

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, AUGUST 15TH, 2018 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING CONFERENCE ROOM

MEMBERS

Kadrmass/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 JULY 11TH, 2018 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF 2019-2022 FINAL DRAFT T.I.P. HAUGEN
 - a. Public Hearing
 - b. Committee Discussion
 - c. Committee Action
6. MATTER OF PROJECT SOLICITATION FOR THE 2019-2020 UNIFIED PLANNING WORK PROGRAM HAUGEN
7. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATEKIMLEY HORN/WSB
 - a. Universe Of Projects
 - b. Financial Forecast
 - c. PM2 and PM3
 - d. Bridge Analysis
8. OTHER BUSINESS
 - a. 2018 Annual Work Program Project Update
 - b. MN 220 North Corridor Study Update – Oral Update
 - c. Grand Forks Downtown Transportation Plan Update – Oral Update
9. ADJOURNMENT

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

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 11th, 2018
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the July 11th, 2018, meeting of the MPO Technical Advisory Committee to order at 1:40 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Darren Laesch, MnDOT; Michael Johnson, NDDOT-Bismarck (via phone); David Kuharenko, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Jane Williams, Grand Forks Engineering; Jesse Kadrmas, NDDOT-Local District; Steve Emery, East Grand Forks Consulting Engineer; and Dale Bergman, Area Cities Transit.

Absent were: Dustin Lang, Brad Gengler, Ryan Brooks, Brad Bail, Lane Magnuson, Richard Audette, Paul Konickson, Ali Rood, Nancy Ellis, Ryan Riesinger, Stacey Hanson, Nick West, Mike Yavarow, Lars Christianson, and Rich Sanders.

Guest(s) present were: Troy Schroeder, NWRDC; Meredith Richards, Grand Forks Community Development; and Al Grasser, Grand Forks Engineering.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTIONS

Haugen asked that everyone please state their name and the organization they represent.

MATTER OF APPROVAL OF THE JUNE 13TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE THE JUNE 13TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

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**MATTER OF PROPOSED AMENDMENT TO THE ANNUAL ELEMENT OF THE
FY2018-2021 T.I.P.**

Minnesota Side

Haugen reported that this amendment will be the first amendment that we are addressing that will also address the performance measures that we are now required to include. He added that it is in regard to safety.

Haugen stated that the amendment itself is due to the possibility that several projects that East Grand Forks is scheduled to do this summer may be funded by a different funding source than the City's Subtarget that the City gets through the ATP every four years.

Haugen commented that he isn't sure if this is something that is just Minnesota opportunity for SAFETEA-LU monies left over from the Safe Routes To School Program, or if it is a national call and this is just the Minnesota portion of it. Laesch responded that he believes it is a national call for funding, but they reached out to Minnesota early in the process. Haugen said, then, that across the State of Minnesota they are trying to identify projects that are really "shovel ready" to try to get access to these funds as they are set to expire, so the Minnesota District 2 Office was able to identify four projects, that are a part of a larger set of projects that East Grand Forks is doing with their City Subtarget funds.

Haugen said that he doesn't know if they have received word as to whether or not if this will be funded out of this program, so, because there will be a very short timeframe between making a decision and accessing the funding so we are sort of taking tentative action so that when the MPO Executive Policy Board meets next week, if we don't have an answer by then, we will be asking the board to approve this contingent on the award being done at the Federal level, and the State level.

Haugen commented that the two things we don't know is if this will truly be funded out of these other pots of money, out of the program or not other programmed amounts, and the other thing that is hopefully going to happen is that more dollars from the Federal side will contribute to the total dollar amount. He explained that the way the State has been considering this is one of two ways; right now he thinks that if the total project is like \$1.2 million dollars, they have \$860,000.00 in City Subtarget so one way of doing this would be to just replace the difference between \$860,000.00; well let's backtrack; . he He explained that SAFETEA-LU Safe Routes to School funding allows for greater than 80% match, so there is a possibility that there could be a larger match than \$860,000.00, so the question is how much more federal funds beyond the \$860,000.00 will actually come from the Safe Routes to School program, we don't know that dollar value yet. He added that another thing that could happen is that the actual City Subtarget will be removed and all of the federal funds would be coming from the SAFETEA-LU Safe Routes to School program.

Haugen stated that what they are showing on the draft amendment is just the fact that the funding source is going to change, but we don't yet know how to change the dollar amounts so we aren't

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proposing any change to them yet. He said that we hope to have an answer by Monday and the public hearing notice was published for Next Wednesday's MPO Executive Policy Board meeting.

Haugen commented that the first time he heard about this was a couple of weeks ago, and they were hoping to have an answer to all of this at the end of June, but now are hoping for an answer by next Monday so are moving this along, but, again, if they don't have an answer and the Board meets Wednesday and they want to approve this it would be contingent on award of the different funding source and approval at the local level.

Haugen reported that the public hearing notice was published for next Wednesday's Board meeting. He stated that it is his understanding that the City awarded the bids for this project last evening at City Council. asked if the project had been awarded already. Emery responded that they did award the bids last evening, it had. Laesch asked if there were any concerns, now that it has been awarded, that it won't be eligible for the SAFETY-LU funds. Emery responded that he talked to Lou and was told to go ahead and award it.

Haugen stated that the second part of the amendment is the write up for our T.I.P. based on the Minnesota Federal Highways' guidance that they provided to us back in April. He said that a copy of the draft write up was included in the packet, but since then Federal Highway Minnesota did ask for an additional piece be added to it.

Haugen referred to a slide showing the requested information and explained that what is essentially saying is how MPO Staff are learning about performance measures, and how they have engaged with our MOA's with both States and how we will be moving forward with them.

Haugen commented that, with this addition Federal Highways Minnesota is comfortable with the draft before us, so Staff is recommending approval contingent on both the public's participation and also the Federal Award outcome.

Halford referred to the public hearing notice and pointed out that it says North Dakota side instead of Minnesota and she was wondering if that would create a problem. Haugen responded that it would not.

MOVED BY BERGMAN, SECONDED BY LAESCH, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PROPOSED AMENDMENT TO THE ANNUAL ELEMENT OF THE FY2018-2021 T.I.P., SUBJECT TO PUBLIC INPUT, AND ON THE FEDERAL AWARD OUTCOME.

Laesch asked for clarification as to whether the dollar amount that they talked about for the MnDOT 220 North Study remained remain the same. Haugen responded that it did; \$70,000 for a consultant.

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Voting Aye: *Kadrmaz, Emery, Halford, Laesch, Johnson, Kuharenko, and Bergman.*

Voting Nay: *None.*

Abstain: *Williams.*

Absent: *Lang, Ellis, Bail, Gengler, Brooks, Riesinger/Audette, Konickson, Hanson, Yavarow, Rood, West, Magnuson, Sanders, Christianson.*

MATTER OF DRAFT RFP FOR MN#220 NORTH CORRIDOR STUDY

ViafaraHaugen reported that a copy of the Request for Proposals for Transportation Planning Services to undertake the Minnesota 220 North Corridor Study. He stated that the information that is needed by the prospective consultant, including the scope of services and products to be delivered by their services is included.

Viafara said that he would like to bring to your attention is that the purpose of this scope is to retain a consultant to conduct an analysis of the segment that is between Minnesota 220 North down to the intersection of DeMers/9th Street, and then one mile over to 23rd Street North.

Viafara commented that just for information what was included in today's packet has since been updated and a few changes were made in order to clean up the overall document. He referred to the RFP document and went over the changes made.

Laesch stated that MnDOT's focus is more on the intersection of U.S. #2 and 220; he said that he knows you have that one on the slide, but the one in the packet doesn't have it. Viafara responded that what is in the packet is the old version and wasn't updated. Laesch said that, again, their emphasis is that intersection as they have a lot of safety issues that they would like to address with an HSIP project, and they would like this study to further analyze that. He added that they are also looking at the intersection to the north to replace the signal, so they would like to update the whole corridor before they move ahead with any projects. He said that that his reason for rephrasing to ensure that the focus is more on the higher volume areas of the corridor.

Viafara continued going over the changes that were made since the packet went out.

Kuharenko referred to #6 Proposal Format and Content Section C and pointed out that it says US2 and US Bus 2 Study. Viafara responded that, again, the document in the packet has not been updated, but the incorrect studies have also been replaced so in the next version you will not see that. He added, though, that there are two areas that you will find U.S. #2, it is an intersection with 220.

Emery referred to the Staff report and pointed out that it gives a budget of \$70,000, but when you look at the Request For Proposals it shows a budget of \$60,000. Viafara said that he would make that change. Halford asked if it was \$60,000 or \$70,000. Emery responded that he thinks it is \$70,000.

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MOVED BY LAESCH, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REQUEST FOR PROPOSAL FOR THE MINNESOTA 220 NORTH CORRIDOR STUDY SUBJECT TO CHANGES, AS NOTED.

Voting Aye: Kadrmas, Emery, Halford, Laesch, Johnson, Kuharenko, and Bergman.

Voting Nay: None.

Abstain: Williams.

Absent: Lang, Ellis, Bail, Gengler, Brooks, Riesinger/Audette, Konickson, Hanson, Yavarow, Rood, West, Magnuson, Sanders, Christianson.

**MATTER OF DRAFT RFP FOR THE GRAND FORKS DOWNTOWN
TRANSPORTATION PLAN STUDY**

Haugen reported that he has been working with Meredith Richards, Grand Forks Community Development, and she provided a scope of work of the most interest to coincide with the effort they are doing with their Downtown Action Plan.

Haugen referred to the scope of work, included in the packet, and pointed out that it entails a Parking Study Update; looking at the one-way pairing of 3rd and 4th Streets; looking at University Avenue Corridor and strengthening the connection between UND and the downtown; and doing Downtown Traffic Management by looking at what roads we can switch people to and determine what type of improved traffic coordination we get with the signals on the Minnesota side, trying to see if there is a defined bike network that we can identify, see if there is more transit opportunities including looking at autonomous transit.

Kuharenko asked how exactly does the Downtown Action Plan the City is currently working on, and this scope of work mesh together. Richards responded there is a little bit of background just ahead of this but they are in the process of doing their Downtown Action Plan and this paragraph kind of lays out what that will produce in the way of deliverables. She stated that the context kind of behind why they are doing this was the idea that over the next five to ten years Grand Forks is expecting on the order of \$100 million dollars in reinvestment in Downtown Grand Forks, so they want to make sure that for this intermediate term we are prepared with technical elements so that as these investments come in we are ready. She added that, obviously the streetscape is going to be first and foremost with the DeMers reconstruction, but longer term, private sector issues like updating our Design Guidelines, and having a redevelopment strategy that addresses some of the economics and financing is important.

Richards stated that, again, the context for their Downtown Action Plan is to get prepared for this infusion of reinvestment so that it is strategic and coordinated, and that we don't miss any opportunity; so then the transportation elements that flow into that; yes the parking study is, obviously the MPO printed that in 2011, so that clearly needs to be updated with 3rd and 4th Streets. She added that, as Mr. Haugen mentioned, a big part of our Downtown Action Planning process is looking at the redevelopment of the Water Treatment Plan, so we want to make sure that we know if there are unintended consequences with the idea that 3rd Street should be vacated

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so that construction can really access the view that would be up and over the dike, as well as some of other things that are mentioned such as congestion with the bar closing time, and the long term issue of the one way pairs that would be eliminated. She stated that the University Avenue Corridor, again, this has been a long term discussion formed of how we can build bridges physically and perception wise between campus and downtown. She added that coincidentally the Downtown Action Plan consultant RDG is doing some of that work on campus right now so we can take advantage of that.

Richards reported that for the downtown traffic management, she is going to just throw up her hands and say that it is a little bit over her head in terms that she isn't quite sure what this means and so she kind of unsure of changing the words in line four.

Haugen commented that a lot of this is based on a proposal that the Selection Committee entertained with the selection of RDG; a follow-up proposal of work that they can do. Richards added that out of the interview process, the reason they selected RDG's design, was that there was kind of a dazzling presentation by Mike Bitner, and that kind of stimulated some thought about what else could we incorporate into downtown traffic planning.

Kuharenko said that he supposes that that number four, kind of how it ties into the DeMers Avenue reconstruction; he knows they are working on the design and getting it out the door as quickly as possible; and it looks like the final report for this is due at the end of June 2019, so about a year from now is when this is supposed to be done, so does that make sense for the DeMers Avenue Reconstruction; and he doesn't know when the Downtown Action Plan will be wrapped up. Richards responded that the timeline on this kind of surprised her because it is longer than she expected it to be; and the RDG plan will wrap up sometime in May or June 2019 so some of the earlier elements they really need to have prioritized to make sure that they get done and the information shared with RDG during the time that they are actively planning, so she isn't quite sure how to deal with that timeline issue, in terms of this RFP.

Haugen stated that Ms. Richards did share with him the surprise, and he replied back a couple of things; we are starting later than RDG is starting, but there is still a scope of work that has to have time to it. He said that for some of the data collection we need to wait for the Kennedy Bridge to open up to its typical four-lanes of traffic otherwise the closure of two lanes will certainly affect the data.

Haugen said that in terms of the relationship to the actual project on DeMers, he doesn't think anybody was intending to imply that whatever comes out of this study will change the design, it is just going to build off of what is being designed in place, and to see what else needs to be done to manage the traffic downtown, so other activities could be done in the future. Williams stated, then, we could take the downtown traffic management out of this study and move it to another study that we do for the 2050 update, so we would keep all of this but it wouldn't be a part of this study, correct. Haugen responded that it is supposed to be a part of this study; so as Ms. Richards works with the strategies of what redevelopment is going to be, where it is going to be, and what kind of traffic will be generate, and how we would manage that differently than it is currently managed.

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Haugen commented that we will be looking at whether there is potential for changing mode share as this downtown builds vertically, are we going to be able to capture changing how people get; particularly getting people to the downtown as DeMers Avenue is the main corridor, but is there a way to capture motorists prior to getting to the heart of DeMers Avenue downtown. He stated that for many years that was a reroute concept for the Downtown; from the west side.

Haugen stated that in terms of signal coordination, this is geared more towards adaptive signal timing. He said that MnDOT is looking at upgrading their signals in East Grand Forks by 2023. He explained that we currently have ATAC under contract with the Counting Program to help inform MnDOT what equipment works best with the Counting.

Haugen commented that in the past we have always been hampered by two different signal systems that aren't great at communicating with each other for the DeMers Avenue traffic flow, this might be the opportunity to help identify to MnDOT how their investment would work, and show them, through simulation, how that might work to make traffic flow better in both downtowns.

Williams asked if it wouldn't work better if all the traffic counts and everything that is included in Number 4 were done after the DeMers construction because we don't know what the bump-outs are going to do; if it is going to divert traffic, but to go through this using existing traffic, it isn't going to be any good once DeMers is done because that will be a major change. Haugen responded that it can be updated, but from the information he is getting this is what is desired by the City to have us undertake. He added that with the dollar value that we've allowed for this to work, it fits within the dollar values, so again they have given a skeleton proposal to one consultant saying this is the work we want done, so work with it within the RFP, but this is what we would like you to help us do with our Downtown transportation.

Kuharenko referred to Number 4 in the Scope of Work and commented that he is still looking at this with the timelines we have coming up, with the differences with the traffic flows we are going to have between the Kennedy and reconstruction of DeMers Avenue he doesn't know how worthwhile it is going to be to have this particular segment at this point in time. He said that he would have a problem that this might be, just for the sake of the timeline, but also for the aspect of funding as well, maybe removing this portion and getting it put into either a study down the road after DeMers has been reconstructed, after North 5th has been given a mill and overlay, it might not be the right time for it. He added that he would probably be inclined to go as far as saying we should just remove this segment from the scope of work and focus on those items #1, #2, and #3. Haugen said, again that the communication he is getting from the City of Grand Forks, this is the proposed segment they want us to consider, so you are reconsidering all this, that is fine.

Discussion on whether or not #4 should remain in the scope of work ensued.

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Richards stated that she is looking for information that will inform her consultants as they do the elements of their study which were those items she mentioned; redevelopment strategy of streetscape and design guidelines. She added that she is the first to admit that she hadn't thought about the issue of data collection and how it would change based on the Kennedy Bridge reconstruction, but all she knows is what she wants at the end, but she doesn't know how to get there, so that is why this Technical Advisory Group is here.

Bergman asked if MnDOT would be looking at signal priority too. Laesch asked what he meant by priority. Bergman responded that you have TSB that you use on emergency vehicles and buses. Laesch responded that he would think that would be considered. Williams added that in Grand Forks they currently have a system they are using, the GTT Opticom, where they have the preemption for emergency vehicles, but they also have a true transit priority so that it is set in there. Laesch said that he will have to talk to their traffic engineer about this, as it is certainly something that is desired.

Grasser said that it sounded like we are getting caught in a catch-twenty-two in here that circumstances have changed, probably, from discussions that we had, and those types of things; and he is concerned that we need certain things to move very quickly in the downtown, and if we can't deliver them, is there some way we can use existing counts and get something and more thoughts into the study as opposed to waiting because the waiting thing is going to potentially make much of the study irrelevant relative to being able to apply it to decisions that otherwise wouldn't be made, so he is wondering if there are some things we can do to cut down the dollar of the scope of work, as some of those items are not meant for item 4 seem to be a little bit more global in nature, and might be better off to defer to a; he is sure you can't do it in our current Long Range Transportation plan, but even another study or the next one down the line. He said that his understanding is that we are probably looking at a kind of corral the downtown the next five to ten year planning period so the best investment and so those things that may only have impacts down the line, the things suggested might be things that we back out in the interest of time; and again if you do traffic counts you are not trying to date back the counts and project them out through the years, you are only trying to project them five, and maybe there is enough info that today's data and past data that we can maybe use it to get us close enough for a shorter time frame.

Haugen commented, obviously for DeMers itself we could rely on the traffic data that was done; as far as traffic operation analysis it is those other streets off of DeMers that we really have limited counts for. He added that it is his understanding that for traffic management it isn't so much focusing on the management of DeMers, as we know it is going to be changed there next summer, it is with that reality, and we have more demand coming in, and what is being built there the traffic operation study asks if it is going handle all future traffic, so we need to try to start the path of converting people to other modes, with vertical density is going to allow better opportunity than is currently there.

Williams said that they have to know if 3rd and 4th are a one way pair to get to the second part, the second part is dependent on the first part and she thinks that the stumbling block, in that we have to first determine whether the 3rd and 4th one way pairs are going to be there or not, and

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then if we figure out if they are or not then the next report can be the downtown, because she wouldn't want to try to guess what would happen if we make both of those streets two-ways, so your counts are going to be all different.

Haugen pointed out that the schedule shows that we aren't able to hire anybody until September 1st.

Kuharenko asked if there was any other way to get the timeline a little bit more compressed because that would then allow Ms. Richards to get the information over to her consultant. He said that he doesn't know if we end up making the draft report submittal due in April, in March, and then the final a month after that it would be a much tighter for the timeline. Halford asked what Ms. Richards' ideal to making timelines was. Richards responded that her consultant has kind of laid out a pretty solid scope of work to the end of this year, so she isn't real sure of at what point the products of these studies would be necessary for them to stay on schedule. Haugen stated that the parking is something that obviously doesn't have to have traffic counts, and waiting for the Kennedy Bridge, so that is on it's own schedule so it can be moved up and done faster than being part of the complete documentation things we have to do. Richards commented that the University Avenue Corridor does not seem to be too time sensitive.

Haugen commented that #2 has to be determined before #4 can be done, so we can identify different time frames for one and two within the RFP and allow longer ones for the other two.

Grasser asked if #3 depends on traffic counts. Williams responded that she doesn't think that the University Corridor is going to be affected as much as the downtown with the changes. She said there might be a little bit of change at 3rd and 4th, but she actually thinks you can go ahead with the University Corridor also. Haugen asked when the Kennedy Bridge would be fully functional, or as normal as possible. He stated that the big things are there are on and off ramps on the Minnesota side, when are they going to be fully functional. Emery responded that they will have to switch to the south half of the bridge probably in August or September, and then they will probably open the whole bridge probably in October or November.

Discussion on traffic count data needs ensued.

Kuharenko asked when the final report is due. Richards responded that their timeline has them completing their work in May. Kuharenko said that you are talking probably preliminary approval in April. Richards responded that the timeline is for preparation drafts in May. Williams commented that there are a couple of items in here that if there were any changes made you would need to go through the public comments and such, so in essence this report would need to be done at the end of January or early February.

Haugen asked, just to flip the question; can the Downtown Action Plan schedule slide a month or two. Richards responded that the focus right now is streetscape, streetscape, streetscape; and that has kind of altered the course that they would probably follow for a project like this, so in fact what they are calling their Kick-Off meeting won't occur until October. She added that obviously streetscape has to be done by the DOT timelines, once that is accomplished their

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process is not willing to deliver a final booklet, so we'll get a streetscape element, and that will be done well before May, and then they will get a parks and open space opinion, and we aren't really worried about the timeline for that element.

MOVED BY KUHARENKO, SECONDED BY HALFORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT APPROVE THE RFP FOR THE DOWNTOWN TRANSPORTATION PLAN, SUBJECT TO CHANGES AS NOTED; SUBMITTAL OF DRAFT REPORT BY THE END OF FEBRUARY 2019; SUBMITTAL OF THE FINAL REPORT BY THE END OF MARCH 2019; REMOVAL OF ITEM #4 IN THE SCOPE OF WORK; AND FOR STAFF TO DETERMINE COST DIFFERENCE AND BRING REVISED COST ESTIMATE TO THE EXECUTIVE POLICY BOARD.

Voting Aye: Kadrmas, Emery, Halford, Laesch, Johnson, Kuharenko, and Bergman.

Voting Nay: None.

Abstain: Williams.

Absent: Lang, Ellis, Bail, Gengler, Brooks, Riesinger/Audette, Konickson, Hanson, Yavarow, Rood, West, Magnuson, Sanders, Christianson.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen reported that they are trying to get some revenue forecasts finalized, and will touch on Performance Measure 2, and give an update on where we are at on the River Crossing Analysis.

Universe Of Projects

Haugen commented that he believes that we are only waiting for is; there was a meeting with the Districts and other staff on the North Dakota District and Mr. Noehre was going to modify his spreadsheet to show the work of that effort, but it hasn't been delivered yet, but he is aware of the request for it.

Haugen stated that with the Universe of Projects they do still have to identify each individual potential river crossing projects.

Haugen said that on the Main Street Program they were informed that the utility relocates aren't eligible under the Urban Grant Program, so there is still a need to perhaps identify projects for that program in lieu of those that were an addition to those.

Haugen referred to a slide and explained that it is a reminder of the dollar values that are still in-flux, but there are still around \$900 million dollars.

Haugen commented that they are trying to get the Universe of Projects wrapped up, and sent information out. He stated that it looks like July 27th is the best date to go over the Universe List of Projects and start applying fiscal constraint to them, etc., so please schedule four hours of your time to do that.

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Laesch asked how that affects the DOT side, as the projects he submitted he feels we can do fiscally, but is this kind of a give and take between all the different jurisdictions. Haugen responded that the fiscal constraint is still within the funding silos, so you really don't have any projects competing against the funding for the District Risk Management Funds, or the statewide program; some of those are still siloed so we aren't stealing from one to pay to the other. Laesch said, then, when you looked at what your total amount was are you basically taking what he submitted as those silos. Haugen responded that that is correct. He added that they are using a baseline and applying what MnDOT said was the rate of growth to use for financial forecasting.

Kuharenko asked, just for clarification are you saying July 27th, Friday morning, is that an 8:00 to noon meeting. Haugen responded it is.

Haugen commented that as soon as we start to narrow down projects, they will start to run some travel demand models to see how it helps or hurts our system with those projects.

Financial Plan Draft

Haugen stated that the big change from last month is that they were doubling up on some City of Grand Forks funding programs, so they revised what they were forecasting.

Haugen referred to a slide presentation (a copy of which is included in the file and available upon request) and commented that we previously had a number of \$200+ million dollars, but after reviewing everything, that number has been reduced to \$126 million dollars. He explained that last month they showed what the total was, and now they are showing what the funding programs are.

Haugen reported that on the Minnesota side we show a total of \$30 million in the Statewide Performance and \$30 million in the District Risk. He commented that the projects themselves, again these aren't showing what the project cost will necessarily be; how many projects will be done in those time bands. He added that they aren't going to do, say another Urban Regional, a \$37 million dollar project, and only do one project in a timeband. He said that this is identifying based on a baseline of a million dollars, how that grows, 2% in North Dakota, and how per year, then add up the years and come up with these timeband amounts by revenue sources.

Haugen pointed out that this number has been revised down as the total available, and again because of that doubling error on the Grand Forks local side, it was reduced considerably from what it was last month, but we are, again reporting this in the year of expenditure dollars so as soon as we look at our projects on Friday, July 27th, and start assigning the year expenditure those costs will inflate to the year of expenditure and will coincide with the dollars available.

