



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## Agenda

### TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, APRIL 11<sup>TH</sup>, 2018 – 1:00 P.M. EAST GRAND FORKS CITY HALL TRAINING CONFERENCE ROOM

#### MEMBERS

Kadrmas/Lang _____	Laesch/Konickson _____	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Halford _____	Bergman/Rood _____	Christianson _____
Riesinger/Audette _____		

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE MARCH 14<sup>TH</sup>, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF MINNESOTA SIDE DRAFT FY2019-2022 T.I.P. .... HAUGEN
6. MATTER OF APPROVAL OF SELECTION OF CONSULTANT FOR CITY OF EAST GRAND FORKS’ ADA RIGHT-OF-WAY TRANSITION PLAN..... KOUBA
7. MATTER OF APPROVAL OF NORTH DAKOTA SIDE FTA 5339 AND 5310 CANDIDATE PROJECTS ..... KOUBA
8. MATTER OF APPROVAL OF DRAFT UPWP AMENDMENT FOR CITY OF GRAND FORKS’ DOWNTOWN TRANSPORTATION PLANNING..... HAUGEN
9. MATTER OF APPROVAL OF MINNESOTA MOU ON PROCESS FOR PERFORMANCE BASED PLANNING AND PROGRAMMING..... HAUGEN
10. MATTER OF UPDATE ON 2045 STREET/HIGHWAY ELEMENT..... HAUGEN
  - a. Universe of Projects
  - b. PM3
  - c. Future Bridges
  - d. Open House April 18<sup>th</sup>

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11. OTHER BUSINESS
  - a. 2018 Annual Work Program Project Update
12. 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.

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Wednesday, March 14<sup>th</sup>, 2018  
East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Teri Kouba, Senior Planner, called the March 14<sup>th</sup>, 2018, 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); David Kuharenko, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Dustin Lang, NDDOT-Local District; Brad Bail, East Grand Forks Consulting Engineer; Nick West, Grand Forks County Engineer; Darren Laesch, MnDOT-Bemidji; and Nancy Ellis, East Grand Forks Planning.

Absent were: Nels Christianson, Dale Bergman, Steve Emery, Lane Magnuson, Richard Audette, Brad Gengler, Paul Konickson, Ali Rood, Stacey Hanson, and Rich Sanders.

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

Guests present: Jesse Kadrmas, NDDOT-Local District; Les Noehre, NDDOT-Local District; Al Grasser, Grand Forks Engineering; Josh Benocken, MnDOT-Bemidji; and James Kiedrowski, KLJ.

**DETERMINATION OF A QUORUM**

Kouba declared a quorum was present.

**MATTER OF APPROVAL OF THE FEBRUARY 14<sup>TH</sup>, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY ELLIS, SECONDED BY LAESCH, TO APPROVE THE FEBRUARY 14<sup>TH</sup>, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF AERIAL IMAGERY CONTRACT**

Kouba stated that back in January staff brought forward an RFP for our Aerial Photo Update, with a February 19<sup>th</sup> deadline for submittals. She reported that they received four proposals,

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adding that all four were submitted before the deadline; and that the selection committee met and interviewed all four, and decided to go with Quantum Spatial. She added that they did come in well under budget, at \$39,515.00, so staff is now requesting approval to forward the contract on to the MPO Executive Board for execution.

***MOVED BY KUHARENKO, SECONDED BY LANG, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE EXECUTIVE DIRECTOR AND MPO EXECUTIVE POLICY BOARD CHAIRMAN EXECUTE A CONTRACT WITH QUANTUM SPATIAL FOR THE AERIAL IMAGERY PROJECT, NOT TO EXCEED \$42,000.00.***

***Voting Aye: Lang, Ellis, Bail, Halford, Johnson, Kuharneko, West, and Laesch.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Christianson, Emery, Hanson, Bergman, Rood, Gengler, Audette, Konickson, Magnuson, Reisinger, and Sanders.***

**MATTER OF MINNESOTA SIDE FY2018 T.I.P. AMENDMENT**

Kouba reported that the City of East Grand Forks brought forward an amendment to the FY2018 T.I.P. for the purchase of a bus. She commented that we did advertise for a public hearing for this item so she would open the public hearing at this time.

Ellis stated that, just to clarify the reason for this amendment, they had five vans set for purchase with one of their federal grants, but Cities Area Transit keeps getting vans on the North Dakota side, so we felt it would be in our best interest to purchase another larger Dial-A-Ride vehicle for some of our larger pickup and have a back up vehicle for East Grand Forks City's bus, so in the T.I.P. it showed this having State monies programmed, so we are clarifying this by changing it to the federal dollars that we already had set aside for the vans, and moving from vans to one single bus.

Kuharenko asked what the difference is between a Class 500 and a Class 300 bus. Ellis responded that the Class 300 are smaller buses than the Class 500.

Laesch asked if this has all been approved by MnDOT's Central Office. Ellis responded that it has, adding that this is less money that the State has to put aside because we have that ten year CIP that she has to put into the Black Cat every year, so they are very familiar with what her plans are for the next ten years. She added that she doesn't like to lose federal dollars, and since she can't purchase vans off the Minnesota contract, she has to try to figure out a way to purchase vans independently, so it is just easier to purchase a bus with her federal dollars.

Grasser asked if this was the bus that would go back and forth between East Grand Forks and Grand Forks. Ellis responded that it isn't, that is a separate one. She added that they received new expansion dollars for a Class 500, that is one of the \$470,000 large buses that is going to be used.

Kouba closed the public hearing.

***MOVED BY BAIL, SECONDED BY HALFORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE AMENDMENT TO THE FY2018 MINNESOTA SIDE T.I.P., AS SUBMITTED.***

***Voting Aye: Lang, Ellis, Bail, Halford, Johnson, Kuharneko, West, and Laesch.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Christianson, Emery, Hanson, Bergman, Rood, Gengler, Audette, Konickson, Magnuson, Reisinger, and Sanders.***

### **MATTER OF NORTH DAKOTA SIDE FY2018 T.I.P. AMENDMENT**

Viafara reported that we are also seeking your recommendation for approval of this amendment, that has to do with the new overlay project that will take place in two stages; one on South Washington between DeMers and Hammerling, and the second on North Washington between 1<sup>st</sup> Avenue North and 8<sup>th</sup> Avenue North, both during this construction season.

Viafara stated that they are asking for this approval for two reasons; one is because that project has changed significantly, and then the issues such as ADA compliance will be considered; and then cost and sharing is another matter, so anything that is supposed to be done is within the proposed Long Range Transportation Plan, so the approval of this particular amendment does not in any regards affect the cost of the plan so it continues to be fiscally constrained, so in addition the public hearing is set for next week, March 21<sup>st</sup>, and comments are expected to be accepted until 11:00 a.m., so this is the overall information you have, and staff is seeking approval.

***MOVED BY LANG, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE AMENDMENT TO THE FY2018 NORTH DAKOTA SIDE T.I.P., AS SUBMITTED.***

***Voting Aye: Lang, Ellis, Bail, Halford, Johnson, Kuharneko, West, and Laesch.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Christianson, Emery, Hanson, Bergman, Rood, Gengler, Audette, Konickson, Magnuson, Reisinger, and Sanders.***

### **MATTER OF SCOPE OF WORK FOR A.T.A.C. TRAFFIC COUNTS**

Viafara reported that this item entails approval of the Scope-Of-Work for A.T.A.C. to proceed with the Traffic Count Program Study. He explained that we currently have a number of intersections that have video cameras located in the system; but those cameras are being used just for video kind of activities, and with this new information there is the potential for them to provide more recordings for decision making, so in that sense a number of intersections are being

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considered around primarily the 42<sup>nd</sup> Street Corridor and the DeMers Corridor for new cameras to be installed.

Viafara commented that scope of services, the entire contract is for the amount of \$55,688.00. He pointed out that in the packet are the conditions and elements that the MPO is expecting to be delivered.

Ellis stated that it states in the report that there are some minor revisions that are being made to the Scope-of-Work, do you know what those are. Viafara responded that they have to do, basically, this is an overall, it is minor in that sense because when Mr. Haugen put this one in here we had already received some comments that the University needed to address, and the whole idea was to determine what else we can do with the traffic analysis as we want something more than just a simple report; we want more insight, so that is basically the revision, and the consultant agreed that they can at least give some consideration when they are doing their analysis. Ellis said, then, that the consultant is considering providing more data at the same price. Viafara responded that it will be within the same scope, that they will at least give us more insight. Ellis said, though, that they aren't changing the contract. Viafara responded that they would not be changing the contract at all, including the cost.

Laesch commented that he sees that they are going to provide some estimates for upgrading the East Grand Forks signals; as far as what is happening on the Grand Forks side, is that something that is the responsibility of the City and/or MnDOT to pick up these costs, or is there the ability for the State and MPO to do it. Viafara responded that he would ask that you please wait for Mr. Haugen to return to give you the answer to that question, as he doesn't have the answer at this time. Laesch stated that he is in full support of finding out what those costs are and looking at what is needed to make upgrades to those traffic signals. Kouba said that she thinks that's the main purpose, just to get the cost estimates so we understand what it will take, and also include all the stakeholders. Ellis commented that, typically, what she knows from an MPO is that they can only pay for planning activities, they can't pay for actual equipment; so it would just be an estimate and we would have to take it from there.

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE SCOPE-OF-WORK FROM A.T.A.C. FOR THE TRAFFIC COUNT PROGRAM STUDY, AS SUBMITTED.***

***Voting Aye: Lang, Ellis, Bail, Halford, Johnson, Kuharneko, West, and Laesch.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Christianson, Emery, Hanson, Bergman, Rood, Gengler, Audette, Konickson, Magnuson, Reisinger, and Sanders.***

**MATTER OF FY2018 SPRING FLOOD OUTLOOK**

Kouba reported that as it currently stands it appears that we aren't looking at a flood forecast, but we have it in our plan that we will make sure that we continue to ensure that our contact list is

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up-to-date in the event we were to have a flood. She asked that everyone please look it over and submit any changes by the end of next week.

Information only.

**MATTER OF FY2018 BIKE MAP**

Viafara reported that the whole idea behind the preparation of the Bike Map is; this map is based on previous efforts that the MPO has done through the years, and is really just a matter of tweaking what has already been done, which is basically the truss of the map.

Viafara commented that new information has been included; one is that we would like to provide efficient, directness and accessibility alternatives to most of the routes; safety and security of the bicyclists so what we try to do when we show and display this network is to tell the user that this map and the network corresponds to the principles of bicycle facilities that improve access to the system, the safety of cyclist and their enjoyment, so we believe those elements are also included in the map.

Viafara stated that the map is also related to key goals and objectives that are stated in the bicycle plan; one of them is that we would like, by producing this map, to foster economic vitality, we would like to foster access and mobility, and we also would like to foster environmental energy and improve the quality of life, and the final one is to integrate and connect the overall system in the cities.

Viafara said that one objective that has been new to us is also tourism, so in that case we have partnered with the Historical Society and have included historic neighborhoods for people to use their bikes and ride around. He stated that we have also included the two downtowns, the bridges that allow bike and ped traffic, and the railway crossings, the quiet zones, and crossings on safe route to school. He said that these are very important, at least we consider them to be important in addition to listing of the school, park and pools, and listing the bus transfer stops because we would like the bicycle map to also be related to the ability for people to ride their bikes, and whenever they feel, also to use the bus now that the bus offers the bike rack.

Viafara commented that in addition to that there are some panels, those are the panels that we have for your consideration. He stated that we list the existing type of roads and those roads bicycle facilities; we list the Red River State Recreation Area, the Bike on Bus Program, the Historical Preservation Commission Program; we have some points on Bicycle and Pedestrian Safety, and we have one panel dedicated to Rail Safety for Pedestrians and Bicyclists. He added that we are also encouraging people to participate by making available opportunities for participation and provide the acknowledgments and list the MPO Staff, so those are the elements that are supporting the drafting of the particular map for 2018. He said that at the moment we are envisioning that the map will be distributed widely next Friday at the Home Show.

Halford stated that she has a few comments. She pointed out that on the public participation part, where you say under the Bicycle and Pedestrian Greenway Advisory Committee to visit the Greenway Website, it should probably be [www.bikingtheforks.com](http://www.bikingtheforks.com) instead. Viafara said that he

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would make that correction. She said that her other question was whether or not he received permission from the all these people to be on the front of the bike map, especially the children, as she knows that that has been an issue in the past, where you can't have their photos without permission. Viafara responded that these pictures are public, so that is how they got them, from the newspaper. Halford asked where, publicly, they were from. Viafara responded that they are in the public domain already, they are no longer private. Halford asked if the were from the City. Viafara responded that, yes, they are in the public domain. Halford stated that she knows that Safe Kids has brought this issue up, so she would still be careful about using these photos. Viafara responded that Safe Kids are already aware that we are using these photos. Halford suggested that he check with Aaron Kennedy, as you have him and his daughter's photos are shown on here. Viafara responded that they provided those pictures to us, Safe Kids provided those pictures to us. Halford said that she has one more comment; the bus stops that you have labeled on the bike map, are those the current bus stops or are those the ones that will be changed for the summer. Viafara responded that they are the current ones. Kouba commented that the finalized bus stops for the proposed routes have not been finalized.

Williams said that it is her understanding that this has already been printed, is that correct. Viafara responded that it has not yet been sent to the printer. Williams asked if corrections were wanted now then. Viafara responded that if she has some he would welcome them. Williams pointed out that there is a bike route that is missing from the map, adding that it is the one that is the parallel route for Washington on North 15<sup>th</sup>. She added that the street names are incorrect, so streets such as 42<sup>nd</sup> Street South should actually be South 42<sup>nd</sup> Street, so the nomenclature is wrong for the street names. Viafara asked if this was the case with all of the streets. Williams responded that as far as she can tell all of them are incorrect.

Information only.

**MATTER OF UPDATE ON BIKE/PED PLAN**

Viafara reported that this item is just to give you an update on where we are at concerning the Bike/Ped Element. He referred to a slide presentation and stated that he will go over this quickly.

Viafara stated that vision statement has been prepared and has been accepted by consensus, so that statement is the one that has been guiding our activities. He said that what was considered in order for us to produce a vision statement, so safety was one, the need for friendly environments in the community was another, bicycles, buses and trains at the national level were included, whether bicycle or pedestrian activities are physical modes of transportation was also given attention. He added that other elements such as fostering mobility and efficiency, all of them were considered when producing the statement.

Viafara commented that they then went into developing a number of Goals and Objectives that were also approved, and now we are finalizing the performance measures, and saying that the majority of the performance measures are complete, they were reviewed, input was received from the stakeholders, and the one that are here, under consideration, are the ones that at the moment there are only three performance measures, supporting three goals that are at the



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moment being addressed. He said that once these are addressed we will move to finalize the other two sections of the plan that are already in the making.

Viafara stated that, concerning the performance measures, those performance measures are associated to the different planning factors:

- 1) Economic Vitality - we have determined that access to community destinations and access to jobs are the measures that we reflect the performance measures.
- 2) Security - Security is under consideration because originally we had thought all the measures back, even the ability for the stakeholders to conduct the data, this is a list to heed their advise and start seriously giving some consideration to them and to incorporate them into the document.
- 3) Accessibility and Mobility - is also a measure that is under consideration, but the other topics continue like access to transit stops or network crossing opportunities over barriers.
- 4) Environmental/Energy/Quality of Life – these are fine.
- 5) Integration and Connectivity – again this is under consideration because there is a need for us to define some performance measures connected to network completeness.
- 6) Efficient System Management - which is basically what happens to the CIP or grants that the stakeholders may apply to, or for, in order to support bicycle/pedestrian activities.
- 7) System Preservation - is fine, mostly aligned with the overall system preservation measures that are occurring now.
- 8) Safety – this is aligned to the other performance management measures.
- 9) Resiliency and Reliability – is fine.
- 10) Tourism – is fine.

Viafara said that this is based on performance measures that the overall plan has been developed. He commented that on the top of the table you will see “every year”, “every two years”, and “every five years”, and the idea is that all of those measures will be measured based on that frequency that is on the heading; so some measures will be considered every year, some every two years, but at the end – the five year of the plan there will be a report of the overall performance of this particular plan, so that is where we are.

Grasser commented that he would start by noting that you skipped over some of the introductory portion of the staff report, and he is kind of going by what they do, typically, with the City; and this report, looking at the background he knows that the bicycle elements and ped elements have kind of had a multi-year background and history on this already, but he doesn't think it is reflected in this particular part of the staff report, so just to kind of help out he is going to ask his staff to help write a background so he understands what the background is, and they can share it and maybe insert it as part of the staff report because he knows there is quite a bit of additional background that goes into the history of the whole project if that is okay.

Viafara responded that the Engineering Department is a stakeholder, and we heed your advice, we are here to work together so whatever you want to bring; would you like him to resubmit this report to the Executive Policy Board. Grasser asked if this was going to the Executive Policy Board as just information only. Viafara responded that that is correct. Grasser stated, then, that he thinks that if we just report what we are planning on doing it would be fine, but it

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kind of depends on what you are planning on bringing to the board. Viafara responded that he was planning on bringing what was discussed today, but if you want some of this included then we can move it; so he will wait for their information.

Halford stated that she has a question on the analysis part, under 1, where it states: “approved by consensus by the Bicycle and Pedestrian Advisory Committee”. She said that her understanding was, during that meeting, that that is not true, that they did not approve the Vision, Goals and Objectives, but rather agreed that you should continue forward with the work we needed to proceed forward with, but that they wanted to see the document as a whole before they approved anything, so she doesn’t know if we need to make a motion as a group here that that needs to be changed, or it is just a simple correction to the staff report. Viafara responded that that is not the understanding, certainly it is yours, but his understanding was that we met a number of occasions, and in one of those, with the Steering Committee, we came to the decision that both the vision and the objectives were approved, and he can bring the agenda where this was approved. He added that when you guys requested that he please provide the parts to see where the document was, that request was met and three parts of the document were given to you. He said that as a result of this we got some insight from different stakeholders that helped to incorporate them into the final report, that is where we are at now, and he has been addressing some concerns brought to our attention by the Engineering Department, and, as a matter of fact the latest one is those three points, and that is where we stand.

Halford commented that she understands on some of the things your saying, but still, she thinks that is something that maybe needs to be asked of other stakeholders in that group because she is pretty sure that it was agreed that you should move forward with the work you need to do, but that they weren’t approving it until they see it as a document as a whole. Viafara responded that he cannot really work under those conditions. He said that the stakeholders are very important, but nobody will work on something and then wait for your approval, that is why we have taken a planning approach, which is more or less incremental. Halford agreed, adding that there were so just so many drafts back and forth and the timeline that they kind of came to the point where they said that they can’t keep doing this, we need to see it as a document as a whole instead of this piece-meal document, so continue to move forward, but they didn’t approve anything of what you have so far. Viafara stated, again, that that isn’t his understanding of what occurred.

Kuharenko reported that his recollection of what happened at that meeting is much in line with what Ms. Halford ended up saying; was that the general concept, or the general thought was that we need to keep moving forward on this plan, and so to keep making that forward process, but at the same time they were reserving the right to make comments later on so it wasn’t an approval process. Viafara said that he hopes that he never misunderstood you, but that is not the feeling that he has gotten from other stakeholders; like from Mrs. Crocker, or Bruce, or any of the others. He added that we came to a decision that they were also kind of concerned for the delays that the plan has been experiencing; and they were almost ready to abandon the process, so then they came to the decision that we move on or there is no point for us to continue here because addressing some of the concerns has become onerous for both the stakeholders and for the MPO, so when we had that meeting it was his understanding that they were really approving for us to move on, and if you read the minutes it states that we have come here to do this and to move on. Halford asked if he had minutes from that meeting. Viafara responded that he

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doesn't have them here right now, but that is the spirit of those particular minutes. Grasser asked if those minutes go out and get approved by the group later on. Viafara responded that they are submitted to the group for further consideration. Kuharenko commented that he doesn't remember seeing these minutes. Viafara responded that if you look at some, in some cases when he has sent the invites the minutes have also been attached. Kuharenko asked that these minutes please be sent out again.

Viafara asked that we take this opportunity, also, for us to, in good faith, to move along because the whole process has become dragging, has become also onerous. He said that those are the comments that he has received from some stakeholders, that it has become burdensome. He stated that the plan is meant for the community, some people are representing the community and they would really like to see all, particularly the government agencies, working together in good faith and moving along, but answering the number of questions, that rightly so, we've done it and certainly we are happy receiving those insights, but it has taken a toll on the performance as a professional and also on the development of the plan, so we have to settle for something. He added that, nothing is perfect, but at least he believes that every effort has been made to accommodate your needs and desires, and also to address the desires of the community.

Kuharenko commented that he would like to give the Technical Advisory Committee a little background information on this. He stated that last time that the Bike and Ped Advisory Committee ended up meeting was back on December 18<sup>th</sup>, and at that point in time they ended up going through looking at the performance measures and one of the big things that was discussed was what departments or entities are responsible for the various performance measures. He said that he knows that the Engineering Department were assigned a number of these aspects as well, and they ended up sending the comments that you see within this report back on December 22<sup>nd</sup>, so we had a meeting on Monday and they sent the comments out that Friday, and here we are three months later and he believes they still haven't gotten a response yet. He pointed out that it states in the report itself that MPO Staff provided a complete response on addressing these concerns, so he knows that this has been a long process. He added that he also knows that at that December meeting some of the things they ended up discussing there was removing the two performance measures that you have on 2.1, and also about the concerns that were related with the 2.3 sidewalk inspections, just because of the amount of manpower that would take. He stated that, in looking at all of this, one of the things they do want to focus on is the Efficient System Management of this, making sure that what we are doing for these performance measures is something that we are either already doing or are not going to be overly burdensome and not take a lot of manpower to do, and that sort of thing.

Viafara responded that if you look at what is under consideration to the report, so this is under consideration so the things, you will see them. He added that, unfortunately, to tell you the truth, David, and this is very important, let him put it this way; sooner or later, one day, even if that costs a little money, we need to come to an agreement because plans are supposed to be measured, and sometimes the argument that things have not been done in the past, or that they require too much manpower, we need to try to address them because otherwise the system, it is part of the system, the system will never be accessed or enjoyed; for, for instance, just to say, sidewalk inspections, recently he was stopped by the police because he was walking on the roadway, but if you take a walk around Washington it is impossible to walk, and you probably

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don't know it because he is the one walking, but if we were to do a neighborhood assessment, particularly now that there is a project happening, then those issues can be addressed. He stated that the problem is not only on the roadway, that is why we are pedestrians, and kids and others that are entitled to ride their bikes, at least in that area, on the sidewalks, so we need to come, he doesn't really know if it is a valid issue, but we cannot really let those things disappear just for, out of sheer needs, that we don't have to believe a network can be met.

Ellis commented that, you just gave Mr. Kuharenko the reason for his concern; we have a plan, that has to be assessed, therefore we don't want anything in the plan that we cannot measure or assessed accurately with the funding and the manpower we have, so you just, in essence, addressed his concern, which is; if we have a plan we have to measure it and follow it, therefore, we want to make sure the plan is something that we all agree to and can follow, do you understand that. Viafara responded that he can certainly understand that. Ellis stated, then, that you have to expect that we are still going to have concerns, and we are still going to want to make sure that we can see it as a whole, so we know what we are being held to in this plan, okay! She added that that is kind of the issue sometimes with some of the plans, that we get to a point where we are held to something that we maybe cannot follow, or we don't have the same direction. Williams commented that we then impose on ourselves, and it is not a minimum that is required, we have added a level that we don't need to add, so we want to meet the minimum requirements but not overburden ourselves with things that are not required. Ellis said that totally agrees that you want a plan that you are following and assessing otherwise there is no reason to have the plan. She added that she gets that we need to continue to move forward on it, but we still want to make sure that it is something that we have all agreed to.

Grasser stated that he thinks that part of the issue there is, when you go back to the engineering comments; we made philosophical comments last December, and what they are looking for is, we need to do measurables, right, but can we do measurables of things that we are basically, as much as we can, already doing instead of coming up with different sets of measurables. He said that the comments that are actually in the report here from engineering are suggesting measurables that they think they can do in various categories, that are not going to take a lot of additional manpower and effort, and one of the things they asked for on these things, and he calls this a fiscal note, is how much manpower is it going to take to accomplish the different things because, again, if we can measure them fairly easily, then let's go after those; but we also need to know from an operational standpoint as we are putting together City budgets, if we now have a task that takes 2000 man-hours to do in a year, that translates into a new person, or something to that effect, and that goes back to the issue of are we approving these things in modules, okay, on the screen it talks about things that we are going to do on an annual basis every two years, every five years, and again it takes x-amount of manpower, so we are not going to approve a module and commit to ourselves to a module when we don't know what all those measurables and follow-ons are going to end up being, and that is what they are struggling with. He stated that he knows from a planning standpoint we like to approve one before we move to the next, but then they get caught with the "I know we approved all these goals and objectives previously, so now we can't go back and change them, and that is what they are reacting to, is the apparent inability to go back and reconsider once new information is available at the end", so that is what they are struggling with when we talk about are we approving a module, or have we had consensus to move ahead, that we reserve the right to comment further,

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because should we find, again, those things that look like they are going to be a really big issue in terms of manpower or dollars, we have to deal with it at a local level too, so that is kind of what the crux is of what we are all dealing with here, and we are making comments, and are trying to move productively forward, but he looks at the bullet points we have here, even in the staff report, and as Mr. Kuharenko said, we put these in in December, these don't appear to him to be large, onerous things that need an extensive amount of response, these are recommendations of things, and it's March 14<sup>th</sup> and we haven't gotten anything back, and quite frankly we feel like that burden of delay is being put on the Engineering Department, and that is the way they feel the comments are coming through and, quietly frankly, they are taking exception to that because they are one of the few, Engineering and Planning, one of the few that are spending the time to try to do through this and introduce comments, they are trying to move forward in a productive away, so that is where they are trying to go but those are their reservations when talking about a couple of these different items.

Viafara responded that Mr. Grasser's point is taken and will be heeded, so thank you for the insight, and you will see the responses to them.

Grasser asked if this is just information at this point, and will we talk about some of the philosophical aspects of it. Viafara responded that that is why he would rather suggest if you could please make sure that we get something for the report that we can insert for the Executive Policy Board, or submit another report, it is up to you but as it is this is what we thought would go to the Executive Policy Board, but your comments, now, need to be considered by basically making them available to others to appreciate your insight. Grasser asked if anything further was needed from the Technical Advisory Committee. Viafara responded that nothing more is required, but added safety clarification, in part also, the Engineering Department has been privy of all this back and forth, the needs for addressing some of those elements of consideration so then whatever results happen at the end they are aware of these things coming. Grasser commented that they have kind of, quite frankly, purposely not done a lot of comments because they are also concerned about the frustration and the manpower it takes every time we do so they have actually, since December, haven't provided much of anything, he doesn't believe, in terms of additional comments, and again they don't want to spend their time worrying about things that don't amount to amount to anything, and yet they don't want to approve something that later on does turn into something, so they want to see the whole package so that the comments can all be put into the proper context. Viafara responded that they will see that.

Information only.

**MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE**

a. Revenue Forecast

Kouba reported that we put forward, at the Special Technical Advisory Committee meeting in February, some of the areas we are looking at; and that we are still waiting to hear something back on. She commented that she knows that the NDDOT is drafting a document for all MPOs to follow on how to forecast revenue for their MTPs. She added that we are also trying to determine how we are going to handle the additional sales tax in Grand Forks as well. She said

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that the group also agreed to a \$510,000 amount for HSIP funding for the North Dakota side per year as a base. Grasser commented that the report says \$510,000 just for HSIP, that is competitive through the whole State, right. Kuharenko responded that HSIP is competitive, but he believes there is about \$6 million available annually. Kouba added that that is just a base per year, but it doesn't necessarily mean we will get that amount ever year, it will depend on how it is distributed. Grasser said, then, that what we are saying is that, long-term average, Grand Forks might see \$500,000 a year. Kuharenko stated that, and Mr. Johnson might be able to chime in on this, but he believes we have about \$6 million dollars available annually, at the State level. Grasser said, then, that supposedly, over time, would be in the range of \$500,000.

Kouba stated that this is what we have come up with for right now, as the base per year, that way we can figure long-term; and we do understand the carry-over concept, but other than that we are still getting input for the revenue forecast process.

Information only.

b. Universe Of Projects

Kouba reported that we presented our current list of projects at the Special Technical Advisory Committee meeting for review and comments, and she knows that we have received some additional projects, but we want to make sure that there aren't any others that we need to be aware of for the next few years.

Kuharenko commented that he thinks that for them, one thing they are kind of waiting on is trying to find out what is the revenue model, what inflation rates should they be looking at for the federal funding coming in. He stated that they have been working on it, but they are waiting to see what kind of revenue forecast they should be looking at, what kind of inflation factors we should be using on construction project so that they can get a better feeling for what they should have in there.

Laesch asked how far out are we looking at for projects. Kouba responded we are looking out to 2045. Laesch commented that they can share a 10-year plan, but beyond that are we just looking at major projects beyond that. Kouba responded that that is probably be what they will have available for us, but if you know of any other projects that might be beyond ten years, please let us know.

