks, Director of FTA's Planning Programs at (202) 493-0316 or Dwayne.Weeks@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lucy Garliauskas".

Lucy Garliauskas
Associate Administrator for Planning
and Environment