Haugen stated that he wants to remind everyone that this is a five year plan, but because of a potential major change in financial we may have to revisit the plan earlier than the normal five years.

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Grasser asked, on the finance end what are we doing in 2018 to 2023. Haugen responded that they are doing things differently; each program almost has a different answer because; HSIP, Interstate, Regional, Local, these top four, they are all pretty much programmed in our T.I.P. so 2023 would be the start year for them; the Urban or Main Street Grant is only awarded out to 2020, so we will start in 2021 for that program; so some of these programs have a little different timeline, but the general timeline is 2023 to 2045, but some individual programs will be a little different.

Discussion on projects and timebands ensued.

Performance Measures

Haugen stated that they are focusing on PM2, the pavement and bridge targets. He explained that, just as with Safety, we can adopt up to twelve targets, or we can adopt as little as six targets. He said that if we adopt the State targets we have to adopt both State targets, we can't adopt one State target and have a local target in that same measure.

Haugen commented that for Pavement we are looking at Interstate, Non-Interstate, NHS; both good and poor targets. He said that what we are finding out is that we are not able, in this Long Range Transportation Plan to make a uniform data collection to have one target set for the MPO, and that is for all of these targets, so with the event, unless some miracle happens, we are now recommending for these particular targets to adopt the State targets as we don't have the availability of uniform data, particularly on pavement, bridges it is a little more uniform.

Haugen stated that we officially have until the end of November to make a decision, and we also have scheduled to have a draft document done earlier than that, so maybe as early as next month we will be asking for a decision on bridges and pavement target setting.

Haugen commented that these are generally four year targets, but there is a provision in the law that requires after two years a review of how they are performing and allows for an adjustment to be made in that target, but each State considers that two year period a little differently; for example on bridges with poor condition Minnesota, even though the target value is the same, they made it a two year target rather than a four year target while North Dakota made it a four year target at 4%, but again most States have to review them after a two year period.

Grasser asked if this measures "the bridge" or percentage of the bridge that maybe in poor condition. Haugen responded that there are three components; three different parts of a bridge or culverts over a certain size.

Grasser said, though that we are only measuring Interstate and NHS, so in his mind, just going statistically, we are either going to have almost 100% or we are going to have 0%; but he agrees 4% makes sense, and he isn't saying we should change anything, but percentage wise we are either going to, because of the small number of structures we have, we are either going to totally great or totally fail. Haugen pointed out that the info still shows the Kennedy Bridge, for example, prior to the work that is being done on it in very poor shape. He explained that it

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presented poorly largely because the Kennedy Bridge data that is prior to the work Grasser stated, again, as we are measuring it on that NHS system, we have so few bridges that are on that system.

River Crossing Analysis

Haugen reported that the consultants have done the mapping that shows; you will remember that we added 17th Avenue and shifted 24th Avenue to the more logical location of Elks Drive; so the data results were included in the packets. He commented that 17th performs a lot like Elks does, its not to much of a dramatic change. He added that one big thing is that at each of the intersections the touchdown points, they have also done the calculations of level of service, and that is in the packets.

Williams asked what the level of service based on, was it the existing traffic controls, or are they all signalized, or what. Haugen referred to a slide (a copy of which is included in the packets and available upon request) and pointed out that there is a column showing the existing traffic control and the 2045 level of service, and that crossing was added; and then the proposed traffic control improvement change, and what the level of service will be. He added that there is also some mitigation and strategy; and they are still working yet touchdown points the bridge traffic doesn't change much, there is an increase in traffic, but from a level of service point of view its not.

Williams referred to a page in the document and stated that it is based on existing traffic control devices. Haugen responded that that is correct.

Kuharenko referred to the Roadway Planning Capacities sheet and pointed out it states that 32nd Avenue, east of Belmont, widening is going to be required, but yet in the 32nd Avenue River Crossing you are only showing 8,000 ADT. He said that he is wondering why we would widen 32nd Avenue east of Belmont, when it would probably be suited by a two-lane roadway. Haugen commented that it is adding a left turn lane. He added that it is east of Belmont so it is the intersection geometry at Belmont and 32nd. Kuharenko said, then, that it would only be a left turn lane at that intersection. Haugen responded that that is correct. Kuharenko suggested it might be good to word that bullet more clearly.

Haugen referred to slides illustrating alignments, in a planning view level, and commented that you will notice a difference between these photos/maps and what we had in our last study, fifteen years ago; they are using a lot thicker lines of alignment, and aren't zooming in to a greater detail. He stated that these next slides show the five alignments.

Haugen commented that there was a meeting held at the end of June to talk about the uniqueness of 47th Avenue on the Minnesota side. He said that he believes the outcome from that meeting sort of identified that basically from the flood protection south is unlikely to be, as it was identified in the draft, a City issue, it would be a County issue. He added that the County staff and officials that were there identified the possibility of perhaps, the both do not have to be designated highways to be a part of the State Aid System, but they felt perhaps one should be

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designated CSAH, and the other could just be a County road, the difference is the funding source, obviously. He said that CSAH has some State money being applied to it, while the county road is just local/county revenue sources.

Haugen stated that we are asking the County to essentially give us some sense of where they sit, as a Board, on changing their County network. He said that they have added miles, the CSAH system they had to take off miles somewhere, a new system of trade; they added just County roads that they can just add

Haugen reported that they are working on the final Universe List of Projects, and will be going over it on Friday, July 27th, from 8:00 am. To Noon. He stated that you should be getting some more information prior to that meeting.

Haugen stated that there will also be a package of information to help us work through fiscal constraint and other ways to try to narrow down the list of projects as well.

OTHER BUSINESS

a. 2018 Annual Work Program Project Update

Haugen reported that the monthly work program update is included for your review.

Halford asked if there is a total of five sections to the Bicycle/Pedestrian Plan, or are there any more sections out there that they haven't gotten yet. Viafara responded that there is recommendation section and an Executive Summary. He stated that he mentioned to her that there were not recommendations standing alone by itself, there were some recommendations embedded in the overall text. Halford asked if that should be part of the Executive Summary. Viafara responded that is what they are preparing now.

Halford asked when that information would be shared. Viafara responded that he expects it will be available in about a month. Halford asked if that next plan is to take it through the approval process. Viafara responded that that is the plan. Halford asked if he wanted comments before the next Advisory Group meeting, or do you just want them to bring their comments to that meeting. Viafara responded that if they are available prior to the meeting that would be nicer because then he can prepare a response. Kuharenko said that as he was going through a couple of sections he noticed that there were a couple of pages that were intentionally left blank, so are there going to maps inserted there. Viafara responded that there will be two maps. He explained that the maps dealing with the carry-over projects from the previous plan; they will still become now, basically part of our new horizons and priorities, so they are moving them.

Halford asked if once the recommendations and the executive summary are completed, will you put all the sections together into one document so they know what it looks like as a whole. Viafara responded that he would.

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- b. Reschedule August 8th Technical Advisory Committee Meeting To August 15th

Haugen reported that because we are holding a Special Technical Advisory Committee meeting on July 27th we would like to move the August 8th meeting to August 15th to give us a little time between it and the next meeting. He added that we also had a conflict with the MnDOT on August 8th as well, so staff is wondering if it is okay to make that change.

ADJOURNMENT

MOVED BY KUHARENKO, SECONDED BY HALFORD, TO ADJOURN THE JULY 11TH, 2018, TECHNICAL ADVISORY COMMITTEE MEETING AT 3:10 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

M.P.O.

M.P.O.

M.P.O.

Grand Forks - East Grand Forks
Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM

2019 - 2022

August, 2018

FISCAL YEARS 2019 - 2022

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
GRAND FORKS - EAST GRAND FORKS
METROPOLITAN AREA

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

METROPOLITAN PLANNING ORGANIZATION
MEMBERSHIP

Gary Malm

REPRESENTING:
GRAND FORKS COUNTY
COMMISSION

Warren Strandell

REPRESENTING:
POLK COUNTY COMMISSION

Jeannie Mock

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Marc DeMers

REPRESENTING:
EAST GRAND FORKS CITY
COUNCIL

Ken Vein

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Clarence Vetter

REPRESENTING:
EAST GRAND FORKS CITY
COUNCIL

Al Grasser

REPRESENTING:
GRAND FORKS PLANNING
& ZONING COMMISSION

Michael Powers

REPRESENTING:
EAST GRAND FORKS PLANNING
& ZONING COMMISSION

Dr. Michael Brown

REPRESENTING:
MAYOR OF GRAND FORKS
Non-voting Ex Officio

Steve Gander

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

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

GF-EGF MPO
Metropolitan Planning
Organization

North Dakota Department
of Transportation

Signature

Signature

Chair

Director

Date

Date

**A RESOLUTION APPROVING FY 2019 - FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

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

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

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

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

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

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

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

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

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

WHEREAS, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 15, 2018.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2019 to FY 2022 program period as being consistent with the Long Range Transportation Plan and the area's plans and program included therein.

Date

Ken Vein, Chairman

Date

Earl Haugen, Executive Director

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

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

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

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

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

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

Date

Ken Vein
Chairman

Earl T. Haugen,
Executive Director

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INTRODUCTION

The draft Transportation Improvement Program (TIP) for the Grand Forks -East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2019-2022 TIP is submitted under the Fixing America's Surface Transportation (FAST). This Act was adopted in 2015 to authorize federal transportation programs through 2020.

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

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2019 are considered the Annual Element, and Program Years 2020, 2021 and 2022 are designated as Future Year projects.

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

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2019-2022 Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

TRANSPORTATION PLAN

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

Street and Highway Section

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

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

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

Transit Section

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

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

Bikeway Section

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

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

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

Pedestrian Section

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

The MPO also recently updated the ADA ROW Transition Plan for the East Grand Forks. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required.

PLANNING FACTORS

The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

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

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

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

A significant safety improvement is programmed for the 32nd Ave S corridor in Grand Forks. Having high crash intersections, NDDOT and the City are investing funds at key intersections to address the crashes occurring. MnDOT has a project programed at the intersection of US2 and US2B in East Grand forks to address crashes, some of which involve agricultural vehicles. Grand Forks will be using HSIP funds to replace all school cross walk beacons throughout the City.

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

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

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

All street projects included provisions for pedestrian and bicyclists. A particular project programmed in FY2019 will address ADA curb ramps along S. Washington St. All fixed route transit vehicles are purchased with bike racks attached. East Grand Forks will be installing a sidewalk and crosswalk to provide a facility for students to get to and from S. Pointe Elementary School

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods.

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

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

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

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. The replacement of the Washington St underpass of the mainline BNSF railline will allow the roadway to be widened to better operate for the all transportation users involved.

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

Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. In particular, the construction of a roundabout at the intersection of Bygland Road and Rhinehart Drive will promote better traffic operations.

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

Several projects programmed in the TIP support this factor. The University of North Dakota will have two projects programmed that will preserve the major streets leading into the eastend of campus. University Ave will have a mill and overlay project and N. Columbia Road will be reconstructed between the northend of the overpass and just north of University Ave.

Factor 9 - Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation:

The replacement of the Washington Underpass includes the updating of the storm water lift station. Currently, the underpass can be temporarily flooded during very heavy rains, this upgrade should assist in alleviating those instances.

Factor 10 – Enhancing Travel and Tourism:

The reconstruction of N. Columbia Road preserves a major roadway leading to one of the major tourism sites in the State of North Dakota – The Ralph Englestead Arena. The safety project along 32nd Ave S will vastly improve a major corridor for tourism due to its regional retail focus.

Environmental Justice (EJ):

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

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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

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

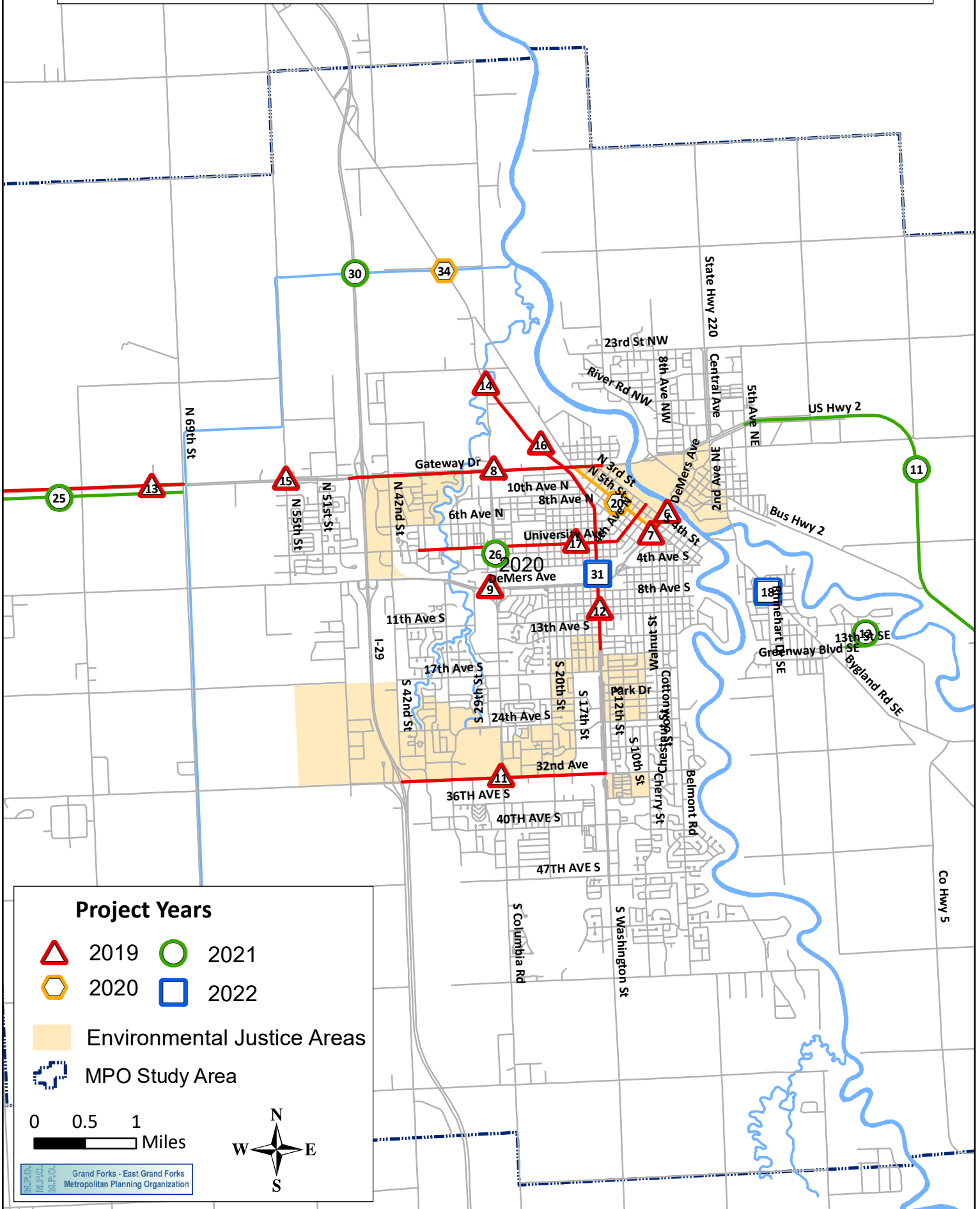
Map 1 displays the locations of the 2019-2022 TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2019-2022 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

There are five (5) projects in the 2019-2022 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project # involving the installing of ADA curb ramps along S. Washington Street will benefit the EJ neighborhood within that project.
- Project #25 will benefit the EJ neighborhood by reconstructing the pavement surface of DeMers Ave.
- Project #35 will benefit the EJ neighborhood by improving the pavement surface of the University Avenue.
- Project # will also benefit the EJ neighborhood by reconstructing the segment of N. Columbia Road between the northend of the Overpass to just north of University Ave.
- Project # involves the replacement of school crossing beacons, some of which will be beneficial to EJ neighborhoods.

2018- 2022 Transportation Improvement Program



FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY

EAST GRAND FORKS, MINNESOTA

Highway Funding

The City of East Grand Forks continues to work with the Minnesota Department of Transportation through the designated Area-wide Transportation Partnership¹ (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

The City of East Grand Forks utilizes gas tax revenues received from the State of Minnesota to fund the bulk of its transportation improvements, and to supplement local property taxes for roadway maintenance. Each year approximately \$350,000 for capital items is received. These funds may be directly used, combined with another source, or used to make bond payments to extend the revenue source. East Grand Forks uses State Aid for maintenance only as needed. Any unspent monies are left to accumulate to fund capital improvements. To extend its revenues for transportation improvements, special assessments may be used in combination with federal and state revenues.

Programming of capital items is based on a 5-year capital improvements program, which provides adequate time to seek out alternative revenue sources to eliminate funding shortfalls. This provides the City with a long-range view of capital needs. However, on an annual basis, the City compares anticipated revenues with current, future, and past commitments to determine whether sufficient funding is available for new projects. Adjustments may be made based on fluctuations in revenue, additional capital requests, or changes in the costs of programmed capital improvements.

In ATP Area II (Northwestern Minnesota), federal funding for street and highway improvements for cities' over 5,000 (and for various other partnership members: MnDOT, counties, tribal councils, and forest service) is distributed according to targeted-funding amounts established by the ATP. Each ATP, in turn, receives a total target amount as determined by MnDOT central office. Similarly, MnDOT districts receive funding through each ATP with its partnership determining its own process for distributing transportation funding.

The Area II ATP has developed a process to distribute sub-targeted, federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding

¹The Areawide Transportation Partnership is the local committee designated by MnDOT with the responsibility for the development of the Area Transportation Improvement Program for northwestern Minnesota. The Committee consists of the representatives from regional development commissions, counties, cities, MnDOT, transit operators, Bureau of Indian Affairs, and the MPO.

is rotated each year among the cities. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

Bikeway Funding

Similar to highway funding, bikeway improvements are funded with ATP STP Transportation Alternative Program funds. The ATP sub-targets around \$500,000 per year for the region to compete for. East Grand Forks has been successful in obtaining funds from this program in the past. Typically, local match funds are provided through the state aid account.

Transit Funding

Funding for the East Grand Forks City Bus is provided from 4 sources: Urbanized Area Formula Program - Section #5307 (formally Section 9) Operating Assistance, Minnesota State Aid, farebox revenues, and local funding from the City's General Fund.

Minnesota funding is based on a formula, which provides a proportion of the total operating costs. Adjustments are made on an annual basis to determine the percentages of each type of funding anticipated.

Table #1
East Grand Forks Funding Sources

(shown in \$1,000)

TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$16,282.75	\$10,686.00	\$2,160.00	\$2,448.00	\$768.75

TABLE 2
Minnesota Side Finances by Year
Revenues

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$659.00	\$620.00	\$643.00	\$667.00
Transit	Capital	\$220.00	\$200.00	\$165.00	\$430.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$150.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$62.00
Street	CONSTR.	\$0.00	\$0.00	\$11,008.75	\$1,296.00
TOTAL		\$879.00	\$820.00	\$11,816.75	\$2,767.00

Expenditures

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$659.00	\$620.00	\$643.00	\$667.00
Transit	Capital	\$220.00	\$200.00	\$165.00	\$430.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$150.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$62.00
Street	CONSTR.	\$0.00	\$0.00	\$11,008.75	\$1,296.00
TOTAL		\$879.00	\$820.00	\$11,816.75	\$2,767.00

GRAND FORKS, NORTH DAKOTA

Highway Funding

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

Funding, and programming summaries of funding sources for the Grand Forks area is shown in Table 3. Local funding revenues and expenditures are shown in Table 4, with funding resources based on the 2017 to 2022 Capital Improvements Program (CIP) for the City of Grand Forks. The individual project listing shows the actual project cost and funding splits.

The City of Grand Forks annually compares the total amount of requests with anticipated revenues in addition to giving consideration to long-term commitments. Capital programming is for six years.² Should requests and/or existing commitments for the first year exceed anticipated revenues, alternative funding sources are programmed or the project is moved back to a later program year.

The City utilizes several different funding sources to finance its transportation improvements and maintenance programs. Gasoline taxes are typically used in North Dakota, and in Grand Forks are designated as the Highway User's Program. The Highway User's Program is used for street maintenance, rehabilitation, and new construction. Highway User's Program funds are supplemented with other funding sources including sales taxes, special assessments, and, to a lessening extent, the City Share Fund. Funding may be used directly or to bond in order to extend the funding revenues.

In 1987, Grand Forks initiated a 1% sales tax. Sales tax distributions are divided among three areas: property tax reduction; capital improvements; and economic development. In 2017, the citizens of Grand Forks voted to impose an additional 0.5% sales tax. The estimated revenue targeted for streets is approximately \$3Million per year. The new tax has a sunset in 2037; so 20 years of collection.

Bikeway Funding

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

Transit Funding

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

²The first year of the 6-year Capital Improvements is incorporated into the following year's budget.

Table #3
North Dakota Side Funding Sources

(shown in \$1,000)

TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$79,060.99	\$56,918.97	\$7,292.53	\$1,422.76	\$13,735.13

TABLE #4
North Dakota Side Finances by Year
Revenues

(shown in \$1,000)

		2019	2020	2021	2022
Transit	Operations	\$3,537.96	\$3,608.72	\$3,680.90	\$3,754.51
Transit	Capital	\$780.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$30,525.00	\$1,045.00	\$13,351.00	\$18,732.00
TOTAL		\$34,842.96	\$4,668.72	\$17,046.90	\$22,501.51

Expenditures

(shown in \$1,000)

		2019	2020	2021	2022
Transit	Operations	\$3,537.96	\$3,608.72	\$3,680.90	\$3,754.51
Transit	Capital	\$780.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$30,525.00	\$1,045.00	\$13,351.00	\$18,732.00
TOTAL		\$34,842.96	\$4,668.72	\$17,046.90	\$22,501.51

OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY

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

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

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

EAST GRAND FORKS, MINNESOTA

The City of East Grand Forks has a total of approximately 78 centerline miles of streets within its city limits. Of these, approximately 7.5 miles are part of the Minnesota State Highway System. Therefore, roughly 10% of the miles are to be reported.

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

The revenue sources are basically from two funds: general fund and fees. The two biggest sources for the general fund come from property taxes and state aid. The two biggest fees are from the water and light and from snow removal.

STATE OF MINNESOTA

MnDOT District #2 covers the northwestern corner of Minnesota, which includes the MPO Study Area. The District has a total of approximately 3887 lane miles of streets within its

boundary. Of these, approximately 51 miles are within the MPO Study Area. Therefore, roughly 1.3% of the miles are to be reported.

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

The revenue sources are basically from the Minnesota Highway User Tax Distribution Fund.

GRAND FORKS, NORTH DAKOTA

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

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

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

STATE OF NORTH DAKOTA

NDDOT Grand Forks District covers the northeastern corner of North Dakota, which includes the MPO Study Area. The District has a total of approximately 1,831 lane miles of highway within its boundary. Of these, approximately 66 miles are within the MPO Study Area. Therefore, roughly 3.33% of the miles are to be reported.

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

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

				Table #5							
				Operations and Maintenance Financial Plan							
				Federal Aid System							
				REVENUES		Year	Year	Year	Year		
						2019	2020	2021	2022		
Minnesota Federal Aid System											
	MnDOT			\$	252,949	\$	260,537	\$	268,354	\$	276,404
	East Grand Forks		total	\$	<u>206,284</u>	\$	<u>212,473</u>	\$	<u>218,847</u>	\$	<u>225,412</u>
		General Fund		\$	195,533	\$	201,399	\$	207,441	\$	213,664
		Fees		\$	10,751	\$	11,074	\$	11,406	\$	11,748
				EXPENDITURES		Year	Year	Year	Year		
						2019	2020	2021	2022		
Minnesota Federal Aid System											
	MnDOT			\$	252,949	\$	260,537	\$	268,354	\$	276,404
	City of East Grand Forks			\$	194,443	\$	200,276	\$	206,285	\$	212,473
				REVENUES		Year	Year	Year	Year		
						2019	2020	2021	2022		
North Dakota Federal Aid System											
	NDDOT			\$	529,718	\$	545,610	\$	561,978	\$	578,837
	Grand Forks		total	\$	<u>520,956</u>	\$	<u>569,262</u>	\$	<u>586,340</u>	\$	<u>603,931</u>
		Mill Levy		\$	403,513	\$	415,618	\$	428,087	\$	440,930
		Gas Tax		\$	149,169	\$	153,644	\$	158,253	\$	163,001
				EXPENDITURES		Year	Year	Year	Year		
						2019	2020	2021	2022		
North Dakota Federal Aid System											
	NDDOT			\$	529,718	\$	545,610	\$	561,978	\$	578,837
	City of Grand Forks			\$	552,682	\$	569,262	\$	586,340	\$	603,931

PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT

The Transportation projects listed in the TIP are shown in chart form, and grouped by project location/jurisdiction for the Grand Forks and East Grand Forks areas. North Dakota projects are listed first, and Minnesota projects second. Projects include all modes and are listed in priority by year.

