

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING **WEDNESDAY, JUNE 13TH, 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 MAY 9TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF UPWP AMENDMENT #5 HAUGEN
6. MATTER OF PROPOSED AMENDMENT TO FY2018 ANNUAL ELEMENT OF THE 2018-2021 T.I.P. HAUGEN
7. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATEKIMLEY HORN/WSB
 - a. Universe Of Projects
 - b. Financial Plan Initial Draft
8. OTHER BUSINESS
 - a. 2018 Annual Work Program Project 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, May 9th, 2018
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the May 9th, 2018, meeting of the MPO Technical Advisory Committee to order at 1:30 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Bobbi Retzlaff, MnDOT (Proxy for Darren Laesch); Michael Johnson, NDDOT-Bismarck (via conference call); David Kuharenko, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Jesse Kadrmaz, NDDOT-Local District; Brad Bail, East Grand Forks Consulting Engineer; Nancy Ellis, East Grand Forks Planning; Jane Williams, Grand Forks Engineering; Dale Bergman, Cities Area Transit; and Ryan Riesinger, Grand Forks Airport Authority.

Absent were: Dustin Lang, Brad Gengler, Ryan Brooks, Darren Laesch, Steve Emery, Lane Magnuson, Richard Audette, Paul Konickson, Ali Rood, Stacey Hanson, Nick West, Mike Yavarow, and Rich Sanders.

Guest(s) present were: Mary Karlsson, Kimley-Horn; Brandon Bourdon, Kimley-Horn; Scott Mareck, WSB & Associates; and Al Grasser, Grand Forks Engineering.

Staff present: 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, for the benefit of those in the audience today, could everyone please state their name and the organization they represent.

MATTER OF APPROVAL OF THE APRIL 11TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

Kuharenko reported that his name was misspelled in the voting sections of the minutes.

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MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE THE APRIL 11TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO CORRECTION OF MR. KUHARENKO'S NAME, AS REQUESTED.

MOTION CARRIED UNANIMOUSLY.

SUSPEND AGENDA

Haugen commented that we do have a request to suspend the agenda to hear discussion on Agenda Item 9: Matter Of 2045 Street/Highway Element Update. Consensus was to suspend the agenda to hear discussion on Agenda Item 9.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen distributed copies of the updated power point presentation and stated that our consultants from Kimley-Horn and WSB are here today to give a presentation.

Presentation (a copy of which is included in the file and available upon request) ensued.

Revenue Forecasts

Karlsson reminded the committee of the Special Technical Advisory Committee meeting on February 20th, where they walked through the initial revenue forecasts, really focusing on identifying the programs, and then began to get their hands around the general dollar amounts in those programs.

Karlsson stated that in March and April they worked to refine the assumptions. She thanked everyone that met and/or talked with her to get this accomplished.

Karlsson commented that today we will be reviewing the Draft Revenue Forecasts, and then they will give everyone some time to digest the forecasts and then in June we can finalize them.

Karlsson referred to the revenue sources and pointed out that this is very similar to what you saw in February; breaking it out into different programs. She stated that this time she is going to structure it so that we first go through the federal funds that are distributed by the State DOTs; then through the state funds that are distributed by the State DOT's, and then we will go through the funds that are distributed by the local entities. She said that it seems to flow a little better that way, if we can give up who the distributing agency is instead of purely the source of the funding, whether it is Federal, State, or Local.

Karlsson referred to the list of federal resources that are distributed by the State DOTs and commented that you can see that the programs are a little bit different in North Dakota compared to Minnesota; but the Highway Safety Improvement Program (HSIP) is a unified program.

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Karlsson referred to a slide listing the key changes that we are seeing from what was discussed in February and went over it briefly. She pointed out that the first one is the potential that Fargo will become a Transportation Management Area (TMA) in 2022. She explained that what this means is that it could have an impact on the funding that is available throughout the State of North Dakota because North Dakota has to take a certain amount of funding and put it toward a CMAQ program.