Grasser said, then, on the next update; when we talk about the transportation system and the list of plans, you've got the Interstate, the State Highways, the NHS, major arterials, minor arterials, collector streets; are they trying to get a local, they clearly aren't going to allow us to get all those things, so when we talk about a universe of projects, it is easier for us to start identifying the big ones on like the NHS system, it is much harder when you start going down to the lower classified streets. He added that the a lot of the additional sales tax revenue for Grand Forks will be dedicated towards the local street network, so does that put it on book or off book from the MPO; and he will be honest that he doesn't think the MPO should be involved in some of those truly local street projects; so he thinks focusing on the NHS and some of those higher classified streets makes a lot of sense, but he struggles with creating a list. He

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added that, as an example at the local budget level, he doesn't even get a list of street projects for the next year, because with a spring like this, we are rearranging priorities right now as we speak, reacting to Mother Nature and deterioration, so producing a list can give a false sense of knowing what the crystal ball will show.

Kouba commented that we are kind of the defining mark. She stated that, you do understand that there are some classified roads that are considered more local than anything else, but there is the possibility that federal funds might be applied to them; there are some collector streets as well, so we don't want to get caught flat-footed and not have it included on the list in the event that would occur.

Grasser reported that, just some information, what they do on the local side, when we do these outside projections, is we put them in categories, and the MPO has done some of that too with short-range, mid-range, and long-range projects; and sometimes they will just say, like with a traffic signal, to be determined because we don't know if it is going to be at this intersection or that intersection, when its six or ten years down the line, but they have the sense based on past history that we will need something someplace, so, again, without defining it as a specific spot, we can still define it as a fiscal likely need.

Kouba commented that in the Universe of Projects list that was handed out, there's lots of those kind of various locations city-wide. Grasser stated that he likes that, and he encourages, where we can define them lets define them, but, especially when we get out in those out years it is really hard to know what is going to be happening.

Kuharenko said that he is also thinking that with those performance measures that we are going to have coming up, particularly on, we got on the Interstate System, we got on the NHS System, and he would think that a lot of the federal fund will be focused on the NHS System, so he thinks that is probably where they are going to be focusing a lot of the attention.

Kouba stated that, again, this is Universe of Projects, and we obviously know that not all are going to get funded now, or even in the near ten years or so, but it makes sense to have a placeholder in place for them just in case funding becomes available.

Information only.

c. Future Bridge Study Status

Kouba reported that the MPO held a Special Joint Future Bridge Location meeting in February, and unfortunately not very many City Council members from either side attended. She stated that the purpose of the meeting was to try to determine whether or not we should continue studying all four locations, or cut any of them out. She said that the decision was to keep all four locations and to take the issue to the respective City Councils for their input.

Kouba commented that this will be submitted to the East Grand Forks City Council on Monday. Ellis reported that they are going to recommend to continue moving forward with the report with 24<sup>th</sup> and 32<sup>nd</sup> as the local options, as 47<sup>th</sup> Avenue and Merrifield don't meet the local traffic

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needs. Kouba stated that they will probably keep Merrifield just because it would be a regional location.

Kouba said that Mr. Haugen is also working on setting up a similar meeting with the Grand Forks City Council to submit this to them for their input as well.

Information only.

d. PM2 And PM3 Information

Viafara reported that there is further information on this item on the website at:  
[www.theforksmmpo.com](http://www.theforksmmpo.com).

Viafara referred to a slide presentation (a copy of which is included in the file and available upon request) and went over it briefly.

Viafara commented that PM2 is the measures of performance for pavement and bridges on the NHS System. He explained that pavement includes anything on the Interstate and Non-Interstate Roadways; and bridges are only those on the classified roadways.

Presentation ensued.

**BRIDGES:**

Grasser said that he isn't familiar with this, but they get a bridge inspection report, and he thinks the last time they talked about doing those inspections on a four year cycle, which is a different issue, but is the NBI rating, do you get to that through the inspections that you are currently doing, or is this a different thing. Bail responded that the NBI ratings are stated when you do your bridge inspections, it is part of the National Bridge Inventory. Grasser said, then, that you will get that when you are done with the bridge inspection. Bail responded that that is correct, and added that they have to be included with any bridge inspection that is done anywhere. Grasser said that he is just trying to figure out if that is something that they are already getting or if it is something new.

Viafara commented that we have a number of those bridges for North Dakota and a number of those bridges for a portion Minnesota; with the numbers and the ratings that we have received so they are available in case you want them. He went over the calculation formula briefly.

Grasser asked if, on the Minnesota side, they are correlating their bridge expectation with the level of funding that you are giving to them. Laesch responded that they are estimating whether their bridge performances are going to lead us on the funding. Grasser said, then, that you are trying to make those two match anyway. Laesch responded that they had, prior to their recommendations coming out, they had to set up some goals, prior to that, so he thinks their goals are more ridged than what the feds came out with so he isn't sure if they will be adjusting theirs to hit that minimum instead, or what their philosophy will be from this point on.  
Presentation continued.



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**PAVEMENT:**

Grasser referred to a slide illustrating pavement calculation data, and stated that Grand Forks has a number of NHS Systems that are posted AT 40 mph, and not more; even Washington has some that are posted 35 mph and some 40 mph, so are you going to use different criteria on the same roadway, or can it be less than or equal to 40 mph; you may want to think about that.

**TRAVEL TIME RELIABILITY:**

Viafara explained that this applies mainly to freight systems. He added that we don't have a greenhouse situation here because this is attainable, so we don't do an air analysis condition.

Presentation continued.

Williams asked if, when going through all these calculations, is there any type of thing as far as miles per hour or anything like that is easy to relate to. She said that most of this stuff is all, it would actually be ridiculous to do some of these calculations in our area when she can drive, during the peak hour, from one side of town to the other in less than fifteen minutes, so is there a simple way of going through this and saying that if the average speed is so much, or if you can get from here to here in a certain length of time that it is acceptable. Viafara responded that he would defer to Mr. Johnson to provide some insights.

Johnson asked for clarification on Ms. Williams' question. Williams clarified, stating that, on the freight reliability calculations; she can see going through all these calculations, but is there a certain mile per hour in the peak time that is acceptable, or a time/distance measure that you can get from here to here in this amount of time it is acceptable, because that is a lot of calculation in a small area when the whole city is less than four miles wide. Johnson responded that he doesn't know if he will be able to provide exactly the answer you want to hear. He said what he knows about the reliability stuff is that it is mainly about distances; that it isn't so much about the details from one roadway to the next, but more about the level of reliability and measures today and that if it continues at the same level of reliability, then it is reliable; but if it is congested, at long as it is reliably congested, it is considered reliable.

Williams asked if they were going to set a level of service to strive for or something like that; like as long as it is functioning at B or better during the peak it is okay. Johnson responded that in terms of travel or reliability they wouldn't.

Grasser asked Mr. Johnson if he knew when they might be having any of these targets coming out on the North Dakota side. Johnson responded that on the pavement, bridge, and reliability; he believes the timeline for the State needing to notify the Feds of their targets is May 27<sup>th</sup>, but they actually don't officially have to report them to the Feds until October; so they shared some of this information with the MPOs, in terms of the reliability and the pavement, but the bridge issue is something they are still working on getting out to the MPOs.

Kouba commented that, with this information, she believes that once the State has set their targets, then we have another 180 days to review and determine whether or not we will be

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setting specific targets and measures for our MPO area, or if we will support the State's targets and measures. She added that right now the States are the ones that will end up with any kind of penalties; but if we, as an MPO area decide to have targets and measures we will not face any kind of penalties for not measuring them, it is just in relation to what the State does; so, once again, you have put out there in the past what kind of financial backing will we get if we are just backing the State, or if we have our own targets. She stated that we will have more discussion on this issue next month.

Information only.

**OTHER BUSINESS**

a. Minnesota FHWA T.I.P. Guidance On Incorporating Performance Measures

Kouba reported that because of the incorporation of the performance measures, Minnesota FHWA has given us T.I.P. guidance on incorporating those performance measures and; while they aren't saying we have to do it, they are strongly encouraging us to make those changes within the written body of our T.I.P.s beforehand. She added that, once again, we do have our deadline to do this, at the end of May, but could have to do it sooner if we need to do any amendments to our T.I.P. prior to that.

Williams commented that she thinks there was a motion on this at the last Technical Advisory Committee to not do anything with this until we are absolutely required to do so. Kouba stated that that is correct.

Information only.

b. NDDOT Advised To Hold On Underpass Study

Kouba reported that at the last Technical Advisory Committee meeting we forwarded a recommendation to the MPO Executive Policy Board to amend the MPO Work Program to include a Washington Street Underpass Study; however since then the NDDOT has requested that we hold off on that as they are still working out some issues with it.

Williams asked why they are asking us to hold off on this study. Kouba responded that there is an issue of whether or not the MPO can actually do the study, or if the State will have to do it, so they asked that we hold off amending our Work Program until that is clarified.

Information only.

c. Add Downtown Transportation Planning To FY2018 UPWP

Kouba reported that this item, too, is on hold as to whether or not the MPO is going to participate in it or not. She said that they are working with Meredith Richards and Keith Lund on this item, and will update the Technical Advisory Committee once it has all been ironed out.

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d. 2018 Annual Work Program Project Update

Kouba reported that the monthly work program update is included in the packet for your review.

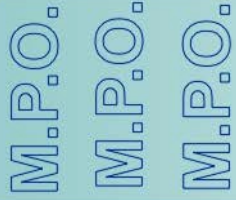
**ADJOURNMENT**

***MOVED BY BAIL, SECONDED BY LAESCH, TO ADJOURN THE MARCH 14<sup>TH</sup>, 2018,  
TECHNICAL ADVISORY COMMITTEE MEETING 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: April 11, 2018** **MPO Executive Board: April 18, 2018**

**RECOMMENDED ACTION: Recommend the approval of draft FY2019-2022 MN Side TIP to the MPO Executive Board,**

Matter of the Draft FY2019-2022 MN 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 of the draft TIP has been cooperatively developed. The North Dakota side is still pending this cooperative process. The public hearing is scheduled for April 18<sup>th</sup> Board meeting. Written comments are due by noon April 17<sup>th</sup>.

The TAC and MPO Executive Board will be requested to adopt the MN side draft TIP for 2017-2020.

### **Findings and Analysis:**

- The projects listed are consistent with the MPO's Long Range Transportation Plan.
- The projects listed are consistent with the draft MN draft ATIP.
- The projects have identified funding and therefore the TIP is fiscally constrained.

### **Support Materials:**

- Copy of draft 2019-2022 MN side TIP Submitted to Public Comment
- Copy of Public Notice

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
				AND SOURCE OF FUNDING						2019	2020	2021	2022				
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												
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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, 2019 to December 31, 2019 (Costs for fixed-route service are estimates).  TRF-0018-19B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800  Estimated fare is \$14,200 <b>Other is MN Transit Formula Funds</b>													
	East Grand Forks	Operations									Operations	360.00					
	Fixed-Route Transit Service	Entitlement										Capital	0.00				
										P.E.	NA						
										R.O.W.	NA						
					360.00	89.00	0.00	183.00	88.00	CONSTR.	NA						
					FTA 5307					TOTAL	360.00						
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2019 to December 31, 2019. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)  TRF-0018-19A	REMARKS: Contract demand response service Estimated fare is \$13,260  <b>Other is MN Transit Formula Funds</b>													
	East Grand Forks	Operations									Operations	69.00					
	Paratransit Service for Disabled Persons	Entitlement										Capital	0.00				
										P.E.	NA						
										R.O.W.	NA						
					69.00	0.00	0.00	58.00	11.00	CONSTR.	NA						
					State Transit Funds					TOTAL	69.00						
East Grand Forks #3			Operating subsidy for proposed East Grand Forks additional day time fixed route service and additional service for night fixed route and paratransit service. Cost reflect first year of a two year project  TRF-0018-19ZO	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$222,000 Estimated fare is \$8,800 <b>Other is MN Transit Formula Funds</b> <b>One time state funding covering 2 years</b>													
											Operations	230.00					
												Capital	0.00				
										P.E.	NA						
										R.O.W.	NA						
					230.00	0.00	0.00	230.00	0.00	CONSTR.	NA						
					FTA #5307					TOTAL	230.00						

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
										2019	2020	2021	2022					
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
East Grand Forks #4			East Grand Forks				NA	Operating subsidy for proposed East Grand Forks fixed-route 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, 2020 to December 31, 20120(Costs for fixed-route service are estimates).  TRF-0018-20B **Estimate \$315,000 RR and 210,000 Expansion (State funding)	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000  Estimated fare is \$14,200 <b>Other is MN Transit Formula Funds</b>									
	East Grand Forks	Operations																
	Fixed-Route Transit Service	Entitlement																
						TOTAL	FEDERAL		STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL				
					525.00	90.00	0.00	316.00	119.00									
					FTA 5307													
										Operations		525.00						
										Capital		0.00						
										P.E.		NA						
										R.O.W.		NA						
										CONSTR.		NA						
										TOTAL		525.00						
East Grand Forks #5	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)  TRF-0018-20A	REMARKS: Contract demand response service Estimated fare is \$13,650  <b>Other is MN Transit Formula Funds</b>														
	East Grand Forks	Operations																
	Paratransit Service for Disabled Persons	Entitlement																
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL					
					70.00	0.00	0.00	58.00	12.00									
					State Transit Funds													
										Operations		70.00						
										Capital		0.00						
										P.E.		NA						
										R.O.W.		NA						
										CONSTR.		NA						
										TOTAL		70.00						
East Grand Forks #6	East Grand Forks	NA	As partnership in the CAT system, assist the construction of a transfer location to make the new route system provide a better transfer transferring among routes at this spot.  TRF-0018-20C	REMARKS: Local is from City of Grand Forks														
	East Grand Forks	Operations																
	Fixed-Route Transit Service	Entitlement																
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL					
					200.00	160.00	0.00	0.00	40.00									
					FTA #5307													
										Operations		0.00						
										Capital		200.00						
										P.E.		NA						
										R.O.W.		NA						
										CONSTR.		NA						
										TOTAL		200.00						

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					R.O.W.	CONSTR.	TOTAL			
East Grand Forks #7	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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).  TRF-0018-21B **Estimate \$315,000 RR and 210,000 Expansion *4% increase	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$515,000  Estimated fare is \$14,200 <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations							Operations			546.00		
	Fixed-Route Transit Service	Entitlement								Capital			0.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
				546.00	94.00	0.00	329.00	123.00	R.O.W.			NA		
				FTA 5307					CONSTR.			NA		
									TOTAL			546.00		
East Grand Forks #8	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2021 to December 31, 2021. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)  TRF-0018-21A	REMARKS: Contract demand response service Estimated fare is \$13,650  <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations							Operations			71.00		
	Paratransit Service for Disabled Persons	Entitlement								Capital			0.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
				71.00	0.00	0.00	58.00	13.00	R.O.W.			NA		
				State Transit Funds					CONSTR.			NA		
									TOTAL			71.00		
East Grand Forks #9	East Grand Forks	NA	Purchase Class 500 replacememnt vehicle  TRF-0018-21C	REMARKS:										
	East Grand Forks	Operations							Operations			0.00		
	Paratransit Service for Disabled Persons	Entitlement								Capital			165.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
				165.00	0.00		165.00		R.O.W.			NA		
				State Transit Funds					CONSTR.			NA		
									TOTAL			165.00		

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	2020	2021	2022				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations								
				FUNDING SOURCE					CONSTR.								
										TOTAL							
East Grand Forks #10	East Grand Forks	US 2	WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study													
	MnDOT	Principal Arterial															
	Rehabilitation	Discretionary	Project # 6001-61	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					10,800.00	8,640.00	2,160.00	0.00	0.00	CONSTR.			10,800.00				
										District Managed Program			TOTAL			10,800.00	
East Grand Forks #11	East Grand Forks	19th Ave SE	construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school	REMARKS:													
	East Grand Forks	Local															
	Construction	Discretionary	Project # 119-591-006	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					171.25	137.00	0.00	0.00	34.25	CONSTR.			171.25				
										State Transit Funds			TOTAL			171.25	
East Grand Forks #12	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period	REMARKS: Agreement between East Grand Forks and SafeKids GF													
	East Grand Forks	NA															
	Safety	Discretionary	Project # 119-591-007	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					37.50	30.00		0.00	7.50	CONSTR.			37.50				
										State Transit Funds			TOTAL			37.50	





**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

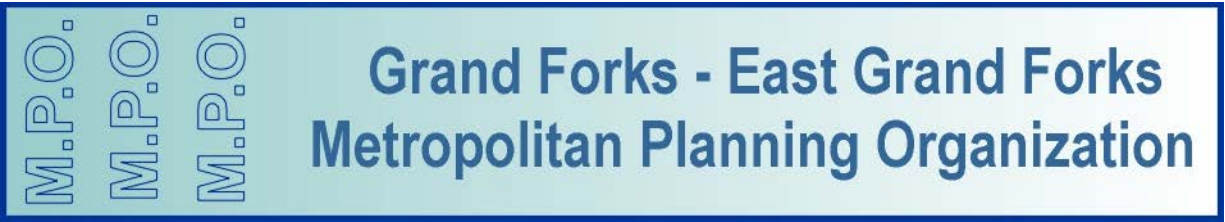
URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES				
										2019	2020	2021	2022	2019	2020	2021	2022	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
					FUNDING SOURCE					CONSTR.	TOTAL							
East Grand Forks #16	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of card vending machines for CAT riders to lessen the demand of cash or tickets  TRF-0018-22D		REMARKS:  Other is City of Grand Forks													
	East Grand Forks	Capital																
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					250.00	200.00	0.00	50.00	0.00	CONSTR.								
					MN FTA 5339					TOTAL						250.00		
East Grand Forks #17	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout  Project # 119-129-002		REMARKS:  Other costs are non-construction costs Other Revenue is MN State Aid													
	East Grand Forks	Minor Arterial																
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					1,670.00	860.00		650.00	160.00	CONSTR.								
										TOTAL						1,670.00		
East Grand Forks #18			Intentionally left blank		REMARKS:													
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
										CONSTR.								
										TOTAL								

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL		
			FUNDING SOURCE					OTHER							Operations	Capital
			<b>East Grand Forks Totals</b>													
								OTHER							162.00	
								Operations	659.00	595.00	617.00	634.00			634.00	
								Capital	0.00	200.00	165.00	422.00			422.00	
								P.E.	0.00	0.00	0.00	150.00			150.00	
								R.O.W.	0.00	0.00	0.00	62.00			62.00	
								CONSTR.	0.00	0.00	11,008.75	1,296.00			1,296.00	
								TOTAL	659.00	795.00	11,790.75	2,726.00			2,726.00	
								TOTAL	15,970.75	10,397.00	2,160.00	2,681.00	732.75			



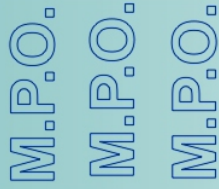
**PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2019 to 2022 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 12:00 PM on April 18<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to attend.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2019 to 2022 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft 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 draft TIP can be submitted to either MPO Office until noon on April 17th.

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

### **MPO Staff Report** **Technical Advisory Committee: April 11, 2018** **MPO Executive Board: April 18, 2018**

**RECOMMENDED ACTION: Approval of the Contract for the East Grand Forks ADA Transition Plan.**

Matter of the Contract for East Grand Forks ADA Transition Plan.

#### **Background:**

FHWA-MN and MnDOT has placed renewed emphasis on progress towards ADA compliance, particularly within the public right of way. In order for the agencies requesting federal transportation funds to be programmed in the TIP, an ADA transition plan must be done. To fulfill the request the City of East Grand Forks (the City) made the request of the MPO to have an ADA transition plan done for the City.

The City and the MPO put together a RFQ to have a firm do the necessary work to prepare an ADA Transition Plan for the City. The RFQ was released on March 5<sup>th</sup> with a deadline of March 30<sup>th</sup> at noon. Two consultants responded to the request; one was WSB and the other was SRF. The selection committee went with SRF.

The plan will take about nine months for the final plan to be completed and a consultant budget of \$35,000. The final consultant cost is \$34,997.96.

#### **Findings and Analysis:**

- UPWP identifies the completion of the East Grand Forks Transition Plan.

#### **Support Materials:**

- Contract Scope of Work

# Scope of Work

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## Task 0- Project Management

As part of the overall project management activities, we commit to regular and ongoing communication with the local project manager to ensure there are no surprises as the project moves forward. We typically use a combination of face-to face meetings, email, and telephone conferencing through the duration of the project. At a minimum, we propose having project "check in" meetings at least twice per month to track progress on deliverables, schedule key milestones, and track all relevant project activities. We also propose an in-person kick-off meeting to cover methods, scope, timeline, and project team expectations. The SRF Team will provide draft documents report for staff review and input. Our staff resources include document editors and graphic artists who can help present the project outcomes in a clear and concise manner. Our in-house production capabilities permit us to respond to changes quickly and to finalize documents to the satisfaction of the client. Billing and project progress reports will be completed on a monthly basis. Project Principal Cindy Gray will manage the quality of deliverables, and we will leverage the technical expertise of SRF's planners, designers, and ADA experts to produce a high standard of material for client review.

## Task 1- ADA Self Evaluation: Policy Review

The SRF team will identify any deficiencies in existing policies and provide recommendations to the appropriate agency for improvements. As necessary, SRF staff will provide examples of improved/compliant text and policy elements. SRF will also aid the City of East Grand Forks in setting policies that help define priority areas for improvement. Policies that need to be reviewed include public right-of-way improvement prioritization, coordination with other public agencies, maintenance, and snow removal. We will draw on experience working with peer communities to promote an understanding of best practices related to specific elements where East Grand Forks has questions about successful implementation.

The outcome of the policy review will be an integration of how communities in the region prioritize improvements, existing procedures, and any interagency agreements that exist as they relate to the maintenance and improvement of public rights-of-way. This task broadly identifies gaps in existing policies and procedures and will inform what will be included in the final Transition Plan.

An interim deliverable summarizing the self-evaluation will be completed at the end of Task 1.

## Task 2A- ADA Self Evaluation: Sidewalk and Curb Ramp Inventory

A field review consisting of identifying non-compliant ADA facilities and determining the necessary improvements that needed to occur to bring facilities into compliance. At a minimum, evaluations will investigate East Grand Forks' sidewalks, shared-use paths and trail facilities, and driveways at sidewalk locations. In addition, pedestrian curb ramps, cross-walks, and traffic signals at intersections will be evaluated for ADA compliance. A database previously used for this purpose will be tailored to East Grand Forks The database can be easily merged with the larger MPO GIS system. As the evaluation progresses, the database will be used to document each facility for ADA compliance, such as:

- ❖ Condition of walkable surface
- ❖ Presence of pedestrian ramp
- ❖ Pedestrian ramp type (perpendicular, parallel, fan, diagonal)
- ❖ Cross slope and longitudinal slope
- ❖ Ramp slope and flowline grade/gutter inslope
- ❖ Landing area
- ❖ Detectable warning panels (truncated domes)
- ❖ Existing physical obstacles
- ❖ APS compliance
- ❖ Pedestrian Access Route (PAR) and Maintenance Access Route (MAR)

## Task 2B- ADA Transition Plan

Task 2B involves compiling the products of Tasks 1 and 2 (as well as Task 5, Public Involvement) into the comprehensive ADA Transition Plan. The format and content of the plan will be guided by the Model Transition Plan developed for LRRB, with local variations where East Grand Forks and the MPO feel they are warranted based on local characteristics. Planning-level cost estimates or ranges will be provided for various types of remediation measures or specific individual improvements, particularly those that are significant and/or unique and do not fall into categories such as curb ramps or traffic signal upgrades. The content and format of the plan will include all required information to comply with Title II of the ADA, including:

- ❖ Introduction, Purpose of Plan and Title II Legal Requirements
  - The document will introduce the reader to the purpose and requirements of an ADA Transition Plan and will describe the planning process. A summary of the legal requirements of Title II of ADA will be provided. This introductory section of the Plan will identify the City's ADA Coordinator and will provide a summary of the City's ADA grievance procedures and monitoring policies, and will direct the reader to more complete discussions of these elements.
- ❖ The Self-Evaluation
  - A description of the methodology used to complete the Self-Evaluation of existing barriers to accessibility will be provided. The description will include the type of data collected, categories of information, guidelines for data collection, and the nature and usability of the resulting database. Information will also be provided about the location and results of pedestrian counts and the input used to determine where those counts should be taken.
- ❖ Public Outreach
  - The public outreach events and methods used during the development of the plan will be described. Key input received will be summarized, and measures taken to address this input will also be discussed.
- ❖ Past Policies and Procedures
  - The existing policies and procedures, as identified in Task 2, will be summarized.
- ❖ Updated Policies and Procedures
  - The updated policies and procedures of the ADA Transition Plan, as recommended by the Project Review Committee and ultimately as modified and approved by the City Council, will be described. The report will also identify the influence of public input on the outcome of the updated policies and procedures.
- ❖ Identification of Barriers
  - Barriers identified during the sidewalk and curb ramp survey and other issues identified through public outreach will be documented. Recommendations for measures to remove barriers and correct deficiencies will be described.
- ❖ Cost Estimates
  - Planning level cost estimates of recommended remediation measures will be provided.
- ❖ On-going Opportunities for Remediation
  - The Transition Plan will identify planned street, sidewalk and/or trail improvements currently in the Capital Improvements Plan (CIP) and/or the Transportation Improvement Plan (TIP) and discuss opportunities to remediate barriers and deficiencies with these projects. Identification of these opportunities may help reduce overall remediation costs.
- ❖ Prioritization Plan and Implementation Schedule
  - Remediation measures that warrant high priority status will be identified. These projects will be identified as Year 1 or short-term projects within the Plan. Short-, mid- and long-term time frames will be identified, and remediation projects will be scheduled within these time frames based upon severity of the barrier/deficiency, transit routes, near-by pedestrian destinations, pedestrian volumes, traffic volumes, and other factors based on public input and the presence of housing or other facilities or programs for people with disabilities. In many cases, sub-area boundaries will be used to create groupings of streets and intersections where it makes sense to complete ADA sidewalk and curb ramp improvements within a defined area.
- ❖ The Management System
  - A description of the ADA Transition Plan Management System will be provided within the Plan to explain how progress will be tracked and monitored.

## ❖ Updates to the ADA Transition Plan

A process and procedure for periodically reviewing and updating the Transition Plan will be included in the Plan and the information needed to carry out an update of the plan will be described. This relates strongly to the management system referenced above and described in Task 4.

The format of the plan will include an output of the searchable database as an appendix to the ADA Transition Plan. Public input will also be documented in an appendix of the Plan.

## **Task 3- Management System**

The planning for this task will begin early on, when the data collection system is set up, to achieve efficiency between these two tasks. A management system may simply consist of a GIS layer that initially designates sidewalks, and curb ramps and other applicable facilities as short-, mid-, or long-range implementation projects in the plan. The data layer could be set up to change the designation to identify a specific year for improvement based on the CIP and/or TIP. As that year approaches, the attribute could consist of "in design" or "complete." Other characteristics or attributes could also be added as desired. To ensure spatial accuracy and longevity of the data collection, SRF will also work with the client to establish strict and consistent collection procedures from location to location and appropriate for each feature type. Photo documentary evidence collected at each location will be geo-tagged to their corresponding point. Then, a GIS map will display the photos, which will be instantly geo-referenced and available as metadata hyperlinks from within the map document.

Staff used for the collection effort will undergo QA/QC orientation and follow the same methodology. This will help to ensure consistency and data integrity as well as adding to its shelf-life value. After field data has been collected and prepared for the client, an electronic file can be transferred to the client in a variety of ways.

## **Task 4- Public Involvement**

### **In-Person Outreach**

Outreach to the public is critical to the successful and meaningful completion of the ADA Transition Plan, particularly outreach to the disability community and organizations who work with and advocate for people with disabilities. Title II of ADA requires that the disability community have input during the Self-Evaluation process. This is important to fully understand their needs and struggles with the sidewalks, curb ramps and other relevant public facilities as they currently exist.

Outreach will seek to go beyond the numbers, and understand critical needs and gaps in East Grand Forks. A common thread of many of those projects is the need for public outreach and engagement that will be accessible to a variety of people. This project, perhaps more than any other, requires us to seek out stakeholders in the places they live, work, learn and socialize to facilitate getting their input. Many people with disabilities are very savvy internet and social media users, so on line forms of input are particularly important for them, their care-givers, advocates, and family members.