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

All projects are listed in chronological/prioritized order. In addition, separate listings by “Responsible Agency” (Grand Forks, East Grand Forks, NDDOT, and MnDOT) have been combined into sub-area listings for the Grand Forks and East Grand Forks Areas. An explanation of each item title follows.

The following items are generic to all projects:

Urban Area/Project Number:

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

Project Location:

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

Responsible Agency:

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

Project Description:

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

Estimated Cost and Funding:

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

Funding Sources:

Federal

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

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

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

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

Minnesota County State Aid

The State of Minnesota has established a system of state-aided highways, which may or may not be part of the federal assistance system. Projects located on the federal/state-aid system may be funded by federal dollars with state-aid revenue utilized as local matching funds. Projects off the federal assistance system may be funded entirely with Minnesota County State Aid Funds provided it is on a county state highway.

Minnesota Urban State Aid

Similar to Minnesota State Aid, this is funding allocated to cities in Minnesota for maintenance, construction, or reconstruction of local streets.

The following are relevant to highway, enhancement, bridge, or safety projects:

Project Type:

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

Facility:

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

Classification:

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

The definitions of the Functional Classification are as follows:

Interstate

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

Principal Arterial

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

Minor Arterial

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

Collectors

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

Local Roads

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

Funding Status:

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

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

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

Staging:

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

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

Project Type:

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

Funding Status:

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

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307 and #5309. In Minnesota, Surface Transportation Program funding and Sections #5309 and #5311 monies are used for the purchase of capital items and are distributed on a competitive basis.

Transit entitlement funding refers to services or projects eligible under the Section #5307 Program. Urban areas receive Section #5307 funds annually from the Federal Transit Administration to provide fixed-route and paratransit services. These funds are distributed on a formula basis and do not directly compete with other projects.

Staging:

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

**GRAND FORKS
PROJECT LISTINGS**

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					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #3 No PCN	Grand Forks	NA	Purchase a 35 foot medium duty transit vehicle Install four digital way signs at Metro Transit Center Replacement of four destination signs of four buses Purchase a two person Man Lift Purchase Bus Stop Way Signage	REMARKS:										
	Grand Forks	Operating							Operations					
	Fixed Route	Discretionary							Capital	561.00				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				561.00	448.80			112.20	CONSTR.					
				FTA #5339 Capital					TOTAL	561.00				
Grand Forks #4 No PCN	Grand Forks	NA	Purchase one demand response vehicle 25 foot low flow bus	REMARKS:										
	Grand Forks	Operating							Operations					
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	110.00				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				110.00	88.00		0.00	22.00	CONSTR.					
				FTA #5310					TOTAL	110.00				
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:										
	Grand Forks	Operating							Operations					
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	94.00				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				94.90	75.90			19.00	CONSTR.					
				FTA #5310					TOTAL	94.00				

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				
					FUNDING SOURCE					R.O.W.				
					FUNDING SOURCE					CONSTR.				
					FUNDING SOURCE					TOTAL				
Grand Forks #6 PCN 21841	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and N. 5th St		REMARKS:									
	NDDOT	Principal Arterial												
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					5,406.00	4,375.00	490.00	0.00	541.00	CONSTR.	5,406.00			
					Urban Regional Secondary Roads Program					TOTAL	5,406.00			
Grand Forks #7 PCN 21843	Grand Forks	DeMers Ave	reconstruction of DeMers Ave between N. 5th St and N. 6th St (ND297)		REMARKS:									
	NDDOT	Principal Arterial												
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					1,744.00	1,411.00	158.00		174.00	CONSTR.	1,744.00			
					Urban Regional Secondary Roads Program					TOTAL	1,744.00			
Grand Forks #8 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr.		REMARKS:									
	Grand Forks	Principal Arterial												
	Safety	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					125.00	113.00	6.00		6.00	CONSTR.	125.00			
					Highway Safety Improvement Program					TOTAL	125.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019 - 2022

URBAN AREA PROJECT NUMBER	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 TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
	FUNDING SOURCE					TOTAL								
Grand Forks #9 PCN 22164	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with Columbia Road west ramp	REMARKS:										
	NDDOT	Principal Arterial												
	ITS	Discretionary												
	TOTAL					600.00	485.50	54.40		60.00				
Urban Regional Secondary Roads Program					TOTAL					600.00				
Grand Forks #10 No PCN	Grand Forks	varies	Safety projects on various corridors to install backplates and leading pedestrian timing	REMARKS:										
	Grand Forks	varies												
	Safety	Discretionary												
	TOTAL					152.00	137.00			15.00				
Highway safety Improvement Program					TOTAL					152.00				
Grand Forks #11 PCN 21,884.00	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:										
	Grand Forks	Principal Arterial												
	Safety	Discretionary												
	TOTAL					7,373.00	6,635.00	369.00		369.00				
Highway safety Improvement Program					TOTAL					7,373.00				

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			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #15 PCN 22,165.00	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.	REMARKS:										
	NDDOT	Principal Arterial												
	ITS	Discretionary												
	TOTAL					600.00	486.00	114.00						
Urban Regional Primary Roads Program									TOTAL	600.00				
Grand Forks #16 PCN 22,180.00	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge										
	NDDOT	Minor Arterial												
	Rehabilitation	Discretionary												
	TOTAL					1,420.00	1,149.50	139.30	132.40		1,420.00			
Urban Regional Secondary Program									TOTAL	1,420.00				
Grand Forks #17 PCN	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay btween State Road and N. 3th St.	REMARKS:										
	Grand Forks	Minor Arterial												
	Rehabilitation	Discretionary												
	TOTAL					3,461.00	2,459.00		1,002.00		3,461.00			
Urban Roads Program									TOTAL	3,461.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT						
										FUTURE EXPENDITURES						
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2019	2020	2021	2022		
											Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
Grand Forks #18 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (costs for fixed-route service are estimates). Excludes FTA Programs 5339 and 5310 costs	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other	FUNDING SOURCE											
	Grand Forks	Operations			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations		3,608.72				
	Fixed-Route Transit Service	Entitlement			R.O.W.						Capital		NA			
					CONSTR.	3,608.72	1,156.89	263.35	352.10	1,836.38	P.E.		NA			
									TOTAL		3,608.72					
Grand Forks #19 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:	FUNDING SOURCE											
	Grand Forks	Capital			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations		NA				
	Fixed-Route Transit Service	Entitlement			R.O.W.	15.00	12.00	0.00	0.00	3.00	Capital		15.00			
					CONSTR.						P.E.		NA			
									TOTAL		15.00					
				REMARKS: A future #5310 project application is not shown at this time Net Operating is shown before, Fed, State & Local Matching Funds are applied.	FUNDING SOURCE											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					CONSTR.						CONSTR.					
										TOTAL						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
				FUNDING SOURCE					CONSTR.							
									TOTAL							
Grand Forks #20 PCN 21,842.00	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.	REMARKS:												
									Operations							
	NDDOT	Minor Arterial							Capital							
									P.E.							
	Minor Rehabilitation	Discretionary							R.O.W.							
									CONSTR.		1,045.00					
									TOTAL		1,045.00					
									Urban Regional Secondary Roads Program							
Grand Forks #21 No PCN			Intentionally left blank	REMARKS:												
									Operations							
									Capital							
									P.E.							
									R.O.W.							
									CONSTR.							
									TOTAL							
Grand Forks #22 PCN			Intentionally left blank	REMARKS:												
									Operations							
									Capital							
									P.E.							
									R.O.W.							
									CONSTR.							
									TOTAL							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Operations					
									Capital					
								P.E.						
								R.O.W.						
								CONSTR.						
				FUNDING SOURCE					TOTAL					
Grand Forks #25 PCN 21982	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Works is on eastbound lane	REMARKS: Eastern three miles in the MPO Study Area										
	NDDOT	Principal Arterial		Amount in the MPO Study area is 1,776,750 with federal amount of \$1,421,400.					Operations					
	Reconstruction	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			7,107.00	5,752.00	1,355.00		0.00	CONSTR.			7,107.00			
			Urban Regional Primary Roads Program					TOTAL			7,107.00			
Grand Forks #26 PCN	Grand Forks	N. Columbia Rd	Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north of the University Ave. intersection	REMARKS:										
	Grand Forks	Principle Arterial		Operations										
	Reconstruction	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			6,244.00	4,376.00	0.00	0.00	1,868.00	CONSTR.			6,244.00			
			Urban Roads Program					TOTAL			6,244.00			
Grand Forks #27 PCN ??			Intentionally left blank	REMARKS:										
				Operations										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
								CONSTR.						
								TOTAL						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

0.00

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									CONSTR.					
FUNDING SOURCE									TOTAL					
Grand Forks #30 PCN	Grand Forks	I29	repaint the bridge structure over the I29 located north of the US2 Interchange	REMARKS:										
	NDDOT	Interstate												
	Bridge Preserve	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				432.00	389.00	43.00	0.00	0.00	CONSTR.			432.00		
									TOTAL			432.00		
Grand Forks #31 PCN			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #33 PCN ??	Grand Forks	varies	Replace school flashing beacons at various locations throughout Grand Forks	REMARKS:										
	Grand Forks	varies												
	Safety	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				700.00	630.00			70.00	CONSTR.			700.00		
									TOTAL			700.00		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									CONSTR.					
				FUNDING SOURCE					TOTAL					
Grand Forks #30			Intentionally left blank	REMARKS:										
PCN									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #31	Grand Forks	N. Washington	Reconstruct the underpass of the BNSF railway on N. Washington St (US 81B) just north of the intersection with DeMers Ave (ND297)	REMARKS: Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program										
PCN	NDDOT	Principle Arterial							Operations					
22167	Bridge Reconstruct	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,600.00	14,244.00	1,596.00		1,760.00	CONSTR.				17,600.00	
									TOTAL				17,600.00	
Grand Forks #33			Intentionally left blank	REMARKS:										
PCN									Operations					
??									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION							2019	2020	2021	2022		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
			FUNDING SOURCE					TOTAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
			Grand Forks Totals											
									3,537.96	3,608.72	3,680.90	3,754.51		
									780.00	15.00	15.00	15.00		
									0.00	0.00	0.00	0.00		
									0.00	0.00	0.00	0.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	30,522.00	1,045.00	13,351.00	17,600.00		
				77,925.99	55,606.47	7,230.83	1,422.76	13,665.53	34,839.96	4,668.72	17,046.90	21,369.51		

2018- 2022 ND Transportation Improvement Program



**EAST GRAND FORKS
PROJECT LISTINGS**

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	FUTURE EXPENDITURES				
				AND SOURCE OF FUNDING						ELEMENT	2019	2020	2021	2022	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
					FUNDING SOURCE					P.E.	R.O.W.	CONSTR.	TOTAL		
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 Other is MN Transit Formula Funds											
	East Grand Forks	Operations									Operations	360.00			
	Fixed-Route Transit Service	Entitlement										Capital	0.00		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					360.00	89.00	0.00	183.00	88.00	R.O.W.	NA				
					FTA 5307					CONSTR.	NA				
										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 Other is MN Transit Formula Funds											
	East Grand Forks	Operations									Operations	69.00			
	Paratransit Service for Disabled Persons	Entitlement										Capital	0.00		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					69.00	0.00	0.00	58.00	11.00	R.O.W.	NA				
					State Transit Funds					CONSTR.	NA				
										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 Other is MN Transit Formula Funds One time state funding covering 2 years											
											Operations	230.00			
												Capital	0.00		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					230.00	0.00	0.00	230.00	0.00	R.O.W.	NA				
					FTA #5307					CONSTR.	NA				
										TOTAL	230.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	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								
									R.O.W.								
									CONSTR.								
									TOTAL								
									FUNDING SOURCE								
East Grand Forks #4	East Grand Forks	NA	Purchase a fare collection equipment	REMARKS:													
	East Grand Forks	Operations							Operations								
	Fixed-Route Transit Service	Entitlement	TRF-0018-19C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	220.00							
				220.00	176.00	0.00	44.00	0.00	P.E.	NA							
				FTA 5307					R.O.W.	NA							
									CONSTR.	NA							
									TOTAL	220.00							
			Intentionally left blank	REMARKS:													
									Operations								
									Capital								
									P.E.								
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
									CONSTR.								
									TOTAL								
			Intentionally left blank	REMARKS:													
									Operations								
									Capital								
									P.E.								
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
									CONSTR.								
									TOTAL								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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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	2019	2020	2021	2022			
					FUNDING SOURCE					TOTAL	2019	2020	2021	2022								
East Grand Forks #5	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 Other is MN Transit Formula Funds																		
	East Grand Forks	Operations									Operations								550.00			
	Fixed-Route Transit Service	Entitlement										Capital								0.00		
												P.E.								NA		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								NA				
					550.00	94.00	0.00	331.00	125.00	CONSTR.								NA				
					FTA 5307					TOTAL								550.00				
East Grand Forks #6	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 Other is MN Transit Formula Funds																		
	East Grand Forks	Operations									Operations									70.00		
	Paratransit Service for Disabled Persons	Entitlement										Capital								0.00		
												P.E.								NA		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								NA				
					70.00	0.00	0.00	58.00	12.00	CONSTR.								NA				
					State Transit Funds					TOTAL								70.00				
East Grand Forks #7	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									Operations									0.00		
	Fixed-Route Transit Service	Entitlement										Capital								200.00		
												P.E.								NA		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								NA				
					200.00	160.00	0.00	0.00	40.00	CONSTR.								NA				
					FTA #5307					TOTAL								200.00				

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
East Grand Forks #8	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).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$515,000										
	East Grand Forks	Operations		Estimated fare is \$14,200					Operations			572.00		
	Fixed-Route Transit Service	Entitlement		Other is MN Transit Formula Funds					Capital			0.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
			TRF-0018-21B	572.00	98.00	0.00	344.00	130.00	R.O.W.			NA		
			**Estimate \$315,000 RR and 210,000 Expansion *4% increase	FTA 5307					CONSTR.			NA		
									TOTAL			572.00		
East Grand Forks #9	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)	REMARKS: Contract demand response service Estimated fare is \$13,650										
	East Grand Forks	Operations		Other is MN Transit Formula Funds					Operations			71.00		
	Paratransit Service for Disabled Persons	Entitlement							Capital			0.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
			TRF-0018-21A	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 #10	East Grand Forks	NA	Purchase Class 500 replacememnt vehicle	REMARKS:										
	East Grand Forks	Operations		Other is MN Transit Formula Funds					Operations			0.00		
	Paratransit Service for Disabled Persons	Entitlement							Capital			165.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			NA		
			TRF-0018-21C	165.00	132.00		33.00		R.O.W.			NA		
				FTA 5339					CONSTR.			NA		
									TOTAL			165.00		

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
										TOTAL				
East Grand Forks #11	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			Operations				0.00					
	Rehabilitation	Discretionary	Project # 6001-61	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA	
				10,800.00	8,640.00	2,160.00	0.00	0.00	R.O.W.				NA	
District Managed Program										CONSTR.				10,800.00
										TOTAL				10,800.00
East Grand Forks #12	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			Operations				0.00					
	Construction	Discretionary	Project # 119-591-006	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA	
				171.25	137.00	0.00	0.00	34.25	R.O.W.				NA	
State Transit Funds										CONSTR.				171.25
										TOTAL				171.25
East Grand Forks #13	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			Operations				0.00					
	Safety	Discretionary	Project # 119-591-007	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA	
				37.50	30.00		0.00	7.50	R.O.W.				NA	
State Transit Funds										CONSTR.				37.50
										TOTAL				37.50

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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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					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
										Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
East Grand Forks #17	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.								
					FTA 5307					TOTAL						250.00		
East Grand Forks #18	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout Project # 119-129-013		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 #19			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
			East Grand Forks Totals													
								OTHER							162.00	
								Operations	659.00	620.00	643.00	667.00				
								Capital	220.00	200.00	165.00	430.00				
								P.E.	0.00	0.00	0.00	150.00				
								R.O.W.	0.00	0.00	0.00	62.00				
								CONSTR.	0.00	0.00	11,008.75	1,296.00				
								TOTAL	879.00	820.00	11,816.75	2,767.00				
								TOTAL	16,282.75	10,686.00	2,160.00	2,448.00	768.75			

2018- 2022 MN Transportation Improvement Program



**ILLUSTRATIVE
PROJECT LISTINGS**

PERFORMANCE BASED PLANNING AND PROGRAMMING

MAP-21 and FAST ACT requires incorporation of performance based planning and programming in the development of the Grand Forks – East Grand Forks Metropolitan Planning Organization’s (Forks MPO) Transportation Improvement Program (TIP). The requirement in these US Laws defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance measures by linking them with the investment priorities.

Performance-based planning and programming is an approach to applying performance management principles to transportation system policy and investment decisions. This approach provides a link between short-term management and long-range decisions about policies and investments that an agency makes for its transportation system. Performance-based planning and programming is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the LRTP.

MAP-21 and FAST places increased emphasis on performance management within the Federal-aid highway program, including development of national performance measures to be used by State DOTs and MPOs in setting targets.⁶ It also emphasizes performance management within the Federal transit program, including development of national performance measures in relation to state of good repair and safety, which are to be used by transit agencies in setting targets. Specifically, they are as follows:

- ***National Performance Management Measures for the Highway Safety Improvement Program*** (23 CFR 490, Subpart B)
There are five performance measures identified in 23 CFR 490.207(a):
 1. Number of fatalities
 2. Rate of fatalities
 3. Number of serious injuries
 4. Rate of serious injuries
 5. Number of non-motorized fatalities and non-motorized serious injuries
- ***National Performance Management Measures for Assessing Pavement Condition*** (23 CFR 490, Subpart C)
There are four performance measures identified in 23 CFR 490.307(a):
 1. Percentage of pavements of the Interstate System in good condition
 2. Percentage of pavements of the Interstate System in poor condition
 3. Percentage of pavements of the non-Interstate NHS in good condition
 4. Percentage of pavement of the non-Interstate NHS in poor condition
- ***National Performance Management Measures for Assessing Bridge Condition*** (23 CFR 490, Subpart D)
There are two performance measures identified in 23 CFR 490.407(a):
 1. Percentage of NHS bridges classified as in good condition
 2. Percentage of NHS bridges classified as in poor condition
- ***National Performance Management Measures to Assess Performance of the National Highway System*** (23 CFR 490, Subpart E)

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

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

- ***National Performance Management Measures to Assess Freight Movement on the Interstate System*** (23 CFR 490, Subpart F)

There is one performance measure identified in 23 CFR 490.607:

1. Truck Travel Time Reliability (TTTR) Index

- ***Transit Asset Management*** (49 CFR 625)

There are four performance measures identified in 49 CFR 625.43:

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

- ***Transit Safety*** (to be added once final rules published)

There is allowed a phase in period for the required performance base measures and targets. As of May, 2018, the only required performance measures (PM) to have the description of anticipated effect are those related to the five Safety measures. The performance goal, as stated from a national perspective, is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Therefore, this section of the TIP will address them. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The Safety PM Final Rule supports the data-driven performance focus on the HSIP. The Safety PM Final Rule establishes five performance measures.

As a bi-state mpo, the Forks MPO has an option to adopt state adopted targets or establish its own targets. In regards to the Safety PM, there are five specific measures that must be considered to carry out the HSIP.

1. Number of fatalities
2. Fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries.

If the Forks MPO were to adopt each respective state targets, the Forks MPO would have a total of ten targets: two sets of these five Safety targets. The Forks MPO also has an option to adopt its own respective Safety target that is specific to the Forks MPO. One additional option is to adopt the state targets for some of the five measures and adopt an mpo target for the other measures of the five. Forks MPO did establish targets in coordination with the State, to the maximum extent practicable. The adopted targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request. Close coordination between and among states and mpos are envisioned from a national level to allow close working, integrated efforts to improve safety. Although the Forks MPO may adopt its own targets, the Forks MPO will continue to plan and program projects so that the projects contribute to the accomplishment of MnDOT's and NDDOT's safety targets as well.

In February, 2018, after close coordination with both states and including several discussions occurring at numerous MPO Technical Advisory Committees (TAC) and Executive Board meetings, the Forks MPO adopted five Safety PM targets specific to the MPO study area (see Table 1). The general purpose of the Forks MPO is to establish a uniform transportation plan and program for planning investments in the transportation system. Further, one overall transportation plan covering the entire metropolitan area, including area for future growth, establishes the goals, objectives, and standards to achieve the plan. The Forks MPO believed that adopting two state level targets eroded the overall uniform planning efforts. Minnesota and North Dakota are dramatically different in their respective transportation systems use and crash dynamics. Instead of having significantly different targets that treats one part of the Forks MPO differently from the other, the Forks MPO focused on establishing targets that maintain true uniformity within the metropolitan area.

TABLE 1

Performance Measure	Target
Number of Fatalities	3 or fewer (decline in trend)
Rate of Fatalities	0.673 per VMT (decline in trend)
Number of Serious Injuries	18 or fewer (decline in trend)
Rate of Serious Injuries	5.933 per VMT (decline in trend)
Number of Nonmotorized Fatalities and Serious Injuries.	3 or fewer (decline in trend)

As an example of how different each state target is: for the number of fatalities, Minnesota set a target of 375 fatalities statewide whereas North Dakota set a target of 138. The Forks MPO area specific target is set at three (3).

As the Safety PM is an annual target setting requirement, the Forks MPO has identified methods to assist in achieving target setting. For number of fatalities, total serious injuries, and the fatal and serious injuries for non-motorized crashes, the coordinated effort with each state will be to collect the most recent year of crash data within the Forks MPO planning area annually with the update of the TIP. This is an annual data request to NDDOT and MnDOT respective groups. Vehicle miles traveled (VMT) within the Forks MPO metropolitan planning area will be collected from the most recent calibrated Travel Demand Model. This data is updated every five

years as part of the Metropolitan Transportation Plan update and will be a constant in the TIP calculations for this measurement between MTP updates. This information is used to establish the rate of fatalities and rate of serious injuries.

The current metropolitan transportation plan is the 2040 Plan. It was developed and adopted under the guidance available for the MAP-21 ACT. The established measures specific to Safety were not finalized until several years after the 2040 Plan was adopted. In that Plan, the Forks MPO did establish performance targets regarding safety. Safety is one of the explicit goals of the 2040 Plan. Many objectives were adopted to support the Safety Goal. In addition, standards were approved that assist in reaching the objectives and overall goal.

These measures and targets were developed prior to the final federal required measures and target setting process. Therefore, an exact comparison cannot be made. The Forks MPO is currently updating the 2040 Plan. Under this process, the new Plan will implement the now promulgated required national performance measures. Particular attention is being done to integrate the various safety plans being promulgated by respective agencies.

As stated previously, the national safety performance effort is to achieve a significant reduction in fatalities and serious injuries. The predominant program that Congress has created to achieve this reduction is the Highway Safety Improvement Program. Most notably, each state has an adopted Strategic Highway Safety Plan. Safety emphasis areas are identified within each and specific strategies are adopted. Also, each state has prepared more localized strategic safety plans. In Minnesota, these are at each MnDOT District level and each county. For North Dakota, there are focused on the county and major urban city levels. These more local plans rely wholly on the state level emphasis areas and strategies; yet provide that local context with an eye towards local implementation.

A concern with these safety plans, particularly on the Minnesota side, has been the lack of Forks MPO (any greater MN mpos) inclusion in the safety planning process. The most recent Minnesota Strategic Highway Safety Plan has greatly improved the engagement of mpos in its development. However, as each respective District and/or County Safety plans are updated, at least the experience of the Forks MPO, has been a lack of engagement. Further, the Minnesota process for programming funds from the Highway safety Improvement Program has historically neglected the active engagement of the mpos. Routinely, MnDOT solicits, vets and programs projects without any involvement of the mpos. Efforts are underway to vastly improve this process.

The Forks MPO regularly completes corridor specific studies. Safety is often one of the leading issues that create the need for the more in-depth analysis of the corridors transportation system. As a standard operating practice, the Forks MPO conducts these studies through the lens of the needs of all users regardless of mode dominance. Lately, some specific studies on the Minnesota has led to adopting future improvement projects that will likely be programmed during the next TIP cycle.

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent for the projects likely funding source. Safety is also considered, requesting the project sponsor to indicate whether the proposed projects are furthering the respective safety plans that exists. For this current TIP, on the Minnesota side, the HSIP program has not been implemented into the Forks MPO programming process. Further, the method of distribution of federal funds, including those programs in addition to the HSIP, creates an irregular financial source to affect a safety improvement. The Forks MPO has been actively pursuing modifications to the Minnesota HSIP process. Some progress has been recognized and further improvements are being cooperatively developed.

MnDOT has little investments planned in the Forks MPO area under the 2040 Plan; let alone safety specific projects. Therefore, little is programmed. For East Grand Forks, opportunities for federal funding occurs every fourth year. 2022 happens to be the year that East Grand Forks enjoys the “every fourth year of federal funds”. The identified projects are focusing on improving implementation of a roundabout at an important intersection in the “Point” area of East Grand Forks. This is expected to have a positive impact on particular safety targets.