Karlsson stated that the second change, a positive change, is the Main Street Initiative. She said that they worked with the NDDOT to develop a potential revenue projection; again this isn't a source that existed in the past, so they developed a methodology to come up with a number that should be federal aid acceptable because it is and identified funding source that will be allocated, but there is no guarantee that Grand Forks will receive funding, but in working with the NDDOT they decided to base it on population as an assumption, so you will see they came up with an amount of \$600,000.

Karlsson commented that the last change is the HSIP funding, which is a significant addition from the current plan.

Karlsson reported that, while a possible 30% reduction in Urban Regional funding looks like it is a big number, it works out to about \$1 million dollars, so it isn't a huge reduction, but it is somewhat of a reduction, but then these other two sources will end up evening it out so there will actually be zero change in the amount of funding.

Karlsson pointed out that they added the North Dakota Interstate Program, so this is one area that they still need to work on with the NDDOT to coordinate with them to see if there will still be funding that Grand Forks can participate in for the Interstate. She stated that they also added in the Mainstreet, and are saying that is about \$600,000 a year. She said that one of the things they will need to discuss on that is if it should be an annual function, so every year the region would be receiving \$600,000; or should we be assuming that that would be every two years, every two years we would get \$1.2 million or every three years \$1.8 million.

Grasser asked if, on this slide, this is how it is going to be distributed and broken down to Grand Forks. Karlsson responded that it is just for the Grand Forks area within North Dakota, and the other column is Minnesota. Grasser commented that it might be beneficial to adjust the title in there to make sure we understand, you are kind of bopping back and forth between wholistic North Dakota and then back to Grand Forks, just so it is clear which number you are talking about. Karlsson stated that, again, this would not just go to Grand Forks, it would also go to the counties, which you will see in the next slide, so if you want it can say this is Grand Forks and Grand Forks County.

Haugen commented that part of what he thinks Mr. Johnson is asking the Technical Advisory Committee to weigh in on is, among other things, the Main Street Initiative. He said that the reason why it is kind of important that we agree on a forecast whether annually or every other year or third year is how you frame the project that you will be applying for or want considered, so obviously every year you could consider something in the realm of \$600,000 or every other

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year you could be looking at a project that is \$1.2 million and so the question comes back to what kind of projects are we envisioning we will be applying for, what scale of project, because not every year does it have to be a \$1.2 million or \$600,000, but it shouldn't be \$5 million dollar projects every year.

Kuharenko commented that, as a point of reference, he knows that the last Urban Grant Program application they applied for, 2019 and 2020, they ended up targeting about a million dollars in federal funds for each of those applications; and they were trying to figure out what would be a reasonable project size at that point in time, so that was their best guess; whether or not they would keep moving forward with that size of project, or reduce the size of project.

Karlsson said that she is hearing, if she had to translate that she would say maybe once every two years at \$1.2 million; that, maybe is how you want to characterize the funding. Grasser responded that he doesn't know enough about the program; you're asking for an answer to something that he probably has more questions on, because the Urban Program we may target a certain project, it might be \$1.2 million, and ask for it this year and if it gets turned down reapply versus if you assume you are going to every other year, every other year suggests to him that you've got an allocation, and you can count on giving up one year to get the next; but with this being a competitive program he is going to submit every single year, and while we may not get it every year, but he would hate to forgo a year and then not get it and essentially lose out on funding, so he would be very leery about characterizing this. He added that he thinks \$600,000 a year in general; you're asking how we are going to strategize the implementation, we are at the planning stage here, so he would be uncomfortable saying we would do this or that, in any event today. He said, again, on the Urban they don't always get their request every single year, but you throw it in and see what happens, it is a competitive process, and this would be a competitive process. He stated that from their standpoint, they would also consider how small of a project should it be before it is worthwhile doing all the federal paperwork. He commented that, maybe it is just because it was their idea, but he thinks that that million dollarish type timeframe is not a bad one, but he wouldn't necessarily say they would give up every other year to do that. H

Haugen stated that all of this is good input; adding that they aren't expecting direct answers today but would ask that you think about it and we will bring it back next month so we can come to an agreement on what our financial forecasts will be from that point forward.