The primary audiences we will seek to engage in our public outreach includes:

- ❖ People with disabilities - including representatives from a variety of disability types
- ❖ Senior citizens with mobility challenges
- ❖ Other individuals and members of groups that encounter barriers related to transportation, such as parents of minor children with disabilities
- ❖ People with experience and knowledge of ADA planning and requirements or who also serve disabled populations
- ❖ Interested East Grand Fork residents

We propose a combination of email distribution of plan materials and information, a focused discussion session with key community stakeholders, and a site visit of accessible facilities to be a component of our



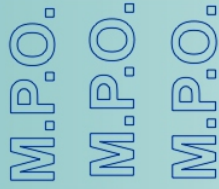


# COST QUOTE FORM

## SRF Consulting Group, Inc.

### East Grand Forks ADA Transition Plan

<b>1. Direct Labor</b>	<b>Hours</b>	<b>X</b>	<b>Rate</b>	<b>=</b>	<b>Total</b>
• Cindy Gray, Principal - Project Principal/Public Outreach	22		\$61.00		\$ 1,342.00
• Joseph Kapper, Senior Associate - Project Manager	53		\$41.00		\$ 2,173.00
• Sarah Schweiger, Engineer - Field Review	46		\$33.00		\$ 1,518.00
• Stacy Johnson, PE, Senior Engineer - Field Survey/Data Collection	80		\$33.00		\$ 2,640.00
• Jamie Wark, Senior Analyst - Management System/GIS	105		\$30.00		\$ 3,150.00
2. Overhead	165.71%				\$17,934.79
3. General & Administrative Overhead					--
4. Subcontractor Costs					--
5. Materials and Supplies Costs					--
6. Travel Costs					\$ 1,926.50
7. Fixed Fee	15%				\$ 4,313.67
8. Miscellaneous Costs					--
<b>Total Cost</b>					<b>\$34,997.96</b>



## Grand Forks - East Grand Forks Metropolitan Planning Organization

### **MPO Staff Report** **Technical Advisory Committee: April 11, 2018** **MPO Executive Board: April 18, 2018**

**RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit 5339 & 5310 Grant application with the priority order given.**

Matter of Approval of priorities of the Grand Forks Cities Area Transit 5339 & 5310 Grant application.

**Background:** In February, the MPO, together with NDDOT, solicited applications for FTA 5339 & 5310 projects. The NDDOT has a deadline of May 1, 2018. All applications from the MPO area need to have MPO submittal to NDDOT through Black Cat; applications were due to the MPO by April 2<sup>nd</sup>. This ensured the candidate projects could be vetted through the MPO in time to meet the NDDOT deadline. The only application that the MPO received for 5339 & 5310 projects was from Cities Area Transit (CAT). This staff report will list each FTA program separately below. There is a total of \$8 million in funding available for both programs combined.

The 5339 program focuses funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus related facilities. CAT is looking at a funding request of \$440,800.

CAT 5339 funding request includes the following projects in priority order:

1. **35 ft, Medium Duty Bus:** The most recent Transit Development Plan calls for a route restructure to improve service frequencies and increase ridership over the next five years. CAT plans to implement the route restructure in July 2018. The new system will increase the number of peak buses from 8 to 10, increase the number of evening buses from 1 to 3, improve service to the University of North Dakota, and reduce the need for transfers throughout the system. An additional bus is needed to maintain an adequate number of spare vehicles in the fixed route fleet. CAT is requesting to purchase a 35 ft. Medium Duty bus to be used in fixed route that serves the University of North Dakota. The total cost for the bus is \$490,000. CAT is requesting \$392,000 in Section 5339 funding; the 20% local

match of \$98,000 will be paid out of the Grand Forks City Public Transportation budget.

2. **Digital Way Signs:** This project involves installing four (4) digital way signs at the Metro Transit Center, which is the main transfer hub for the fixed route system. These signs will display next bus arrival and departure times for waiting passengers. The total cost of the project is \$25,000. CAT is requesting \$20,000 in Section 5339 funding; the 20%, local match of \$5,000 will be paid out of the Grand Forks City Public Transportation budget.
3. **Destination Signs:** This project involves replacement of the destination signs on four (4) fixed route buses. The current destination signs are incompatible with the latest software for managing sign content. The total cost for the Destination Signs is \$20,000. CAT is requesting \$16,000 in Section 5339 funding; the 20% local match of \$4,000 will be paid out of the Grand Forks City Public Transportation budget.
4. **Man Lift:** This project involves purchasing a two person Man Lift for use in the CAT maintenance shop. This is needed to perform maintenance on the bus washer, lighting, overhead doors, and more. The total cost for the Man Lift is \$16,000. CAT is requesting \$12,800 in Section 5339 funding; the 20% local match of \$3,200 will be paid out of the Grand Forks City Public Transportation budget.
5. **Bus Stop Way Signage:** This project is vital to providing passengers the wayfinding information they need to utilize the fixed route system. Total cost for the Bus Stop Way Signage is \$10,000. CAT is requesting \$8,000 in Section 5339 funding; the 20% local match of \$2,000 will be paid out of the Grand Forks City Public Transportation budget. (Note: This item will be approved by Grand Forks City Council on April 16<sup>th</sup>. All other items have Council approval.)

The 5310 program focuses funding to Elderly and Individuals with Disabilities. Projects can be submitted by public transit providers, nonprofit agencies, social service agencies and others. All projects must show consistency with the locally adopted Human Services Public Transportation Coordination Plan in the current TDP. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of \$163,912.

CAT 5310 funding request includes the following projects in priority order:

1. **Mobility Manager:** The Mobility Manager serves as a regional transit coordinator and is responsible for planning, marketing, education and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is \$94,891. CAT is requesting \$75,912 in Section 5310 funding; the 20% local match of \$18,979 will be paid out of the Grand Forks City Public Transportation budget.

2. **Replacement of ADA Minivan:** 2014 Dodge Grand Caravan #141 has a current mileage of 87,313 and is nearing the end of its useful life of 4 years or 100,000 miles. The vehicle is scheduled to be replaced with a 25 ft. low floor bus for a total cost of \$110,00, CAT is requesting \$88,000 in Section 5310 funding: the 20% local match or \$22,000 will be paid out of the Grand Forks City Public Transportation budget.

**Findings and Analysis:**

- The TDP does list priority on State of Good Repair and Transit Asset Management. Meeting Federal Guidelines for transit service is always part of the State of Good Repair.
- The Coordinated Human Service Transportation Plan emphasizes the need for marketing and education. This work falls under the Mobility Manager's responsibilities.
- The change from a van to a 25 ft low floor bus falls under the State of Good Repair, coupled with the need to meet Federal Guidelines to have adequate ride availability for Paratransit services.
- Staff recommends approval of the 5339 & 5310 application as being consistent with the TDP.

**Support Materials:**

- CAT Staff reports
- Section 5339 & 5310 Applications



# City of Grand Forks Staff Report

**APPROVED & ACCEPTED**  
by City Council

03/19/2018

*Maureen Storstad*  
Maureen Storstad  
City Auditor

**Committee of the Whole – March 12, 2018**  
**City Council – March 19, 2018**

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**Agenda Item:** North Dakota Section 5339 Funding Application

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**Submitted by:** Dale Bergman, Public Transportation Division Director  
Ali Rood, Mobility Manager

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**Staff Recommended Action:** Approve Cities Area Transit (CAT) application for North Dakota Section 5339: Bus and Bus Facilities funding in the amount of \$440,800.

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**Committee Recommended Action:** Refer to City Council with Recommendation to Approve.

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**Council Action:**

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## **BACKGROUND:**

The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5339: Bus and Bus Facilities program. Staff recommends approval of its Section 5339 funding request of \$440,800.

## **ANALYSIS & FINDINGS OF FACT:**

- The Section 5339 funding request includes the following projects in priority order:

### **1. 35 ft. Medium Duty Bus**

The most recent Transit Development Plan calls for a route restructure to improve service frequencies and increase ridership over the next five years. CAT plans to implement the route restructure in July 2018. The new system will increase the number of peak buses from 8 to 10, increase the number of evening buses from 1 to 3, improve service to the University of North Dakota, and reduce the need for transfers throughout the system. CAT has two PEM Machines to read and encode bus passes. An additional bus is needed to maintain an adequate number of spare vehicles in the fixed route fleet. CAT is requesting to purchase a 35 ft. Medium Duty bus to be used in fixed route service to the University of North Dakota campus. The total cost for the bus is \$490,000. CAT is requesting \$392,000 in Section 5339 funding; the 20% local match of \$98,000 will be paid out of the City's Public Transportation budget.

**2. Digital Way Signs**

This project involves installing four (4) digital way signs at the Metro Transit Center, which is the main transfer hub for the fixed route system. These signs will display next bus arrival and departure times for waiting passengers. The total cost of the project is \$25,000. CAT is requesting \$20,000 in Section 5339 funding; the 20% local match of \$5,000 will be paid out of the City's Public Transportation budget.

**3. Destination Signs**

This project involves replacement of the destination signs on four (4) fixed route buses. The current destination signs are incompatible with the latest software for managing sign content. The total cost for the Destination Signs is \$20,000. CAT is requesting \$16,000 in Section 5339 funding; the 20% local match of \$4,000 will be paid out of the City's Public Transportation budget.

**4. Man Lift**

This project involves purchasing a two person Man Lift for use in the CAT maintenance shop. This is needed to perform maintenance on the bus washer, lighting, overhead doors, and more. The total cost for the Man Lift is \$16,000. CAT is requesting \$12,800 in Section 5339 funding; the 20% local match of \$3,200 will be paid out of the City's Public Transportation budget.

**SUPPORT MATERIALS:**

- Section 5339 Funding Application



# City of Grand Forks Staff Report

Committee of the Whole – April 9, 2018

City Council – April 16, 2018

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**Agenda Item:** Amendment to Section 5339 Funding Application

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**Submitted by:** Dale Bergman, Public Transportation Division Director  
Ali Rood, Mobility Manager

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**Staff Recommended Action:** Approve amendment to Cities Area Transit (CAT) application for North Dakota Section 5339: Bus and Bus Facilities funding.

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**Committee Recommended Action:**

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**Council Action:**

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## **BACKGROUND:**

Council approved the application for Section 5339 funding in the amount of \$440,800 on March 19, 2018. An additional project was inadvertently omitted when putting together the funding request. Staff recommends approval of this amendment to the funding application for an additional \$8,000 for Bus Stop Signage.

## **ANALYSIS & FINDINGS OF FACT:**

- The Section 5339 funding request includes an additional project:

### **5. Bus Stop Signage**

The most recent Transit Development Plan calls for a route restructure to improve service frequencies and increase ridership over the next five years. CAT plans to implement the route restructure in July 2018. The new system will require updated signage at all designated bus stops. The total cost for the project is \$10,000. CAT is requesting \$8,000 in Section 5339 funding; the 20% local match of \$2,000 will be paid out of the City's Public Transportation budget.

## **SUPPORT MATERIALS:**

- Section 5339 Funding Application





**FY 2019**  
**Application for Transit**  
**Funding**

<b>Section 5339 Bus &amp; Bus Facilities Grant Program</b>	
Agency Name	City of Grand Forks Cities Area Transit (CAT)
Agency Contact	Dale Bergman <span style="float: right;">Phone: 701-746-2590</span>
DUNS #	071347249

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

NDDOT will use Section 5339 funds for vehicle purchases, bus related facility construction, including garages and transfer stations. Section 5339 funds can also be used for new technology, safety and security items for transit and vehicle rehabilitation. **The federal share of eligible project costs may not exceed 80% of the cost of the project.**

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

**Please Note:**

- Capital project requests will require a minimum of **20% Local Match**.
- Assets purchased with Federal Funds must be maintained and inventoried through the Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your equipment upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source you are required to have a Single Audit per 2 CFR 200 subpart F.
- All applications are due **May 1, 2018, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount.

**GENERAL INFORMATION**

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

CAT provides fixed route and paratransit service within the city limits of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. Transit service operates from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is \$1.50, \$0.75 for students, and \$0.60 for seniors/persons with disabilities/Medicare card holders. The one-way fare for paratransit is \$3.00.

The most recent Transit Development Plan calls for a route restructure to improve service frequencies and increase ridership over the next five years. CAT plans to implement the route restructure in July 2018. The new system will increase the number of peak buses from 8 to 10, increase the number of evening buses from 1 to 3, increase annual operating hours by 6,380, improve service to the University of North Dakota campus, and reduce the need for transfers throughout the system.

2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service to. Explain where in your current 3-5 year plan this project(s) is specifically stated (list section and page number(s)).

This capital request is important to implement the restructured fixed route system, improve efficiency and effectiveness of vehicles and equipment, and help passengers navigate the fixed route system.

3. What percentage of change in ridership has your agency experienced in the FY2018 reporting period? Provide a brief explanation of the reason for the change in ridership.

Increase     Decrease

CAT has experienced a 8.5% decrease in ridership during the FY2018 reporting period. This decrease is likely due to the need to restructure the fixed route system to serve newer university student housing areas. This is planned in July 2018.

## **RIDERSHIP and FLEET INFORMATION for Year 7/1/17 -6/30/18**

**\*Enter actual ridership numbers, miles and hours for FY2018 – Qtr 1 – 3 and estimate Qtr 4.**

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

**\*Update the current fleet and miles information in BlackCat**

291,265 Number of Annual Ridership (Trips) Provided

47,659 Number of Annual Revenue Hours

572,979 Number of Annual Revenue Miles

21 Number of Vehicles in Fleet

## **VEHICLE PROJECT REQUESTS**

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

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

35 ft. Medium Duty Bus

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

This bus will be used in the fixed route service.

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

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

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

This vehicle will be used in the restructured fixed route service, within the city limits of Grand Forks, ND.

8. Estimate the total cost of vehicle.

\$490,000

Following are suggested price requests for vehicles based on current state bid quotes. **Keep in mind if you intend to order vehicles with additional options prices will vary accordingly.**

ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base price - \$37,995
14 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 384	Base price - \$58,759 - \$59,100
15 Passenger (including driver) Cutaway/Bus NDDOT Term Contract No. 300	Base price - \$69,995 - \$74,184
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$43,834 – 57,956

#### FTA Useful Life Standards

Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy Duty Bus – 35-40+ passenger	12 years or 500,000 miles

## FACILITY PROJECT

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

## FACILITY REHABILITATION/RENOVATION PROJECT

9. Do you currently have a transit facility? If no, skip to the Construction Project section below.

Yes  No

10. If yes, briefly describe the facility and the need for rehabilitation, improvements or remodeling. Include information on the current building, year constructed, the number of vehicles your facility holds and any changes in your program that justify the request.

11. Give a detailed description of the proposed project. Include necessary repair work, cost estimates, temporary or permanent repair, and other details that you deem relevant to assist NDDOT in making a project determination.

12. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project?

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

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

Yes  No

14. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Have you incorporated these costs into your request?

Yes  No

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

Yes  No

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

Yes  No  
 Appraised Value  Estimate Value

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

Yes  No

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

Yes  No

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

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

Yes  No

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

22. Estimate total project cost?

### **PURCHASING A FACILITY**

Complete this portion if you propose to purchase an existing facility.

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

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

Yes  No

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

26. Describe the facility you are considering for purchase in detail. Provide specifications, environmental assessments, drawings/plans, etc.

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

Yes  No

28. Will this facility require any renovation for use in your transit program? If yes, please describe these renovations in detail and specify whether or not these costs are figured into the above asking price.

Yes  No

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

Yes  No

30. Are there any additional details or factors that you feel NDDOT should consider when evaluating this project?

31. Estimate project cost including purchase and renovations.

### **BUILDING A FACILITY**

Complete this portion if you propose to build a new facility.

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

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

34. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project?

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

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

- Yes  No

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

- Yes  No

37. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Have you incorporated these costs into your request?

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

- Yes  No  
 Appraised Value  Estimate Value

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

- Yes  No

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

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

42. Estimate total project cost?

## EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS

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

required for and used for public transportation. **If applying for more than project, please attach additional sheets and create a separate project for each in the BlackCat System.**

43. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).

- a. Digital Way Signs – This project involves installing four (4) digital way signs at the Metro Transit Center, which is the main transfer hub for the fixed route system. These signs will display next bus arrival and departure times for waiting passengers.
- b. Destination Signs – This project involves replacement of the destination signs on four (4) fixed route buses. The current destination signs are incompatible with the latest software for managing sign content.
- c. Man Lift – This project involves purchasing a man lift for use in the CAT maintenance shop. This is needed to perform maintenance on the bus washer, lighting, overhead doors, and more.
- d. Bus Stop Signs – this project involves purchasing signage for all fixed route bus stops. This is needed to identify the new bus stops and routes as part of the system restructure in July 2018.

44. How does this project enhance your transportation program?

- a. This project will help passengers understand and navigate the fixed route system through way signage. This technology is an important element in providing real time passenger information.
- b. This project will allow CAT to utilize one software program to manage destination signs throughout the entire fleet. This will improve efficiency and effectiveness of the destination signage.
- c. This project will improve safety and efficiency of maintenance operations and eliminate the need to rent a man lift every month for preventive maintenance.
- d. This project is vital to providing passengers the wayfinding information they need to utilize the fixed route system.

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

Yes

46. Estimated cost for the project?

- a. \$25,000
- b. \$20,000
- c. \$16,000
- d. \$10,000

## FY 2019 PROJECT FUNDING REQUEST

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (state aid, mill levy, donations, contract income, etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital).

**\*Documentation of sources of Local Match (including state aid) MUST be attached or it will not be considered.**

Ranking	Project	Estimated Cost of Project	Local Match Needed	Sources of Local Match*
1	35 ft. Bus	\$490,000	\$98,000	Property Taxes
2	Digital Way Signs	\$25,000	\$5,000	Property Taxes
3	Destination Signs	\$20,000	\$4,000	Property Taxes
4	Man Lift	\$16,000	\$3,200	Property Taxes
5	Bus Stop Signs	\$10,000	\$2,000	Property Taxes

The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process.

North Dakota Department of Transportation  
 Local Government Division Transit Section  
 608 East Boulevard Avenue  
 Bismarck, ND 58505-0700

Phone: (701) 328-2542, 328-2835, 328-2194, or 328-3720,  
 E-mail: [bhanson@nd.gov](mailto:bhanson@nd.gov), [dkarel@nd.gov](mailto:dkarel@nd.gov), [jsmall@nd.gov](mailto:jsmall@nd.gov) or [conelson@nd.gov](mailto:conelson@nd.gov) .





# City of Grand Forks Staff Report

APPROVED & ACCEPTED  
by City Council

03/19/2018

*Maureen Storstad*  
Maureen Storstad  
City Auditor

Service/Safety Committee – March 12, 2018  
City Council – March 19, 2018

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**Agenda Item:** North Dakota Section 5310 Funding Application

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**Submitted by:** Dale Bergman, Public Transportation Division Director  
Ali Rood, Mobility Manager

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**Staff Recommended Action:** Approve Cities Area Transit (CAT) application for North Dakota Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities funding in the amount of \$163,912.

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**Committee Recommended Action:** Refer to City Council with Recommendation to Approve.

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**Council Action:**

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## BACKGROUND:

The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities program. Staff recommends approval of its Section 5310 funding request of \$163,912.

## ANALYSIS & FINDINGS OF FACT:

- The Section 5310 funding request includes the following projects in priority order:

### 1. Mobility Manager Position

The Mobility Manager serves as the regional transit coordinator and is responsible for planning, marketing, education and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is \$94,891. CAT is requesting \$75,912 in Section 5310 funding; the 20% local match of \$18,979 will be paid out of the City's Public Transportation budget.

### 2. Replacement of ADA Minivan

2014 Dodge Grand Caravan #141 has a current mileage of 87,313 and is nearing the end of its useful life of 4 years or 100,000 miles. The vehicle is scheduled to be replaced with a 25 ft. low floor bus for a total cost of \$110,000. CAT is requesting \$88,000 in Section

5310 funding; the 20% local match of \$22,000 will be paid out of the City's Public Transportation budget.

**SUPPORT MATERIALS:**

- Section 5310 Funding Application

**Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities**

Agency Name	City of Grand Forks Cities Area Transit (CAT)	
Agency Contact	Dale Bergman	Phone: 701-746-2590
DUNS #	071347249	

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

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

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

**Please Note:**

- Capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match**.
- Assets purchased with Federal Funds must be maintained and inventoried through the Transit Asset Management (TAM) Plan.
- Public transportation: the term ‘public transportation’ means regular, continuing shared-ride surface transportation services that are open to the general public or are open to a segment of the general public defined by age, disability, or low income; and does not include: intercity passenger rail transportation, intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle service.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for your equipment upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:
  - The number of 5310 one-way trips;
  - The number of 5310 vehicles you have in service; and
  - 5310 ridership demographics.

- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source you are required to have a Single Audit per 2 CFR 200 subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- All applications are due **May 1, 2018, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount.

## General Information

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

CAT provides fixed route and paratransit service within the city limits of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. Transit service operates from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The full fare for fixed route is \$1.50, \$0.75 for students, and \$0.60 for seniors/persons with disabilities/ Medicare card holders. The one-way fare for paratransit is \$3.00.

2. Explain where in your current 3-5 year plan this project(s) is specifically stated (list section and page number(s)).

Page 146-147; Financial Plan; Capital

3. What percentage of change in ridership has your agency experienced in the FY2018 reporting period? Provide a brief explanation of the reason for the change in ridership.

Increase     Decrease

CAT has experienced a 8.5% decrease in ridership during the FY2018 reporting period. This decrease is likely due to the need to restructure the fixed route system to serve newer university student housing areas. This is planned in July 2018. Paratransit ridership has remained steady, however, there is more demand for service during peak times.

4. Do you share resources in any significant amount with other agencies? (e.g. maintenance, mechanics, marketing, dispatching or scheduling, training, vehicles, etc.) Briefly describe how you share resources and with whom, and any measurable savings to your program.

Yes     No

CAT does maintenance for other public transit agency vehicles. CAT also houses the statewide 1-800 number for Veteran transportation resources. Performing maintenance for other public transit agencies has helped cut down on expenses as CAT charges only for parts and labor.

5. List all existing public transportation providers operating in your service area. *See definition of public transportation under the Notes on Page 1 of this application.*

6. Did your agency receive any responses? If Yes, please explain and include a completed Preliminary Assessment/Application for Capital Assistance, Section 5310 Grant SFY2019 for each response where applicable. All applications received will need to be ranked by your agency/board of directors/MPO.

- Yes  
 No

## Ridership and Fleet Information for Year 7/1/17-6/30/2018

- \*Enter actual ridership numbers, miles and hours for FY2018 – Quarters 1 – 3 and estimate Qtr 4.
- \*Enter current fleet information.
- \*Update the current fleet and miles information in BlackCat.

291,265 Number of Annual Ridership (Trips) Provided

47,659 Number of Annual Revenue Hours

572,979 Number of Annual Revenue Miles

21 Number of Vehicles in Fleet

### Coordinated Public Transit Human Services Transportation Plan

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



7. Has your Coordinated Public Transit Human Services Transportation Plan been approved by the Transit Section and uploaded into the BlackCat System?

Yes       No

8. Is the requested project part of a Coordinated Public Transit Human Services Transportation Plan?

Yes       No

9. If you marked Yes above, indicate the page number where this project is listed.  
 If you marked No above, explain why this project is not part of your current plan.

Page 146-147; Financial Plan; Capital

## Section 5310 Project Details

This section of the application is broken into two parts – **Project Description** and **Transportation Program Details**. The **Project Description** is designed to get specific information about the capital item(s) for which you are currently applying. The **Transportation Program Details** is designed to get more general

information about your transportation program and how this project request will enhance your existing service. Both portions allow the Grant Review Committee to evaluate your agency proposals and should be used as a way for you to justify your request.

**Non Vehicle Project Request**

**There is space provided below to request a project. If applying for more than one project, please attach additional sheets and create a separate project for each request in the BlackCat System.**

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

Mobility Manager – The Mobility Manager serves as the local and regional transit coordinator and is responsible for marketing, education and outreach for CAT. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for human service providers.

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

Yes       No

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

Yes       No

13. What is the need for transit service in your area? Why does this need exist? How have you determined this need? How will the proposed project address this need for service? Is the need addressed in your Human Service Coordination Plan?

Grand Forks is a hub in the northeast region of North Dakota. The CAT system serves a wide variety of transit users – seniors, persons with disabilities, youth, New Americans, college students, adults, etc. There is a great need to expand services to reach developing areas of the community. Grand Forks is growing to the south and west, where there is limited or no fixed route service available.

14. Estimate the total cost of this project.

\$94,891

**Vehicle Project Request**

**There is space provided below to request a project. If applying for more than project, please attach additional sheets and create a separate project for each request in the BlackCat System.**

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

25 ft. Low Flor Bus

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

This bus will be used in the paratransit service.

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

a. Vehicle Information Number (VIN): 2C7WDGBG6ER380124

b. Vehicle Year: 2014
c. Make/Model: Dodge Caravan
d. Current Mileage: 87,313 (as of 3/7/18)
18. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).
19. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?
Fixed route service is open to the public. ADA paratransit "Dial-A-Ride" service is open to persons who are unable to access the fixed route due to a disability. Senior Rider service is open to persons age 62 or older.
20. What is the purpose of the three most commonly requested trips that your clients require? (e.g. medical, shopping, employment, education, etc.)
1. Medical
2. Work
3. Shopping
21. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22. Please describe the need for transit service in your area? Why does this need exist? How have you determined this need? How will the proposed project address this need for service? Is this need addressed in your Human Service Coordination Plan?
Grand Forks is a hub in the northeast region of North Dakota. The CAT system serves a wide variety of transit users – seniors, persons with disabilities, youth, New Americans, college students, adults, etc. There is a great need to expand services to reach developing areas of the community. Grand Forks is growing to the south and west, where there is limited or no fixed route service available.
23. Do you market or promote your service? If yes, please provide a description of how you market the program and to whom in the box below.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No CAT services are marketed through television, radio, newspaper, and social media ads. CAT also does regular outreach and education with human services agencies and participates in community events.
24. Estimate the total cost of vehicle.
\$110,000

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly.	
ADA Low Floor Mini Van NDDOT Term Contract No. 382	\$37,995
14 Passenger or 12 + 2 Passenger Cutaway/Bus	\$58,759 - \$59,100

NDDOT Term Contract No. 384	
15 Passenger (including driver) Cutaway/Bus NDDOT Term Contract No. 300	\$69,995 - \$74,184
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$43,834 – 57,956
<b>FTA Useful Life Standards</b>	
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy Duty Bus – 35-40+ passenger	12 years or 500,000 miles

## FY 2018 Project Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (state aid, mill levy, donations, contract income, etc.) that are available to be used towards each project (Vehicle, Mobility Management/Coordination, and other transit service related programs).

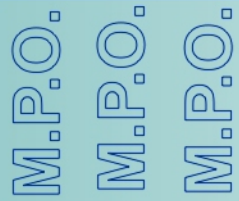
**\*Documentation of sources of Local Match (including state aid) MUST be attached or it will not be considered.**

Ranking	Project	Estimated Cost of Project	Local Match Needed	Sources of Local Match*
1	Mobility Manager	\$94,891	\$18,978	Property Taxes
2	25 ft. Low Floor Bus	\$110,000	\$22,000	Property Taxes
3				
4				
5				
6				

The NDDOT transit staff is available to provide guidance and answer any questions on the application process.

North Dakota Department of Transportation  
 Local Government Division Transit Section  
 608 East Boulevard Avenue  
 Bismarck, ND 58505-0700  
 Phone: (701) 328-2542, 328-2835, 328-2194, or 328-3720,  
 E-mail: [bhanson@nd.gov](mailto:bhanson@nd.gov), [dkarel@nd.gov](mailto:dkarel@nd.gov), [jsmall@nd.gov](mailto:jsmall@nd.gov) or [conelson@nd.gov](mailto:conelson@nd.gov)





# Grand Forks - East Grand Forks Metropolitan Planning Organization

## MPO Staff Report Technical Advisory Committee: April 11, 2018 MPO Executive Board: April 18, 2018

**RECOMMENDED ACTION: Approve Proposed Amendment #4 to 2018 Unified Planning Work Program subject to Partner Agency Review.**

Matter of the Amendment #4 2018 UPWP.

**Background:** The MPO amended its 2018 Work Program in the past to added work. At that time, staff also indicated that some additional CPG funding was available. The funds, which were estimated to totaled \$250,000 was amended into the budget, of which \$139,000 was allocated to the additional work.

The MPO has work with its auditor, and with our respective State Partners, to identify the actual FY2017 CPG funds available. We have also worked to identify the most recent estimate of FY2018 CPG funds available. The following table reveals the difference between what we currently have in our UPWP and the new totals we will be working from. The net difference is a negative \$20,000.

	Old FUNDING SOURCES			NEW FUNDING SOURCES			
	Fed/St	St/Loc*	Total	Fed/St	St/Loc*	Total	
CPG 2018**	\$610,000	\$141,500	\$751,500	\$514,0180	\$117,505	\$631,523	
CPG Previous Year***	\$250,000	\$62,500	\$312,500	\$329,315	\$82,328	\$411,643	
Minnesota State Funding*	\$11,000	\$2,750	\$13,750	\$11,000	\$2,750	\$13,750	
<b>TOTAL</b>	<b>\$871,000</b>	<b>\$206,750</b>	<b>\$1,077,750</b>	<b>\$854,333</b>	<b>\$202,583</b>	<b>\$1,056,916</b>	

We had allocated all of the possible revenues into actual work activities. We have \$931,000 of the available \$1,056,916 assigned to specific tasks, leaving \$126,00 to now amend into specific tasks.