Conversely, North Dakota actively engages the Forks MPO in programming safety projects. There are several projects programmed within this TIP that are expressly reducing crashes, and the impacts crashes have on people, freight and facilities. Examples include the corridor wide improvements along 32nd Ave S between S. Washington St and I29. Another is the replacement of school signs throughout the City. Finally, the project to replace and upgrade the school crossing beacons throughout the City of Grand Forks will positively impact safety targets.

Locally generated revenue, together with Mn State Aid, are used to make some safety improvements within the Forks MPO area. Most of these projects are not required to be identified in the TIP. The Forks MPO does work with local staff in identifying needed improvements utilizing these funds. For future TIPs, these projects may need to be displayed for informational purposes to assist the Forks MPO achieving its safety targets.

In conclusion, the Forks MPO understands that they are in the early stages of developing a fully compliant performance based MTP and TIP. This amendment to the TIP serves to codify existing baseline Safety PMs in the TIP, as cooperatively developed with NDDOT and MnDOT. Through the current MTP update process, the Forks MPO will fully integrate Safety PM into their prioritization methodology for projects based on the performance measures and targets. As multiple years of data is collected for the performance measures and their targets, the Forks MPO will be able to see if the performance of their transportation system is moving in the right direction to meet the desired targets. Adjustments can be made to the strategies to meet the performance targets if the desired results are not being met.

APPENDIX I

FY2018 Project Status
And
Obligations

FY 2018 PROJECT STATUS SUMMARY

The following is a general status report of Grand Forks and East Grand Forks 2016 projects listed in the 2018 to 2021 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligations and Progress Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		Operations		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Capital			
				P.E.					R.O.W.			
				FUNDING SOURCE					CONSTR.			
				TOTAL					TOTAL			
Grand Forks #3 No PCN	Grand Forks	NA	various updates to facilities at the "Bus Barn" Obligation	REMARKS:								
	Grand Forks	Operating							Operations	Only fare collection (PEM) machines replaced		
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL		P.E.	
				585.00	463.00				122.00	R.O.W.		
				FTA #5339 Capital					CONSTR.			
									TOTAL			
Grand Forks #4 No PCN	Grand Forks	NA	Purchase two demand response vehicle one mini-van one 15 passenger van Obligation	REMARKS:								
	Grand Forks	Operating							Operations	All vans purchased		
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL		P.E.	
				109.02	85.60				23.42	R.O.W.		
				107.00	85.60		0.00	21.40		CONSTR.		
				FTA #5310					TOTAL			
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position Obligation	REMARKS:								
	Grand Forks	Operating		Awarded July 1, 2016					Operations	Service is ongoing		
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL		P.E.	
				83.31	66.65				16.66	R.O.W.		
				93.00	74.00			19.00		CONSTR.		
				FTA #5310					TOTAL			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligations and Progress Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						Operations		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				FUNDING SOURCE					CONSTR.			
				TOTAL					TOTAL			
Grand Forks #6 PCN	Grand Forks	N. 42nd St	reconstruction of N. 42nd St between University Ave and Gateway Drive.	REMARKS:								
	Grand Forks	Minor Arterial		Obligation	\$ 5,038,335	\$ 4,077,524	\$ -	\$ -	\$ 960,810			Construction underway Numbers provided do not account for any local utility costs.
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				7,205.00	4,880.00			2,325.00				
				Urban Local Roads Program					TOTAL			
Grand Forks #7 PCN ??	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area								
	NDDOT	Principal Arterial		Obligation	Funding is pending for FY2018/Construction is FY2019							This project has been moved to fiscal year 2019.
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				9,069.00	7,340.00	1,729.00		0.00				
				Urban Regional Primary Roads Program					TOTAL			
Grand Forks #8 PCN	Grand Forks	varies	This project involves replacement of school signs various location in the City	REMARKS:								
	NDDOT	varies		Obligation	\$ 35,000	\$ 31,500	\$ -	\$ -	\$ 3,500			
	Safety	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				46.00	41.00	5.00	0.00	0.00				
				Highway Safety Improvement Program					TOTAL			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligations and Progress Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						Operations				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.				
				FUNDING SOURCE					TOTAL					
Grand Forks #11a PCN	Grand Forks	Wasihngton St.	Two stretches of US 81B will have a mill and overlay project done.	REMARKS:										
	NDDOT	Principal Arterial	First segment is between Hammerling and DeMers Ave Second stretch is between 1st Ave N and 8th Ave N	Amended inito on March 2018					Operations	Construction is underway				
			Obligation	\$ 982,305	\$ 794,979	\$ 89,095	\$ -	\$ 98,230	Capital					
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.						
	Pavement Maintenance	Discretionary	1111.00	899.00	101.00		111.00	R.O.W.						
				Regional Secondary Program					CONSTR.					
									TOTAL					
Grand Forks #11b No PCN	Grand Forks	NA	Purchase a automatic vehicle locating equipment that replace existing equipment that has been used past its useful life.	REMARKS: Uses unspent prior VTCLI grant										
	Grand Forks	Capital		Amended June 20,2018					Operations					
			Obligation	131.74	99.00			32.74	Capital					
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.						
	Fixed Route Paratransit and/or Senior Service	Discretionary	140.00	99.00			41.00	R.O.W.						
									CONSTR.					
									TOTAL					
			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
									Capital			
									P.E.			
FUNDING SOURCE									R.O.W.			
									CONSTR.			
									TOTAL			
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, 2018 to December 31, 2018 (Costs for fixed-route service are estimates). Obligation	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$328,900 Estimated fare is \$13,800 Other is MN Transit Formula Funds								
	East Grand Forks	Operations							Operations			
	Fixed-Route Transit Service	Entitlement		TRF-0018-18B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
				350.00	85.00	0.00	180.00	85.00	P.E.			
				FTA 5307					R.O.W.			
									CONSTR.			
									TOTAL			
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, 2018 to December 31, 2018. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service Obligation	REMARKS: Contract demand response service Estimated fare is \$13,260 Other is MN Transit Formula Funds								
	East Grand Forks	Operations							Operations			
	Paratransit Service for Disabled Persons	Entitlement		TRF-0018-18A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
				68.00	0.00	0.00	57.00	11.00	P.E.			
				State Transit Funds					R.O.W.			
									CONSTR.			
									TOTAL			
East Grand Forks #3	East Grand Forks	NA	Purchase of a Class 500 vehicle for Demand Response Purchase of a Class 300 vehicle for demand response and as back-up for fixed route. Obligation	REMARKS: Cities Area Transit will cover the local match Amended March 2018 switch funding source to Federal Funds								
	East Grand Forks	Capital							Operations			
	Paratransit Vehicle	Discretionary		TRF-0018-18C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
				150.00	120.00	0.00	0.00	30.00	P.E.			
				FTA #5307					R.O.W.			
									CONSTR.			
									TOTAL			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					R.O.W.			
									CONSTR.			
									TOTAL			
East Grand Forks #4	East Grand Forks	NA	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 Obligation	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$49,000 Estimated fare is \$8,800 Other is MN Transit Formula Funds One time state funding covering 2 years								
	East Grand Forks	Operations							Operations			
	Fixed-Route Transit Service	Entitlement		TRF-0018-18ZO						Capital		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
				57.00	0.00	0.00	57.00	0.00	R.O.W.			
				State Funds					CONSTR.			
				TOTAL								
East Grand Forks #5	East Grand Forks	NA	Purchase Class700 for added fixed route service Obligation	REMARKS: Originally amended into FY2017 being carried-over into FY2018 One time state funding								
	East Grand Forks	Capital							Operations			
	Fixed-Route Transit Service	Entitlement		TRF-0018-18ZC					Capital			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
				460.00	0.00	0.00	460.00	0.00	R.O.W.			
				State Transit Funds					CONSTR.			
				TOTAL								
East Grand Forks #6			Intentionally left blank	REMARKS:								
									Operations			
									Capital			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
									R.O.W.			
									CONSTR.			
									TOTAL			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					CONSTR.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				FUNDING SOURCE					TOTAL			
East Grand Forks #7	East Grand Forks	Rhinehart Dr	reconstruct the segment of Rhinehart Drive between Bygland Dr and 6th St SE. Includes a sidewalk. Amended to reduce the length and cost	REMARKS: Other is Municipal State Aid Amended February 2018								
	East Grand Forks	Collector		Obligation	78.00	51.12		26.88				Project has been bid and bid has been awarded
	Reconstruction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				102.00	66.50		35.50			TOTAL		
East Grand Forks #8	East Grand Forks	Bygland Dr.	construct/install pedestrian safety improvement at the intersection with 13th St SE.	REMARKS: Other is Municipal State Aid								
	East Grand Forks	Minor Arterial		Obligation	184.30	120.88		63.42				Project has been bid and bid has been awarded
	Safety	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				282.00	180.00		102.00			TOTAL		
East Grand Forks #9	East Grand Forks	Greenway Bvl	install sidewalk/safe route to school along Greenway Bvl and modify the median to allow more vehicular access	REMARKS: Other is Municipal State Aid								
	East Grand Forks	Collector		Obligation	489.30	320.88		168.42				Project has been bid and bid has been awarded
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				364.00	237.00		127.00			TOTAL		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					CONSTR.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
									TOTAL			
East Grand Forks #10	East Grand Forks	1st St SE	pavement rehabilitation of asphalt segment of 1st St SE immediately off the Point Bridge	REMARKS: Other is Municipal State Aid								
	East Grand Forks	Collector		Obligation	35.40	23.04		12.36				Project has been bid and bid has been awarded
	Rehabilitation	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				31.00	20.00		11.00			TOTAL		
East Grand Forks #11	East Grand Forks	Central Ave	install multi-use path along Central Ave between Gateway Dr and 20th Ave NW	REMARKS: Other is Municipal State Aid								
	East Grand Forks	Minor Arterial		Obligation	433.00	283.92		149.08				Project has been bid and bid has been awarded
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				414.00	144.00		270.00			TOTAL		
East Grand Forks #12	East Grand Forks	US #2	REDECKB BR 9090 (CH 152) (KENNEDY BR) OVER THE RED RIVER OF THE NORTH IN EAST GRAND FORKS (MN LEAD)	REMARKS: AC Payback of FY2016 project								
	MnDOT	Kennedy Bridge		Obligation	6,949.46							
	Rehabilitation	Discretionary	Project # 6018-02	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
					6,949.46					TOTAL		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
									Capital			
										P.E.		
									R.O.W.			
									CONSTR.			
				FUNDING SOURCE					TOTAL			
East Grand Forks #12a	East Grand Forks	17th Str NW	Upgrade right of way facilities along 17th Str. NW between River Road and Central Ave. Obligation	REMARKS:								
	East Grand Forks	Major Collector							Operations	Project has been bid and bid has been awarded		
	Construction	Discretionary		344.90	226.16		118.74		Capital			
		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				271.00	172.60		98.40		R.O.W.			
									CONSTR.			
									TOTAL			
			Intentionally left blank	REMARKS:								
									Operations			
									Capital			
									P.E.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
									CONSTR.			
									TOTAL			
			Intentionally left blank	REMARKS:								
									Operations			
									Capital			
									P.E.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
									CONSTR.			
									TOTAL			

APPENDIX II

GF/EGF MPO

SELF-CERTIFICATION

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

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

Grand Forks – East Grand Forks
Metropolitan Planning
Organization

North Dakota Department
of Transportation

Signature

Signature

Title

Title

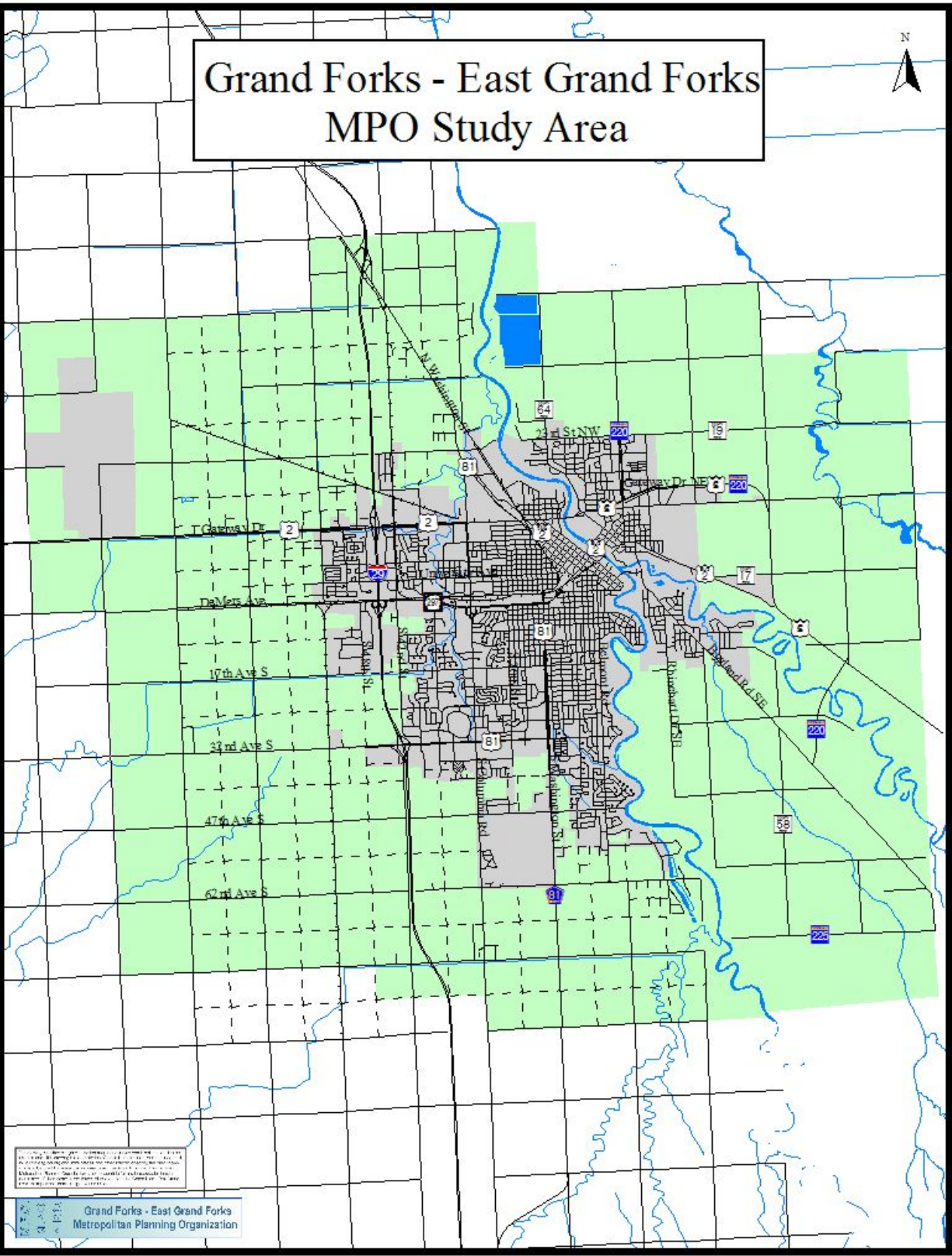
Date

Date

APPENDIX III

GF/EGF MPO AREA MAP

Grand Forks - East Grand Forks MPO Study Area



Map of Grand Forks - East Grand Forks Metropolitan Planning Organization Study Area. The map shows the study area boundary, major roads, and the Red River. The map is a technical drawing and should not be used for navigation or other purposes.

Grand Forks - East Grand Forks
Metropolitan Planning Organization

APPENDIX IV

PUBLIC PARTICIPATION

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

The two local transit operators and the MPO have agreed, as allowed by FTA, to have the required transit Program of Projects (P.O.P) be incorporated into the MPO T.I.P. Therefore, no separate P.O.P. document is published. The public notices clearly indicated that the P.O.P. is included in the T.I.P. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements.

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

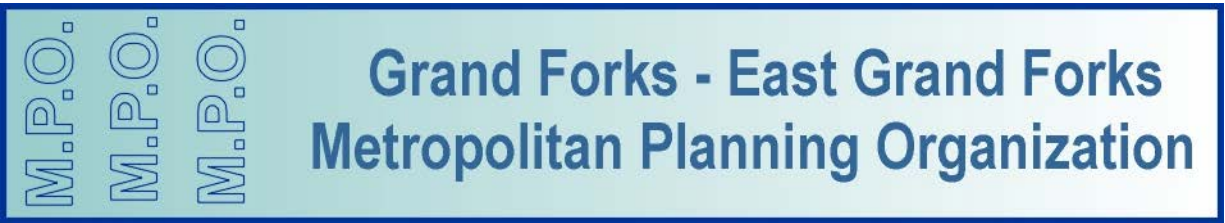
In December and January, separate public meetings were conducted to allow the public to comment upon the list of projects being proposed for the traditional street and highway funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration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

Furthermore, a public hearing was held on April 11, 2018, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2019-2022 for the Minnesota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on April 18, 2018 as the Draft 2017-2020 T.I.P.

For the North Dakota side, a draft 2019-2022 T.I.P. was not developed.

The final public hearing was scheduled for August 15, 2018, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on August 22, 2018.

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



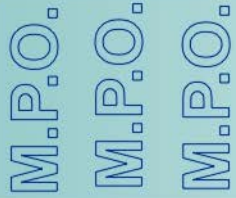
PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the 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 18th. 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

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final 2019 to 2022 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements. The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on August 15th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The TIP lists all transportation improvement projects programmed to be completed between the years of 2019 to 2022 in the MPO Study Area. 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 11:00 AM on August 15th.

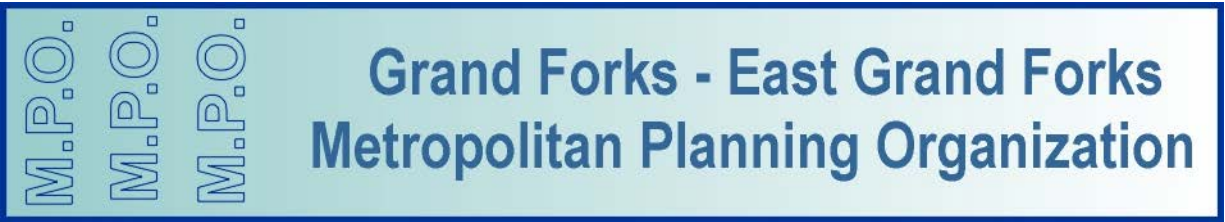
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APPENDIX V

MINNESOTA SIDE PROJECTS SHOWN IN NWATP FORMAT

	F	G	I	J	K	L	M	N	O	P	T	V	X	AB	AE	AF	AP	AR	AV	AW
9	Projnum	#Year	Agency	Description	BEG_RP	END_RP	Length	City	County Name	Program	Primary Work Type 1	Secondary Work Type 1	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	FTA	State TH	Other	Project Total
10	TRF-0018-19A	2019	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	69,000	-	-	-	-	69,000	69,000
11	TRF-0018-19B	2019	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	360,000	-	-	89,000	-	271,000	360,000
12	TRF-0018-19Z0	2019	EAST GRAND FORKS	EAST GRAND FORKS; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	LF	230,000	-	-	-	-	230,000	230,000
13	TRF-0018-19C	2019	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FARE COLLECTION EQUIPMENT (MOBILE)				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	220,000	-	-	176,000	-	44,000	220,000
14	TRF-0018-20A	2020	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	70,000	-	-	-	-	70,000	70,000
15	TRF-0018-20B	2020	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	550,000	-	-	94,000	-	456,000	550,000
16	TRF-0018-20C	2020	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS; SUPPORT EQUIP/ FACILITIES-EQUIPMENT				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	200,000	-	-	160,000	-	40,000	200,000
17	TRF-0018-21A	2021	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	71,000	-	-	-	-	71,000	71,000
18	TRF-0018-21B	2021	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	572,000	-	-	98,000	-	474,000	572,000
19	TRF-0018-21C	2021	EAST GRAND FORKS	SECT 5339: EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT VEHICLE				EAST GRAND	POLK	BB	TRANSIT	TRANSIT VEHICLE PURCHASE	FTA	165,000	-	-	132,000	-	33,000	165,000
20	119-591-006	2021	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	0	0	0.0	EAST GRAND	POLK	EN	BIKE/PED (P)	SIDEWALKS (S)	STBGTAP Statewide	171,250	137,000	-	-	-	34,250	171,250
21	119-591-007	2021	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	0	0	0.0	EAST GRAND	POLK	EN	BIKE/PED (P)	EDUCATION AND SAFETY (S)	STBGTAP Statewide	37,500	30,000	-	-	-	7,500	37,500
22	6001-61	2021	MNDOT	**SPP**AB** US 2, WBL - FROM 0.5 MILES W OF THE W JCT OF MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & OVERLAY	001+00.728	016+00.060	14.6	EAST GRAND	POLK	RS	PAVEMENT RESURFACE AND REHABILITATION (P)	CRACK AND OVERLAY (S)	NHPP	10,800,000	8,640,000	-	-	2,160,000	-	10,800,000
23	TRF-0018-22A	2022	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	72,000	-	-	-	-	72,000	72,000
24	TRF-0018-22B	2022	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	595,000	-	-	102,000	-	493,000	595,000
25	TRS-0018-22T	2022	EAST GRAND FORKS	EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS				EAST GRAND	POLK	TR	TRANSIT	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	180,000	-	144,000	-	-	36,000	180,000
26	TRF-0018-22D	2022	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS; PURCHASE CARD VENDING EQUIPMENT				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000	-	-	200,000	-	50,000	250,000
27	119-119-013	2022	EAST GRAND FORKS	INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, ROUNDABOUT CONSTRUCTION (CAPPED \$860,000) (ASSOCIATED SP 119-129-003)	0	0	0.0	EAST GRAND	POLK	RC	TRAFFIC CONTROL DEVICES/SAFETY (P)	ROUNDABOUT (S)	STBGP 5K-200K	1,670,000	860,000	-	-	-	810,000	1,670,000



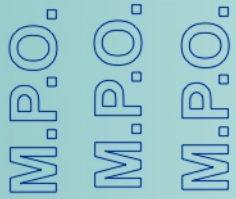
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Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: August 15, 2018** **MPO Executive Board: August 23, 2018**

RECOMMENDED ACTION: Solicit Activities for the 2019/20 Unified Planning Work Program.

Matter of the 2019/20 UPWP.

Background: The MPO prepares a work program listing the activities that will be accomplished with the consolidated planning grant from the USDOT. The program is titled the Unified Planning Work Program and covers a two-year period. The MPO will prepare a new work program listing the activities that will be accomplished with the federal Consolidate Planning Grant (CPG) and a planning grant from Minnesota, which helps off-set local match.

Towards the end of FY2019, we will revisit the FY2020 UPWP to either confirm the activities and/or make amendments. We are currently starting the Mn220N Corridor Study, Downtown Transportation Plan and the US2/US81 Intersection Study; these will carry-over into 2019. We are also scheduled to update ITS Plan and Regional Architecture in 2019; this will be done through ATAC.

MPO staff anticipates roughly \$300,000 available each year for special studies. For FY2019, one half of this is already committed to the above mentioned studies, which leave \$150,000 for newly identified work activities. One recent announcement from FHWA-ND has made is the reversal of MPO funding pavement management. For FY2020, traditionally this would be the year in our cycle of updating every 5 years the land use plans.

The purpose of this agenda item is to solicit work activities from our member units of local government. We encourage dialog with MPO staff to ensure activities being contemplated are eligible for MPO resources prior to submission.

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 2019-2020.
- The activities must have the support of each Local Unit of Government; therefore and request for MPO involvement must be vetting through the local unit of government prior to being submitted to the MPO.
- We re-visit the second year towards the end of the first year.