Bergman asked what the Main Street Initiative monies can be used for. Haugen responded that it can be used for all of the Title 23 activities, and Title 49. He explained that Title 23 allows their dollars to be crossed over to Title 49 so transit operations, transit capital, anything that is allowed under Title 23 so it is very open.

Grasser commented that he thinks that some of this they will have to see how the downtown master planning thing comes through because that will also suggest maybe priorities and scope and those types of things, we just don't have those answers today.

Haugen asked Mr. Johnson to walk us through the 30% potential cut issue, there might be some interest in having a little more knowledge on what is going on with that.

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Johnson gave a brief overview on the possible 30% reduction in Urban Regional funding. He explained that they ran through, internally in their department, scenarios using assumptions, and went over them briefly.

Johnson summarized that with all of this information they came up with a potential Urban Regional Program of about \$17.5 million and an Urban Roads Program of about \$17.5 million as well. He said, though, that one thing to note here is that the makeup of the Urban Grant Program could possibly take a million dollars off the top of each one of those programs and that has been accounted for. He explained that when they looked at the TMA option, the difference is when the STPBG funding is allocated to the State, the urban pot of money is split, so the TMA gets their chunk, the urban areas get a chunk, and the rural counties get a chunk. He added that the county number doesn't change all that much in the scenario that they brought; so then when they divided that out and tried to look at it, now when they makeup the Urban Program that number that was about \$35 million, but with a TMA is now just under \$25 million for the TMA; so half of that would make up Regional, which is \$12 million, the other half is Urban Road with \$12 million, and then the TMA population actually also equals out to right about \$12.4 million, so they are all right in line with each other and end up being fairly equal.

Johnson commented that there are a couple of things to note here; as Ms. Karlsson alluded to, the \$3.5 and the \$4.4 is about a 30% reduction on the Urban Regional side; on the Urban Road side it actually works out, surprisingly well, or status quo, because eventually Fargo and West Fargo would no longer be in the Urban Roads Program, even though there is an equivalent 30% reduction available to the Urban Roads, the amount of money that Fargo and West Fargo is currently getting in the Urban Roads Program is almost identically about that 30%, so removing them from the program, Watford City, and using that new number of \$12.4 Urban Roads and running it through the formula, everyone's yearly amount available from the Urban Roads Program is almost status quo; for example, the Grand Forks number shows a slight increase of about \$34,000, all the other areas also show slight increases, and that is even showing a new allocation of about \$420,000 for Watford City, so on the Urban Roads side there won't be much of an impact with the new revision of the TMA, and adding Watford City assuming all the other formulas and stuff stay in place. He explained that the regional is about \$4.4, but it is a more competitive type number.

Grasser asked, procedurally, this \$2.458M starting in 2018, that is the theoretical amount we would receive under a fully funded transportation bill, he is assuming, is that a correct assumption. Haugen responded that it is. Grasser commented that this has always been a difficult issue; what's it been, ten year ago or so we kind of had that great financial reset to correct the funding balances between a bill theoretically provides and what is actually appropriated, is that somehow addressed in the Long Range Plan, or are we going to assume that Washington is magically going to just change their process and just come up with all the money they are supposed to.

Haugen responded that he thinks the basic question here is, the rescission that is looming out there under the current FAST ACT, congress is supposed to have a set rescission, but he doesn't remember the dollar amount or how it impacts all the programs across the board so he would

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defer to Mr. Johnson to answer this if he can. Johnson responded that he isn't positive what the impact is, but the way the law was originally written is that there was a rescission apportionment; so any appropriation that the State is sitting on, those would be pulled back, but he doesn't remember the actual numbers, but he believes we have the opportunity to use some apportionment moving around if we don't want maybe a program that has a little bit of a higher apportionment number to it right now, we can move it and have it programmed for those certain things to help us down those funds needs and move forward. He added, though, that Fiscal Year 2018, the fiscal year we are in right now was the last funded year of the FAST ACT, Fiscal Years 2019 and 2020 are not funded, so there are a lot of functions going into all of what they are doing, not only what he just explained, but also the plan that Mr. Haugen is trying to lay out that Ms. Karlsson is representing with this table of figures, they are assumptions, and they are all something that we can all agree to today and sponsor now but can be completely different.