Grand Forks, and to a lesser extent East Grand Forks, has requested we assist them with some transportation planning in conjunction with Downtown Planning they are undertaking with other funds. As shown in the

attached proposed amendment, the Downtown Transportation planning activity will replace the study of the skewed intersection of Gateway Dr and N. Washington St. The budget was \$60,000 with \$45,000 for consultant costs and is being increased to \$125,000 with \$110,000 for consultant costs. This would use half of the unallocated revenue. Grand Forks has expressed agreement to provide the added local match for this activity.

The second change being proposed is to add the remaining unallocated revenue into the Street/Highway Plan update. This would allow us to have the budget amount available to execute a second amendment to Kimley-Horn. The second amendment would be to add the additional data collection and analysis being requested to assist us in reaching a decision on future bridges over the Red River. Although a detailed scope of work is not completed, this action would remove one step in the process to have that added work done. A more detailed scope will be presented if that is the direction the Board makes.

### **Findings and Analysis:**

- The MPO is required to prepare a Unified Planning Work Program.
- The activities are to occur over a two year period of 2017-2018.
- Amendment is necessary for 2018 Activities.
- Additional CPG funds are available to add activities to the Work Program.
- Grand Forks,, and to a lesser extent East Grand Forks, has requested we assist in transportation planning activities in conjunction with some Downtown Planning they are undertaking.
- Grand Forks has agreed to provide the local match.
- Additional work is likely for the potential future bridge over the Red River.

### **Support Materials:**

- Draft 2018 UPWP Amendment #4

# 2017-2018 UNIFIED PLANNING WORK PROGRAM



Grand Forks – East Grand Forks  
**Metropolitan Planning  
Organization**

## **AMENDMENT #4**

*Prepared By*

**Grand Forks – East Grand Forks  
Metropolitan Planning Organization  
April 2018**

**The signature below constitutes the official adoption of the Amendment #3 to 2017-2018 Unified Planning Work Program (UPWP) by the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). The Amendment #4 was approved the MPO Executive Policy Board at its \_\_\_\_\_, 2018, meeting.**

\_\_\_\_\_  
**Ken Vein, Chairman**  
Grand Forks – East Grand Forks MPO

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

## 300.2 CORRIDOR PLANNING

### **OBJECTIVES:**

300.20 Near Southside Grand Forks Traffic Circulation Study: 2017/8 – To study traffic operations in the near southside neighborhood to determine how peak hour travel can be improved and also make improvements for bicycle and pedestrian traffic.

~~US 2/US81 Intersection Skew Study: 2018 – To study the skewed intersection of US 2 and US 81.~~

**Downtown Transportation Plan: 2018 – To assist Grand Forks and East Grand Forks complete a transportation plan addressing the possible impacts of a new Downtown Land Use Plan**

300.21 Traffic Counting Program 2017 – To continue to develop a program utilizing video detection cameras to systematically count traffic.

300.22 Corridor Preservation: To evaluate, on a monthly basis, conformance of proposed developments with existing metropolitan plans and roadway design standards and policies.

300.23 US 2 and US Bus 2 Study: 2017- To examine the crashes on US 2 between Polk Co #17 and Mn 220S and develop alternatives to resolve the issues

Update Aerial Photo: 2018 – To obtain a new aerial photo of the MPO Study Area..

### **PROPOSED WORK: Existing**

300.20 Near Southside Grand Forks Traffic Circulation Study: 2017/8 - Over the years, City staff has been contacted by numerous residents in the area requesting relief from the traffic, noise and congestion. In City staff's review of the area, it was determined that an isolated change would likely have both positive and negative effects on multiple streets within the area. This study would determine potential options available to improve or modify the existing streets to improve circulation of all modes of transportation. To better understand the potential alternatives, this study will look at the potential positive and negative ramifications for each alternative as it affects the entire area. This will provide a more thorough understanding of each alternative and their effects versus looking at an

alternative in only the immediate vicinity. This study would likely include considerations of traffic calming techniques, determination of Level of Service (LOS) at intersections, the need for turn lanes, traffic control devices, bicycle accommodations, etc

~~*US 2/US 81 Skewed Intersection Study: 2018*~~ – The intersection of US 2 and US 81 is not a 90 degree angled intersection. US 81 intersects US 2 at a skewed angle. This creates difficult turning movements, particularly for freight truck traffic heading to the ND State Mill. The Mill is expanding with more truck traffic likely. Included in the study will be how the eastern portion of the intersection could be improved due to the closeness of the at-grade railroad crossing and US 2B intersection.

***Downtown Transportation Plan: 2018 – Grand Forks, and to a lesser extent East Grand Forks, are undertaking a new downtown planning effort. This effort will develop and coordinate a number of technical elements necessary to align with Governor Burgum’s Main Street ND Initiative and to support and implement the downtown vision of the Mayor’s Vibrancy Initiative.***

***Downtown Parks and Open Space Plan: Preliminary work has focused on inventory, designating transitional vs permanent parks, and their desired functions. Needed work includes concept development for Town Square and Loon Park upgrades; enhancing Greenway access; public art/ sculpture walk concepts; programming options.***

***Downtown Streetscape and Wayfinding Plan: Reconstruction of the downtown reach of Demers Avenue and mill-and-overlay projects on N. 5th Street and University Avenue are expected in the 2019-20 construction seasons. A comprehensive downtown streetscape plan and materials palette is needed to inform NDDOT’s project design and ensure compatibility with future projects.***

***Downtown Design Standards: The existing guidelines and process (Downtown Design Review Board) were established as part of a historic mitigation agreement associated with federal disaster recovery funding. Their post-flood orientation needs to be updated to reflect current conditions, with consideration given to conversion to form-based code vs revisions to the existing process.***

***Redevelopment Strategy: The City recently updated its tax incentive policies. This strategy should identify redevelopment opportunities based on both economic and urban design principles. Comprehensive demographic, socio-economic, market and real estate data collection and analysis are needed to identify the uses***

***that should be prioritized for those tax incentives and to set realistic targets. Recommendations should be applicable to downtown in general but also include a specific focus on the WTP site.***

***The MPO work will include the coordination/integration with separate planning efforts. These may include a parking study update to address impact of infill projects anticipated in the next 5 years, traffic impacts and options associated with eliminating the 3rd/4th Street one-way pair and vacating streets near the WTP. Additionally, due to the DeMers Ave reconstruction project not providing the forecasted traffic, the MPO will study downtown traffic flow to include signal coordination on both sides of river; smart transportation technology, train detection, Kittson and 1st Avenue as diverter to DeMers Ave traffic and the possibility of a downtown bus circulator.***

300.21 Traffic Counting Program: 2017/18 – ATAC will be asked to assist us in continued development of a traffic counting program based upon the video detection used for traffic signal operations. With the coordinated signal timing plans providing significant traffic operations savings, completing more frequent traffic counts will allow adjustments to timing plans to occur more regularly and particularly sooner. With this program, we will have a more frequent count program in place to allow understanding traffic patterns rather than just one point in time. MAP-21/FAST has placed emphasis on performance; obtaining data to calculate the performance is the goal of this activity. We will also investigate the ability of the traffic signal detection system for those signals not operating video detection; this will include the signals in Minnesota within our study area. This activity will allow us to more fully understand the capabilities of our equipment and will provide valuable insight to the ITS needs and nuances of our architecture. Lastly, collecting train movement will be explored. We know that at many crossings, the traffic signal is pre-empted by the train. We can collect this information from the traffic signal software. The purpose is many fold but one is to see if any establish schedule can be identified to assist in travel time reliability information.

300.22 Corridor Preservation: This ongoing process will evaluate zoning amendments, proposed subdivision plats, planned unit developments (PUDs), and site plans for consistency with the traffic engineering and highway policies of the plan. The review process is designed to preserve and enhance our transportation corridors.

The review process ensures that rights-of-way are considered with the recommendations in the Long Range Street and Highway Plan, Bikeway Plan, Pedestrian Plan, and Transit Development Plan.

300.23 US 2 and US Bus 2 Study: This Study started in fall of 2016 and will carry-over into 2017. MnDOT has just recently completed a District Safety Plan which identified this intersection as needed an improvement. The Plan conceptualized closing the intersection, shutting off US Bus 2 from intersection with US 2. MnDOT then presented that concept to a working session of East Grand Forks City Council to obtain feedback. Based upon the feedback, MnDOT is seeking additional, detailed study of options to improve this are of US 2.

The proposed work activity will be to retain a consultant to conduct an analysis of the segment of US 2 between its intersection with Polk Co #17 and with Mn 220S. Included in the scope will be the provision of 3D animation of the alternative concepts to assist in the understanding of the alternatives.

The Study will utilize the PEL approach to streamline implementation.

Update Aerial Photo: 2018 - the MPO will take a new aerial photo of the MPO Study Area. The MPO has been programming these new aerial photos on a cycle of every three years. The last area-wide photo was taken in 2015. The MPO will budget for its photo needs and will work with its local partners to determine whether others wish to use this opportunity to augment the MPOs photo specifications with their needs. These added needs will be paid for by the local partners.

### **PRODUCTS:**

- 300.20 Near Southside Grand Forks Traffic Circulation Study – 2017/8  
~~US 2/US81 Skewed Intersection Study – 2018~~  
***Downtown Transportation Plan - 2018***
- 300.21 Traffic Counting Program – 2017/8
- 300.22 Corridor Preservation – A location map of the monthly plan reviews.
- 300.23 US 2 and Bus 2 Study – 2017  
Updated Aerial Photo - 2018

### **COMPLETION DATES:**

- 300.20 Near Southside Neighborhood Study June 30, 2018.  
***Downtown Transportation Plan December 31, 2018***
- 300.21 On-going activity



300.22 On-going activity.  
300.23 May, 2017

**GRAND FORKS-EAST GRAND FORKS  
FUNDING SOURCE SUMMARY  
2018 ANNUAL WORK PROGRAM**

	FUNDING SOURCES				BUDGETED AMOUNTS			
	Fed/St	St/Loc*	Total	%	Fed/St	St/Loc*	Total	%
CPG 2018**	\$514,018	\$117,505	\$631,523	98%	\$514,018	\$117,505	\$631,523	100.0
CPG Previous Year***	\$329,315	\$82,328	\$411,643	0%	\$329,315	\$82,328	\$411,643	100%
Minnesota State Funding*	\$11,000	\$2,750	\$13,750	2%	\$11,000	\$2,750	\$13,750	100.0
<b>TOTAL</b>	<b>\$854,333</b>	<b>\$202,583</b>	<b>\$1,056,916</b>	<b>100.0</b>	<b>\$854,333</b>	<b>\$202,583</b>	<b>\$1,056,916</b>	<b>100.0</b>

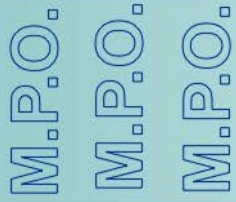
- \* Minnesota State Money is used for match for federal funds reducing local match.
- \*\* Contains ND CPG and MN CPG
- \*\*\* FY2017 CPG funds

**GRAND FORKS – EAST GRAND FORKS  
COST ALLOCATION  
2018 ANNUAL WORK PROGRAM**

Fund	Amount	Percent
Consolidated Planning Grant	\$854,333	80%
MN State	\$11,000	1.4%
Local Match to MN State	\$2,750	0.3%
Other Local Match	\$199,833	18.5%
<b>TOTAL</b>	<b>\$1,056,916</b>	<b>100%</b>

GRAND FORKS - EAST GRAND FORKS												
2018 ANNUAL WORK PROGRAM												
AMENDMENT #4												
ACTIVITY	FUNDING SOURCE			STAFF								
	FED/STATE	STATE/LOCAL	TOTAL	Ex. Dir FTE=1.0	Planner FTE=1.0	Planner FTE=1.0	Office Man FTE=1.0	Intern FTE=1.0	TOTAL Staff Hrs	Consultant Cost		
<b>100.0 PROGRAM ADMINISTRATION</b>												
100.1	General Administration	24,000	6,000	30,000	160	35	40	290		525		
100.2	UPWP Development	9,600	2,400	12,000	50	10	10	155		225		
100.3	Financial Management	9,600	2,400	12,000	25			225		250		
100.4	Facilities and Overhead	\$14,400	\$3,600	18,000								
<b>200.0 PROGRAM SUPPORT AND COORDINATION</b>												
200.1	Interagency Coordination	28,800	7,200	36,000	50	110	50	550		760		
200.2	Pub. Info. & Cit. Part.	16,000	4,000	20,000	134	20	25	135		314		
200.3	Education/Training & Travel	16,000	4,000	20,000	130	65	50	50		295		
200.4	Equipment	\$12,000	\$3,000	15,000								
<b>300.0 PLANNING AND IMPLEMENTATION</b>												
300.1	Transportation Plan Update & Imp.	206,000	51,450	257,450	485	435	590	25	0	1535	\$135,000	
	Amendment #1	16,800	4,200	21,000							\$21,000	
	Amendment #2	48,533	12,133	60,666							\$60,000	
	ATAC	28,000	7,000	35,000							\$35,000	
300.2	Corridor Planning	196,800	49,200	246,000								
	300.20 Downtown Transp. Plan	100,000	25,000	125,000	100	75	40	120	0	335	\$110,000	
carryover	300.20a Near Southside Study	32,000	8,000	40,000	70						\$35,000	
	300.21 ATAC Traffic Count	21,600	5,400	27,000	20	5	10		0		\$25,000	
	300.22 Corridor Preservation	4,000	1,000	5,000			120					
	300.23 Aerial Photo Update	39,200	9,800	49,000		140					\$42,000	
300.3	TIP and Annual Element	17,600	4,400	22,000	220			80	0	300		
300.4	Land Use Plan	8,000	2,000	10,000			160			160		
300.5	Special Studies	139,200	37,600	176,800								
	300.51 FAST Implementation	15,200	6,600	21,800	160	90	90	30		370		
	300.52 EGF ROW ADA Transition	40,000	10,000	50,000	20	125	50	20	250		\$35,000	
	300.53 School Safety Study	20,000	5,000	25,000	90		135		0			
	300.54 Washington Underpass Study	64,000	16,000	80,000	30						\$70,000	
300.6	Plan Monitoring, Review & Evaluation	28,000	7,000	35,000								
	300.61 Monitoring & Surveillance Annual	16,000	4,000	20,000	10	10	200	25	250	495		
	300.62 Data Collection	12,000	3,000	15,000		105	100	30	400	635		
300.7	GIS Development & Application	32,000	8,000	40,000	10	555	100	25	750	1440		
<b>TOTAL</b>				<b>854,333</b>	<b>202,583</b>	<b>1,056,916</b>	<b>\$158,326</b>	<b>\$83,346</b>	<b>\$86,543</b>	<b>\$73,310</b>	<b>\$19,800</b>	<b>\$421,325</b>
							1764	1780	1770	1760	1650	8724

\* Minnesota and North Dakota State Funding will be used for local match.



## Grand Forks - East Grand Forks Metropolitan Planning Organization

### **MPO Staff Report** **Technical Advisory Committee: April 11, 2018** **MPO Executive Board: April 18, 2018**

**RECOMMENDED ACTION: Recommend the approval of draft MN Side MOU on Process for Performance Based Planning and Programming**

Matter of the Draft MN side MOU.

**Background:** One requirement contained in FAST is an agreement between each state dot, each transit operator and each MPO on how the process towards compliance with the required performance based planning and programming items. This agreement must be completed by May, 2018.

The Minnesota side of the draft MOU has been cooperatively developed. MnDOT has shared drafts of the document with the MPO staff and City of East Grand Forks staff to reach agreement on the language. This has been done concurrently with the other MN side MPOs and transit operators. So, in essence, a template is being used for all. The MOU is a two part document: 1)the terms of the memorandum of understanding; and 2)the process for each required performance measure.

The North Dakota side is still pending this cooperative process.

The TAC and MPO Executive Board will be requested to adopt the MN side draft MOU.

#### **Findings and Analysis:**

- FAST requires an agreement on how performance based planning and programming will be done.
- The agreement is to be between the state, the transit operator, and the MPO.
- The agreement must be completed by May, 2018.

#### **Support Materials:**

- Copy of draft MN side MOU

# Coordination – MOUs

- Shared draft performance planning MOU and procedures document with MPOs and public transportation providers in late May
- Received no significant comments
- Next steps:
  - MnDOT distribute for signature week of August 7<sup>th</sup>
  - MPOs coordinate with public transportation providers to obtain signatures; submit to MnDOT when MPO and public transportation signatures obtained
  - MPOs must also submit resolution and/or meeting minutes approving MOU
  - MnDOT signatures will be last
  - MnDOT will distribute final document once all signatures obtained

**MEMORANDUM OF UNDERSTANDING (MOU)**

**BETWEEN**

**THE MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT), THE GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION (MPO) AND CITIES AREA TRANSIT (PUBLIC TRANSPORTATION PROVIDER)**

1. **PURPOSE AND SCOPE.** The purpose of this MOU is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 (h)(2), 23 USC 135(d)(2), 49 USC 5303(h)(2), 49 USC 5304(d)(2), 23 CFR 450.206(c), 23 CFR 450.314(h), and 49 CFR 613.
2. **RESPONSIBILITIES.** To the extent practicable, MnDOT, the MPO and the Public Transportation Provider will work cooperatively to:
  - 2.1. Develop and share information related to transportation performance data.
  - 2.2. Select performance targets.
  - 2.3. Promptly report performance targets whenever a target is adopted or changed.
  - 2.4. Follow the specific procedures identified in the most current version of the Performance Planning Target Setting Procedures document. The document will be maintained by the MPO Coordinator within the MnDOT Office of Transportation System Management.
3. **CONTRACTUAL OBLIGATIONS.** This MOU is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend, or discontinue its role outlined in the MOU. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to comply with federal and state laws.
4. **GOVERNMENT DATA.** The parties acknowledge that this MOU, as well as any data created, collected, stored, or received under the terms of this MOU, are "Government Data" within the meaning of the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13), and that they must comply with the provisions of the Act as it relates to such data.
5. **EFFECTIVE DATE.** This MOU shall be effective when all appropriate signatures have been obtained by MnDOT, the MPO, and the Public Transportation Provider.
6. **MODIFICATION.** Any amendments to this MOU must be mutually agreed to in writing.
7. **TERMINATION.** The terms of this MOU may be terminated by any one of the parties by giving 90 days written notice to each of the other parties. This MOU will remain in effect until terminated as provided in this clause, or until replaced by a new MOU.

The remainder of this page intentionally left blank.

**I concur with this Memorandum of Understanding**

Minnesota Department of  
Transportation

Grand Forks-East Grand Forks  
Metropolitan Planning Organization

By: \_\_\_\_\_  
(with delegated authority)

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

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

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

MnDOT Contract Management  
(as to form)

City of East Grand Forks, MN

By: \_\_\_\_\_

By: \_\_\_\_\_

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

Title: \_\_\_\_\_

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

# Performance Planning Target Setting Procedures

**Version:** 2.0

**Effective Date:** 03/05/2018

**Contact:** Bobbi Retzlaff, Office of Transportation System Management, MPO Coordinator;  
[bobbi.retzlaff@state.mn.us](mailto:bobbi.retzlaff@state.mn.us); 651-366-3793

## Overview

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### History

Version	Description	Date
1.0	Initial document describing the procedures for performance planning related to Highway Safety Improvement Program, Transit Asset Management, and State Asset Management Plan.	August 2017
1.1	Added contracts number for Grand Forks/East Grand Forks MPO and Fargo-Moorhead Council of Governments.	11/29/2017
2.0	Added procedures related to performance planning and programming, Pavement Condition, Bridge Condition, NHS Performance, Interstate Freight Movement, and CMAQ. Changed Office of Transit to Office of Transit and Active Transportation.	03/05/2018

### Purpose Statement

Federal law and regulations (23 USC 134(g)(2)(B), 23 USC 135((d)(2)(B), 23 CFR 450.314(h)) direct the State DOT, MPOs and public transportation providers to jointly agree upon and develop specific written provisions for cooperatively:

- Developing and sharing information related to transportation performance data
- Selecting performance targets
- Reporting performance targets
- Reporting performance used in tracking process toward attainment of critical outcomes for the MPO region
- Collecting data for the State asset management plan for the National Highway System.

This document details the procedures the State DOT, MPOs and public transportation providers will use related to performance planning and programming as well as the federally required performance targets. A separate section is provided for each topic area.

- General planning and programming
- National Performance Management Measures for the Highway Safety Improvement Program (23 CFR 490, Subpart B)



- National Performance Management Measures for Assessing Pavement Condition (23 CFR 490, Subpart C)
- National Performance Management Measures for Assessing Bridge Condition (23 CFR 490, Subpart D)
- National Performance Management Measures to Assess Performance of the National Highway System (23 CFR 490, Subpart E), excluding greenhouse gas emissions
- National Performance Management Measures to Assess Freight Movement on the Interstate System (23 CFR 490, Subpart F)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490, Subpart G)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions (23 CFR 490, Subpart H)
- Transit Asset Management (49 CFR 625)
- State asset management plan (23 CFR 515)

Each section provides a brief background, identifies to whom the requirement applies, and lists the responsibilities of each affected party.

Future updates will add sections to address:

- Greenhouse gas emissions
- Transit Safety (to be added once final rules published)

MnDOT, the MPOs and the public transportation providers agree to follow these procedures, regularly review and update the procedures as needed according to their respective Memorandums of Understanding (MnDOT Contract Numbers 1029078 (LAPC), 1029079 (MIC), 1029080 (APO), 1029081 (MAPO), 1029082 (ROCOG), 1029083 (Council), 1029703 (FMCOG), and 1029704 (GFEGF)).

## Repository of Procedure

The MnDOT Office of Transportation System Management (OTSM) retains the master copy of the procedures and all previous versions. Electronic copies are provided to the MPOs and public transportation providers after each revision. Additional copies are available upon request.

## General Performance Planning and Programming Requirements

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### Background

The statewide transportation planning process and the metropolitan transportation planning process are required to use a performance-based approach to transportation decision making as identified in 23 CFR 450.206(c) and 23 CFR 450.306(d). The performance-based approach applies to the transportation planning, as identified in 23 CFR 450.216(f)(1) and (f)(2) and 23 CFR 450.324(f)(3) and (f)(4), and transportation programming processes, as identified in 23 CFR 450.218(q) and 23 CFR 450.336(c) and (d).

### Applicability

The performance planning and programming requirements apply to:

- MnDOT
- MPOs

## Responsibilities

The responsibilities identified below are specific to the performance planning and programming requirements. Additional responsibilities are identified in the Memorandums of Understanding between MnDOT, the MPO and the transit operator to carry out a continuing, cooperative and comprehensive metropolitan transportation planning and programming process. These MOUs are MnDOT Contract Number 02356 (LAPC), 03039 (MAPO), 05190 (ROCOG), 1029332 (Metropolitan Council) and 1029416 (MIC), and Saint Cloud APO (executed July 6, 1999), Fargo-Moorhead (executed August 3, 2010) and Grand Forks-East Grand Forks (executed August 4, 2010).

### *MnDOT*

The MnDOT Office of Transportation System Management (OTSM) is the lead MnDOT office in developing the Statewide Multimodal Transportation Plan and the Minnesota State Highway Investment Plan. The Office of Transit and Active Transportation (OTAT) is the lead MnDOT office in developing the Greater Minnesota Transit Investment Plan. When developing statewide transportation plans, OTSM and OTAT will:

- Include a description of the applicable federal performance measures and targets used in assessing the performance of the transportation system.
- Develop and update with each statewide transportation plan update a system performance report that evaluates the condition and performance of the transportation system with respect to the federal performance targets.
- Include a description of the process achieved by the MPO(s) in meeting federal performance targets in comparison with system performance recorded in previous reports.

OTSM is the lead MnDOT office in developing the four-year Statewide Transportation Improvement Program (STIP). When developing the STIP, OTSM will include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the federal performance targets identified in the Statewide Multimodal Transportation Plan, Minnesota State Highway Investment Plan, and the Greater Minnesota Transit Investment Plan.

### *MPOs*

For the metropolitan transportation plan, each MPO will:

- Include a description of the federally required performance measures and targets used in assessing the performance of the transportation system.
- Evaluate the progress achieved by the MPO in meeting the targets in comparison with system performance recorded in previous reports, including baseline data.
- Analyze how the preferred scenario improved the conditions and performance of the transportation system and how changes in local policies and investments impacted the costs necessary to achieve the identified performance targets (required only if the MPO developed multiple scenarios).

For the TIP, each MPO will:

- Design the TIP so it makes progress toward achieving the federally required performance targets.
- To the maximum extent practicable, describe the anticipating effect of the TIP achieving the performance targets identified in the metropolitan transportation plan.

## Highway Safety Improvement Program Performance

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### Background

There are five performance measures identified in 23 CFR 490.207(a):

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

The measures apply to all public roadways. State DOTs and MPOs must annually establish performance targets for these measures.

### Applicability

The requirements of the Highway Safety Improvement Program apply to:

- MnDOT
- MPOs

### Responsibilities

#### *MnDOT*

The MnDOT Office of Traffic, Safety & Technology (OTST) is the lead MnDOT office in developing the performance targets. OTST will:

- Develop targets annually in cooperation with the Minnesota Department of Public Safety and the MPOs.
- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable. This includes at least one meeting, in the spring, with the MPOs to discuss/gather feedback on the proposed targets for the upcoming reporting year.
- Provide fatality and serious injury data to the MPOs once calendar year data is available.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Report the targets to FHWA in the State's HSIP annual report by August 31.
- Provide a copy of the submitted HSIP annual report to the MPOs.

OTSM will assist OTST in working with the MPOs.

### *MPOs*

Each MPO will:

- Develop targets annually in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all public roadways in their metropolitan planning area within 180 days of August 31 by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.
- If the MPO committed to a quantifiable target different from the state target, annually report to OTSM the VMT estimate used for the targets and the methodology used to develop the estimate.

## **NHS Pavement Condition Performance**

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### **Background**

There are four performance measures identified in 23 CFR 490.307(a):

- Percentage of pavements of the Interstate System in good condition
- Percentage of pavements of the Interstate System in poor condition
- Percentage of pavements of the non-Interstate NHS in good condition
- Percentage of pavement of the non-Interstate NHS in poor condition

The measures apply to all NHS mainline roadways. The measures do not apply to NHS intermodal connectors. State DOTs must establish 2-year and 4-year performance targets for these measures; MPOs must establish 4-year performance targets.

### **Applicability**

The requirements of the NHS Pavement Condition measures apply to:

- MnDOT
- MPOs

## Responsibilities

### *MnDOT*

The MnDOT Office of Materials and Road Research is the lead office in developing NHS pavement performance targets. The Materials Office will:

- Develop 2-year and 4-year targets, as well as any updates to the targets, in cooperation with the MPOs.
- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Provide NHS condition metrics – IRI, rutting, faulting and cracking percent – to the MPOs once calendar year data is available.
- Update the MPOs, as needed or requested, on the status of the performance targets.

OTSM will:

- Assist the Materials Office in working with the MPOs.
- Report the targets to FHWA in the Biennial Performance Report by October 1. The Baseline Performance Period Report is due every four years beginning October 1, 2018. The Mid Performance Period Progress Report is due every four years beginning October 1, 2020. The Full Performance Period Progress Report is due every four years beginning October 1, 2022. A copy of the reports submitted to FHWA will be provided to the MPOs.

### *MPOs*

Each MPO will:

- Develop 4-year targets, as well as any updates to the targets, in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all NHS roadways within their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT NHS pavement condition target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

## NHS Bridge Condition Performance

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### Background

There are two performance measures identified in 23 CFR 490.407(a):

- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

The measures apply to all NHS bridges. State DOTs must establish 2-year and 4-year performance targets for these measures; MPOs must establish 4-year performance targets.

## **Applicability**

The requirements of the NHS Bridge Condition measures apply to:

- MnDOT
- MPOs

## **Responsibilities**

### *MnDOT*

The MnDOT Bridge Office is the lead office in developing NHS bridge condition performance targets. The Bridge Office will:

- Develop 2-year and 4-year targets, as well as any updates to the targets, in cooperation with the MPOs.
- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Provide NHS condition metrics – IRI, rutting, faulting and cracking percent – to the MPOs once calendar year data is available.
- Update the MPOs, as needed or requested, on the status of the performance targets.

OTSM will:

- Assist the Bridge Office in working with the MPOs.
- Report the targets to FHWA in the Biennial Performance Report by October 1. The Baseline Performance Period Report is due every four years beginning October 1, 2018. The Mid Performance Period Progress Report is due every four years beginning October 1, 2020. The Full Performance Period Progress Report is due every four years beginning October 1, 2022. A copy of the report submitted to FHWA will be provided to the MPOs.

### *MPOs*

Each MPO will:

- Develop 4-year targets, as well as any updates to the targets, in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.