Support Materials:

- NONE

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Streets + Highways Plan Update

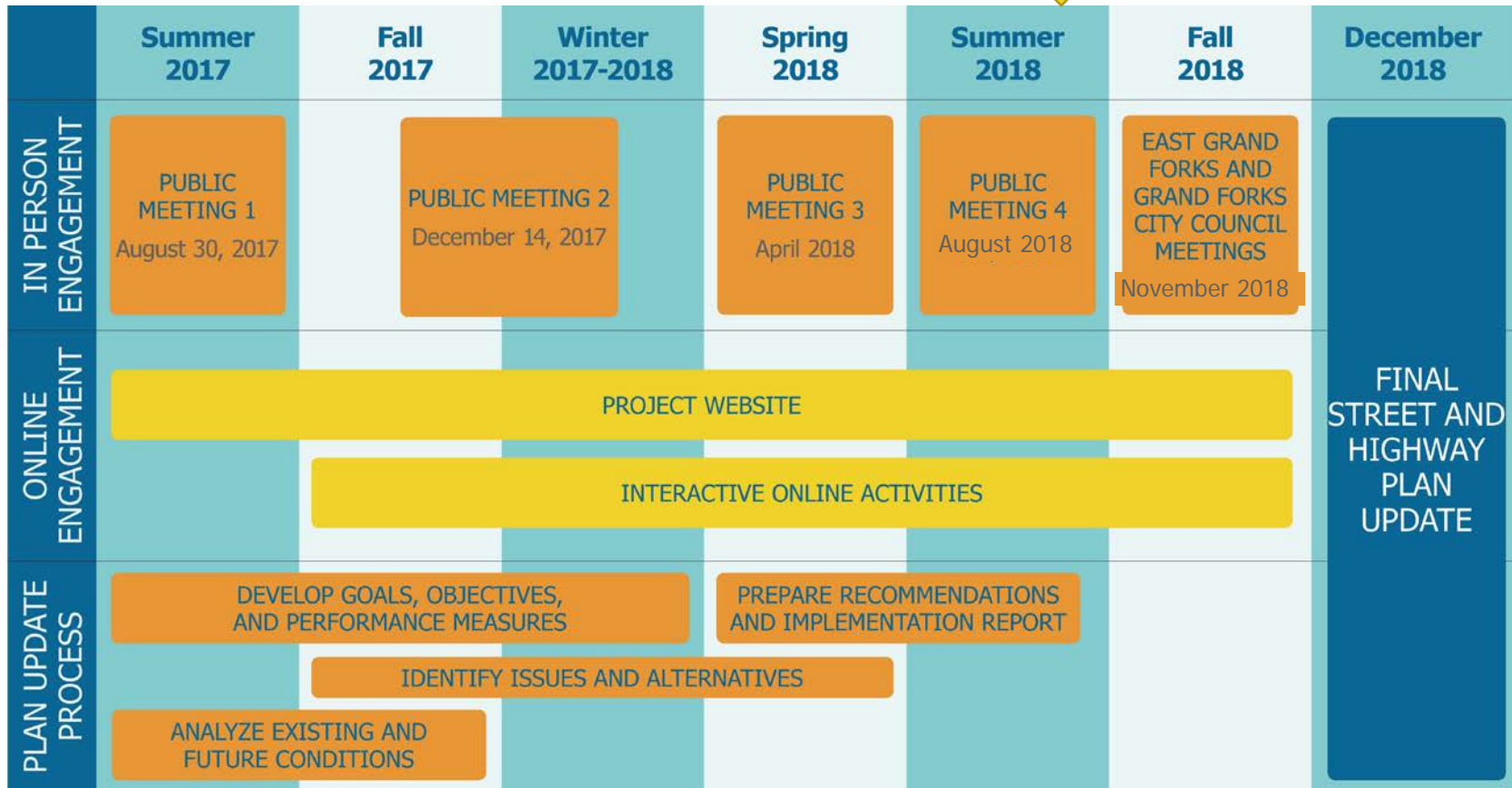
August 15, 2018

Kimley»»Horn

Agenda

- Update process and timeline
- Goals, objectives, performance measures and targets
- Final revenue forecasts
- Investment direction
- Investment scenarios
- River crossing analysis
- Next steps and timeline

Plan Update Schedule: Where We Are

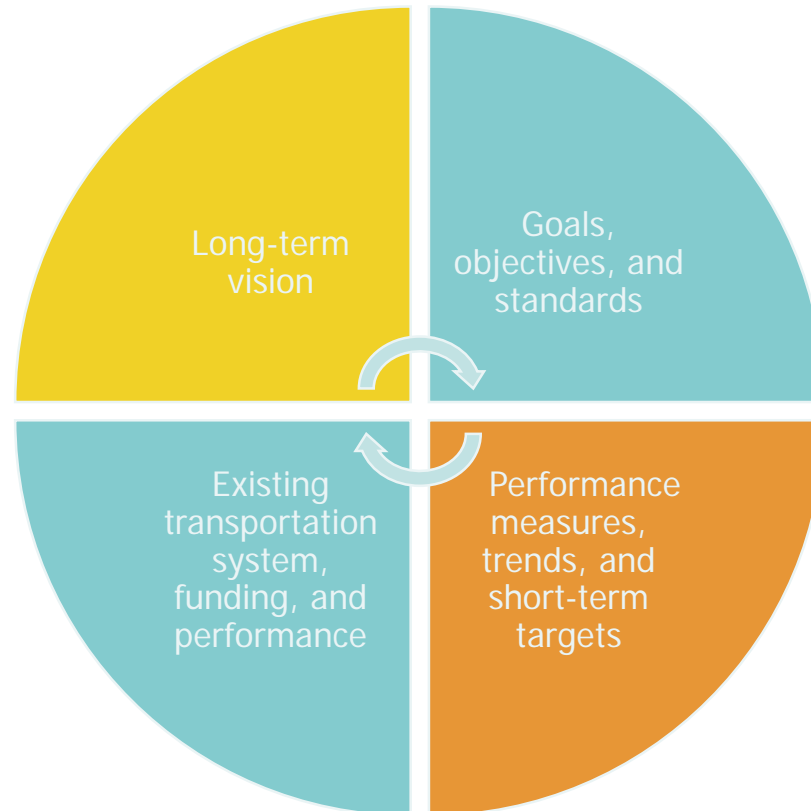


Goals, Objectives, Performance Measures and Targets

Goals, Objectives, Performance Measures and Targets Update Process

- November 2017
 - DRAFT goal, objective, and strategy statements
 - Resiliency and Tourism
 - Potential safety targets, continued discussion
- December 2017
 - DRAFT goal, objective, and strategy statements
 - All goal areas
 - Potential safety targets, continued discussion
- February 2018
 - Finalized goal, objective, and strategy statements
 - Reviewed recommended safety targets; Policy board adopted
- July 2018
 - Review draft pavement and bridge targets
- August 2018
 - Review draft travel time reliability targets

Tools for performance-based planning



Mobility Measures

- Interstate truck travel time reliability
 - Interstate truck travel time reliability index
- Interstate travel reliability
 - Percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate travel reliability
 - Percent of person-miles traveled on the non-Interstate NHS that are reliable

Mobility Targets

- Must adopt 3 targets; Can adopt up to 6 targets; Or a number between
 - 3 targets would mean just for MPO Area
 - 6 Targets would mean just both state targets
 - Can choose to adopt combinations of MPO and state targets
- Next slides present the targets adopted for each state

Mobility Measures and Targets

	North Dakota	Minnesota	GF-EGF MPO
Interstate truck travel time reliability	Two-year target: 3 Four-year target: 3	Not applicable in Grand Forks-East Grand Forks MPO area	<i>Data shows :</i> • 1.19 (2017) • 1.22 (2018)
Interstate travel reliability	Two-year target: 85% Four-year target: 85%	Not applicable in Grand Forks-East Grand Forks MPO area	<i>Data shows 100%</i>
Non-Interstate travel reliability	Two-year target: Not applicable Four-year target: 85%	Two-year target: Not applicable Four-year target: 75%	<i>Data shows :</i> • 89.2% (2017) • 85.5% (2018)

Non Interstate Travel Time

Forks MPO

+ Create PM3 report

+ Add widget

Select a dashboard...

2017 Non-interstate NHS Travel Time Reliability for ND - Grand Forks-East Grand Forks MPO, Grand Forks

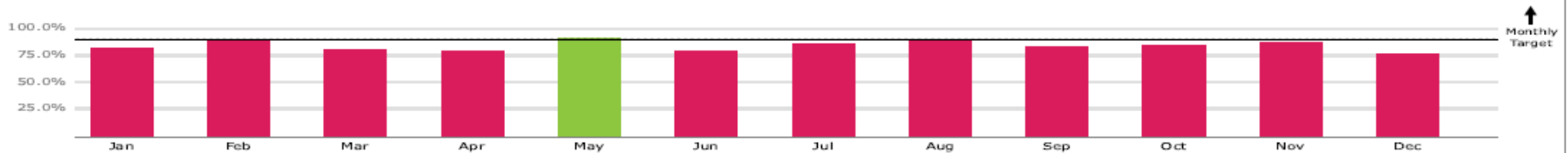
ND - Grand Forks-East Grand Forks MPO, Grand Forks
 MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)

2017 Target
 at least
90.0%

89.2%

Year-to-Date
2017

Target: At least 90% of the system should have a LOTTR less than 1.50



[Show map...](#)

Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO

Data source: NPMRDS INRIX

2018 Non-interstate NHS Travel Time Reliability for ND - Grand Forks-East Grand Forks MPO, Grand Forks

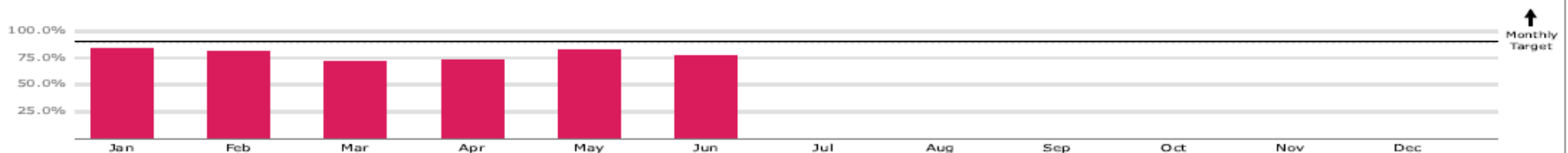
ND - Grand Forks-East Grand Forks MPO, Grand Forks
 MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)

2018 Target
 at least
90.0%

85.5%

Year-to-Date
2018

Target: At least 90% of the system should have a LOTTR less than 1.50



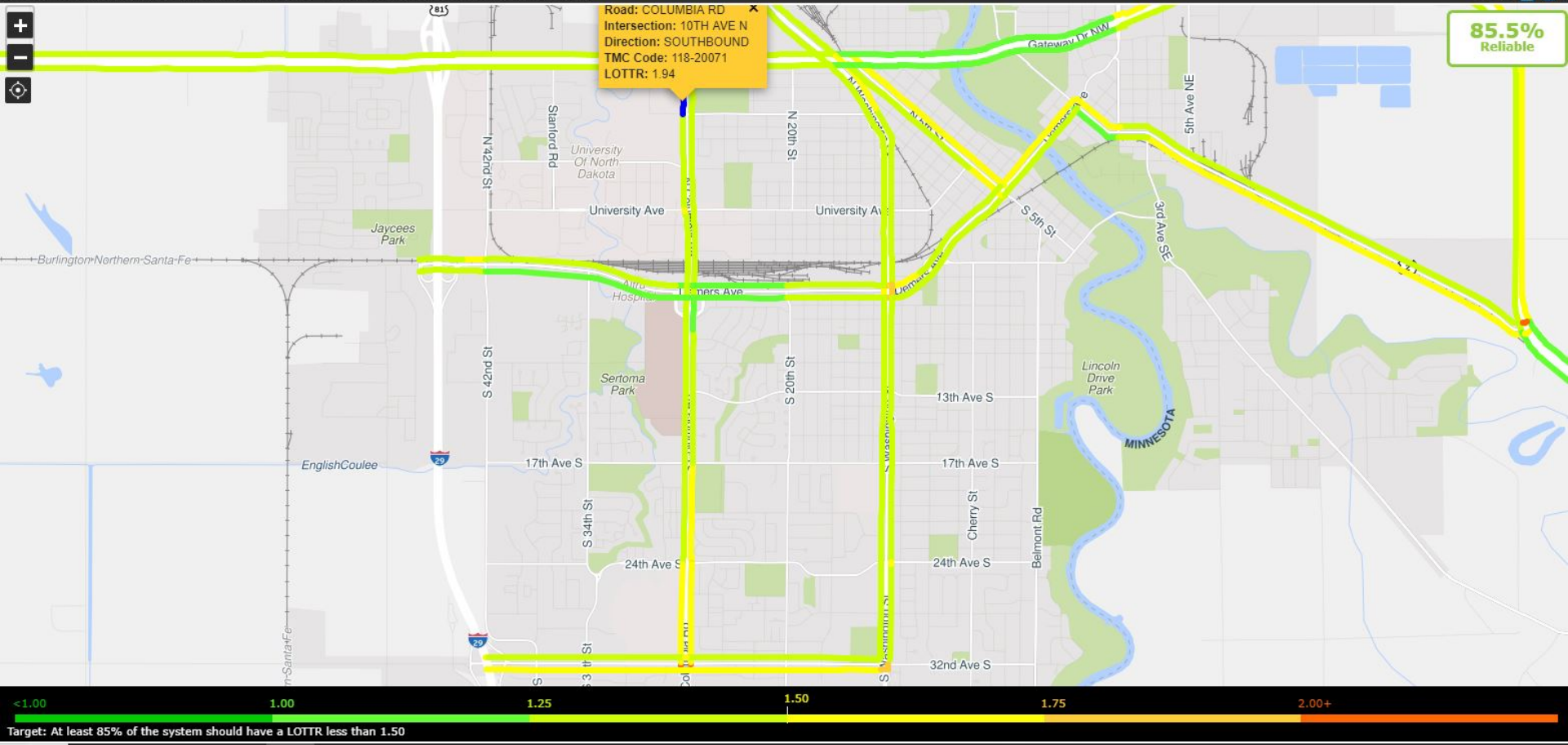
[Show map...](#)

Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO

Data source: NPMRDS INRIX

Non Interstate Travel Time

2018 Non-interstate NHS Travel Time Reliability for ND - Grand Forks-East Grand Forks MPO, Grand Forks



Interstate Truck Travel Time

2018 Truck Travel Time Reliability Index for ND - Grand Forks-East Grand Forks MPO, Grand Forks

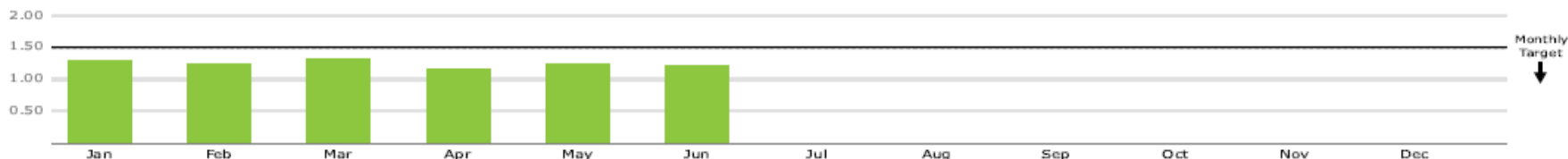
ND - Grand Forks-East Grand Forks MPO, Grand Forks
MAP-21 Truck Travel Time Reliability Index

2018 Target
less than
1.50

1.22

Year-to-Date
2018

Target: The system should have a TTTR less than 1.50



[Show map...](#)

Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO

Data source: NPMRDS INRIX

2017 Truck Travel Time Reliability Index for ND - Grand Forks-East Grand Forks MPO, Grand Forks

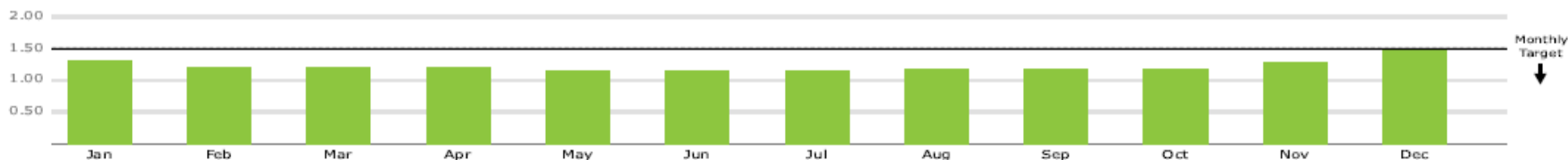
ND - Grand Forks-East Grand Forks MPO, Grand Forks
MAP-21 Truck Travel Time Reliability Index

2017 Target
less than
1.50

1.19

Year-to-Date
2017

Target: The system should have a TTTR less than 1.50

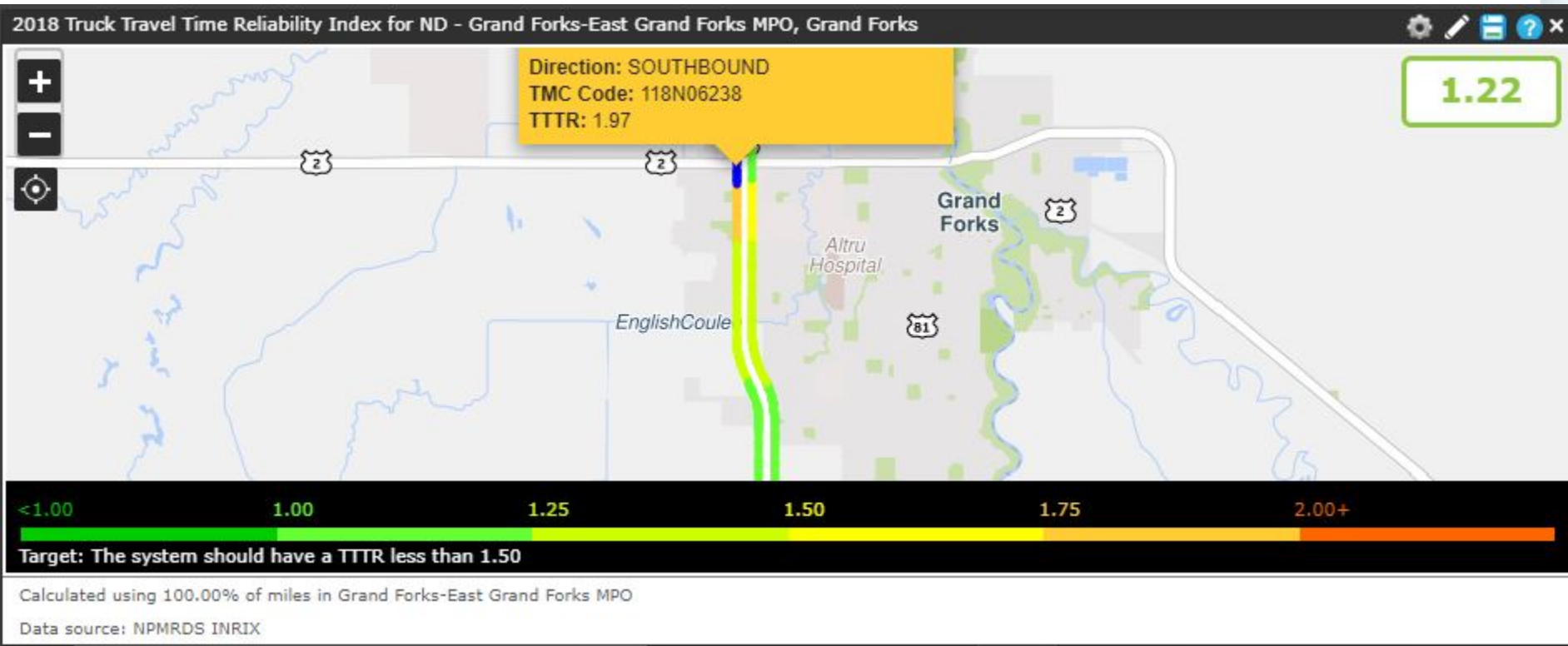


[Show map...](#)

Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO

Data source: NPMRDS INRIX

Interstate Truck Travel Time



Interstate Travel Time

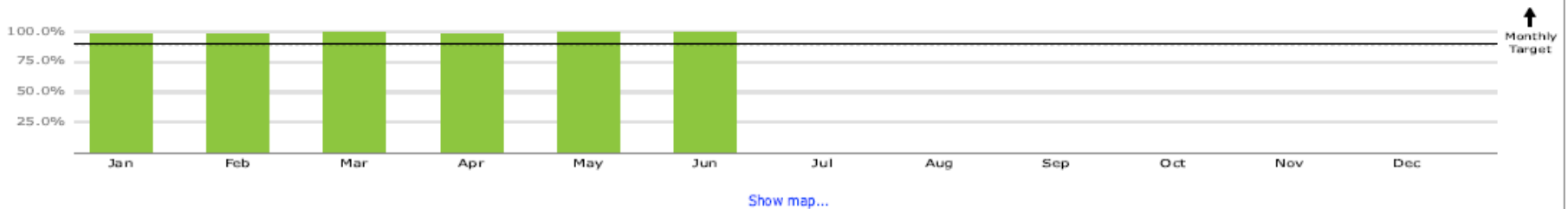
2018 Interstate Travel Time Reliability for ND - Grand Forks-East Grand Forks MPO, Grand Forks

ND - Grand Forks-East Grand Forks MPO, Grand Forks
 MAP-21 Percent of the Person-Miles Traveled on the Interstate That Are Reliable (the Interstate Travel Time Reliability measure)

2018 Target
 at least
90.0%

100.0%
 Year-to-Date
 2018

Target: At least 90% of the system should have a LOTTR less than 1.50



Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO
 Data source: NPMRDS INRIX

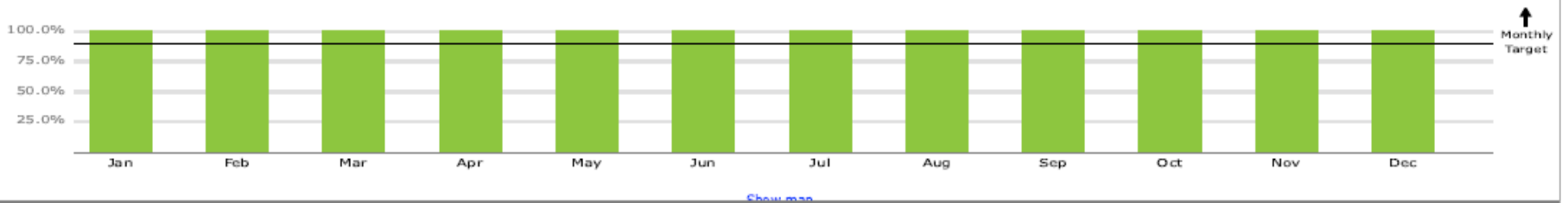
2017 Interstate Travel Time Reliability for ND - Grand Forks-East Grand Forks MPO, Grand Forks

ND - Grand Forks-East Grand Forks MPO, Grand Forks
 MAP-21 Percent of the Person-Miles Traveled on the Interstate That Are Reliable (the Interstate Travel Time Reliability measure)

2017 Target
 at least
90.0%

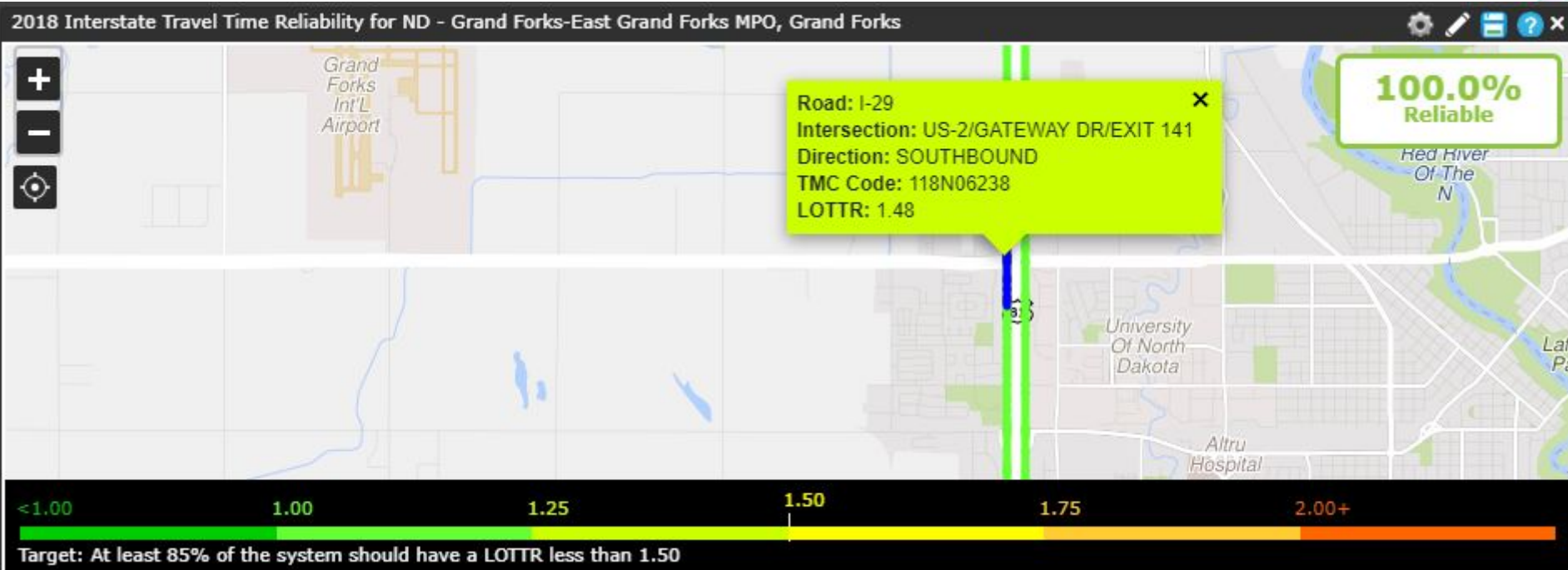
100.0%
 Year-to-Date
 2017

Target: At least 90% of the system should have a LOTTR less than 1.50



Calculated using 100.00% of miles in Grand Forks-East Grand Forks MPO
 Data source: NPMRDS INRIX