Grasser commented that he appreciates those complications, and he is really a simple guy when it gets down to it, and why is his simplistic thought process then behind these numbers, these are high end numbers likely to go to down to some amount in the future, these are high end optimistic is kind of how he characterizes it in his head.

Haugen stated that he would provide that, the way the current formula and accounting that the State does is, every year you are not going to have a \$2.5 million dollar project, but they account and balance, and in fact he thinks you are borrowing from another urban city in the current T.I.P. so if the rescission does come, you might be on the positive side of the rescission because your balance was a negative, and if you deduct a negative from a negative it is a negative, you don't lose anything. He said, though, that then they go right back to this formula and these numbers would be the numbers that would build up again, so you are losing paper money at a bank that may never have been real money anyway, so the short answer is that we know it is out there, but if our assumption is that it isn't going to have a major impact moving forward, if the decision comes in 2020 or 2019 or 2021 that causes us to say that it is a huge change in our fiscal picture, we will be required to revisit our financial planning.

Grasser commented that the hard part is, how does this go over the next twenty five to thirty years; these things have a tendency to kind of recur.

Karlsson stated that the federal guidance is that you have to have a reasonably defensible assumption; so what they are showing here is, according to federal law right now, is reasonably defensible. She added, though that you are right, you don't want to go take a loan out on this, but it is following the federal guidance and it is following the best information we have available, and you are right, from a strict financial planning perspective, you may have to do some over assuming things. Grasser said that that is what he said, again recognizing these are probably high end numbers on the planning level.

Haugen said that it is kind of a similar discussion on the 30% decrease, and the MPO Directors met last week and he raised this concern to the DOT that if we decide that we are going with a 30% decrease on the regional side and craft our plan around that, when we come to solicit programs for the T.I.P. we will be expecting, then, that the regional program should reflect that

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30% decrease, and it is just a matter of how long might the State wait before they say that it is our State Highways that are taking the 30% hit here, should we revisit the formula and try to make it equal again; and so he is just trying to, push might the word, the NDDOT to have some confidence level, or discussion at least, that if we move forward with the 30% decrease that four months from now it isn't going to get flipped on us and we are in the midst of adopting a plan with that 30% decrease and now we are hearing different information, so that is a push on the 30% decrease that he is being the squeaky wheel about. Johnson commented that they have an internal meeting on Friday to work on a response to that question, so they are moving on it, although he doesn't know if he will have an answer for you by Friday, but they will put some thought into it and try to come up with a solution.

Johnson state that two other things he just wants to make sure he highlighted are; number one, and this has been historical for quite some time with the current make-up of the Urban Program and where the funding comes from; within each act there is a base formula for allocation to urban areas that they, as a State, must provide and they have historically been higher than that number, quite a bit higher than that number and then even with these reduction and these changes he is noting, because of the grant program reduction and the funding formula, they are still providing quite a bit more to the urban areas than they are required to, so that is something to consider to as part of the assumption that they are assuming that things are going to stay the same with how things are funded.

Johnson said that the other thing to highlight is that there is a lot of talk, and a lot of concern about federal funding and the possibility that it may reverse its current split from 80% federal/20% local to 20% federal/80% local, which would have an enormous impact on everything we do across North Dakota if that were to occur.

Haugen commented that he thinks the last point to make is that Mr. Johnson is trying to get guidance to all three MPOs that is the same, and that might be a first for us. Johnson responded that that is correct. Haugen said that we just happen to be the first MPO with a deadline of the end of this year for new MTP; so you are on our schedule to some extent.

Karlsson referred to a slide listing the funding programs, and the amount of funding they provide and reported that she did add that the Grand Forks County has been receiving roughly, or has been allocating roughly \$400,000 per year within the MPO area, so that is a change that is not in the current plan. Grasser asked if they are expected to keep that money in the MPO area. Haugen responded that they aren't.