- Establish a target for each performance measure for all NHS bridges in their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT NHS bridge condition target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

## National Highway System Performance

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### Background

There are two performance measures used to assess reliability identified in 23 CFR 490.507(a):

- Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
- Percent of person-miles traveled on the non-Interstate NHS that are reliability (Non-Interstate Travel Time Reliability measure)

The measures apply to all NHS mainline roadways. The measures do not apply to NHS intermodal connectors. State DOTs must establish 2-year and 4-year performance targets for the Interstate and, for the first reporting period, a 4-year performance target for the non-Interstate NHS. State DOTs must establish 2-year and 4-year performance targets for the non-Interstate NHS for all subsequent performance periods. MPOs must establish 4-year performance targets for both measures. MPOs only need to address the first measure if Interstate roadways are located within their metropolitan planning area.

23 CFR 490.507(b) also identifies one measure to assess greenhouse gas emissions. The procedures document will be updated at a later date to reflect the greenhouse gas emissions requirements.

### Applicability

The requirements of the National Highway System performance measures apply to:

- MnDOT
- MPOs

### Responsibilities

#### *MnDOT*

The MnDOT Office of Transportation System Management (OTSM) is the lead office in developing NHS performance targets. OTSM will:

- Develop 2-year and 4-year targets, as well as any updates to the targets, in cooperation with the MPOs.

- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Provide reliability data to the MPOs as requested.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Report the targets to FHWA in the Biennial Performance Report by October 1. The Baseline Performance Period Report is due every four years beginning October 1, 2018. The Mid Performance Period Progress Report is due every four years beginning October 1, 2020. The Full Performance Period Progress Report is due every four years beginning October 1, 2022. A copy of the report submitted to FHWA will be provided to the MPOs.

### *MPOs*

Each MPO will:

- Develop 4-year targets, as well as any updates to the targets, in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all NHS roadways in their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT NHS reliability target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

## **Interstate Freight Reliability Performance**

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### **Background**

There is one performance measure identified in 23 CFR 490.607: Truck Travel Time Reliability (TTTR) Index. The measure applies to freight movement on the Interstate System.

State DOTs must establish 2-year and 4-year performance targets; MPOs must establish 4-year performance targets for both measures.

### **Applicability**

The requirements of the Interstate freight reliability performance measure apply to:

- MnDOT
- MPOs that have Interstate highways located within their metropolitan planning boundary



## Responsibilities

### *MnDOT*

The MnDOT Office of Freight and Commercial Vehicle Operations and OTSM are the lead offices in developing the freight reliability performance target. The Freight Office and OTSM will:

- Define reporting segments in coordination with the MPOs.
- Develop a 2-year and 4-year target, as well as any updates to the target, in cooperation with the MPOs.
- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Identify truck freight bottlenecks and address progress made in addressing congestion at truck freight bottlenecks as part of the Biennial Performance Reports.

OTSM will also:

- Report the targets to FHWA in the Biennial Performance Report by October 1. The Baseline Performance Period Report is due every four years beginning October 1, 2018. The Mid Performance Period Progress Report is due every four years beginning October 1, 2020. The Full Performance Period Progress Report is due every four years beginning October 1, 2022. A copy of the report submitted to FHWA will be provided to the MPOs.

### *MPOs*

Each MPO with Interstate highways located within its metropolitan planning area will:

- Develop a 4-year target, as well as any updates to the target, in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for freight reliability on Interstates in their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT freight reliability target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

## CMAQ Traffic Congestion

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### Background

There are two performance measures identified in 23 CFR 490.707:

- Annual hours of peak hour excessive delay (PHED) per capita (PHED measure)

- Percent of non-single occupancy vehicle travel

For the PHED measure, State DOTs and MPOs must establish 4-year performance targets for these measures for the first reporting period. State DOTs and MPOs must establish 2-year and 4-year performance targets for subsequent reporting periods.

For the non-single occupancy vehicle travel measure, State DOTs and MPOs must establish 2-year and 4-year performance targets.

The non-single occupancy vehicle travel measure applies to all surface modes of transportation that are not single occupancy vehicle and may include travel avoided by teleworking.

## **Applicability**

The requirements of the CMAQ traffic congestion measures apply to all urbanized areas that include NHS mileage and meet both of the following criteria:

- Population over 1 million as of October 1, 2018, or population over 200,000 as of October 1, 2020
- Part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter

Minnesota has one carbon monoxide maintenance area. The maintenance period is scheduled to be complete as of November 2019. Minnesota is in attainment for ozone and particulate matter. It is anticipated that this performance measure requirement will not be applicable after the first Mid Performance Progress Report due October 2020. The responsibilities identified below are based on this assumption and will be amended if the currently identified maintenance area is extended and/or if other areas of Minnesota are identified as nonattainment for ozone, carbon monoxide or particulate matter.

Currently, the requirements apply to MnDOT and the Metropolitan Council.

## **Responsibilities**

### *MnDOT*

The MnDOT Office of Transportation System Management (OTSM) is the lead office in developing the CMAQ traffic congestion performance targets. OTSM will:

- Define reporting segments in coordination with the affected MPOs.
- Develop a single, unified 4-year target for the PHED measure in coordination with the affected MPOs.
- Develop a single, unified 2-year and 4-year target for the non-single occupancy vehicle travel measure in coordination with the affected MPOs.
- Provide traffic volume data, vehicle classification data, and average annual vehicle occupancy factors for cars, buses and trucks to the affected MPOs once each calendar year as data is available.
- Agree, in coordination with the affected MPOs, to the method used to determine the performance of non-single occupancy vehicle travel measure.
- Update the MPOs, as needed or requested, on the status of the performance targets.

- Report the targets to FHWA in the Biennial Performance Report by October 1. The Baseline Performance Period Report is due every four years beginning October 1, 2018. The Mid Performance Period Progress Report is due every four years beginning October 1, 2020. The Full Performance Period Progress Report is due every four years beginning October 1, 2022. A copy of the report submitted to FHWA will be provided to the MPOs.

### *MPOs*

Each MPO will:

- Develop a unified 4-year target for the PHED measure in cooperation with MnDOT.
- Develop a unified 2-year and 4-year target for the non-single occupancy vehicle travel measure in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Agree, in coordination with MnDOT, to the method used to determine the performance of non-single occupancy vehicle travel measure.
- Adopt the unified targets for each CMAQ performance measure for traffic congestion in their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

## **CMAQ On-Road Mobile Source Emissions**

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### **Background**

One performance measure is identified in 23 CFR 490.807 to assess on-road mobile source emissions – Total Emissions Reduction. The measure is the 2-year and 4-year cumulative reported emission reductions for all projects funded by CMAQ funds in nonattainment or maintenance areas. Targets must reflect the anticipated cumulative emissions reduction to be reporting in the CMAQ Public Access System.

State DOTs must establish 2- and 4-year targets. MPOs with a population more than 1 million and with a designated nonattainment or maintenance area must develop 2- and 4-year targets; all other MPOs with a designated nonattainment or maintenance area must establish 4-year targets.

### **Applicability**

The requirements of the CMAQ on-road mobile source emissions apply to State DOTs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particularly matter.

Minnesota has one carbon monoxide maintenance area. The maintenance period is scheduled to be complete as of November 2019. Minnesota is in attainment for ozone and particulate matter. It is anticipated that this performance measure requirement will not be applicable after the first Mid Performance Progress Report due

October 2020. The responsibilities identified below are based on this assumption and will be amended if the currently identified maintenance area is extended and/or if other areas of Minnesota are identified as nonattainment for ozone, carbon monoxide or particulate matter.

Currently, the requirements apply to MnDOT and the Metropolitan Council.

## **Responsibilities**

### *MnDOT*

The MnDOT Office of Transportation System Management (OTSM) is the lead office in developing the CMAQ on-road mobile source emissions performance target. OTSM will:

- Develop 2-year and 4-year target, as well as any updates to the target, in cooperation with the applicable MPOs.
- Coordinate with the applicable MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Enter project information into the CMAQ project tracking system for each CMAQ project funded in the previous fiscal year by March 1 of the following fiscal year.
- Extract the data necessary to calculate the Total Emissions Reduction measures as it appears in the CMAQ Public Access System on July 1 for project obligated in the prior fiscal year.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Attach the MPO CMAQ Performance Plan to the Biennial Performance Report.

### *MPOs*

Each MPO will:

- Develop targets, as well as any updates to the targets, in cooperation with MnDOT. MPOs with population of more than 1 million and a designated nonattainment or maintenance area must develop 2-year and 4-year targets. Other MPOs must develop 4-year targets.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all NHS roadways in their metropolitan planning area within 180 days of MnDOT establishing or adjusting a target by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
  - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.
- Submit to OTSM the biennial CMAQ Performance Plan. The plan must be submitted to MnDOT prior to October 1 for inclusion with MnDOT's Biennial Performance Reports.

# Transit Asset Management

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## Background

There are four performance measures identified in 49 CFR 625.43:

- Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
- Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
- Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
- Facilities – percentage of facilities within an asset class, rated below condition 3 on the TERM scale

## Applicability

The requirements of the Transit Asset Management Program apply to:

- MnDOT
- MPOs
- Public transportation providers

## Responsibilities

### *MnDOT*

The MnDOT Office of Transit and Active Transportation (OTAT) is the lead MnDOT office in developing the performance targets. OT will:

- Develop targets annually in cooperation with the MPOs and public transportation providers.
- Make the targets available to the MPOs and public transportation providers.
- Update the MPOs, as needed or requested, on the status of the performance targets.

OTSM will assist OTAT in working with the MPOs.

### *MPOs*

Each MPO will:

- Develop targets in cooperation with MnDOT and the public transportation provider.
- Coordinate with MnDOT and public transportation providers on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure in their metropolitan planning area within 180 days of MnDOT or the public transportation provider setting targets by either:

- Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
- Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.
- Revisit the targets when the MPO updates its Transportation Improvement Program and its metropolitan transportation plan.

### *Public Transportation Providers*

Each public transportation provider will:

- Develop targets annually in coordination with MnDOT and the MPO.
- Make the transit asset management plan, any supporting records or documents performance targets, investment strategies, and the annual condition assessment report available to MnDOT and the MPO.
- Report the targets as defined 49 CFR 625.55. Provide this information to the MPO.

## **State Asset Management Plan**

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### **Background**

State DOTs are required to develop and implement risk-based asset management plans for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. State DOTs are required to submit the plans to FHWA and update the plans at least every four years.

At a minimum, the plans must include a summary of NHS pavement and bridge assets, regardless of ownership.

The majority of Minnesota's NHS is owned by MnDOT. MnDOT collects and analyzes condition and performance for all NHS pavement and bridges, regardless of ownership.

### **Applicability**

The requirements of the State Asset Management Plan apply to MnDOT.

### **Responsibilities**

The MnDOT Office of Transportation System Management is the lead office in preparing the State Asset Management Plan. OTSM will:

- Prepare and implement the state asset management plan.
- Update the state asset management plan at least every four years.
- Gather data on the condition and performance of the NHS, regardless of ownership.
- Share asset-related data, as requested, with the MPOs.

- Regularly share information related to the State Asset Management Plan with the MPOs. This includes plan updates, status updates, etc.

## 2030/2045 Plan Universe of Project Needs

MPO TIP	\$68,229,700
Existing + Committed (E + C) Network	\$64,833,000
Safety/Operations - HSIP	\$19,516,851
Multimodal, Streetscape, Studies	\$1,500,000
State of Good Repair	\$156,195,296
Discretionary	\$454,646,165
<b>Grand Total</b>	<b>\$737,045,752</b>

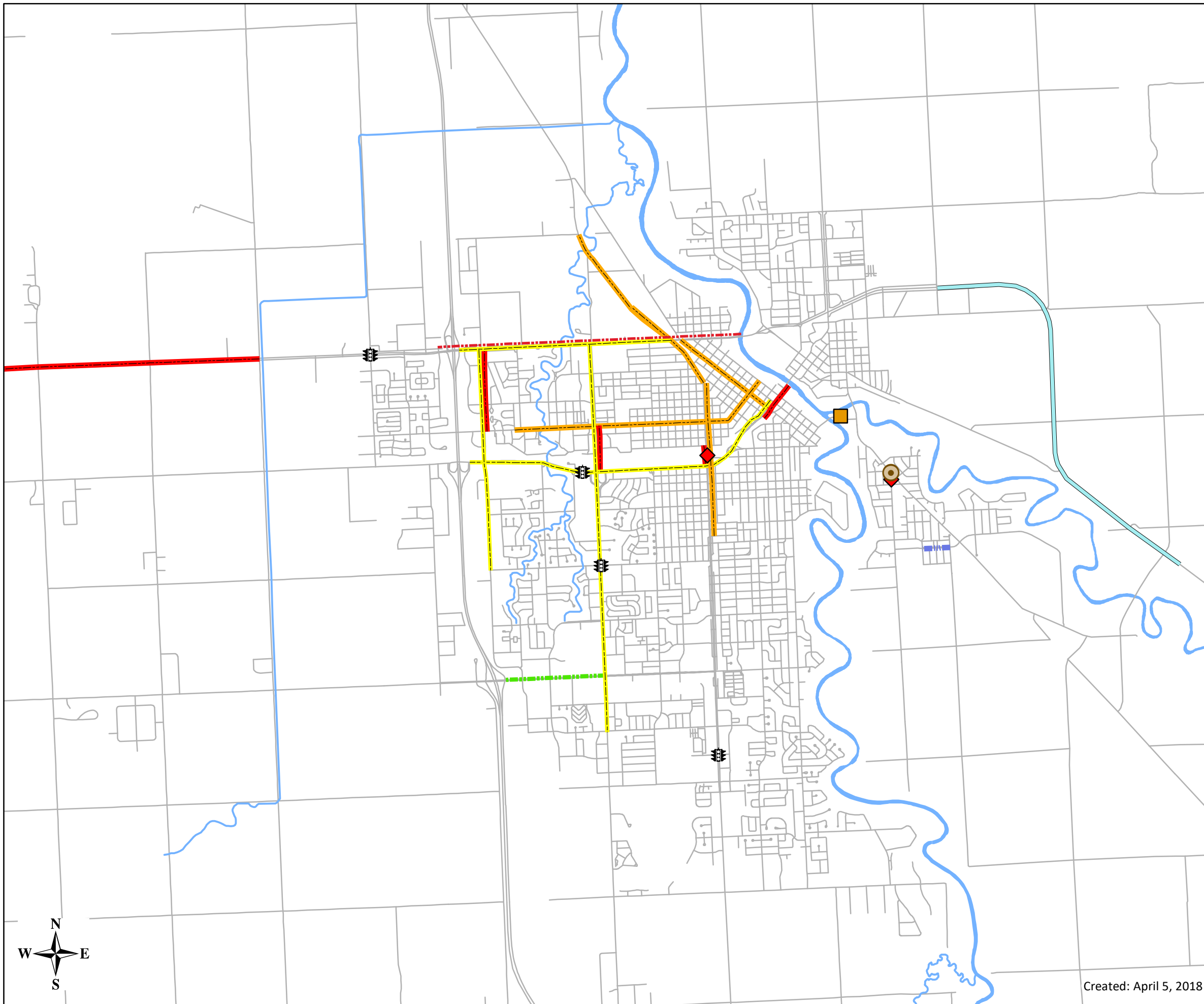


**2030/2045 Plan Multimodal Projects, Streetscape Projects and Studies**

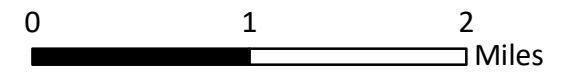
Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
University Avenue	English Coulee to North Columbia Road	Decorative Medians and Median Decorative Barriers	City of Grand Forks	City CIP			2019	City of Grand Forks	City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street	Non-NHS
University Avenue	Stanford Road to North Columbia Road	Bus Stops, Pedestrian Crossing Signals, Decorative Street Lights, Benches, Planters, Street Signs, Garbage Bins and Recycling Bins.	City of Grand Forks	City CIP			2020	City of Grand Forks	City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street	Non-NHS
32nd Avenue/47th Avenue	East of Interstate 29	Environmental Assessment	City of Grand Forks	City CIP	\$1,500,000		2019	2018 City Budget	City of Grand Forks	North Dakota	Study	Local	NHS
Placeholder for Set-A-Side	Placeholder for Set-A-Side	Transit, Bicycle/Pedestrian and Streetscape Upgrades	Various	Various					City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street/Other	Non-NHS
<b>2030/2045 Plan Multimodal Projects, Streetscape Projects and Studies</b>					<b>\$1,500,000</b>								

# Universe of Projects

## MPO TIP



- Reconstruction
- Rehabilitation (Mill & Overlay, Chip Seal, CPR & Grind)
- Install Red Light Confirmation Indicators
- Countdown Pedestrian Heads and Pedestrian Walk Timing & Retime Signals
- Realign Left Turn Lane
- Access modification and sidewalk
- Access Management & Safety Upgrades
- Traffic Signal/Turn Lanes/ITS
- Roundabout
- Reconstruction
- Rehabilitation
- City Limits
- Water



Created: April 5, 2018

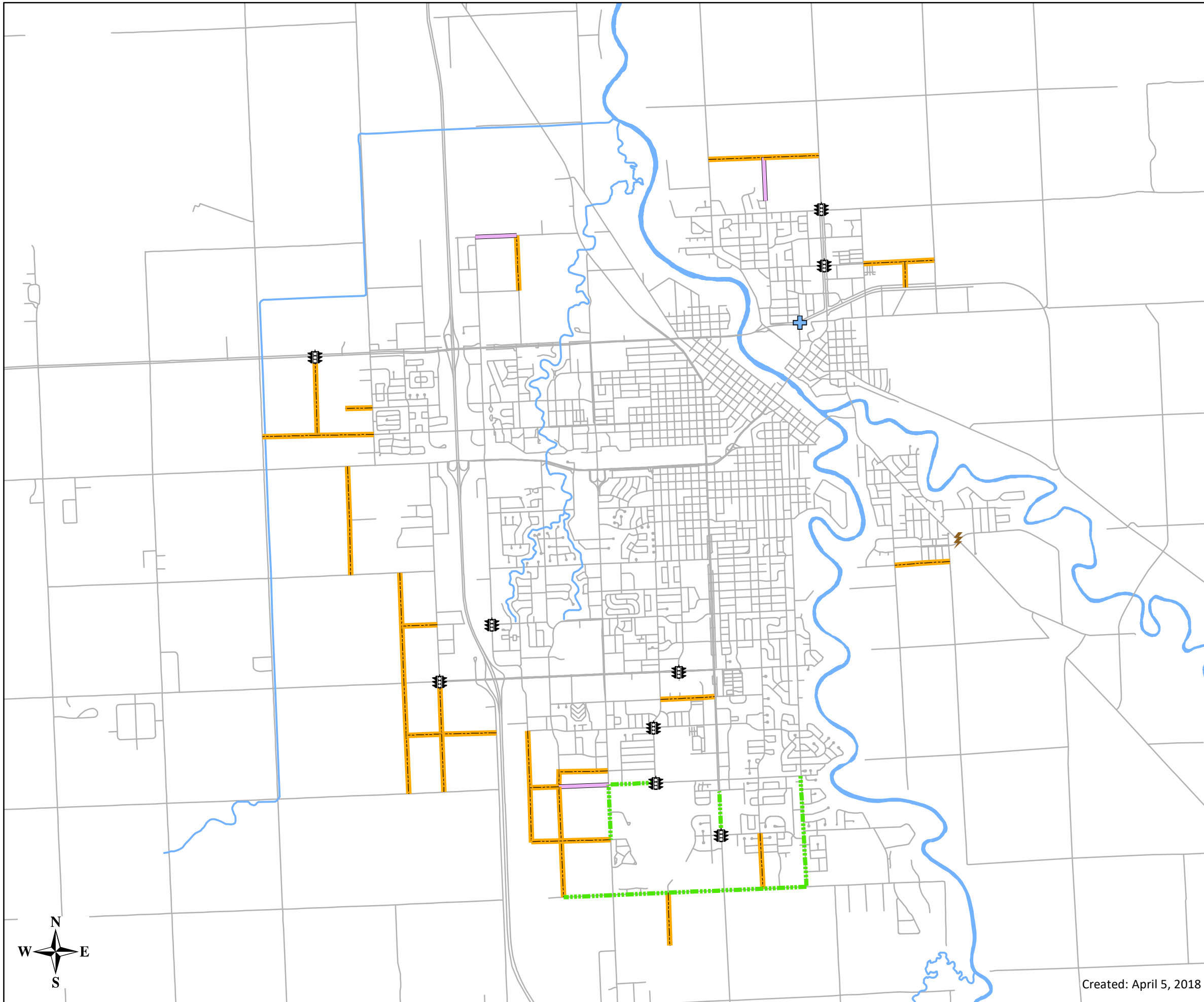







**MPO TIP**

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
Columbia Road	at 17th Avenue	Right Turn Lanes Added in All Directions	City of Grand Forks	MPO TIP	\$650,000	\$65,000	2017	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations		NHS
South Washington Street	at 44th Avenue South	Signalized Intersection	City of Grand Forks	MPO TIP	\$1,200,000	\$1,200,000	2017	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations		NHS
Washington Street	Hammerling Ave. to DeMers Ave & 1st Ave N to 8th Ave N	Mill and Overlay	City of Grand Forks	MPO TIP	\$1,310,000	\$1,310,000	2018	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations		NHS
North Washington Street	North of Gateway Drive to North City Limit	Rehabilitation	NDDOT	MPO TIP	\$165,000	\$165,000	2018	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair		NHS
North 42nd Street	University Avenue to Gateway Drive	Reconstruction	City of Grand Forks	MPO TIP	\$7,205,000	\$7,205,000	2018	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Greenway Boulevard	Rhinehart Drive to Bygland Road	Access Modification of Median and Sidewalk	City of East Grand Forks	MPO TIP	\$364,000	\$364,000	2018	MPO TIP	City of East Grand Forks	Minnesota	Safety/Operations		Non-NHS
Rhinehart Drive	Just South of Bygland Road to 6th Street Southeast	Mill and Overlay	City of East Grand Forks	MPO TIP	\$430,000	\$430,000	2018	MPO TIP	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
1st Avenue Southeast	Adjacent to Point Bridge	Mill and Overlay	City of East Grand Forks	MPO TIP	\$25,000	\$25,000	2018	MPO TIP	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
DeMers Avenue	Sorlie Bridge to 6th Street	Reconstruction	NDDOT	MPO TIP	\$5,190,000	\$4,290,000	2018	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	NHS
North 5th Street	North of 5th Street from Gateway Drive to DeMers Avenue	Minor Rehabilitation	NDDOT	MPO TIP	\$1,110,000	\$1,110,000	2019	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue	at 30th Street/Columbia Ramp	Signal and Turn Lanes	NDDOT	MPO TIP	\$600,000	\$600,000	2018	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	NDDOT Urban	NHS
Gateway Drive	at 55th Street	Signal and Turn Lanes	NDDOT	MPO TIP	\$600,000	\$600,000	2019	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations	NDDOT Urban	NHS
University Avenue	State Street to 3rd Street	Mill and Overlay	NDDOT	MPO TIP	\$3,459,000	\$3,459,000	2020	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	Non-NHS
North Washington Street	South of 8th Avenue North - 0.4 Miles North of Gateway Drive	CPR, Grinding, DBR	NDDOT	MPO TIP	\$1,390,700	\$1,390,700	2020	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	NHS
Gateway Drive	at North 55th Street	ITS/Signal Installation	NDDOT	MPO TIP	\$650,000	\$650,000	2020	2018 City Budget	Grand Forks County	North Dakota	Safety/Operations		NHS
North Washington Street	8th Avenue North to Gateway Drive, 4 Lane North of Gateway Drive and Flood Protection Bridge	Rehabilitation	NDDOT	MPO TIP	\$1,424,000	\$1,424,000	2020	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair		NHS
Gateway Drive	North 69th Street West to Grand Forks AFB	Reconstruction	NDDOT	MPO TIP	\$9,069,000	\$9,069,000	2021	MPO TIP	Grand Forks County	North Dakota	State of Good Repair		NHS
32nd Avenue South	I-29 Ramps to Columbia Road	Realign Left Turn Lanes and Add Flashing Yellow Lights	NDDOT	MPO TIP	\$7,372,000	\$2,945,000	2021	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Columbia Road	Overpass of University Avenue	Reconstruction and Structure	NDDOT	MPO TIP	\$6,676,000	\$6,676,000	2021	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	NHS
North Washington Street	5th Avenue South to 1st Avenue North	Reconstruction and Underpass	NDDOT	MPO TIP	\$17,940,000	\$17,940,000	2022	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	NHS
Bygland Road	at Rhinehart Drive	Roundabout	City of East Grand Forks	MPO TIP	\$1,400,000	\$1,400,000	2022	MPO TIP	City of East Grand Forks	Minnesota	Safety/Operations		Non-NHS
<b>MPO TIP</b>					<b>\$68,229,700</b>								

# Universe of Projects

## E+C Network



-  New 2 Lane Roadway
-  2 Lane Rural to 3 Lane Urban
-  Gravel to Concrete
-  Traffic Signal
-  Traffic Signal/ Roundabout
-  Full intersection
-  City Limits
-  Water

0 1 2 Miles

## 2030/2045 Plan Existing Plus Committed (E + C) Network

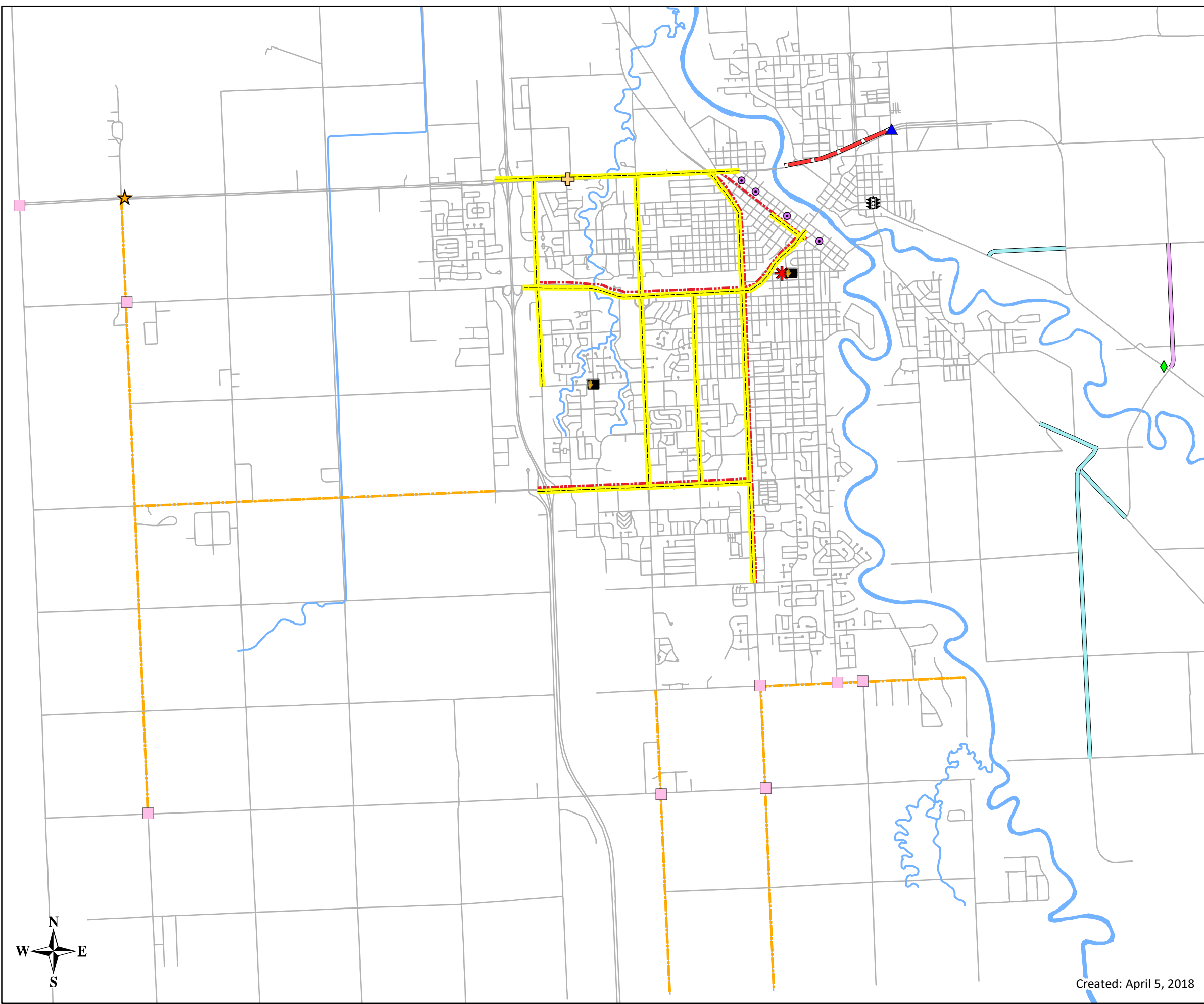
Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
47th Avenue South	South 20th Street to Columbia Road	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$1,973,000	\$1,973,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 42nd Street	34th Avenue South to 40th Avenue South	Gravel to Concrete Improvement	City of Grand Forks	City CIP	\$477,000	\$477,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
South 34th Street	45th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$557,000	\$557,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
47th Avenue South	Columbia Road to South 34th Street	Gravel to Concrete Upgrade	City of Grand Forks	E + C Network	\$1,645,000	\$1,645,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
6th Avenue North	North 55th Street to North 58th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,094,000	\$1,094,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 38th Street	40th Avenue South to 43rd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,021,000	\$1,021,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
36th Avenue South	South Washington Street to South 20th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 20th Street	at 47th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 20th Street	at 40th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 17th Street	at 32nd Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$750,000	\$750,000	-	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 34th Street	47th Avenue South to 52nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,034,000	\$1,034,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
45th Avenue South	Columbia Road to South 34th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
47th Avenue South	South 34th Street to South 38th Street	Gravel to Concrete Upgrade	City of Grand Forks	E + C Network	\$1,125,000	\$1,125,000	-	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	Local	Non-NHS
North 62nd Street	Gateway Drive to 10th Avenue North	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$930,000	\$930,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
University Avenue	58th Street North to 62nd Street North	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,040,000	\$1,040,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
Cherry Street	60th Avenue South to 62nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$770,000	\$770,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
North 36th Street	20th Avenue North to 24th Avenue North	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$911,000	\$911,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
40th Avenue South	South 42nd Street to South 45th Street	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,034,000	\$1,034,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	32nd Avenue South to 40th Avenue South	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,452,000	\$1,452,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
27th Avenue North	North 42nd Street to North 36th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,500,000	\$2,500,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
North 62nd Street	at Gateway Drive	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
5th Avenue Northwest	at Gateway Drive	Full Intersection	City of East Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
30th Street Northwest	County Highway 64 to 8th Avenue Northwest	Full Intersection	City of East Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
8th Avenue Northwest	30th Street Northwest to 23rd Street Northwest	Gravel to Concrete Upgrade	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
17th Street	at Central Avenue	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
17th Street Southeast	14th Avenue Southeast to Rhinehart Drive	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
South 38th Street	47th Avenue South to 55th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,000,000	\$2,000,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 58th Street (W. of RR Tracks)	DeMers Avenue to 17th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 52nd Street (E of RR Tracks)	17th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$3,200,000	\$3,200,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
40th Avenue South	South 48th Street to South 52nd Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,500,000	\$1,500,000	-	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	40th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,620,000	\$1,620,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
24th Avenue South	South 48th Street to South 52nd Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 34th Street	55th Avenue South to 62nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS

55th Avenue South	Columbia Road to 38th Street South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,600,000	\$2,600,000	-	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	at 32nd Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
24th Avenue South	at South 42nd Street	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 20th Street	62nd Avenue South to 69th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
University Avenue	North 62nd Street to North 69th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
62nd Avenue South	Belmont Road to South Washington	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$3,500,000	\$3,500,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South Washington Street	at 55th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	NHS
Belmont Road	47th Avenue South to 62nd Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$4,500,000	\$4,500,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
Columbia Road	47th Avenue South to 55th Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$6,100,000	\$6,100,000	-	Sales Tax	City of Grand Forks	North Dakota	Capacity	Local	NHS
South Washington Street	48th Avenue South to 55th Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$2,600,000	\$2,600,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	NHS
17th Street Northeast	5th Avenue Northeast to 11th Avenue Northeast	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
13th Street Southeast	at Bygland Road Southeast	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
23rd Street	at Central Avenue	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
8th Avenue Northeast	17th Street Northeast to Gateway Drive	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$500,000	\$500,000	-	Similar Project	City of East Grand Forks	Minnesota	Capacity	Local	Non-NHS
30th Street Northwest	Central Avenue to 8th Avenue Northwest	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of East Grand Forks	Minnesota	Capacity	Local	Non-NHS
<b>2030/2045 Plan Existing + Committed (E + C) Network Projects</b>					<b>\$64,833,000</b>								

# Universe of Projects

## 2045 LRTP Safety Not Yet Programed

- Install Red Light Confirmation Indicators
- Advance Walk and Countdown Timer  
Bike/Ped Upgrades
- Access Management & Safety Upgrades
- Rural segment safety upgrades
- Rumble Strip Safety Upgrade
- Edgeline Safety Upgrade
- Install Red Light Confirmation Indicators  
Advance Walk and Countdown Timer  
Bike/Ped Upgrades
- Bicycle/Pedestrian Curb Extensions
- Directional Median, Lighting and Signage
- Intersection Reconfiguration  
& ITS Improvements
- R-Cut
- Realign Stanford Rd to N 36th St
- Rural Intersection Safety Upgrades
- Traffic Signal & Turn Lanes
- City Limits
- Water



Created: April 5, 2018

0 1 2 Miles

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

## 2030/2045 Plan Safety/Operations

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
Gateway Drive & DeMers Avenue	I - 29 to Washington Street	Countdown Pedestrian Heads to Comply with MUTCD	City of Grand Forks	MPO TIP	\$129,000		2017	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive	at Airport Drive	Intersection Reconfiguration and ITS Improvements	NDDOT		\$1,722,000			Recent Corridor Study	City of Grand Forks	North Dakota	Safety/Operations		NHS
Columbia Road	at 17th Avenue South	Add Right Turn Lanes for East, North and Southbound Traffic	City of Grand Forks	MPO TIP	\$221,600		2018	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
City Wide	N 42nd St & 6th Ave N, N 42nd St & University Ave, S 42nd St & 11th Ave S, S 42nd St & 17th Ave S, N Columbia Rd & 6th Ave N, N Columbia Rd & University Ave, S Columbia Rd & 17th Ave S, S Columbia Rd & 24th Ave S, S Washington & 40th Ave S, S Washington & 47th Ave S, 4th Ave S & Cherry St, and S 5th St & Kittson Ave	Install Backplates with Reflective Borders on Signals	City of Grand Forks	MPO TIP	\$87,000		2018	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Gateway Drive	I -29 to Red River	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	NDDOT	MPO TIP	\$21,325		2018	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road & 42nd Street	Gateway Drive to 40th Avenue South	Install Advanced Pedestrian Walk Timing and Retime Signals to Maximize Level of Service	City of Grand Forks	MPO TIP	\$102,710		2020	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
City Wide	Various	Regional Traffic Signal Maintenance**	City of Grand Forks	City CIP	\$6,330,000		2022	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	TBD	Non-NHS
City Wide	Various	Urban System Signal Maintenance**	City of Grand Forks	City CIP	\$2,122,000		2022	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	TBD	Non-NHS
City Wide	Various	Replace Aging Retroreflective School Related Signs In Accordance with the Study Done by the MPO and City's Management Plans	City of Grand Forks	MPO TIP	\$45,000		2018	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Gateway Drive/US 2	at Stanford Road	Realign Stanford Road to North 36th Street	City of Grand Forks		\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations		NHS
18th Avenue/Gateway Drive	at 16th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$905,280			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	NHS
DeMers Avenue	at 16th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$74,520			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	NHS
12th Avenue	at 10th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$15,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
18th Avenue/Gateway Drive	at 17th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$14,880			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	NHS
62nd Avenue	at South Washington Street	Rural Intersection Safety Upgrades	Grand Forks County		\$75,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Belmont Road	at 62nd Avenue (Western)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
62nd Avenue	at Belmont Road (Eastern)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS



County Road 5	Intersection with Grand Forks 6/12th Avenue NE to Intersection with US2/18th Ave/Gateway Drive	Rural Segment Safety Upgrades	Grand Forks County		\$18,000			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
16th Street NE (Grand Forks 5)	& 12th Ave. NE (Grand Forks 6)	Rural Intersection Safety Upgrades	Grand Forks County		\$15,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
11th St NE (Grand Forks 17)	& South Columbia Road (Grand Forks 81) (S)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
12th A (Grand Forks 6)	& South Columbia Road (Grand Forks 17) (W)	Rural Intersection Safety Upgrades	Grand Forks County		\$65,280			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
16th Street NE (Grand Forks 5)	& 15th Avenue NE (Grand Forks 32)	Rural Intersection Safety Upgrades	Grand Forks County		\$74,520			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 17	Intersection with 11th Street NE to Intersection with 16th Street SE	Rural Segment Safety Upgrades	Grand Forks County		\$5,742			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 17	Intersection with Grand Forks 81/11th Street NE to Intersection with 62nd Avenue South	Rural Segment Safety Upgrades	Grand Forks County		\$9,504			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 5	Intersection with Grand Forks 6/12th Avenue NE to Intersection with US2/18th Avenue/Gateway Drive	Rural Segment Safety Upgrades	Grand Forks County		\$10,500			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 17th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 11th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at DeMers Avenue/ND 297	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at University Avenue	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at 6th Avenue North	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at US 2/Gateway Drive	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Stanford Road	at US 2/Gateway Drive	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 34th Street	at DeMers Avenue/ND 297	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Columbia Road	at 24th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS



North Washington Street	at US 2/Gateway Drive	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Cherry Street	at 4th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Belmont Road	at 4th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at Kittson Avenue	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at DeMers Avenue/ND 297	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at 1st Avenue North	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 2nd Avenue North	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 5th Avenue North	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at US 2/Gateway Drive	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 3rd Street	at US 2/Gateway Drive	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
32nd Avenue South	I-29 South Ramp	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	I-29 North Ramp	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	South 31st Street	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	South 25th Street	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South 38th Street	32nd Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 34th Street	32nd Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Columbia Road	32nd Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS

South 20th Street	32nd Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
DeMers Avenue/ND 297	Columbia Road North Ramp	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	North 47th Street	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	I-29 South Ramp	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	I-29 North Ramp	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South 38th Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 17th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 11th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at DeMers Avenue/ND 297	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at 6th Avenue North	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 42nd Street	at US 2/Gateway Drive	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 34th Street	at 17th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Columbia Road	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at 24th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at 17th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at 13th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS

Columbia Road	at 11th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at 2nd Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at 6th Avenue North	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road	at US 2/Gateway Drive	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South 20th Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 20th Street	at 24th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 20th Street	at 17th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 20th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South Washington Street	at 47th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 40th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 28th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 24th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at Campbell Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 17th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 13th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS

South Washington Street	at DeMers Avenue/ND 297	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at 2nd Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at 5th Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at US 2/Gateway Drive	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Cherry Street	at 4th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Belmont Road	at 4th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at Kittson Avenue	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at 1st Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 2nd Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 5th Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 8th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Bruce Avenue	at South 4th Street	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 4th Street	at DeMers Avenue/ND 297	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 4th Street	at University Avenue	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$36,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS

North 4th Street	at 8th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 4th Street	at 10th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$36,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 34th Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
32nd Avenue South	at I-29 South Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at I-29 North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at South 31st Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at South 25th Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South 34th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
DeMers Ave/ND 297	at Columbia Road North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at North 47th Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at I-29 South Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at I-29 North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Stanford Road	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 20th Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 3rd Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
CSAH 58	County Road 225 to CSAH 72	Rumble Strip Safety Upgrade	Polk County		\$10,850			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS

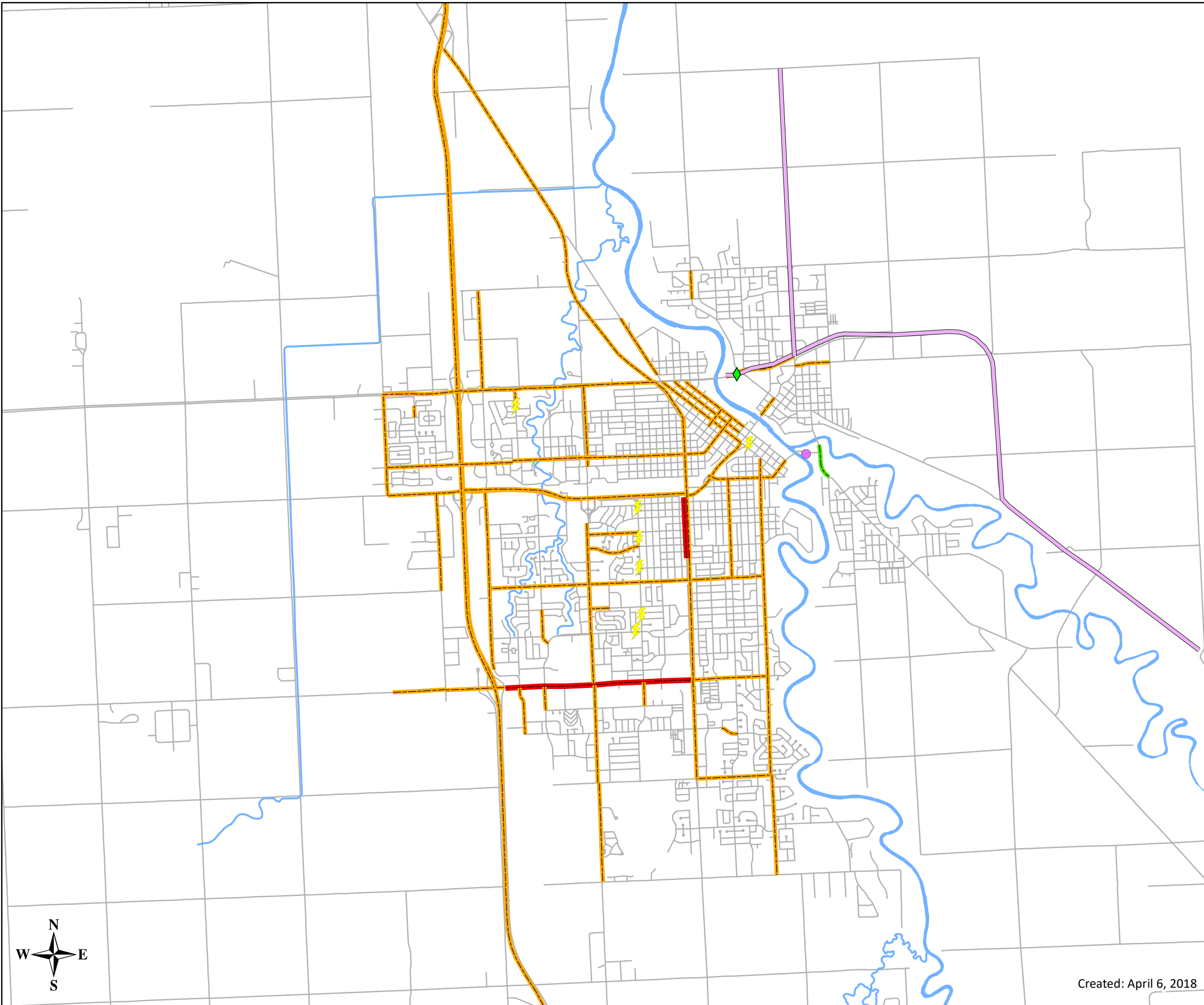
CSAH 72	CSAH 72 Begins to Minnesota TH 220	Rumble Strip Safety Upgrade	Polk County		\$6,000			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
CSAH 17	US 2 Business to US 2	Rumble Strip Safety Upgrade	Polk County		\$2,400			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
CSAH 76	US 2 to CSAH 17	Edgeline Safety Upgrade	Polk County		\$780			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	.1 MI E W JCT TH 220 East Grand Forks (SL 40) to East Grand Forks (SL 65)	Access Management and Safety Upgrades	MnDOT		\$511,600			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	NHS
US Business 2	.1 MI E 5th Ave Grand Forks (SL 35) to East Grand Forks (SL 50)	Access Management and Safety Upgrades	MnDOT		\$118,000			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	5th Avenue NEM 98/EGF	Signal and Turn Lane Upgrades	MnDOT		\$607,400			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	NHS
US 2	W JCT TH 220 MSAS 120 RT/EGF	Signal and Turn Lane Upgrades	MnDOT		\$3,266,800			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	NHS
2nd Avenue	at 4th St NE/EGF	Signal and Turn Lane Upgrades	MnDOT		\$44,400			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	5th Avenue NEM 98/EGF	Signal and Turn Lane Upgrades	MnDOT		\$1,002,400			MnDOT District 2 Safety Plan	City of East Grand Forks	Minnesota	Safety/Operations	HSIP	NHS
<b>2030/2045 Plan Safety/Operations - HSIP Projects</b>					<b>\$19,516,851</b>								



# Universe of Projects

## 2045 State of Good Repair (SOGR)

-  Rehabilitation (Mill & Overly, Chip Seal, CPR & Grind)
-  Reconstruction
-  Bridge Rehabilitation, Slide Repair
-  Maintain State of Good Repair (SOGR)
-  Rehabilitation
-  Repair Approach to Bridge
-  Reconstruct Bridge
-  City Limits
-  Water



Created: April 6, 2018

**2030/2045 Plan State of Good Repair**

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
25th Avenue South, South 19th Street, 27th Avenue South, 24th Avenue South, Belmont Road, 11th Avenue South	Various	Mill and Overlay/Concrete Panel Replacement and Grind	City of Grand Forks	City CIP	\$1,817,000		2018	Sales Tax Projects	City of Grand Forks	North Dakota	State of Good Repair	Local	Non-NHS
US 2	Over River Road NW	Replace Bridge	MnDOT	Mid-Range	\$5,000,000		2025	MnDOT 10 Year Plan	City of East Grand Forks	Minnesota	Interchange/Bridge		NHS
US 2	EB from 0.2 Miles East of US 2 Business to 0.3 Miles East of CSAH 15	Bituminous Mill and Overlay	MnDOT		\$4,900,000		2027	MnDOT	City of East Grand Forks	Minnesota	State of Good Repair		NHS
32nd Avenue South	Washington Street to Belmont Road	Minor Rehabilitation	City of Grand Forks		\$88,000		2018	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
South 20th Street	7th Avenue South to 8th Avenue South	Major Rehabilitation	City of Grand Forks		\$35,000		2019	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Columbia Road	32nd Avenue South to 47th Avenue South	Minor Rehabilitation	City of Grand Forks		\$125,000		2019	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Stanford Road	13th Avenue North to 11th Avenue North	Minor Rehabilitation	City of Grand Forks		\$13,000		2020	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
32nd Avenue South	55th Street to South 48th Street	Minor Rehabilitation	City of Grand Forks		\$63,000		2020	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Demers Avenue	55th Street to West Columbia On Ramp	Minor Rehabilitation	City of Grand Forks		\$88,000		2020	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
47th Avenue South	Washington Street to Belmont Road	Minor Rehabilitation	City of Grand Forks		\$88,000		2021	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Columbia Road	24th Avenue South to 32nd Avenue South	Minor Rehabilitation	City of Grand Forks		\$38,000		2021	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Microsurface	NDDOT		\$83,000		2021	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Belmont Road	32nd Avenue South to 47th Avenue South	Minor Rehabilitation	City of Grand Forks		\$500,000		2021	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
North 51st Street	12th Avenue North to 10th Avenue North	Minor Rehabilitation	City of Grand Forks		\$13,000		2022	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 38th Street	32nd Avenue South - Shop Entrance	Minor Rehabilitation	City of Grand Forks		\$25,000		2022	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 38th Street	Shop Entrance - End	Minor Rehabilitation	City of Grand Forks		\$38,000		2022	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Various	All Signals on Regional Roads	Signal Rehabilitation	City of Grand Forks		\$6,200,000		2022	Regional MPO Submittal	City of Grand Forks	North Dakota	State of Good Repair		Various
Various	All Signals on Non-Regional Roads	Signal Rehabilitation	City of Grand Forks		\$3,100,000		2022	Regional MPO Submittal	City of Grand Forks	North Dakota	State of Good Repair		Various
17th Avenue South	12th Street to Belmont Road	Minor Rehabilitation	City of Grand Forks		\$88,000		2023	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
North 55th Street	Gateway Drive to Demers Avenue	Minor Rehabilitation	City of Grand Forks		\$125,000		2023	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-S Wash Street (Hammerling to 7th Ave S)	Reconstruct (Addresses Deficiencies)	City of Grand Forks		\$6,983,000		?	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
17th Avenue South	16th Street to 12th Street	Minor Rehabilitation	City of Grand Forks		\$50,000		2023	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	Columbia Road to 16th Street	Minor Rehabilitation	City of Grand Forks		\$88,000		2023	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	42nd Street to Columbia Road	Major Rehabilitation	City of Grand Forks		\$125,000		2023	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

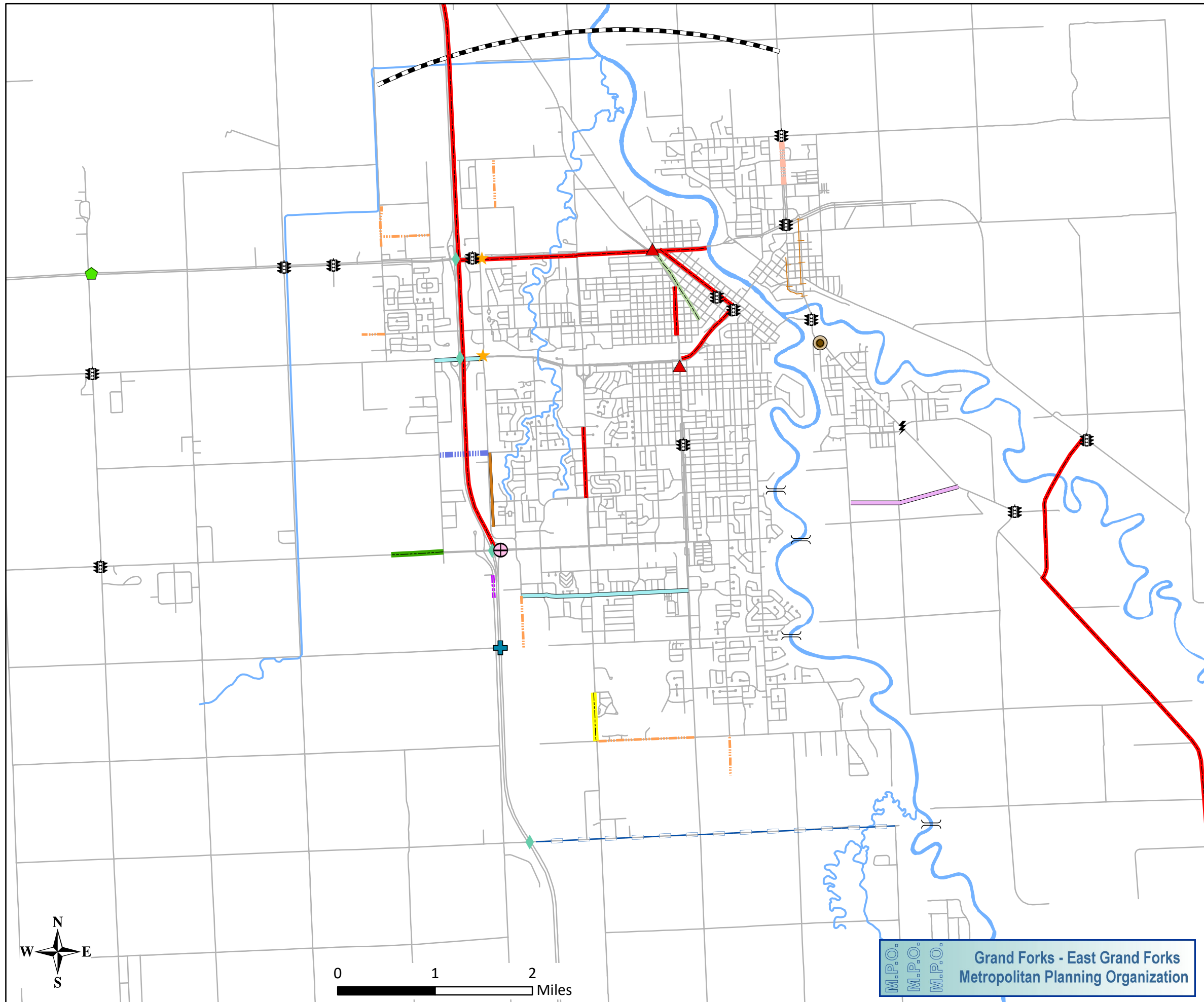
32nd Avenue South	South 48th Street to South 42nd Street	Major Rehabilitation	City of Grand Forks		\$150,000		2024	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
N 42nd Street	28th Avenue North to Gateway Drive	Major Rehabilitation	City of Grand Forks		\$500,000		2024	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue	GF-DeMers Ave (BUS US 81 to BUS US 2)	CPR & Grind	City of Grand Forks		\$780,000		2024	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
40th Avenue South	Clearview Drive to Cherry Street	Major Rehabilitation	City of Grand Forks		\$100,000		2024	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Drive	GF I-29 East to Columbia Road	CPR & Grind	NDDOT		\$1,303,000		2024	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	Near 32nd Ave S N to HWY 2 Interchange	CPR & Grind	NDDOT		\$1,716,000		2025	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	Near 32nd Ave N to S US 2	CPR & Grind	NDDOT		\$1,719,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	S US 2 NN of N GF Inter-SB	CPR & Grind	NDDOT		\$2,587,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	HWY 2 Inter to North of Grand Forks	CPR & Grind	NDDOT		\$2,590,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
20th Avenue South	Columbia Road to 25th Street	Minor Rehabilitation	City of Grand Forks		\$25,000		2026	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
River Road NW	20th St NW to 23rd St NW	Mill and Overlay	City of East Grand Forks		\$140,000		2026	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
10th Street NE	Central Ave to 5th Ave NE	Mill and Overlay	City of East Grand Forks		\$180,000		2026	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
Gateway Drive (Westbound)	Central Ave to Kennedy Bridge	Mill and Overlay	City of East Grand Forks		\$370,000		2027	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	State of Good Repair		NHS
Washington Street	32nd Avenue South to 47th Avenue South	Major Rehabilitation	City of Grand Forks		\$500,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
South 42nd Street	DeMers Avenue to 17th Avenue South	Major Rehabilitation	City of Grand Forks		\$500,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 42nd Street	17th Avenue South to 32nd Avenue South	Major Rehabilitation	City of Grand Forks		\$600,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Drive	Gateway Dr-Columbia RD To Red River	CPR & Grind	NDDOT		\$1,412,000		2027	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
US 2	MPO Planning Area	Maintain State of Good Repair	MnDOT		\$5,407,259		2027	2025/2040 MPO Plan	MnDOT	Minnesota	State of Good Repair		NHS
Columbia Road	14th Avenue South to 24th Avenue South	Major Rehabilitation	City of Grand Forks		\$200,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
South 34th Street	20th Avenue South to 24th Avenue South	Major Rehabilitation	City of Grand Forks		\$150,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Columbia Road	Gateway Drive to 2nd Avenue North	Major Rehabilitation	City of Grand Forks		\$400,000		2028	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Gateway Drive	GF-55th ST E to I-29 EB	CPR & Grind	NDDOT		\$1,040,000		2029	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
US 2 (Business)	Grand Forks - Gateway Dr. Demers Ave	Mill & HBP 3"	NDDOT		\$1,154,000		2029	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		Non-NHS
South 20th Street	Oakwood Avenue to Blackwood Avenue	Major Rehabilitation	City of Grand Forks		\$30,000		2030	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-S Wash St (32nd Ave S-Hammerling)	CPR & Grind	NDDOT		\$1,281,000		2030	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
DeMers Avenue	GF-DeMers Ave (I-29 to BUS US 81)	CPR & Grind	NDDOT		\$2,184,000		2030	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS

24th Avenue South	22nd Street to 20th Street	Major Rehabilitation	City of Grand Forks		\$50,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Columbia Road	9th Avenue South to 14th Avenue South	Minor Rehabilitation	City of Grand Forks		\$75,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
US 2 (Business)	Grand Forks - Gateway Dr. Demers Ave	Microsurface	NDDOT		\$94,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		Non-NHS
11th Avenue South	Columbia Road to 20th Street South	Major Rehabilitation	City of Grand Forks		\$250,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue South	Columbia Road to 20th Street South	Major Rehabilitation	City of Grand Forks		\$250,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
3rd Street	Gateway Drive to 1st Avenue North	Major Rehabilitation	City of Grand Forks		\$337,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
4th Street	Gateway Drive to 1st Avenue North	Major Rehabilitation	City of Grand Forks		\$385,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Columbia Road	47th Avenue South to 62nd Avenue South	Major Rehabilitation	City of Grand Forks		\$500,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
University Avenue	55th Street to State Street	Major Rehabilitation	City of Grand Forks		\$601,000		2031	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-N Wash St (Jct US 2 to I-29)	Mill & HBP 2"	NDDOT		\$1,713,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
32nd Avenue South	32nd Ave S-GF Columbia Rd to Washington Str.	Reconstruct	NDDOT		\$5,485,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
32nd Avenue South	32nd Ave S-GF I-29 to Columbia Rd	Reconstruct (Addresses Deficiencies)	NDDOT		\$6,240,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
South 20th Street	21st Avenue South to 22nd Avenue South	Major Rehabilitation	City of Grand Forks		\$33,000		2032	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 20th Street	Burntwood Court to Dellwood Court	Major Rehabilitation	City of Grand Forks		\$50,000		2032	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 34th Street	32nd Avenue South to 36th Avenue South	Major Rehabilitation	City of Grand Forks		\$100,000		2032	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
South 20th Street	32nd Avenue South to 36th Avenue South	Major Rehabilitation	City of Grand Forks		\$100,000		2032	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Kittson Avenue	5th Street to 4th Street	Major Rehabilitation	City of Grand Forks		\$38,000		2033	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
5th Avenue North	6th Street to 3rd Street	Major Rehabilitation	City of Grand Forks		\$100,000		2033	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-N Wash St (Jct US 2 to I-29)	Chip Seal	City of Grand Forks		\$171,000		2033	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
32nd Avenue South	Washington Street to Belmont Road	Major Rehabilitation	City of Grand Forks		\$350,000		2034	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
South 20th Street	7th Avenue South to 8th Avenue South	Minor Rehabilitation	City of Grand Forks		\$9,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	Washington St to 20th St	Seal Coat	City of Grand Forks		\$85,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue	4th St NW to Sorlie Bridge	Mill and Overlay	MnDOT		\$90,000		2035	2025/2040 MPO Plan	MnDOT	Minnesota	State of Good Repair		NHS
University Avenue	20th St to State St	Seal Coat	City of Grand Forks		\$140,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
4th Avenue S / Minnesota Avenue	DeMers Ave to S 3rd St	Mill and Overlay	City of Grand Forks		\$230,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	3rd St to Washington St	Mill and Overlay	City of Grand Forks		\$330,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