Interstate Travel Time



MN

ND

MPO

	Measure	Two-Year Target	Four-Year Target	Two-Year Target	Four-Year Target	Four-Year Target
PM2	Percent of NHS Bridges in Good Condition	50%	50%	60%	60%	States
	Percent of NHS Bridges in Poor Condition	4%	4%	4%	4%	States
	Percent of Interstate Pavement in Good Condition	55%	55%	75.6%	75.6%	75.6&
	Percent of Interstate Pavement in Poor Condition	2%	2%	3%	3%	3%
	Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%	58.3%	58.3%	states
	Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%	3%	3%	States
PM3	Percent of Reliable Person Miles on the Interstate	80%	80%	85%	85%	Data shows 100%
	Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	75%	N/A	85%	Data shows 85.5 2018 or 89.2% for 2017
	Truck Travel Time Reliability Index	1.5	1.5	3	3	Data shows 1.22 for 2018 or 1.19 for 2017

Revenue Forecasts

Revenue Forecast Development Process

- Feb 20
 - Reviewed initial DRAFT
- March-April
 - Refined assumptions through interviews with
 - NDDOT, MnDOT
 - Polk County
 - Grand Forks, East Grand Forks
- May 9
 - Review DRAFT revenue forecasts
- June 13
 - Finalize revenue forecasts
- July 11 and 17
 - Review revenue forecasts for August public meeting

Forecast: ND Capital Revenues (short/mid/long)

(2023-2027/2028-2037/2038-2045)

- HSIP = 3/7/7 totals \$17 M in fed
- Interstate = 2/4/4 totals \$10 M in fed
- Urban Regional = 16/37/36 totals \$89 M in fed
- Urban Local = 14/34/32 totals \$80.5 M in fed
- Urban (Main St.) = 3/8/8 totals \$19 M in fed
- County = 0.5/1/1 totals \$2.5 M in fed
- NDDOT match = 2/5.5/5 totals \$12.5 M
- County Match = 0.2/0.3/0.3 totals \$0.8 M
- City Match plus = 28/65/33 totals \$126 M

Forecast: MN Capital Revenues (short/mid/long) (2023-2027/2028-2037/2038-2045)

- HSIP = 0.1/0.2/0.2 totals \$0.77 M in fed
- Statewide Performance = 5/13/12 totals \$30 M in fed
- District Risk= 5/13/12 totals \$30 M in fed
- City Sub-Target= 1/2/3 totals \$6 M in fed
- MNDOT match = 1/2/2 totals \$5 M
- County = 0.5/1.5/1 totals \$3 M
- City = 2/4/4 totals \$10 M

Operations/Maintenance Federal Aid System

- For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways
 - The term “Federal-aid highway” means a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector.
- Information from TIP documents.
 - % of total centerline lane miles times total O/M budget

Forecast: Operations Revenues

- North Dakota
 - City of Grand Forks
 - 10% of city's centerline miles
 - NDDOT and Grand Forks Public Works Department O&M Agreement
 - Assume 10% of Grand Forks Street CIP
 - \$520,000 (2018\$)
 - X/X/X totals to \$INSERT M (2023-2045)
 - NDDOT Grand Forks District
 - ~3.3% of district's 1,831 lane miles
 - Assume 3.3% of Grand Forks District Budget
 - \$525,000 (2018\$)
 - X/X/X totals to \$INSERT M (2023-2045)

Forecast: Operations Revenues

- Minnesota
 - City of East Grand Forks
 - 10% of city's centerline miles
 - MnDOT and East Grand Forks Public Works Department O&M Agreement
 - Assume 10% of East Grand Forks Public Works Budget
 - \$200,000 (2018\$)
 - X/X/X totals to \$INSERT M (2023-2045)
 - MnDOT District 2
 - 1.3% of district's lane miles
 - Assume 1.3% of District 2 Budget
 - \$250,000 (2018\$)
 - X/X/X totals to \$INSERT M (2023-2045)

TOTAL Forecasted Revenues

- Capital revenues = \$443 M 2023-2045
 - Reported in year of expenditure dollars
 - No BUILD, Corridor of Commerce, etc.
 - May have to revisit after
 - 2020 Census -- FM COG may become TMA
 - FAST reauthorization
 - State Legislative Action – ND Legacy Fund? MN new revenue?
- O&M revenues = \$INSERT M 2023-2045

River Crossing Analysis

River Crossing Analysis: Scope of Work

- Review transportation impacts of 5 river crossing locations
- Improve local traffic and connectivity
- Use 2045 travel demand model
- Review impacts on:
 - Existing crossings
 - Neighborhoods
 - Local and regional roadway network
- Compare impacts of each crossing



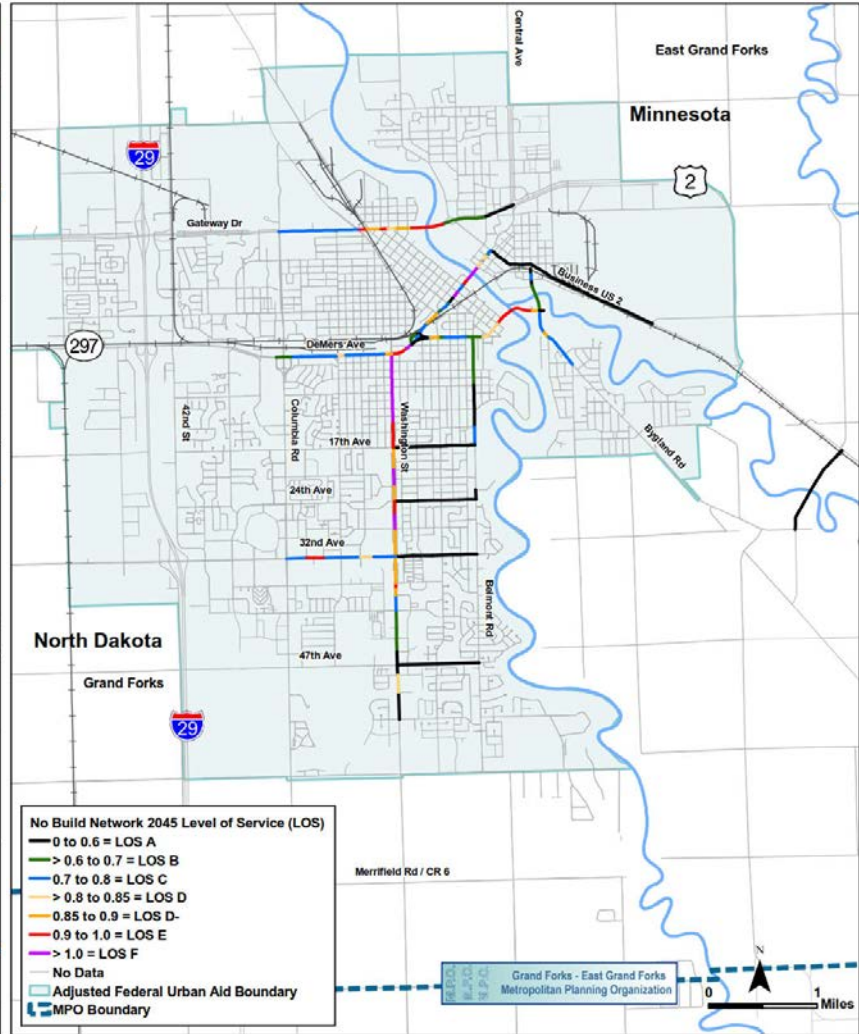
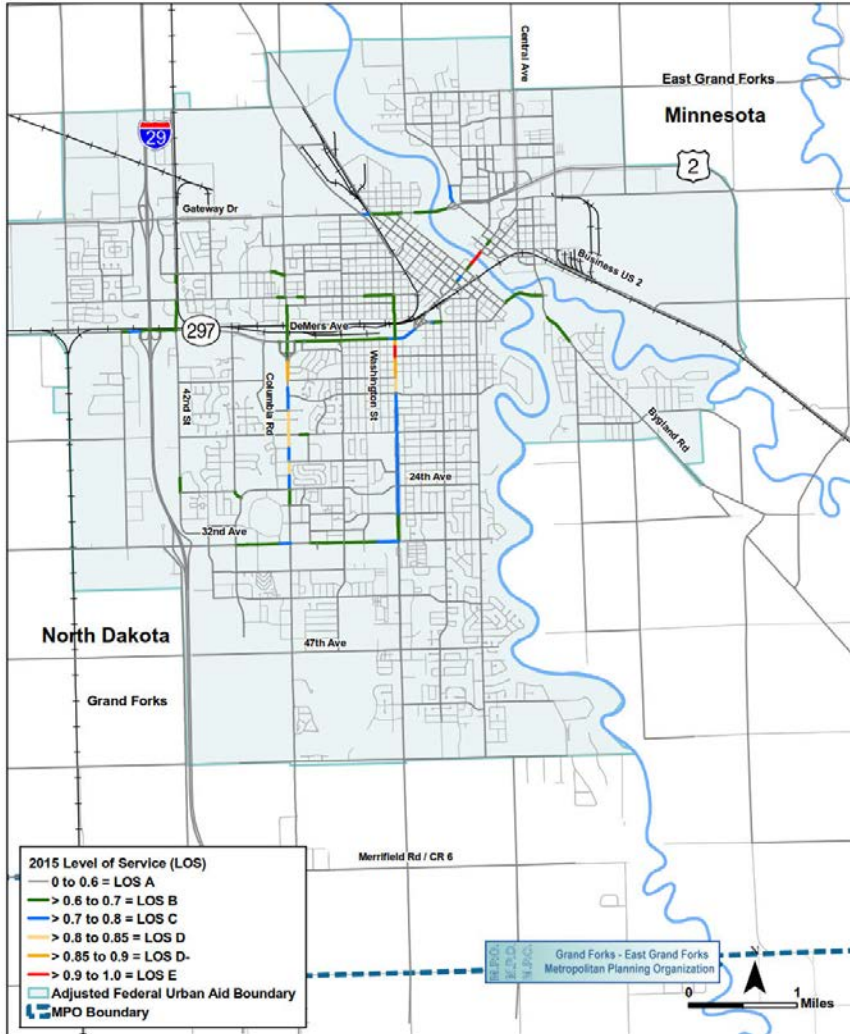
River Crossing Modeling Assumptions

- All proposed river crossing bridges are two-lane bridges
- All connections on each side are to two-lane roads
- No additional thru lane capacity was added
- No new connections were made to I-29 to the west
- No new connections were made to US 2 to the east

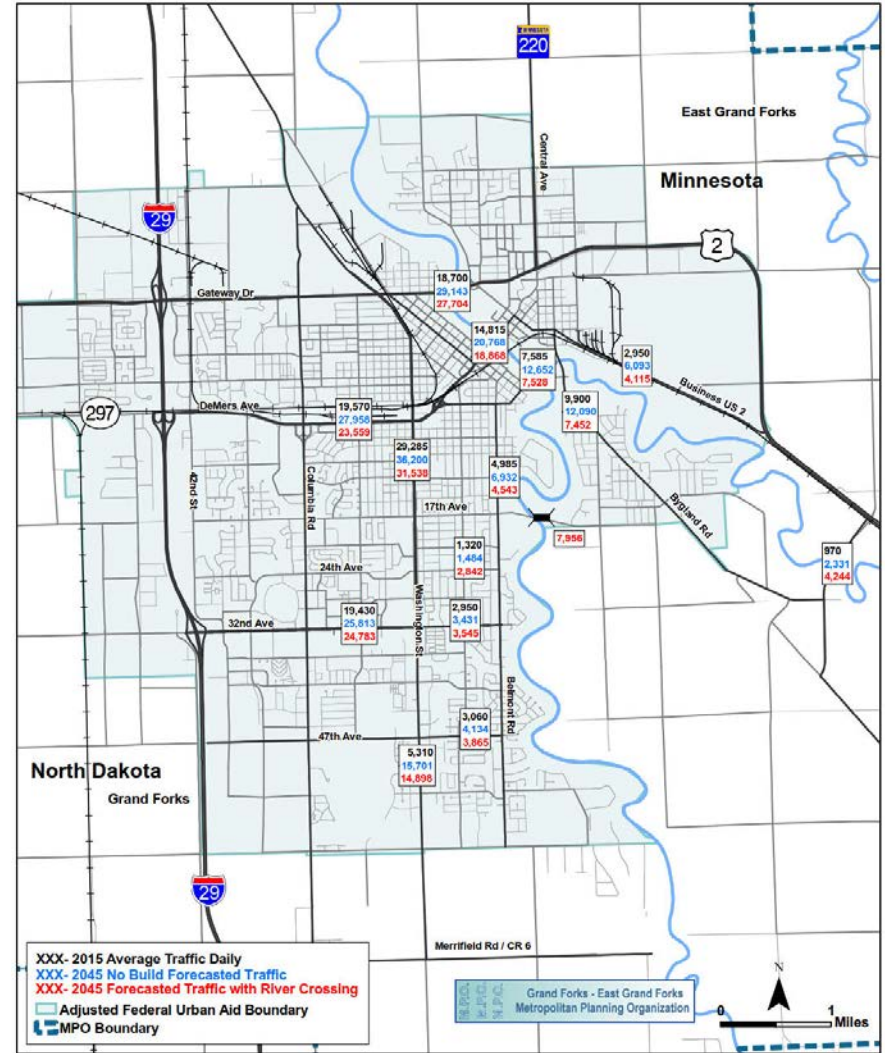
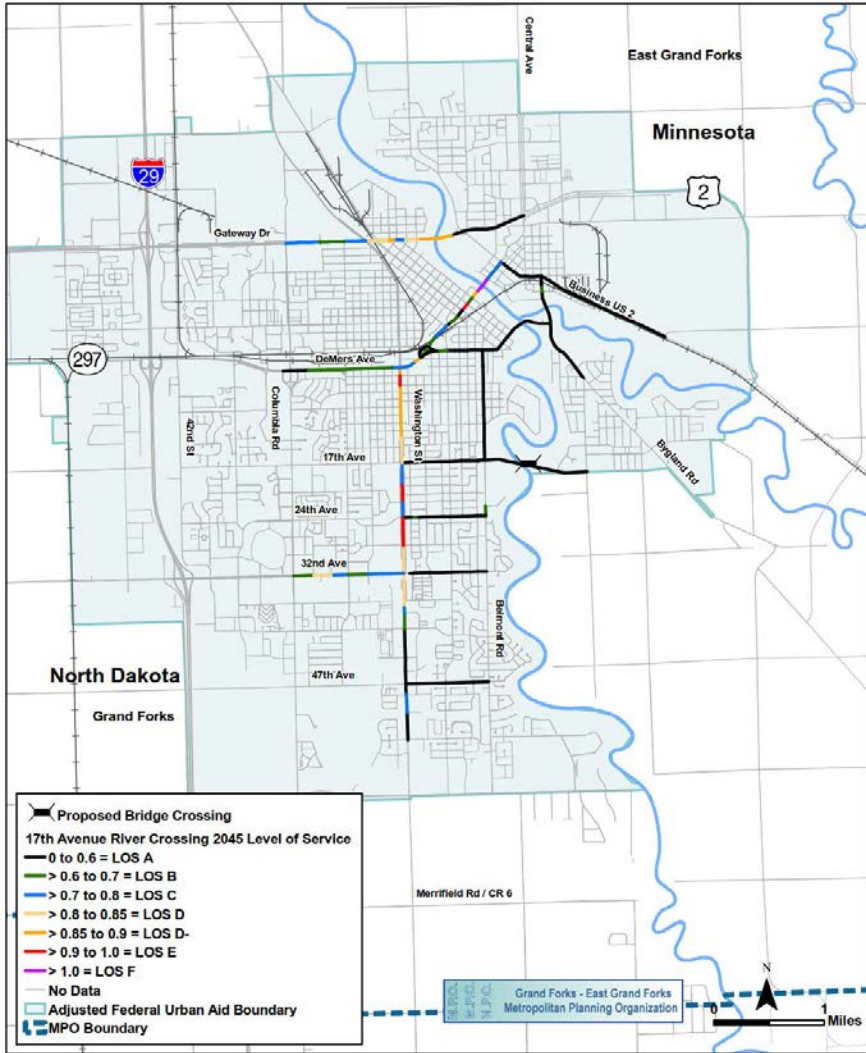
River Crossing Analysis

- Present link daily volumes and LOS
- Present draft intersection LOS from Synchro analysis
- Present initial alignment concepts
- Report on meeting held June 27 to discuss how Minnesota 47th Ave S connection may occur
- Review opinion of probable costs
- Review benefit/cost ratio
- Present evaluation tables

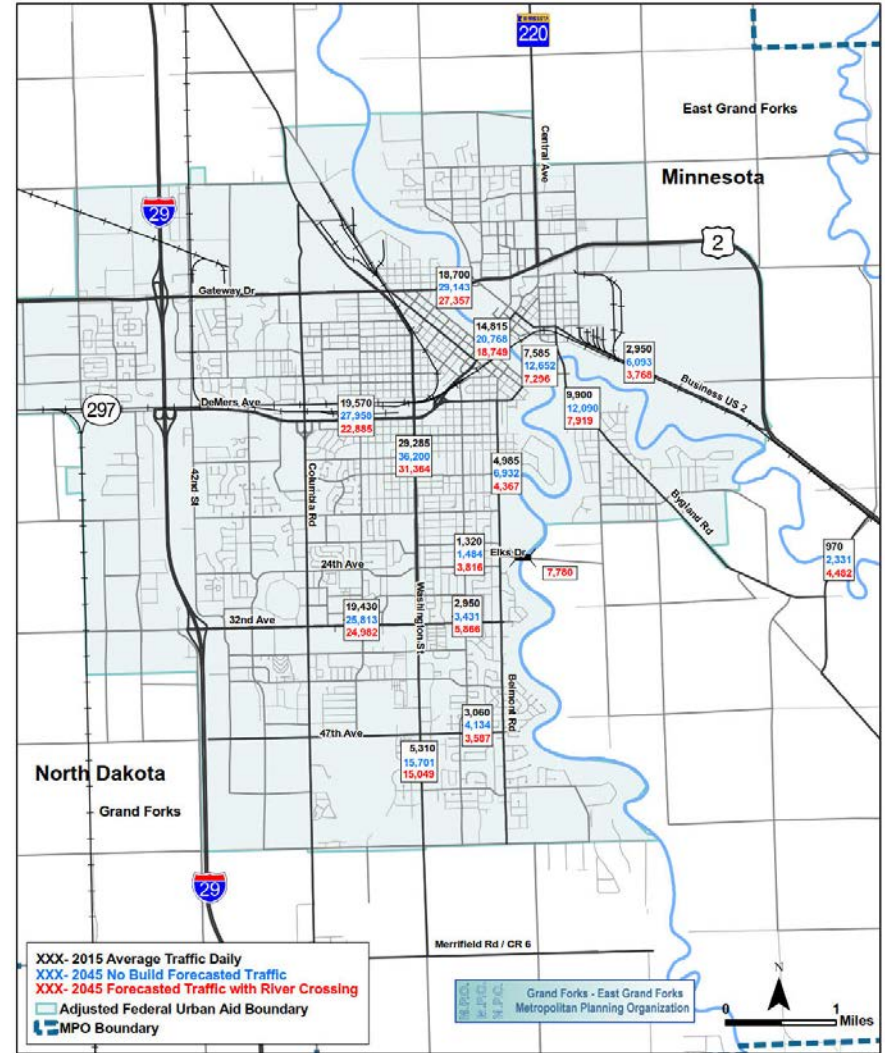
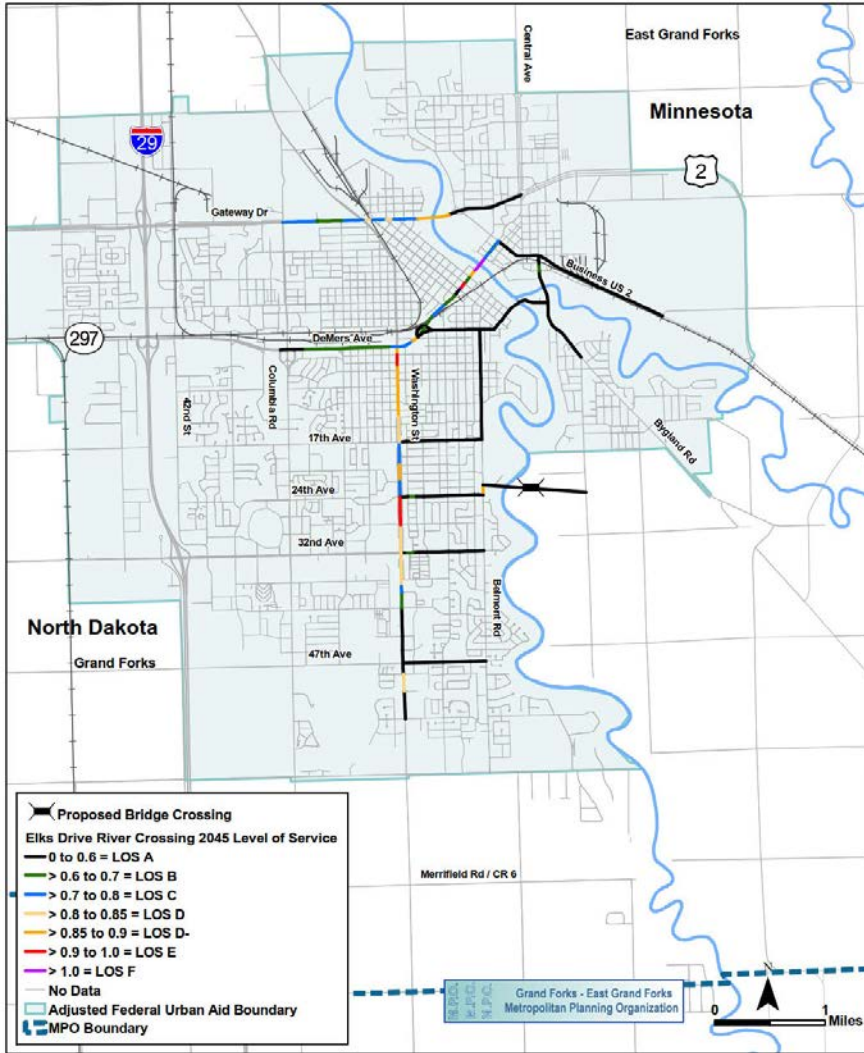
River Crossing – Link LOS