Karlsson stated that on the Minnesota side there is \$25,000 a year in HSIP, that has not changed from February. She pointed out that they did add in the Statewide Performance Program and the District Risk Management Program, each providing \$1 to \$2 million a year in funding; and the City Sub-Target Program that provides \$860,000 every fourth year.

Williams asked if it would be fair to say that the supply is going to be reduced by 30%, but then the demand is also going to be reduced by nearly 30%, is that correct. Karlsson asked which program she is talking about. Williams responded that it is the Urban Regional funding, where it

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says that the Urban Regional funding may be reduced by 30%, but there isn't a line in there that says that demand is also going to be reduced, so that is kind of mis-leading. Haugen responded that the Fargo/Moorhead area would be removed from competing for those funds. Williams agreed, adding, though that that is about 30%. Karlsson pointed out where it states that the NDDOT is anticipating a 30% cut that would not be replaced, then under Urban Regional, as Mr. Johnson explained, there is a 30% cut here, but because Fargo/Moorhead comes out there isn't a change, so these numbers are showing no net change.

Haugen commented that from a statewide perspective the elimination of Fargo/West Fargo, the 30% cut is absorbed statewide, so for the GF/EGF MPO that 30% cut is real. Johnson responded that it is technically for the NDDOT because there is a 30% reduction in available funding of Urban Regional dollars, however that leaves, if not more, maybe 30% less from the Fargo/West Fargo area that is no longer eligible for a part of that, so it is a true statement, however because that is a competitive number, today Grand Forks theoretically has access to apply for \$17 million dollars, but now they have the theoretical ability to apply for \$12.5 million dollars so the reduction is a little more real than just removing of the roadway Fargo/West Fargo, so the way Ms. Williams is saying it is correct.

Karlsson stated that she will continue to work with Mr. Johnson to make sure that they are communicating this correctly.

Williams commented that her concern is that it states that it is going to reduce the funding, there is no follow up statement explaining the offset, and she just doesn't want anyone to get alarmed.

Karlsson referred to a slide discussing State funding, distributed by the State DOTs, and reported that there aren't a lot of changes, but they did add a couple of things. She commented that at the February meeting we talked about the one-time legislative funding that occurred in the past, and she wants to acknowledge that that did happen in the past, and that we are following the guidance, but also wanted to point out that there isn't an amount shown, just an acknowledgement, and then also acknowledging that the North Dakota Bank loan program is an action in North Dakota for State funding. She commented that under Minnesota there aren't any changes.

Karlsson referred to the next slide and pointed out that it lists the State and Local funding that is distributed by the local governments. She explained that the sources are for both Counties and Cities. She stated that for the County, in North Dakota we have the gas tax and County property taxes; and in Minnesota we have County State Aid, County Property taxes and County sales taxes. She added that on the City side, in Grand Forks there is the existing sales tax, the new sales tax, gas tax allocation, city property taxes, and special assessments; and on the East Grand Forks side there is the Municipal State Aid and special assessments. Haugen stated that when we talk about gas tax allocation in North Dakota we are really talking about the Highway User Distribution Fund, which is actually more than just a gas tax.

Karlsson stated that the key changes to this category is obviously the new sales tax for Grand Forks. She said that this is a significant amount of money, remembering that the new sales tax

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sunsets in 2037, it is a twenty-year program, and brings in \$65 million dollars end of year expenditure between 2018 and 2037.

Karlsson said that starting with local, how the numbers shake out; for the Grand Forks County there is about \$100,000 a year from their various sources; and then on the Minnesota side they are still doing some work to marry up with how the State Aid works with the property and sales taxes. She added that you can see that based on the T.I.P., that there is about \$750,000 being spent in the MPO area, however when we talked to the Finance Director and County Engineer they were both very clear that that is not something that happens regularly so they are still having a conversation as to what that amount will be.