Columbia Road	32nd Avenue South to 47th Avenue South	Major Rehabilitation	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS	
Mill Road	Seward Ave to Bacon Rd	Mill and Overlay	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
Belmont Road	47th Ave S to 62nd Ave	Mill and Overlay	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
Cherry Street	4th Ave S to 17th Ave S	Mill and Overlay	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
48th Street	DeMers Ave to 17th Ave S	Mill and Overlay and Shoulders	City of Grand Forks		\$600,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Mill & HBP 2"	NDDOT		\$624,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS	
Belmont Road	5th St to 32nd Ave	Mill and Overlay	City of Grand Forks		\$1,010,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
US 220	MPO Planning Area	Maintain State of Good Repair	MnDOT		\$8,010,977		2035	2025/2040 MPO Plan	MnDOT	Minnesota	State of Good Repair		Non-NHS	
Stanford Road	14th Avenue North to 11th Avenue North	Major Rehabilitation	City of Grand Forks		\$50,000		2036	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
32nd Avenue South	55th Street South to 48th Street South	Major Rehabilitation	City of Grand Forks		\$250,000		2036	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS	
Demers Avenue	55th Street to West Columbia On Ramp	Major Rehabilitation	City of Grand Forks		\$350,000		2036	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS	
47th Avenue South	Washington Street to Belmont Road	Major Rehabilitation	City of Grand Forks		\$350,000		2036	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
Washington Street	GF-N Wash ST (0.05 MI S 8th to US 2)	CPR/Grind	NDDOT		\$1,040,000		2036	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS	
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Microsurface	NDDOT		\$83,000		2037	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS	
Belmont Road	32nd Avenue South to 47th Avenue South	Minor Rehabilitation	City of Grand Forks		\$125,000		2037	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
Columbia Road	24th Avenue South to 32nd Avenue South	Major Rehabilitation	City of Grand Forks		\$150,000		2037	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS	
North 51st Street	13th Avenue North to 10th Avenue North	Major Rehabilitation	City of Grand Forks		\$50,000		2038	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
South 38th Street	33rd Avenue South - Shop Entrance	Major Rehabilitation	City of Grand Forks		\$100,000		2038	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
South 38th Street	Shop Entrance - End	Major Rehabilitation	City of Grand Forks		\$150,000		2038	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
17th Avenue South	12th Street to Belmont Road	Major Rehabilitation	City of Grand Forks		\$350,000		2038	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
North 55th Street	Gateway Drive to Demers Avenue	Major Rehabilitation	City of Grand Forks		\$500,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
32nd Avenue South	South 48th Street to South 42nd Street	Minor Rehabilitation	City of Grand Forks		\$38,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS	
North 42nd Street	27th Avenue North to Gateway Drive	Minor Rehabilitation	City of Grand Forks		\$125,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
17th Avenue South	16th Street to 12th Street	Major Rehabilitation	City of Grand Forks		\$200,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
17th Avenue South	Columbia Road to 16th Street	Major Rehabilitation	City of Grand Forks		\$350,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
17th Avenue South	42nd Street to Columbia Road	Major Rehabilitation	City of Grand Forks		\$500,000		2039	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS	
<b>2030/2045 Plan State of Good Repair Projects</b>					<b>\$156,195,296</b>									

# Universe of Projects

## 2045 LRTP Discretionary



- - - Reconstruct Intersection at Columbia, Traffic Signal at REA
- Reconstruction
- - - 2 Lane to 4 lane transition & Signals
- · - · - New 2 lane Roadway
- Restripe to 3 lanes
- 32nd Ave Bridge Connection
- · - · - Bypass
- - - Construct Overpass
- 2 lane Rural to 4 lane Urban
- Expand to 4 lanes
- - - Rail Crossing Improvements
- - - Roadway Upgrades
- - - Roadway & Intersection improvements
- · - · - Gravel to Concrete
- - - Railroad Grade Separation to Create a Continuous N/S Corridor
- Traffic Signals & Turn Lane/Intersection Improvements
- Upgrade to Existing Interchange & Traffic Control
- Possible Bridge
- Railroad Grade Separation
- Reconstruction
- New Interchange with I-29
- Ramp Realignment
- Roundabout
- Traffic Signal/ Roundabout
- Intersection Reconfiguration & ITS Improvements
- City Limits
- Water

**2030/2045 Plan Discretionary**

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
University Avenue	North 55th Street to North 58th Street	New 2 Lane Roadway Extension	City of Grand Forks	City CIP	\$1,174,000		2018	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
Bygland Road	at 5th Avenue	Roundabout	City of East Grand Forks	Long-Range	\$1,875,000		2026 to 2040	Recent Corridor Study	City of East Grand Forks	Minnesota	Safety/Operations		Non-NHS
DeMers Avenue	at County Road 5	New Signal and Turn Lanes	City of Grand Forks		\$1,350,000			Recent Corridor Study	City of Grand Forks	North Dakota	Safety/Operations		NHS
32nd Avenue	at County Road 5	New Signal and Turn Lanes	City of Grand Forks		\$1,350,000			Recent Corridor Study	City of Grand Forks	North Dakota	Safety/Operations		NHS
Gateway Drive	Washington Street to Mill Road	Reconstruction, Turn Lanes, Remove Skews and Replace Traffic Signals	NDDOT	Short-Range	\$25,000,000		2025	Recent Corridor Study	City of Grand Forks	North Dakota	Safety/Operations		NHS
Gateway Drive	at 69th Street (Northern Plains Nitrogen Development)	Roadway Upgrades	NDDOT		\$2,670,000			Recent Corridor Study	Grand Forks County	North Dakota	Safety/Operations		NHS
42nd Street	North of DeMers Avenue	Railroad Grade Separation	City of Grand Forks	Mid-Range	\$40,000,000		2030	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		Non-NHS
Interstate 29	at North Washington Street	Upgrade to Existing Interchange	NDDOT	Mid-Range	\$5,980,000		2030	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		NHS
Interstate 29	at Gateway Drive	Upgrade to Existing Interchange (NE Loop and Other Upgrades)	NDDOT	Long-Range	\$6,342,000		2031 to 2040+	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		NHS
Gateway Drive	East of Interstate 29	Railroad Grade Separation	NDDOT	Mid-Range	\$28,300,000		2026 to 2030	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		NHS
Interstate 29	at DeMers Avenue	Upgrade to Existing Interchange	NDDOT	Short-Range	\$7,400,000		Before 2025	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		NHS
Interstate 29	at 32nd Avenue	Upgrade to Existing Interchange	NDDOT	Short-Range	\$915,000		2018 to 2030	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		NHS
Cherry Street	62nd Avenue South to 66th Avenue South	New 2 Lane Road Extension	City of Grand Forks	Short-Range	\$1,034,000		2023	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
Columbia Road	55th Avenue to 62nd Avenue	Roadway Upgrades	City of Grand Forks	Mid-Range	\$7,400,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity		NHS
US 2/Gateway Drive	55th Street to 69th Street	Rural to Urban Section Upgrade	NDDOT		\$10,000,000			MPO	NDDOT	North Dakota	State of Good Repair		NHS
TH 220	S of TH 2 to Southern MPO Limits	Reconstruct	MnDOT		\$10,600,000		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	State of Good Repair		Non-NHS
42nd Street/32nd Avenue South	East of I - 29	Ramp Realignment	City of Grand Forks	Mid-Range	\$16,000,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Safety/Operations		NHS
47th Avenue South & I - 29 Interchange	West of Columbia Road	New 2 Lane Road Extension and New Interchange with I - 29	City of Grand Forks	Mid-Range	\$46,000,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity		NHS
US Highway 2	GF I-29 to Columbia Road	Reconstruct Both Directions	City of Grand Forks		\$6,640,900		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
US Highway 2	Gateway Drive/Columbia Road to Red River	Reconstruct Both Directions	City of Grand Forks		\$7,197,400		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Interstate 29	Near 32nd Avenue South North to Highway 2 Interchange	Reconstruct Northbound	City of Grand Forks		\$9,902,400		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Interstate 29	Highway 2 Interchange to North of Grand Forks	Reconstruct Northbound	City of Grand Forks		\$14,942,400		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS

Interstate 29	Near 32nd Avenue North to South US 2	CPR & Grind Southbound	City of Grand Forks		\$1,653,200		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Interstate 29	South US 2 NN of N GF Interchange SB	CPR & Grind Southbound	City of Grand Forks		\$2,487,600		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
NDDOT 297	GF DeMers Avenue (Bus US 81 to Bus US 2)	Reconstruct Both Directions	City of Grand Forks		\$7,950,000		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Interstate 29	N of ND 15 to Near 32nd Avenue GF	CPR & Grind Southbound	City of Grand Forks		\$2,688,960		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
US Highway 2	Grand Forks- Gateway Drive to Red River	Reconstruct Eastbound (Urban)	City of Grand Forks		\$5,529,200		2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Gateway Dr	Cambridge St (RE Arena Entrance)to Columbia Rd	Reconstruct intersection at Columbia Rd, signalize intersection at entrance to arena and remove north frontage road access at arena entrance (see traffic study)	NDDOT	Short-Range	\$4,264,000		2019	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS
Columbia Rd	14th Ave S to 24th Ave S	Reconstruct to variable 5-lane to 6-lane roadway with 11 ft lanes, replacement of signing, signals, lights, construction of shared use path and replacement of sidewalks	City of Grand Forks	Short-Range	\$12,750,000		2019	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	NHS
40th Ave	38th St to Washington St	Restripe to accommodate 3 lanes	City of Grand Forks	Mid-Range	\$140,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
Gateway Dr	at Central Ave	Improve intersection with right turn lane and acceleration/merge lane modifications and signal timing	NDDOT	Mid-Range	\$1,000,000		2027	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations	Discretionary	NHS
Washington St	5th Ave S to 7th Ave S	Full pavement reconstruction with continuous flow intersection (CFI) at DeMers Ave	NDDOT	Mid-Range	\$11,716,269		2027	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS
Gateway Dr	42nd St to 43rd St	Extend full-width EB and WB turn lanes	NDDOT	Long-Range	\$1,000,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS
32nd Ave	48th St to 52nd St	Urban to Rural transition improvement: Expand to 4 lanes	NDDOT	Long-Range	\$1,391,851		2035	2025/2040 MPO Plan	NDDOT	North Dakota	Capacity	Discretionary	NHS
Washington St	8th Ave N to 1st Ave N	Full pavement reconstruction with access and driveway modifications and new pedestrian facilities	NDDOT	Long-Range	\$5,417,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair/Multimodal	Discretionary	NHS
42nd St	17th Ave to 29th Ave	Expand to 4 lanes	City of Grand Forks	Long-Range	\$5,946,999		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
CR 58	at Bygland Rd	Add Westbound left-turn lane, with connection to new bridge	City of East Grand Forks	Illustrative	\$126,532		Post 2040	2025/2040 MPO Plan	Polk County	Minnesota	Safety/Operations	Discretionary	Non-NHS
TH 220	at US 2	Signalize intersection with connection to new bridge connection	MnDOT	Illustrative	\$379,596		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations	Discretionary	Non-NHS
New roadway	American Crystal Sugar	New road access to Crystal Sugar	City of East Grand Forks	Illustrative	\$1,644,915		Post 2040	2025/2040 MPO Plan	N/A	Minnesota	Capacity	Discretionary	Non-NHS
Merrifield Rd	I-29 to Merrifield Bridge	Pave gravel roadway to new Merrifield bridge, adding right-turn lanes at key intersections	Grand Forks County	Illustrative	\$2,000,000		Post 2040	2025/2040 MPO Plan	Grand Forks County	North Dakota	State of Good Repair	Discretionary	Non-NHS
Central Ave	17th St to 23rd St	Construct multi-purpose paths/crosswalks, install traffic signal at 23rd St and 4-lane to 2-lane transition north of 23rd St	MnDOT	Illustrative	\$2,575,000		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations/Multimodal	Discretionary	Non-NHS
Mill Spur Railway	Gateway Dr to University Ave	Implement warning devices, gates and flashers, crossing Closures and median improvements and landscape and trail improvements	City of East Grand Forks	Illustrative	\$3,229,000		Post 2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Safety/Operations/Multimodal	Discretionary	Non-NHS
32nd Ave	44th Ave SW to Bygland Rd	Connect 32nd Ave Bridge to Bygland Rd	Polk County	Illustrative	\$5,061,276		Post 2040	2025/2040 MPO Plan	Polk County	Minnesota	Capacity	Discretionary	NHS



17th Ave	42nd St to 48th St	Construct overpass	City of Grand Forks	Illustrative	\$10,628,680		Post 2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
2nd Ave NE	4th St NE to Gateway Dr	Grade-separation from railroad, creating continuous N/S corridor	City of East Grand Forks	Illustrative	\$14,930,764		Post 2040	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	Capacity	Discretionary	Non-NHS
24th Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	\$25,559,444		Post 2040	Similar Project	City of Grand Forks	Multiple	Capacity	Discretionary	Non-NHS
32nd Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	\$25,559,444		Post 2040	2025/2040 MPO Plan	Multiple	Multiple	Capacity	Discretionary	NHS
47th Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	\$25,559,444		Post 2040	Similar Project	Multiple	Multiple	Capacity	Discretionary	Non-NHS
Merrifield Road	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	Grand Forks County	Illustrative	\$21,383,891		Post 2040	2040 MPO Plan	Multiple	Multiple	Capacity	Discretionary	Non-NHS
North Bypass Truck Route	North of Gateway Dr	Evaluate long-term need for bypass	Grand Forks County	Illustrative			Post 2040	2040 MPO Plan	N/A	North Dakota	Capacity	Discretionary	Non-NHS
<b>2030/2045 Plan Discretionary Projects</b>					<b>\$454,646,165</b>								

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Grand Forks - East Grand Forks  
Metropolitan Planning Organization

**MAD-21 PM-3**  
**Travel Time Reliability**

# SYSTEM PERFORMANCE—PM 3

The data is being transposed from HPMS using old network reporting to new network reporting

States will likely have to rely on the old network

Since MPOs have 180 days – likely to have data matching network

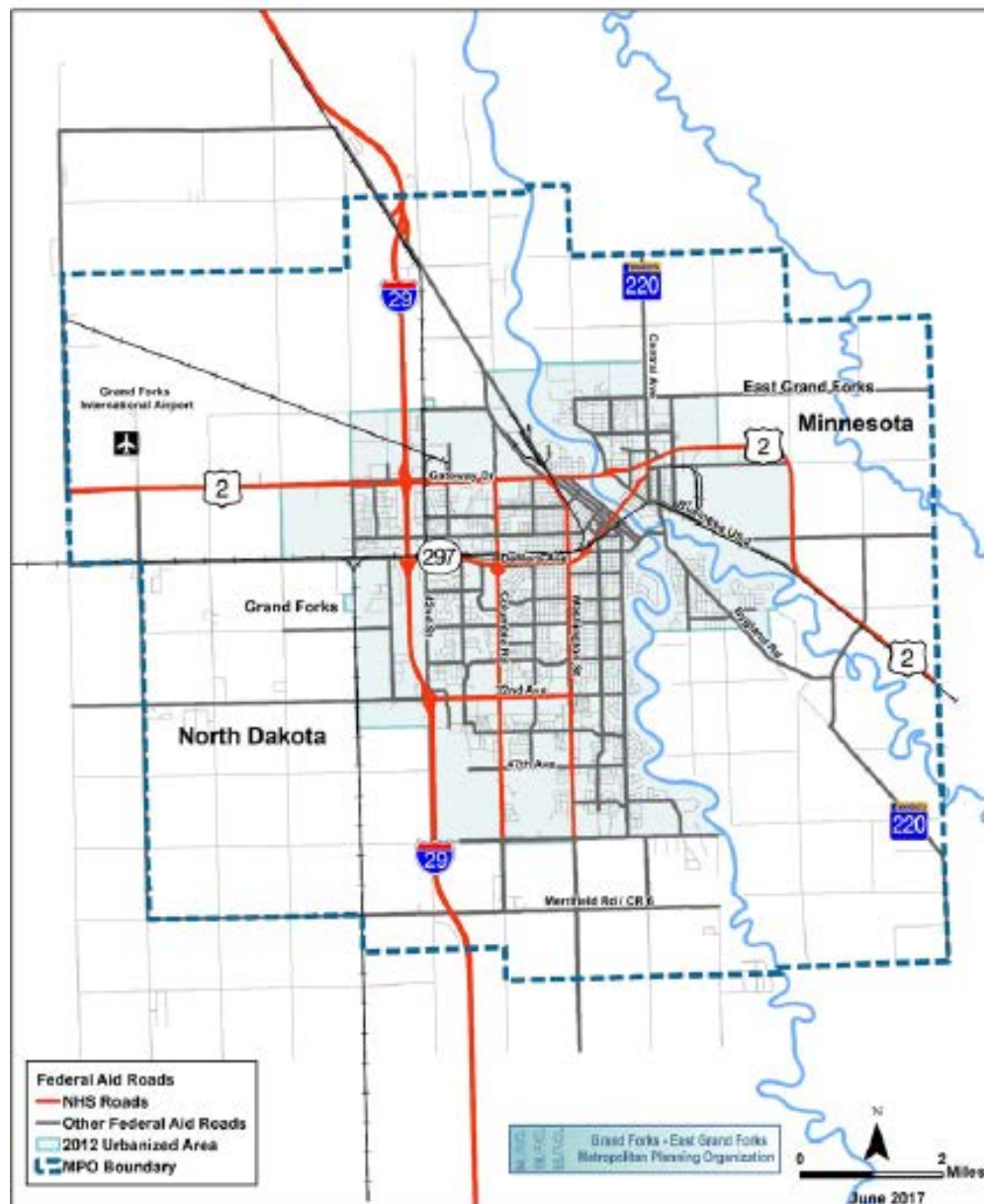
For FORKS MPO, this means that currently, the MN side network does not reflect the current NHS system. The MN side reclassification done in 2015 is not reflected yet.

For the ND side, some State Highways that are not NHS are being reported and some local roads that are NHS are not.

Federal Required PM 3  
Focus is on the Interstate and the  
Non-interstate NHS network

The map to the right shows in RED  
Those roadways the federal PM3  
Applies

For Freight Reliability measure, the  
Focus in on the Interstate System  
This is measured by Truck Travel  
Time Reliability



Source: Grand Forks-East Grand Forks MPO

Figure 11: Federal Aid Roads

# SYSTEM PERFORMANCE—PM 3

WHEN: State DOTs must establish 2- and 4-year targets by May 20, 2018.

MPOs must either support the State target or establish their own quantifiable 4- year targets within 180 days of the State target establishment.

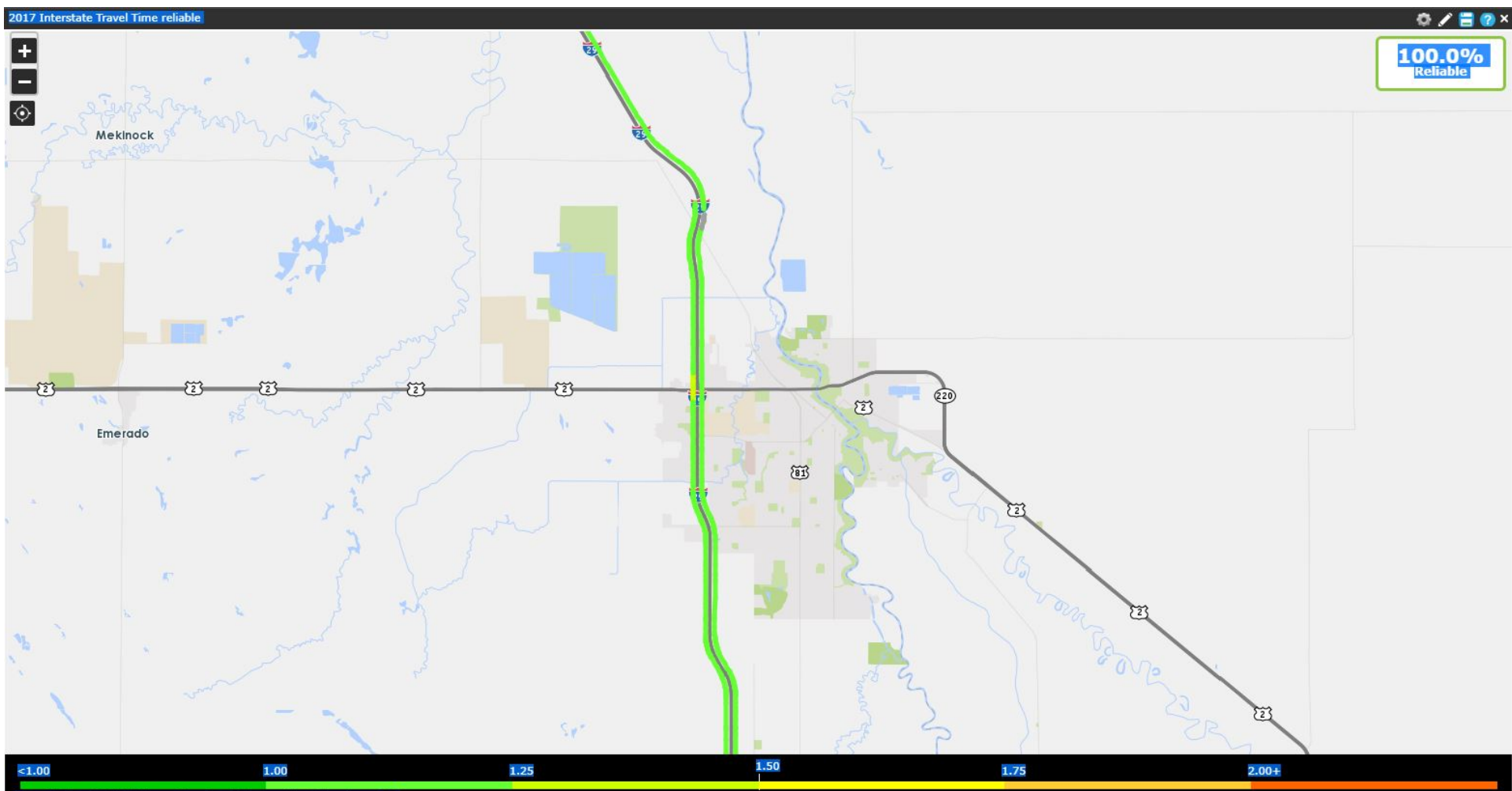
Data is MPO wide and is not being reported one State versus the other for the MPO Area

Safety data was reportable by state.

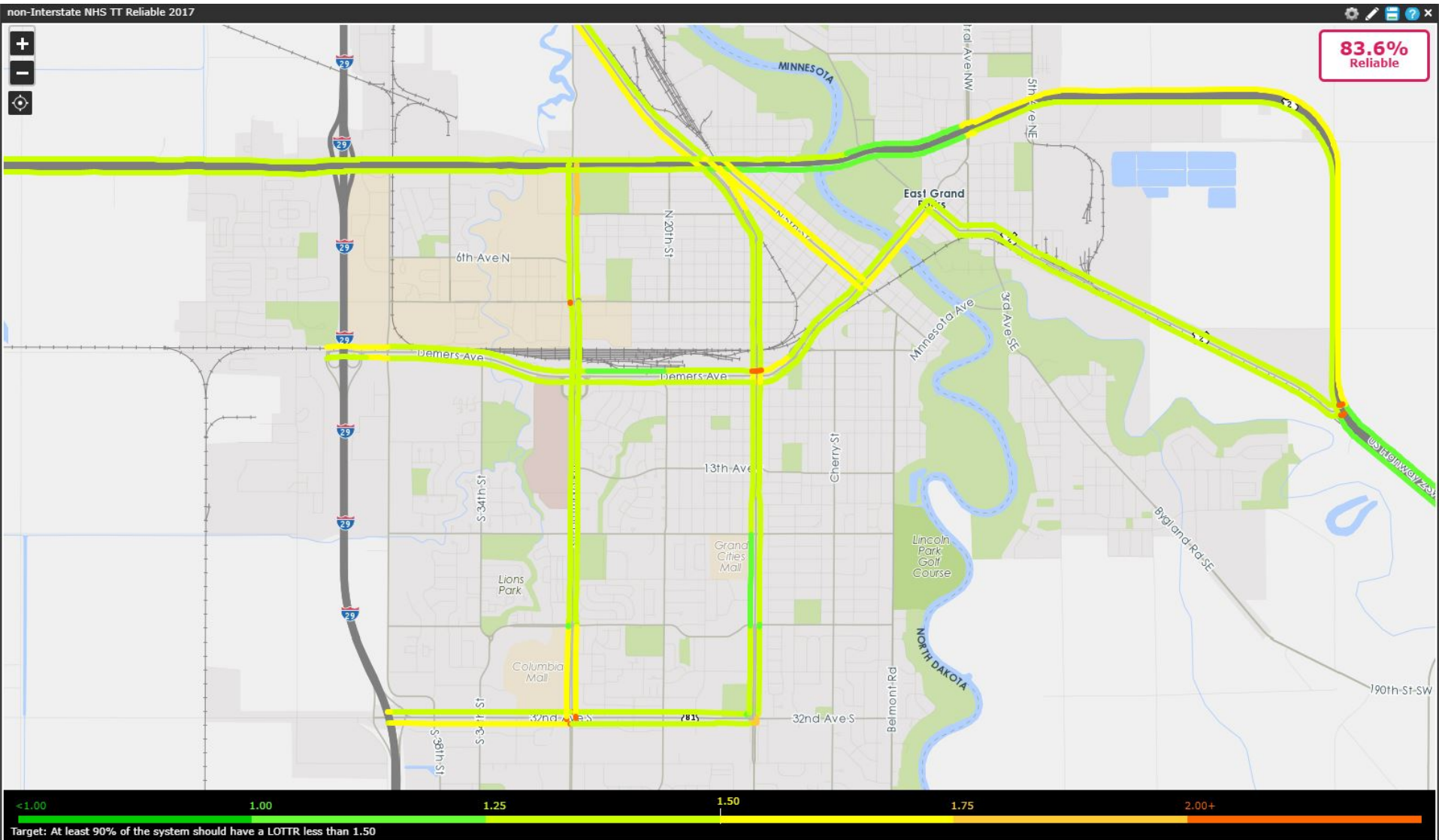
# SYSTEM PERFORMANCE—PM 3

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer

# 2017 Interstate Reliability



# 2017 Non-Interstate Reliability





# TRAVEL TIME RELIABILITY

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels

# FREIGHT RELIABILITY – Interstate Only

HOW: Freight movement will be assessed by the TTTR Index.

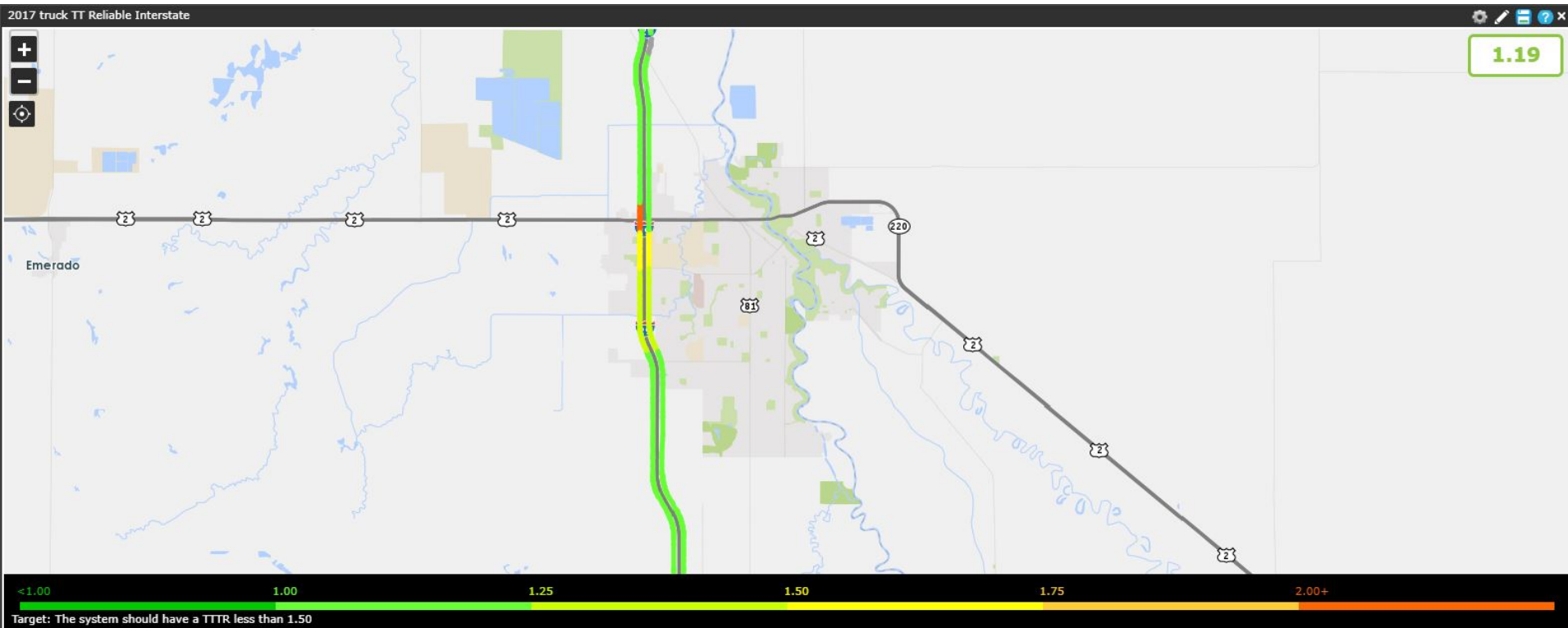
Reporting is divided into five periods:

morning peak	(6-10 a.m.),
midday	(10 a.m.-4 p.m.) and
afternoon peak	(4-8 p.m.)

Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.).

The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

# Truck Travel Reliability



# PM3 Penalty Provisions

**NONE**

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# **UPDATE on Future Bridge Scenarios**

# Status of Local Agency Input

MPO Board directed staff to seek input from local agencies to determine whether any of the four scenarios could be eliminated from further consideration for “local” bridge purposes.

EGF recommends focus on just 24<sup>th</sup> and 32<sup>nd</sup>

GF recommends keeping all four and add in 17<sup>th</sup> Ave

Polk County scheduled for April 17<sup>th</sup>

GF County wanting to schedule

City of Grand Forks recommends Keeping all four in and also Recommends bringing 17<sup>th</sup> Ave S Back into the mixture.

Additionally, the City wants to know Whether the possible addition of A 47<sup>th</sup> Ave S Interchange would Impact the 47<sup>th</sup> Ave S bridge.

Initially not done due to the focus Was to be for “local” traffic.

We did run a TDM scenario of 47<sup>th</sup> Ave S bridge location with A 47<sup>th</sup> Ave S interchange with I29



# Interchange Impact

- Just as the 32<sup>nd</sup> Ave S Interchange does not create a strong connection between the bridge traffic and the interchange
- The 47<sup>th</sup> Ave S Interchange reacted the same
  - Virtual no difference in forecasted AADTs over bridge
- Models have been fairly consistent in this relationship – or non-relationship – between Interstate and additional southerly bridges.
- Merrifield is the exception.

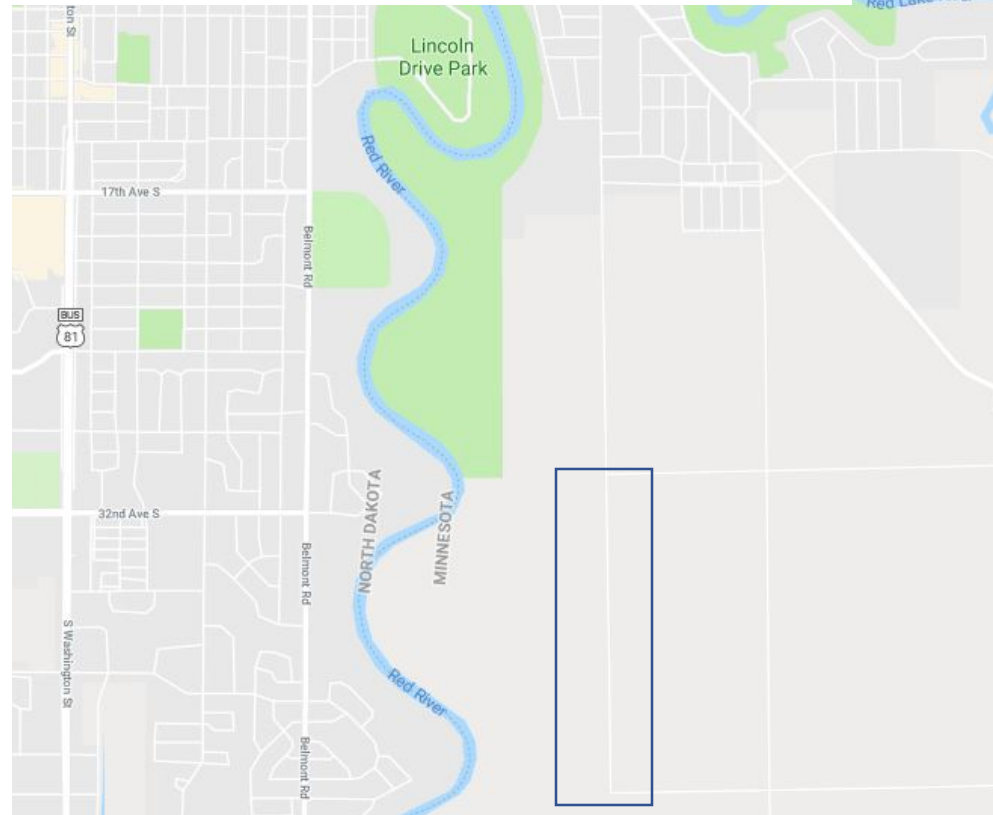


# TDM Modifications for 47<sup>th</sup> Ave S.

Initial TDM was modeling 47<sup>th</sup> Ave S bridge as connecting to Rural unpaved township roads on the Minnesota Side

assumed just building bridge and connecting.

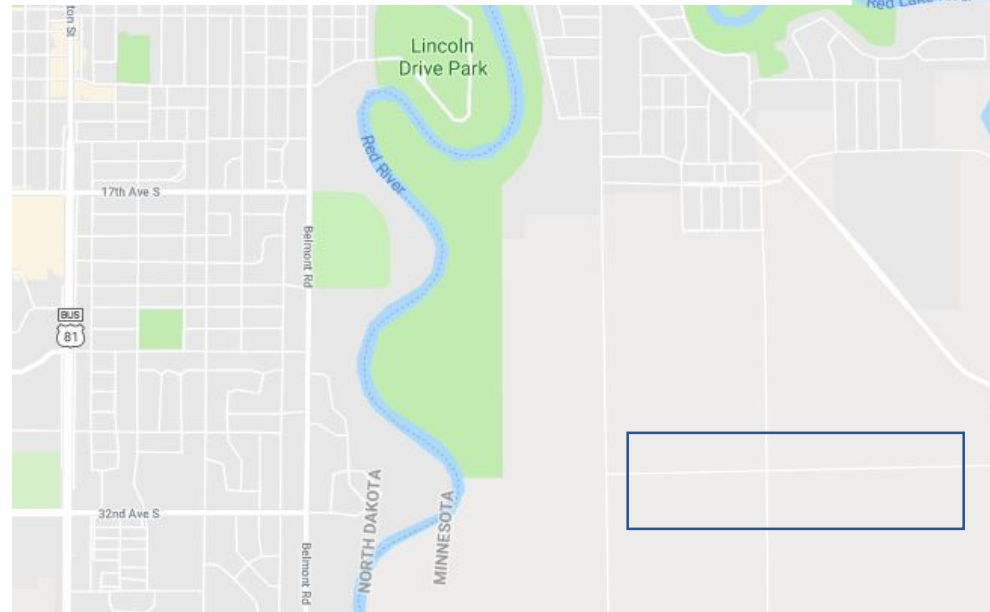
When including I29 Interchange, we Assumed then that the connecting n/s Road (Rhinehart extended) would be Also improved to be a paved, rural Road for its entire length.



# TDM Modifications for 47<sup>th</sup> Ave S.

E/W roads remained unchanged for all model runs

Increased n/s attraction to 47<sup>th</sup> Ave Bridge



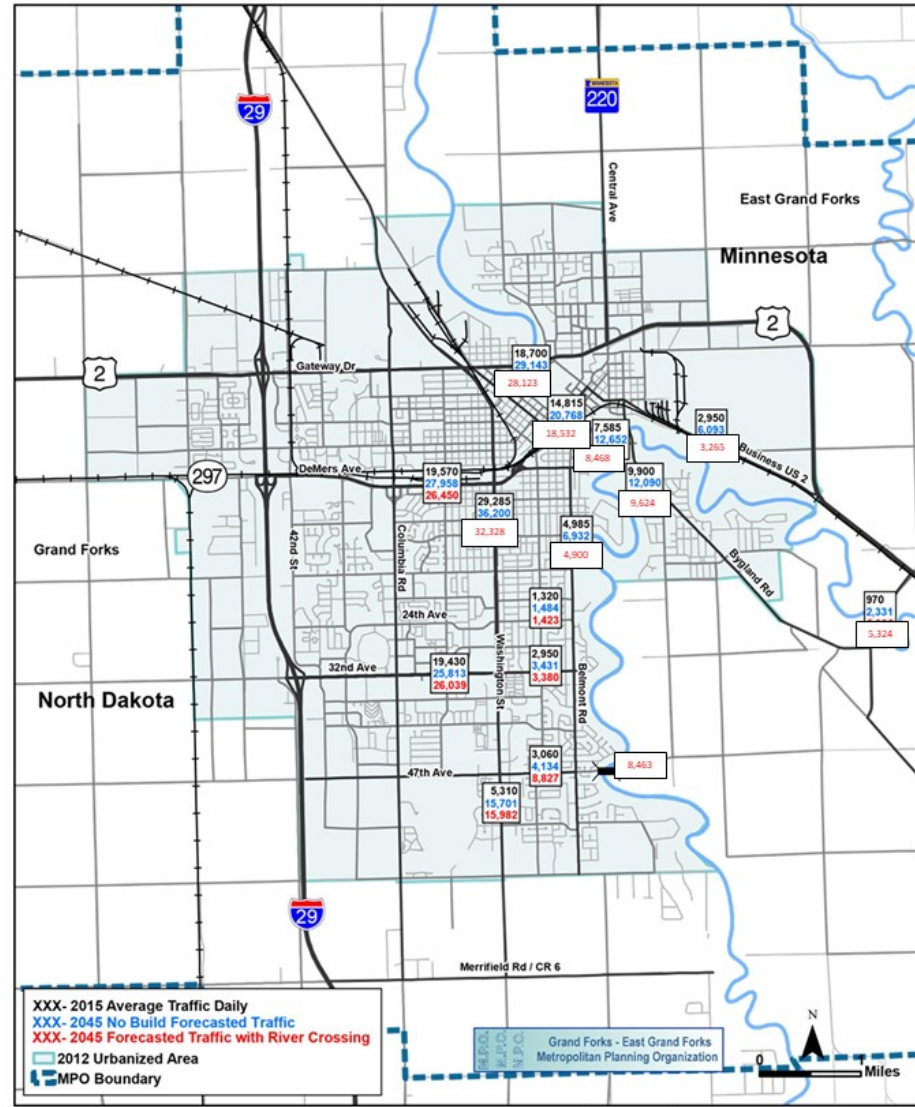
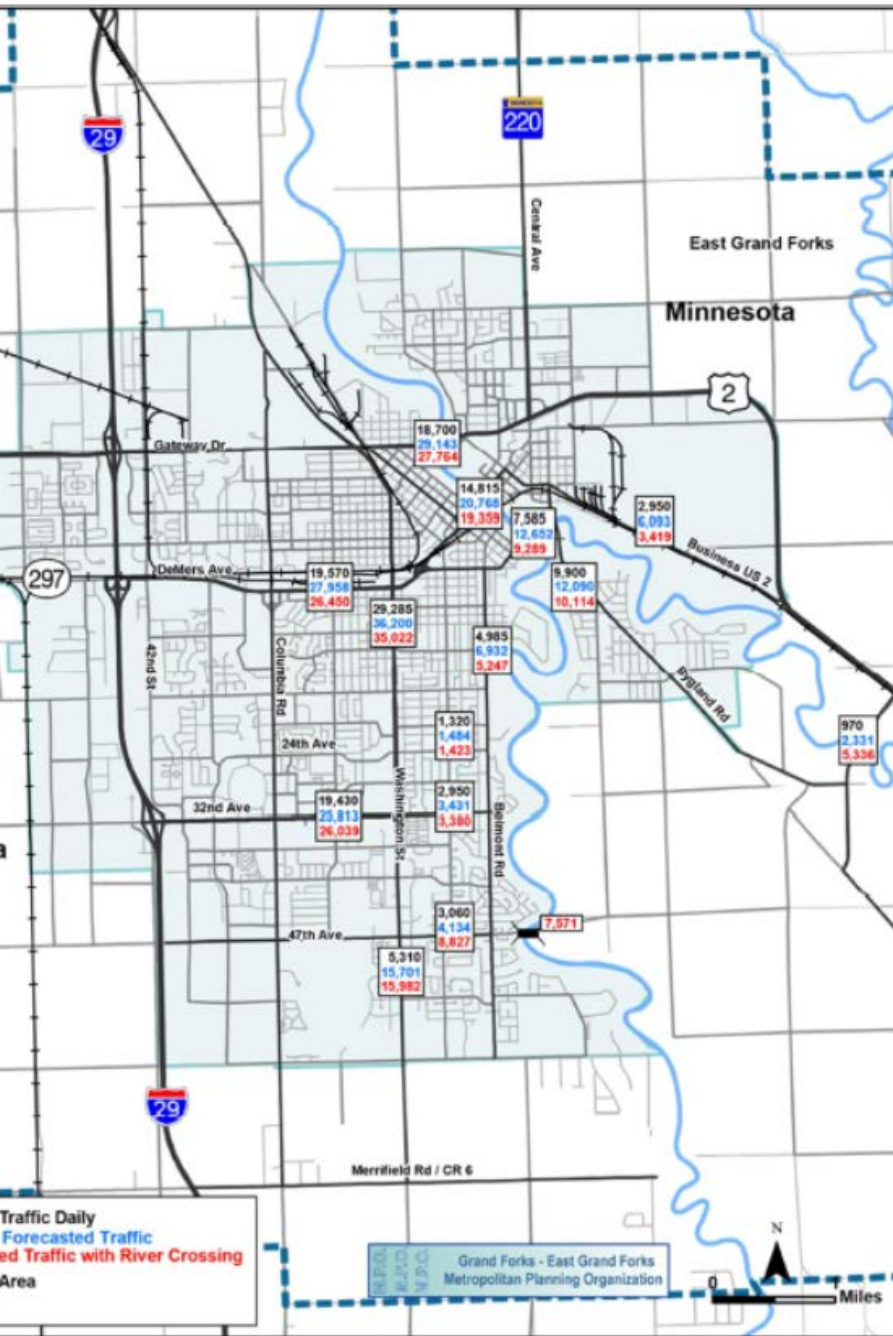


Figure 8: ADT Summary for the Proposed 47th Avenue River Crossing

UPDATED

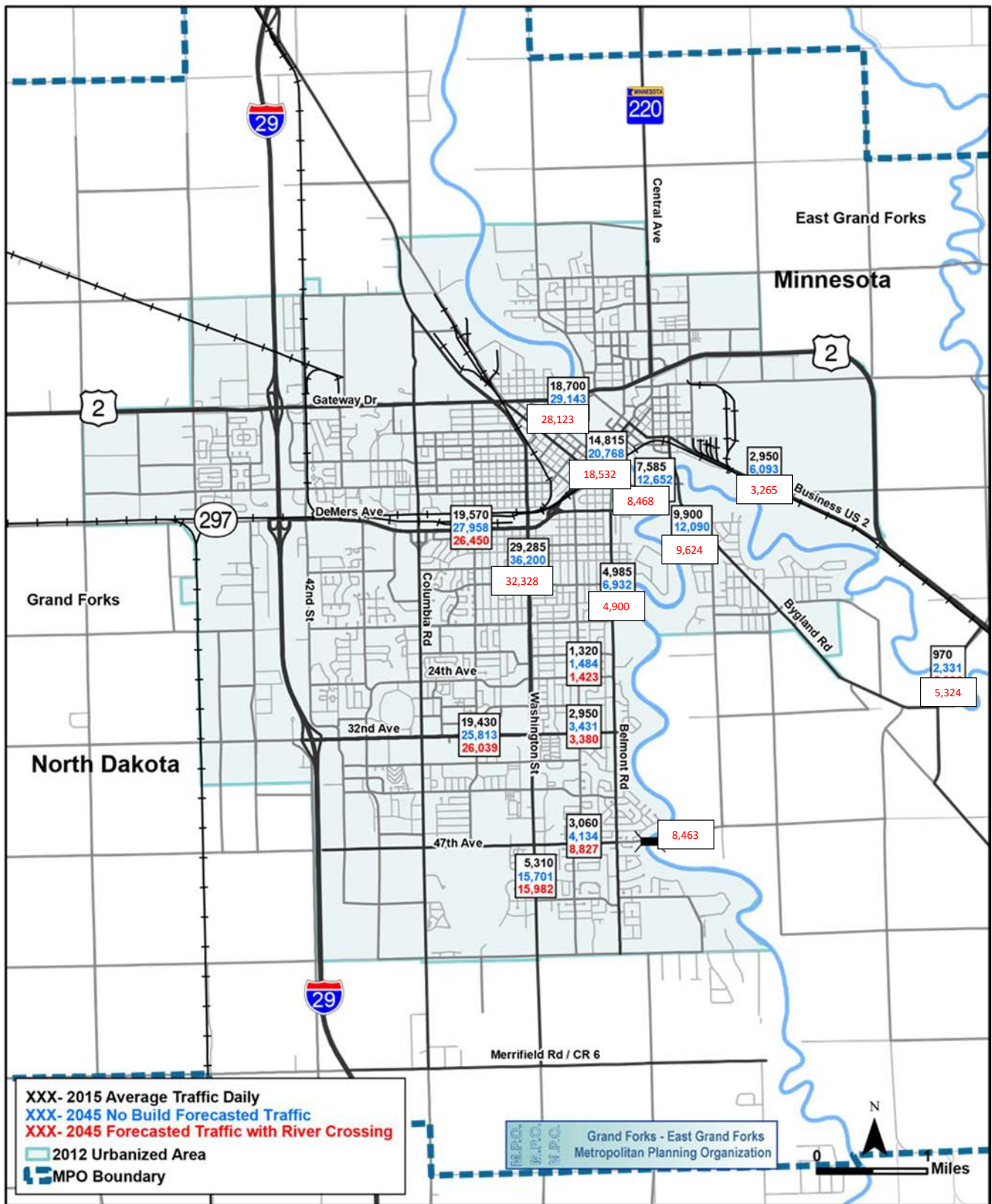


Figure 8: ADT Summary for the Proposed 47th Avenue River Crossing

UPDATED



## Regional Impacts

One goal of a new river crossing is to alleviate the anticipated congestion on the existing crossings by providing users an alternate route. **Table 7** summarizes the ADTs by scenario for each of the existing and proposed river crossings. Many of the river crossing scenarios have similar results from a traffic volume perspective, although there is generally a decrease in the river crossing volume served by the proposed river crossing as it moves further to the south. There are also some notable decreases in traffic volumes on the Minnesota Avenue / 1<sup>st</sup> Street SE crossing under the 24<sup>th</sup> Avenue, 32<sup>nd</sup> Avenue and 47<sup>th</sup> Avenue scenarios.

Table 7: Forecast River Crossing ADTs Summary

River Crossing Location	Existing	2045 No Build	2045 with 24th Crossing	2045 with 32nd Crossing	2045 with 47th Crossing	2045 with Merrifield Crossing
US 2	18,700	29,100	27,400	27,400	27,800/28,123	28,300
Demers Avenue	14,800	20,800	19,300	19,200	19,400/18,532	20,300
Minnesota Avenue / 1st Street	7,600	12,700	7,900	8,000	9,300/8,468	11,100
24th Avenue	--	--	8,700	--	--	--
32nd Avenue	--	--	--	8,800	--	--
47th Avenue	--	--	--	--	7,600/8,463	--
Merrifield Road	--	--	--	--	--	3,600
Total ADT	41,100	62,600	63,300	63,400	64,100/63,586	63,300

**Table 8** summarizes the net difference between each scenario at the Red River crossings as compared to No Build.

Table 8: Net ADT Change by Red River Crossing as Compared to No Build ADT

River Crossing Location	2045 with 24th Crossing	2045 with 32nd Crossing	2045 with 47th crossing	2045 with Merrifield crossing
US 2	-1,700	-1,700	-1,300/977	-800
Demers Avenue	-1,500	-1,600	-1,400/2,268	-500
Minnesota Avenue / 1st Street	-4,800	-4,700	-3,400/4,232	-1,600
24th Avenue	8,700	--	--	--
32nd Avenue	--	8,800	--	--
47th Avenue	--	--	7,600/8,463	--
Merrifield Road	--	--	--	3,600
Net ADT Difference	700	800	1,500/986	700

# River Crossing – Link LOS

River Crossing Location	2045 No Build	2045 with 24th Crossing	2045 with 32nd Crossing	2045 with 47th Crossing	2045 with Merrifield Crossing
US 2	E	D	D	D	E
Demers Avenue	F	F	F	F	F
Minnesota Avenue / 1st Street	E	B	B	C	D
24th Avenue	--	A	--	--	--
32nd Avenue	--	--	A	--	--
47th Avenue	--	--	--	A	--
Merrifield Road	--	--	--	--	A

River Crossing Location	Existing	2045 No Build	2045 with 24th Crossing	2045 with 32nd Crossing	2045 with 47th Crossing	2045 with Merrifield Crossing
TH 220 River Crossing	970	2,330	4,900	5,290	5,340 <b>5,324</b>	3,520
Bygland Road N. of Rhinehart Dr.	9,900	12,090	8,070	8,450	10,110 <b>9,624</b>	11,420

River Crossing Location	2045 with 24th Crossing	2045 with 32nd Crossing	2045 with 47th Crossing	2045 with Merrifield Crossing
TH 220 River Crossing	+2,570	+2,960	+3,010	+1,190
Bygland Road N. of Rhinehart Dr.	-4,020	-3,600	-1,980 <b>2,466</b>	-680
Minnesota Avenue / 1st Street	-4,800	-4,700	-3,400 <b>4,184</b>	-1,600

UPDATED

# River Crossing – Link LOS

Facility Type	2045 No Build	24th Avenue River Crossing	32nd Avenue River Crossing	47th Avenue River Crossing	Merrifield Road River Crossing	
Freeways and Ramps	101,186	-3,611	-4,054	-2,662	-1,170	
Major Arterials	530,889	-20,123	-19,346	-11,448	-12,321	
Minor Arterials	237,590	-641	-18	-252	-2,607	
Collectors	139,010	2,318	-105	1,987	-134	
Local Streets/Rural	46,109	-1,478	-1,198	-1,018	-1,485	
<b>Total VMT Reduction Compared to 2045 No Build</b>	<b>1,054,784</b>	<b>-23,535</b>	<b>-24,721</b>	<b>-13,393</b> <b>9,706</b>	<b>-17,717</b>	<b>Total VMT Reduction</b>

Facility Type	2045 No Build Network	24th Avenue River Crossing	32nd Avenue River Crossing	47th Avenue River Crossing	Merrifield Road River Crossing
<b>Total VHT Reduction Compared to 2045 No Build</b>	<b>59,702</b>	<b>-1,001</b>	<b>-831</b>	<b>174</b> <b>351</b>	<b>-679</b>

# Next Step in Future Bridges

Agree to just update 2030 Plan info  
Would need info for 47<sup>th</sup> Ave site

Need very quick approval of added scope

Would need to amend UPWP

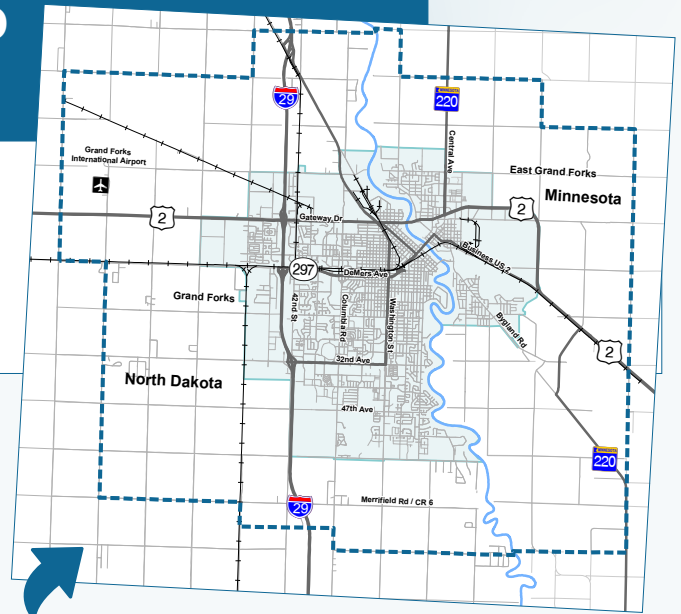
Would need to amend Contract Scope  
first agree to added scope

REMINDER: Need preliminary draft early October



# Grand Forks-East Grand Forks MPO STREET/HIGHWAY PLAN UPDATE

The Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) is updating the **street and highway** element of its Long-Range Transportation Plan (LRTP). Please join us to learn more and provide your input!



YOU'RE INVITED:

## Public Meeting

WEDNESDAY

**April 18<sup>th</sup>, 2018**

### Choice Health & Fitness

**Sterling Meeting Room**

4401 South 11<sup>th</sup> Street  
Grand Forks, ND 58201

COME AND GO AT ANY TIME

**5:30 until 7:00 PM**

**Presentation at 6:00 PM**

**This update** will communicate local investment needs and priorities for **streets and highways** in the MPO area and address the federal regulations in the Fixing America's Surface Transportation (FAST) Act. The transit and pedestrian/bicycle elements are being addressed separately.

#### Why?

Come learn about the range of alternatives, how they'll be evaluated, and the public input we received on funding priorities. We'll also share analysis of different river crossing options.

#### Can't Make It?

Visit the project website at [www.theforksstreets2045.org](http://www.theforksstreets2045.org) to:

- Learn more about the project
- Sign up for email updates
- Provide input with an online comment form

### More Information

#### PROJECT MANAGER:

**Earl Haugen**

Grand Forks-East Grand Forks MPO Executive Director

📞 (218) 399-3370 📞 (701) 746-2660

✉ [earl.haugen@theforksmop.org](mailto:earl.haugen@theforksmop.org)

🌐 Project website:

**[www.theforksstreets2045.org](http://www.theforksstreets2045.org)**

The MPO 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 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 (see contact information above). TTY users may use Relay North Dakota 711 or 1-800-366-6888.

**TABLE OF CONTENTS- UPDATE APRIL, 2018**

<b>CODE</b>	<b>AREA</b>	<b>TASK</b>	<b>%</b>	<b>COMPLETION DATE</b>
300	<b>PLANNING AND IMPLEMENTATION</b>	<b>ACTIVITIES</b>		
	<b>2045 Street &amp; Highway Plan</b>	<p>Preparing for Public Meeting #3 on 4/18 and will present focus areas to TAC:                      Outcomes of financial planning activity                      Discuss range of alternatives                      Review the alternative evaluation framework                      Review river crossing analyses</p> <p>Working on confirming revenue inputs from a variety of agencies. Consultant continues seeking input from TAC on Universe of Projects, specifically new capacity projects, state of good repair and project time frames.</p>	40%	Dec, 2018
300	<b>Plan Update (Travel Demand Model)</b>	Based model is complete. The 2030 & 2045 E+C (Existing and Committed Network) Model has been completed.	65%	Dec, 2018
300	<b>Bicycle and Pedestrian Planning Element (Update)</b>	Researched, prepared and submitted Response document addressing a request from Stakeholder to consider accepting proposed changes to some performance measures supporting security, accessibility & mobility and integration & connectivity goals. Currently working on preparation of Chapter IV: Trip Attractors, Planned Facilities, Roadway's cross-sections & Financial component.	75%	May, 2018
300	<b>Corridor Planning</b>	Aerial Photo: Contract is signed and the preliminary work is underway. Flight will happen when snow is gone.	100%	Dec, 2018
300	<b>Traffic Count Program</b>	Resume data collection setup for the rest of the intersections.	70%	
	<b>Near South Neighborhood</b>	Been working with CAT and other City staff on furthering transit stop alternative concepts. Comments received on draft report being addressed by ATAC.	95%	
300.5	<b>SPECIAL STUDIES</b>	EGF ADA Transition Plan: RFQ's were due March 30th. Contract is going through approval process.	5%	April, 2018
		Request for Qualifications for East Grand Forks ADA Transition Plan was released. Deadline for submittals is March 30, 2018	5%	Dec, 2018
300.6	<b>PLAN MONITORING, REVIEW AND EVALUATION</b>			

**MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2018**