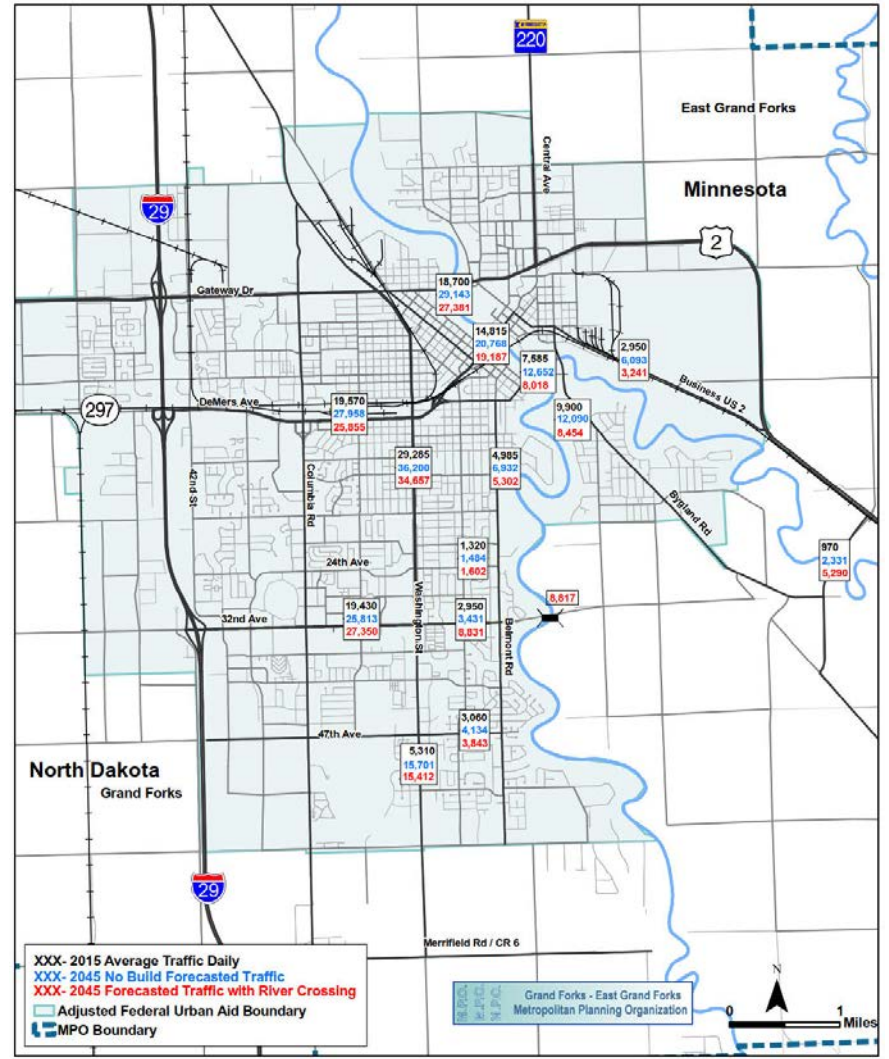
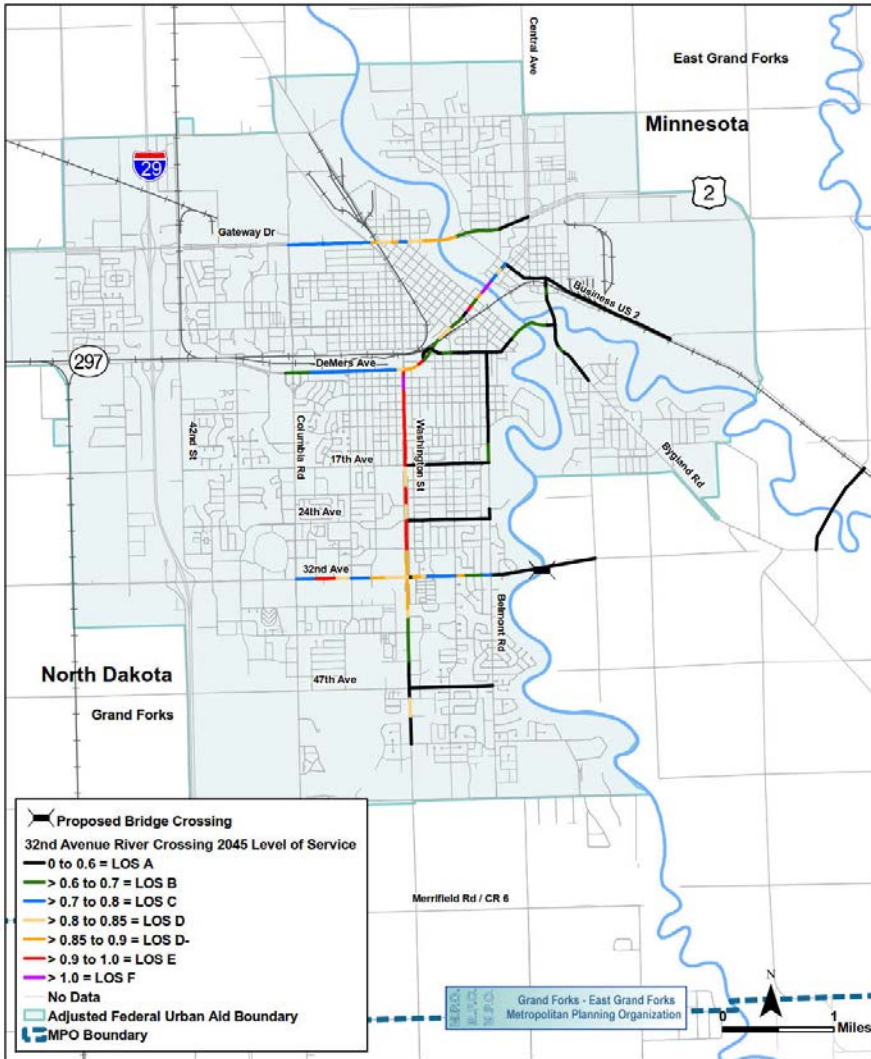
17th Ave. S River Crossing – Link LOS



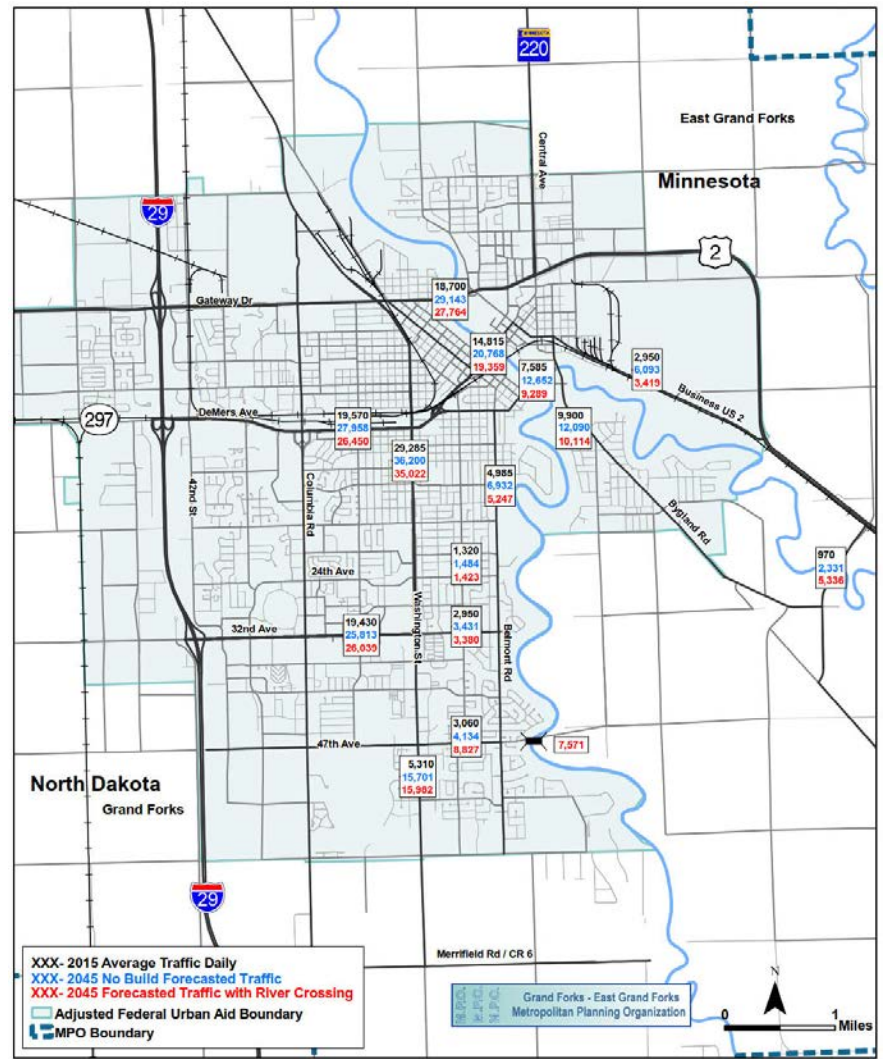
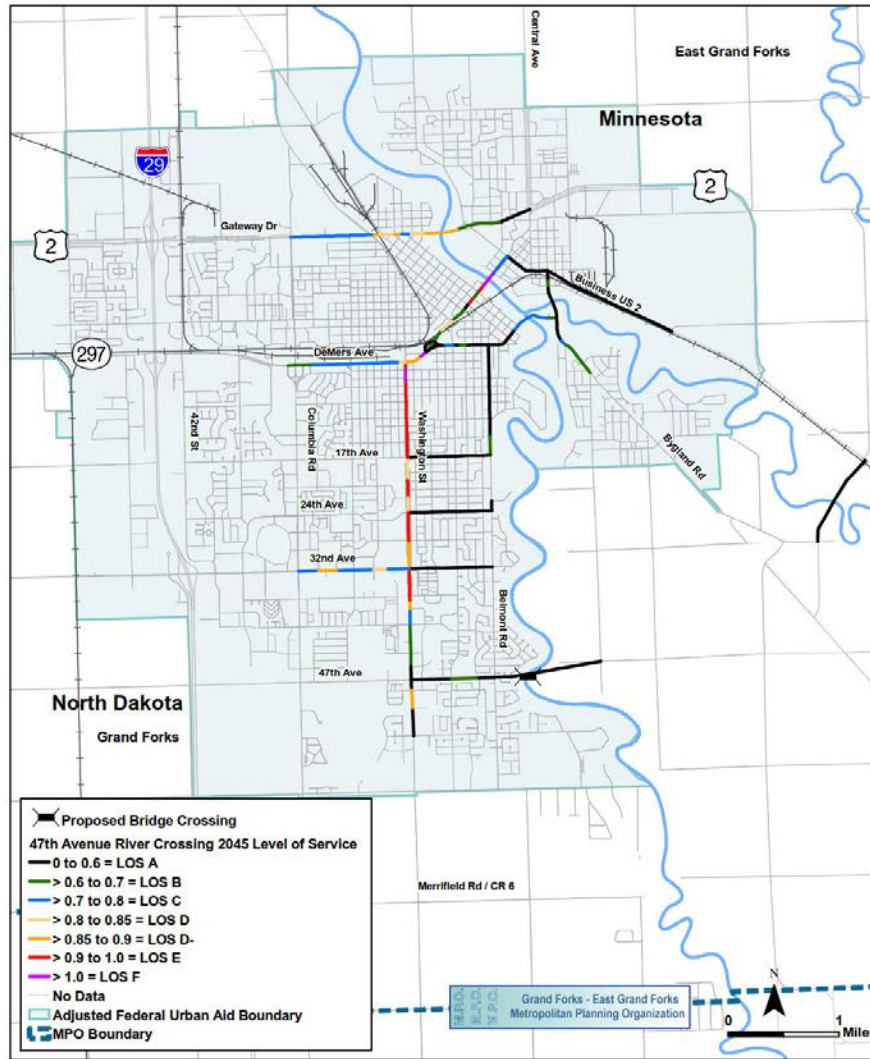
Elks Drive River Crossing – Link LOS



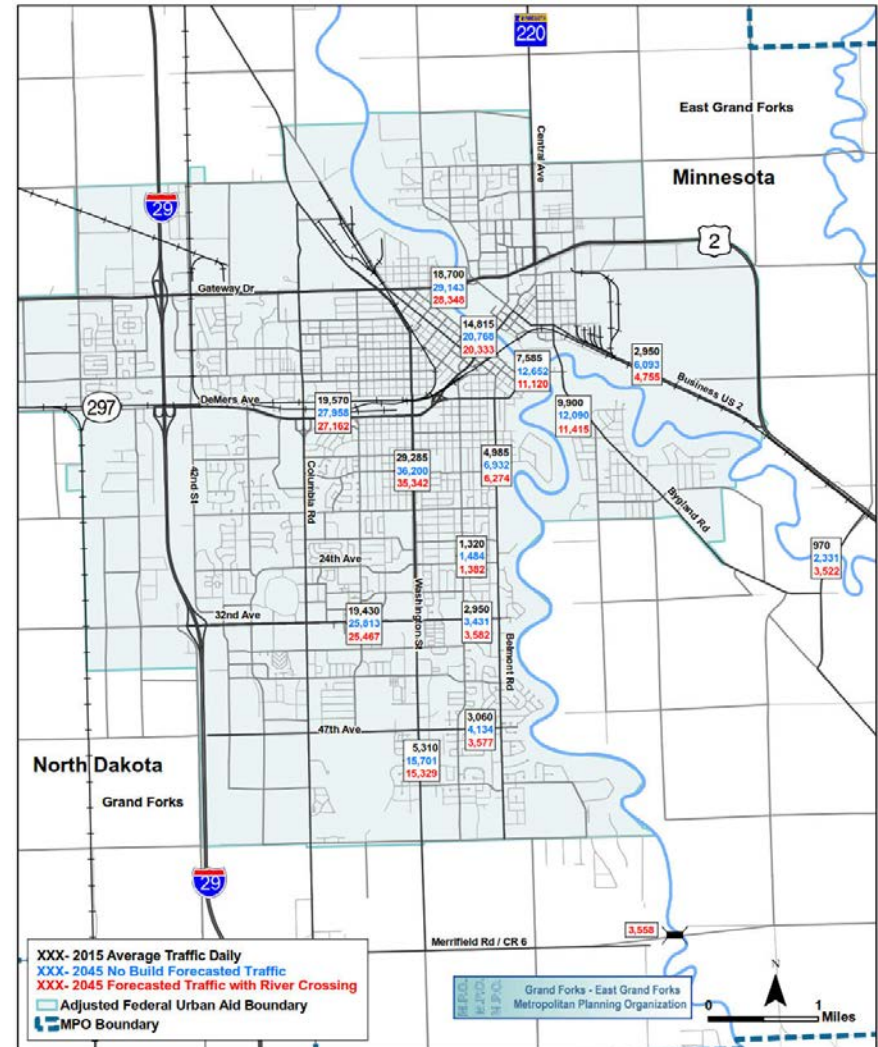
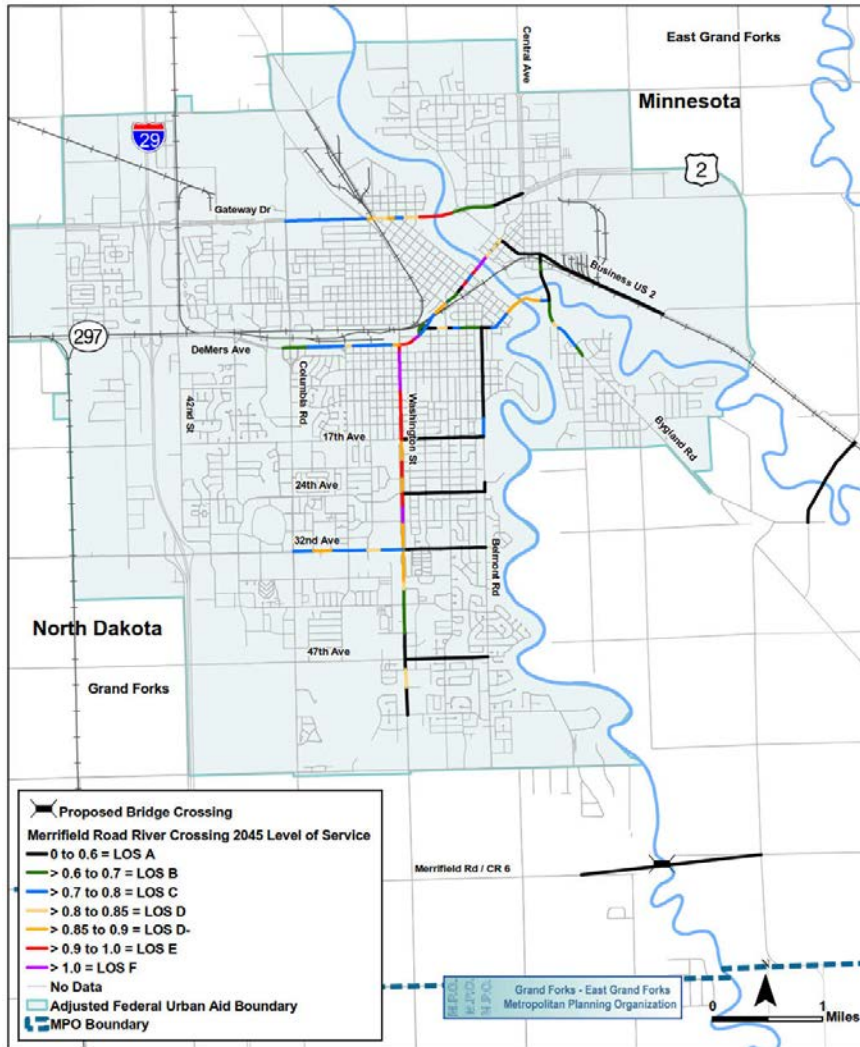
32nd Ave. S River Crossing – Link LOS



47th Ave. S River Crossing – Link LOS



Merrifield (GF#6 and Polk #58) River Crossing – Link LOS



River Crossing – Link LOS

- Point Bridge operates better under 17th, Elks Drive and 32nd Avenue crossing scenarios
- Gateway Drive operates better under all crossing scenarios except Merrifield Road
- Washington Street operates better under 17th Avenue and Elks Drive crossing scenarios although all scenarios have segments with undesirable operations
- Belmont Road operates better under all crossing scenarios based on link LOS but Belmont Road / 4th Avenue intersection LOS shows mitigation is required under Merrifield crossing scenario

2045 Traffic Demand on Roadway Segments

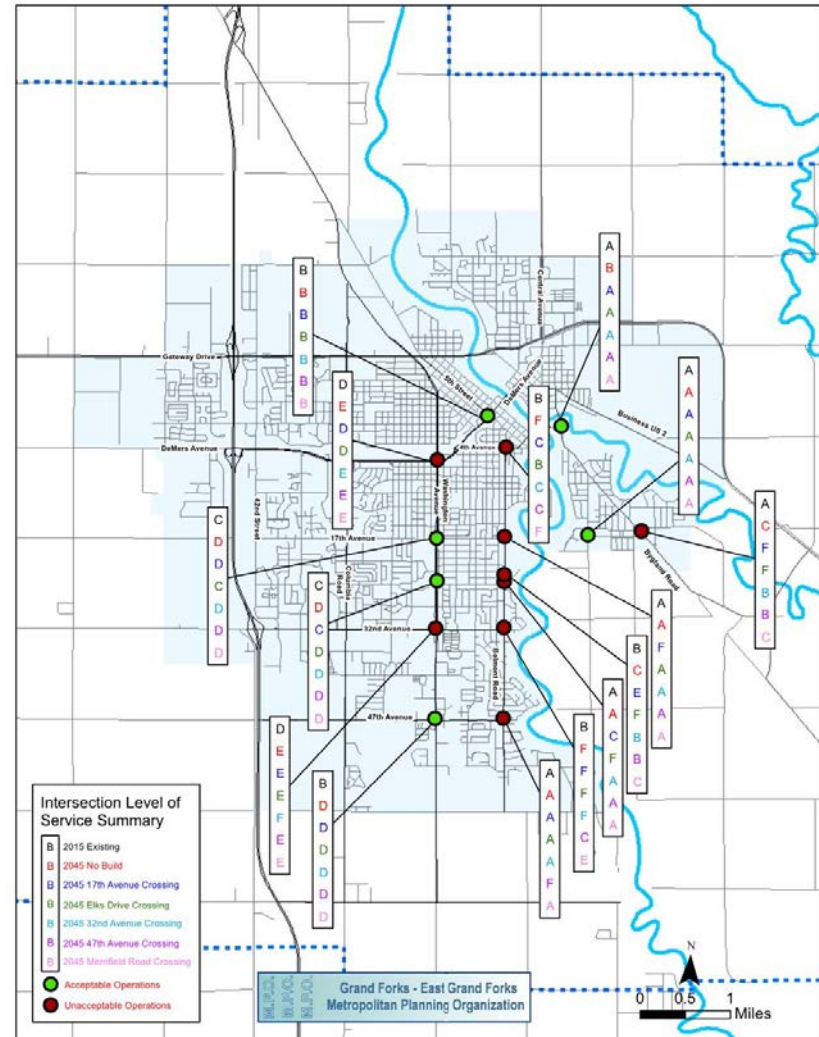
- 17th Avenue S (2-lane today) ~3,000 and ~10,000 vpd just west of Belmont and east of Washington Street, respectively (under 17th crossing scenario)
- 24th Avenue S (2-lane today) ~4,000 and ~7,500 vpd just west of Belmont and east of Washington, respectively (under Elks crossing scenario)
- 32nd Avenue S (mostly 2-lane today) ~10,500 and ~13,000 vpd just west of Belmont and east of Washington, respectively (under 32nd crossing scenario)
- 47th Avenue S (3-lane today) ~8,000 and ~9,000 vpd just west of Belmont and east of Washington, respectively (under 47th crossing scenario)

Roadway Planning Capacities

- 2-lane urban roadway capacity is ~8,000 - 10,000 vpd
 - 17th Avenue is at high end of capacity threshold on the west end without conversion to 3-lane on west end (east end is fine)
 - 24th Avenue demand is under low end of capacity threshold throughout
- 3-lane urban roadway capacity is ~14,000 – 17,000 vpd
 - 32nd Avenue requires 3-lane section
 - Between Cherry and Washington restriping required
 - Between Cherry and Belmont minor widening may be required (additional as-built and design standard input needed – appears 3-11 foot lanes would fit)
 - 47nd Avenue requires a 3-lane section
 - Between Washington and Belmont no changes are required
 - East of Belmont a 3-lane section could be added with restriping only

River Crossing – Intersection LOS

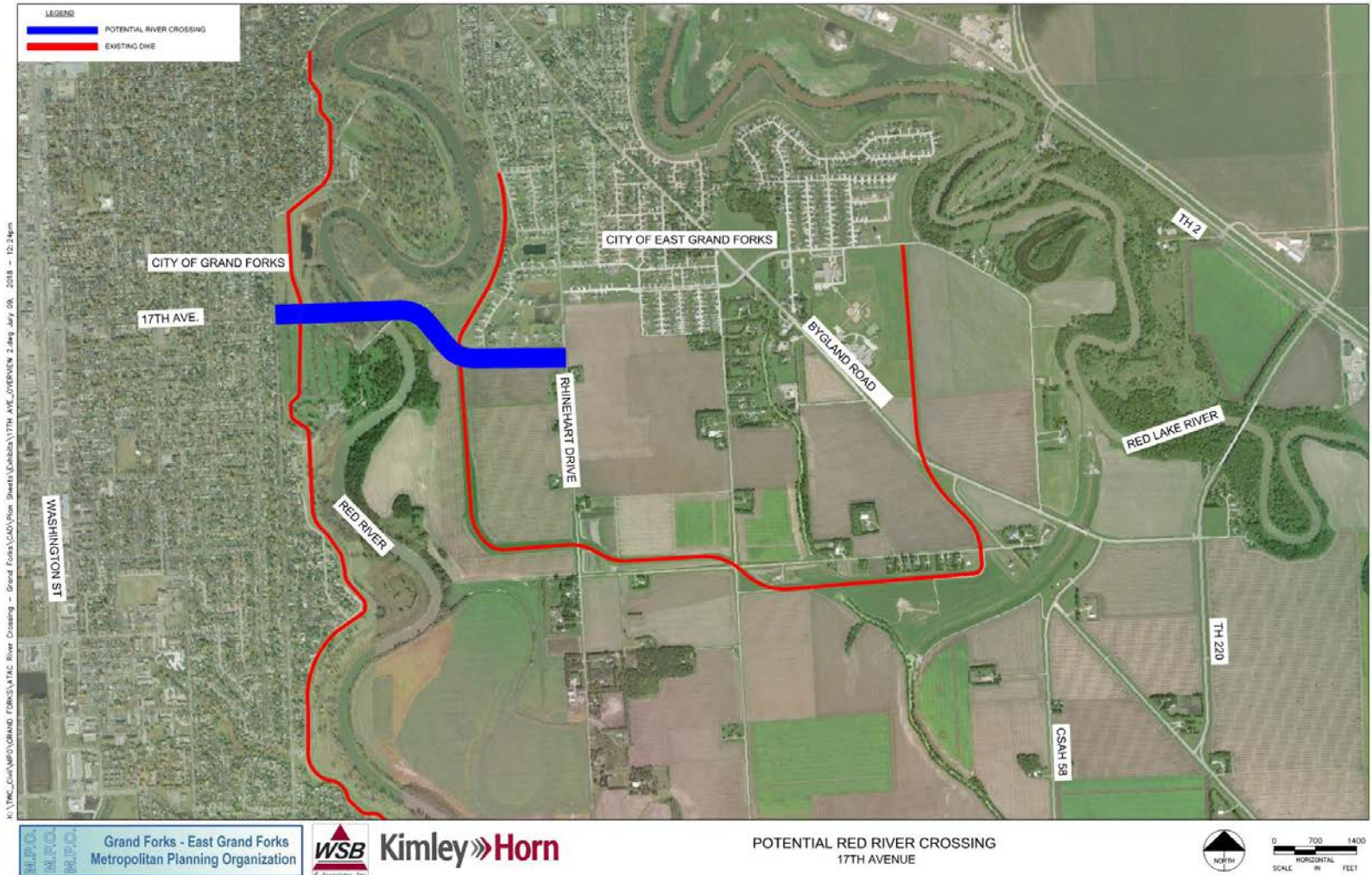
- Exhibit shows intersection LOS under each crossing scenario
- Expanded list from prior analysis



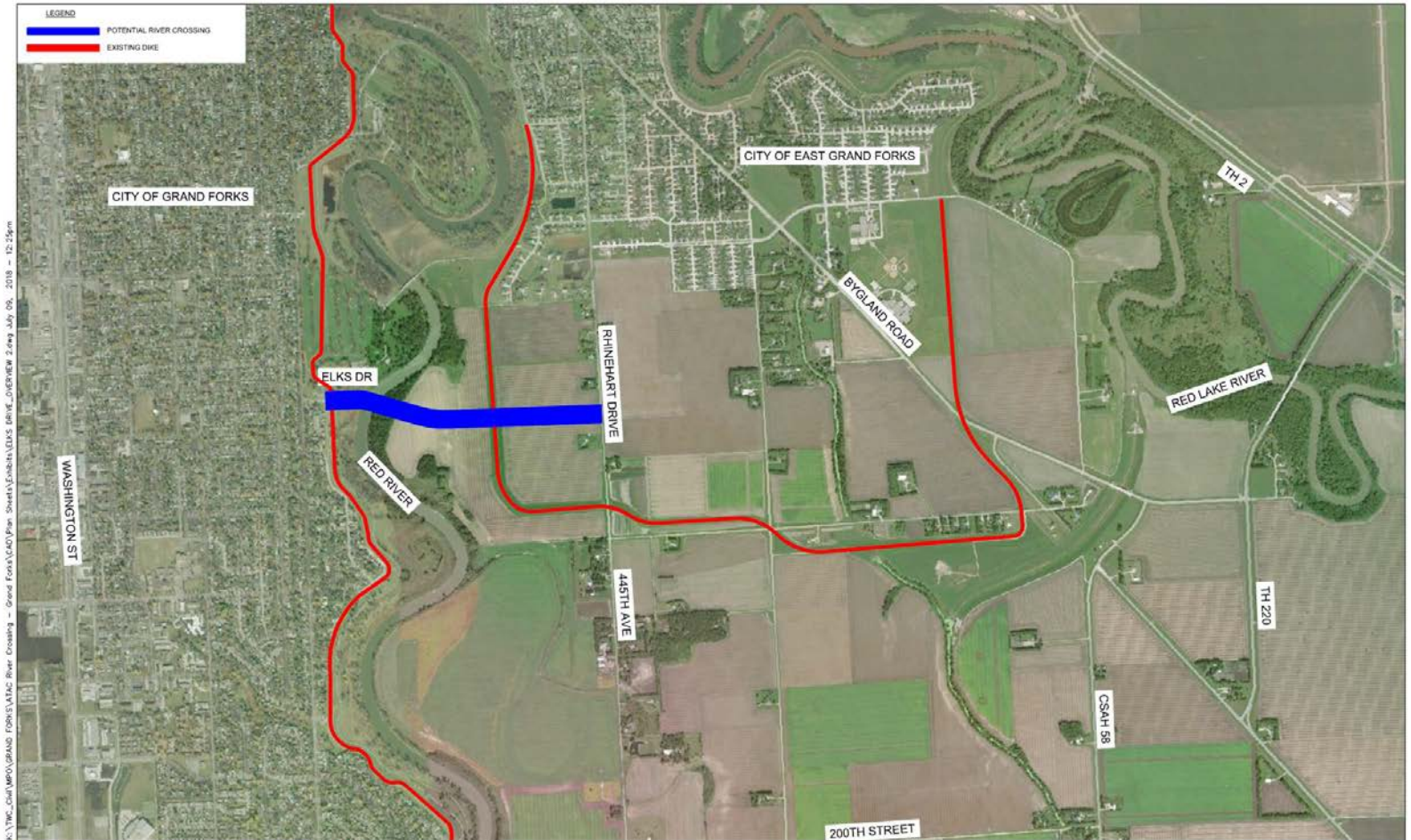
River Crossing – Intersection LOS

Intersection	Existing Control	2045 Unmitigated LOS	Proposed Control	Mitigated LOS	Mitigation Summary
Demers Avenue at S Washington	Traffic Signal	E	Traffic Signal	N/A	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection improvement. CFI option showed benefit in 2013 analysis.
S Washington at 32nd Avenue	Traffic Signal	F	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection. A quadrant roadway has some merit, but additional analysis is required.
4th Avenue at Belmont Road	All-Way Stop	F	Mini-Roundabout / Traffic Signal	B	Based on a high-level volume analysis, a mini-roundabout is also anticipated to operate at an acceptable LOS. Also could convert to a signal.
17th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	C	Convert to a signal.
Greenway Blvd / Bygland Rd / 13th	Two-Way Stop	F	Conventional Roundabout / Traffic Signal	B	A conventional single lane roundabout would also result in acceptable operations. Also could convert to a signal.
24th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	B	Convert to a signal.
Elks Drive at Belmont Road	Two-Way Stop	F	Traffic Signal	B	Convert to a signal. The WB approach also requires a left turn lane and a right turn lane. Right-of-way will need to be acquired to accommodate the WB approach widening.
32nd Avenue at Belmont Road	All-Way Stop	F	Traffic Signal	D	Convert to a signal. Avoided adding left turn lanes because downstream widening would be required to avoid skew for through traffic through intersection.
47th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	B	Convert to a signal and add a left turn lane on the NB/SB/WB approaches. Widening and urban street cross section will be required on the NB approach.

Draft River Crossing Alignments 17th Avenue S



Draft River Crossing Alignments Elks Drive



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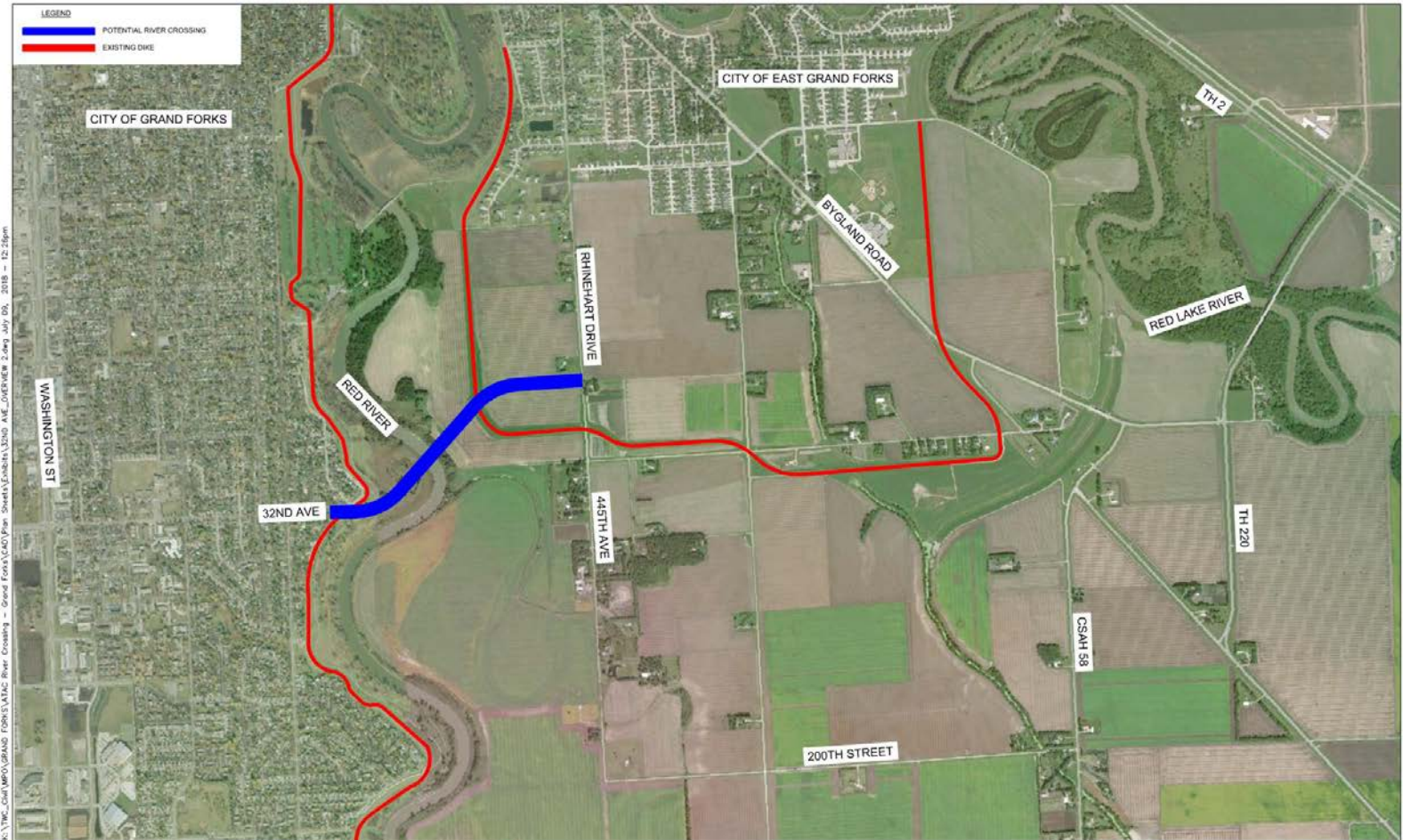
Grand Forks - East Grand Forks
Metropolitan Planning Organization

Kimley Horn

POTENTIAL RED RIVER CROSSING
ELKS DRIVE



Draft River Crossing Alignments 32nd Avenue S



K:\TWC_GM\MPO\GRAND FORKS\ATAC River Crossing - Grand Forks\CAD\Plan Sheets\Exhibits\32nd Ave_Overview 2.dwg July 05, 2018 - 12:26pm

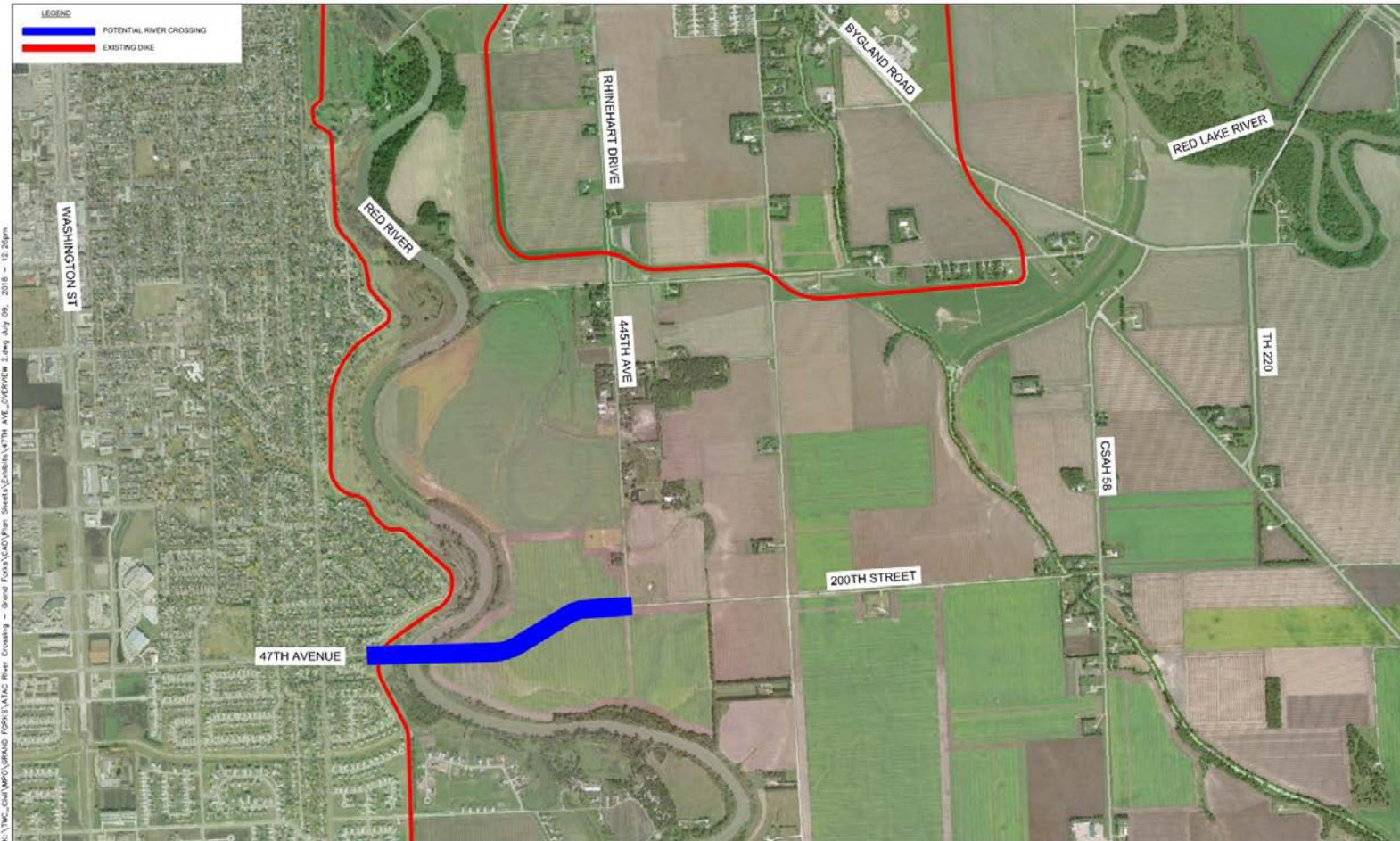
Grand Forks - East Grand Forks
Metropolitan Planning Organization

WSB Kimley **Horn**

POTENTIAL RED RIVER CROSSING
32ND AVENUE



Draft River Crossing Alignments 47th Avenue S



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Grand Forks - East Grand Forks
Metropolitan Planning Organization

Kimley **Horn**

POTENTIAL RED RIVER CROSSING
47TH AVENUE / 200TH STREET



Draft River Crossing Alignments Merrifield Road



47th MN Jurisdiction Meeting



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47th MN Jurisdictional Meeting

- Rhinehart Drive south of dike could be converted to County Road or County State Aid Highway (~1.1 miles)
- Rhinehart Drive between 13th Street SE and dike could be converted to City Street and likely to be reconstructed as an urban section (~0.8 miles)
- 200th Street to be converted to County Road or County State Aid Highway between the Red River and CSAH 58 (~2.1 miles)
- Improvements could be phased (i.e. Rhinehart Drive and 200th Street would not all have to be completed at once)

River Crossing Analysis: Opinion of Probable Costs

- Developed revised concept level quantities
- Developed opinion of probable cost for each alternative
- 2002 analysis typically had 3 pay items
- 17th Ave S (low bridge) example:

Description	Quantity	UM	Unit Price	Total
COMMON EXCAVATION	12,500	CY	\$ 8.00	\$ 100,000
COMMON FILL	22,300	CY	\$ 13.00	\$ 289,900
WALKS	56,500	SF	\$ 15.00	\$ 847,500
BITUMINOUS	205,800	SF	\$ 2.50	\$ 514,500
CURB AND GUTTER	6,800	LF	\$ 20.00	\$ 136,000
DRAINAGE AND EROSION CONTROL	1	LS	40%	\$ 755,160
NON QUANTIFIED MINOR ITEMS			20%	\$ 528,612
BRIDGE	74,400	SF	\$ 300.00	\$ 22,320,000
50-FT DIKE STRUCTURE	2	EA	\$ 200,000.00	\$ 400,000
MOBILIZATION			8%	\$ 2,071,334
CONTINGENCY			10%	\$ 2,796,301
ENGINEERING / CONST.			25%	\$ 7,689,827
Total				\$ 38,449,133

River Crossing Analysis: Comparison to 2002 Costs

- Early 2000 Opinion of Probable Costs:

Cost Summary - Early 2000 Analysis		
Crossing Location	Alternative	Cost
17th Avenue S	Low	\$ 16,368,000
	High	\$ 30,204,000
Elks Drive	Low	\$ 10,668,000
32nd Avenue S	Low	\$ 19,140,000
	High	\$ 24,804,000
47th Avenue S	--	NA
Merrifield Road	Low	\$ 19,500,000

- 2018 Opinion of Probable Costs:

Cost Summary - Year 2018		
Crossing Location	Alternative	Cost
17th Avenue S	Low	\$ 39,000,000
	High	\$ 91,000,000
Elks Drive	Low	\$ 24,000,000
	High	\$ 74,000,000
32nd Avenue S	Low	\$ 33,000,000
	High	\$ 75,000,000
47th Avenue S	Low	\$ 30,000,000
Merrifield Road	Low	\$ 41,000,000

River Crossing Analysis: Benefit Analysis

Benefit 17th Avenue S

Benefit Category	Benefits Compared to No Build Alternative (\$2017)
Travel Time	\$10,930,000
Operations	\$3,359,000
Crash Costs	\$616,000
Air Quality	\$65,000
Total Benefits	\$14,970,000

Benefit 32nd Avenue S

Benefit Category	Benefits Compared to No Build Alternative (\$2017)
Travel Time	\$14,065,000
Operations	\$8,436,000
Crash Costs	\$2,380,000
Air Quality	\$162,000
Total Benefits	\$25,043,000

Benefit Merrifield Road

Benefit Category	Benefits Compared to No Build Alternative (\$2017)
Travel Time	\$11,709,000
Operations	\$6,413,000
Crash Costs	\$1,867,000
Air Quality	\$118,000
Total Benefits	\$20,107,000

Benefit Elks Drive

Benefit Category	Benefits Compared to No Build Alternative (\$2017)
Travel Time	\$8,830,000
Operations	\$4,977,000
Crash Costs	\$1,435,000
Air Quality	\$96,000
Total Benefits	\$15,338,000

Benefit 47th Avenue S

Benefit Category	Benefits Compared to No Build Alternative (\$2017)
Travel Time	-\$2,940,000
Operations	\$4,565,000
Crash Costs	\$1,246,000
Air Quality	\$88,000
Total Benefits	\$2,959,000

Comparison Matrices

17th Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,056	(646)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,044,926	(9,858)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 39,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.4	N/A

17th Avenue S High Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,056	(646)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,044,926	(9,858)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 91,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.2	N/A

Comparison Matrices

Elks Drive Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,180	(522)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,040,184	(14,600)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 24,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.6	N/A

Elks Drive High Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,180	(522)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,040,184	(14,600)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 74,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.2	N/A

Comparison Matrices

32nd Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	58,871	(831)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,030,063	(24,721)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 33,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.8	

32nd Avenue S High Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	58,871	(831)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,030,063	(24,721)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 75,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.3	

Comparison Matrices

47th Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,876	174
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,041,391	(13,393)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 30,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.1	

Merrifield Road Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,023	(679)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,037,067	(17,717)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$ 41,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.5	

Benefit Cost Summary

B/C Summary		
Crossing Location	Alternative	Cost
17th Avenue S	Low	0.4
	High	0.2
Elks Drive	Low	0.6
	High	0.2
32nd Avenue S	Low	0.8
	High	0.3
47th Avenue S	Low	0.1
Merrifield Road	Low	0.5

Plan Update Schedule: Where We Are

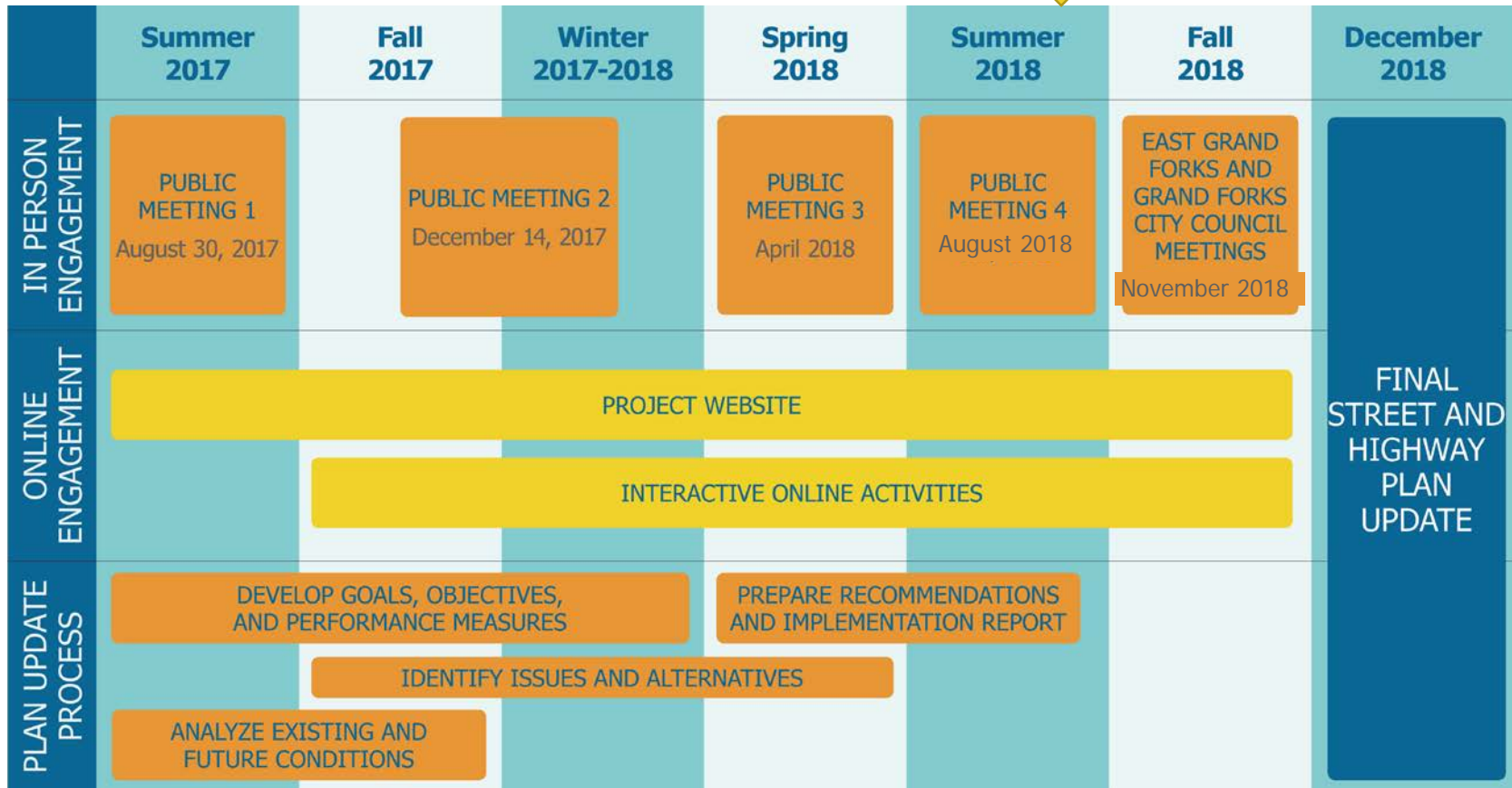


TABLE OF CONTENTS- UPDATE AUGUST, 2018				
CODE	AREA	TASK	%	COMPLETION DATE
300	PLANNING AND IMPLEMENTATION	ACTIVITIES		
	2045 Street & Highway Plan	MPO Staff prepared and delivered Special Meeting Technical Advisory Committee. Submitted Universe of Projects for consideration. Updated lists of projects from NDDOT - GF District, EGF, and GF County. Discussed Financial Forecast by Program by Timeband. Introduced Tool developed to help Prioritize Projects. Discussed proposed Project Prioritization tool, its purpose/relationship to Goals/Objectives. In addition, provided example of how the tool worked.	60%	Dec, 2018
300	Plan Update (Travel Demand Model)	Based model is complete. No further updates (August).	65%	Dec, 2018
300	Bicycle and Pedestrian Planning Element (Update)	Prepared & Conducted meeting Bicycle and Pedestrian Committee. Assisted by MPO Sr. Planner prepared & submitted maps for stakeholder's consideration. Reviewed/edited/Finalized EGF Roadway's Cross-sections/Worked with Senior Planner in the preparation of Carry-Over Maps/Reviewed and released materials to Bike-Ped Stakeholders. Submitted Parts IV-V for stakeholders consideration, comments and review.	85%	August, 2018
300	Corridor Planning	Aerial work has been delivered by Consultant. MPO Staff will be advancing a review of submitted work. MPO Staff will be getting work out to the various agencies as soon as possible	70%	Dec, 2018
		The MPO released an RFP for Transportation Planning Services to advance the Downtown Transportation Plan Grand Forks and East Grand Forks. The selected firm will work with the Downtown Action Plan consultant, staff and steering committee as well as MPO staff to ensure collaboration and coordination across both efforts. Minimum deliverables include: :Parking Study Update 3rd & 4th Street Analysis University Avenue Corridor Analyses.	0%	22-Aug-18
		The MPO released an RFP for Transportation Planning Services for Mn 220N Corridor Study In East Grand Forks, MN. The study area is comprised of roughly 2 miles of Mn220N on the northerly edge of the city of East Grand Forks and the county of Polk in Minnesota. The study area project limits are approximately from the intersection of 140th St SW (township road/north levee) on the north of Mn220N south along Mn220N (Central Ave) to its transition at 9th St NE to DeMers Ave. The study area contains nine (9) existing intersection varying in size, geometry and spacing.	0%	31-May-19
300	Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements Preliminary data quality audits being performed after delayed start due to factors including server replacement. No update (August).	10%	
	Near South Neighborhood	Final report submitted.	100%	
300.5	SPECIAL STUDIES	EGF ADA: The data has been collected. Project team will be having public and focus group meetings in coming soon. (TBD).	25%	Dec. 2018
300.6	PLAN MONITORING, REVIEW AND EVALUATION			