Karlsson stated that we just talked about the new sales tax in Grand Forks, which is about \$3 million dollars a year and sunsets in 2037; and the existing sales tax is about \$3 million now, but, again, in talking with the Finance Director they feel that they should probably reduce that a little bit given the current trending of sales tax revenues in the City, which she thinks is a very good decision, so they are lowering it to about \$2.9 million. She added that, based on some information that Mr. Haugen provided, through the City's budget book, there is about \$2.9 million dollars the Intergovernmental Users fund.

Karlsson stated that in East Grand Forks we are looking at about just under \$600,000 per year, that is all usable Municipal State Aid plus the match. She added that it already has the loan payback reduced.

Grasser asked if Minnesota can get special bonding as well. Karlsson responded that they can. She explained that two slides previously she has this identified as "potential" funding. She stated that at the State level there is State Trunk Highway Bonding that they can do, and at the local level there is the Local Bridge Bonding as well, but it isn't something that we can assume.

Grasser commented that we are talking the income side, and they seem reasonably accurate, but are we going to translate these dollars into projects, because some of these dollars goes toward operating the highway department and other operating systems besides projects, so he doesn't know if you have taken a look into that, so this won't be all project driven. Karlsson responded that those are great point. She added that that is what Mr. Mareck is going to talk about next, how we go about the process of identifying projects, and identifying operating costs is one of the key things that they did; they made sure they had a line item in there that said that all of this isn't available for capital, that a lot has to go for operating, and they make sure that they communicate that very clearly, that all of this funding is not available for capital.

Universe Of Projects

Mareck reported that we touched on this at the last meeting, so just a quick update on the Universe of Projects list; which are any and all projects regardless of size, there is no financial constraint, no consideration of whether it is politically palatable or not palatable or environmental; it is just kind of an open-ended brain storming of any and all projects, whether

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City, County or State, that have been identified in various plans and programs that we want to consider, ultimately for the regional MPO Transportation Plan.

Mareck stated that they feel they are getting pretty close to a final product, and he knows that Mr. Haugen has been coordinating with a lot of folks on getting data, so they appreciate everyone's cooperation and help with this.

Mareck commented that, he has just a couple of points to share; MnDOT provided them with some maintenance information that they were assuming for the Kennedy and Sorlie Bridges, and he believes that that was inclusive for the entire bridge in both cases they will need to work out what the DOT shared for those projects. He said that there is also our question about whether we want to show any maintenance tasks for the Point Bridge. He added that they are also looking for some additional data on the state of good repair projects for the City of Grand Forks and Polk County and Grand Forks County.

Haugen reported that when MnDOT sent us their list they identified the work on the Kennedy and the Sorlie and included the total dollar amount; and we didn't show that at all on the North Dakota District list, any work on the bridges, so the first question is does North Dakota agree with that work in that timeframe, and if so then we automatically have to show that there is a cost on the North Dakota side for your half. He added that of the three existing bridges, two are having some work scheduled in the future, while the third, the Point Bridge, had work done on it ten years ago so will it need work done again sometime before 2045, so we should factor that in as well. Karlsson commented that this is definitely where we want to add that operating cost as well. She added that, although it isn't a project, per say, you'd want to have that in as a line item to say that it is something that required some of the funding.

Mareck referred to a slide and explained that this, then, is where we are at so far with the entire list, and this is kind of a geographic representation of the various projects, where they are located, and what category they are in. Haugen asked if this needs to be updated with the data from MnDOT and East Grand Forks. Bourdon responded that it was updated yesterday so it should be complete. Haugen said that, just to point out, of the \$4.54 million; all future river crossings are lumped into that, and we most likely won't be doing all of them so this number is if we did all of them.

Mareck stated that the next steps will be to put this all together. He commented that Ms. Karlsson was talking about the financial plan, that is the constraint of what you can actually build over the next twenty years; we also have performance measures from both DOTs that are being pulled together into an MPO set of performance measures that incorporate local values and priorities, so the performance measures and the priorities and goals that come out of that, combined with the financial forecast of what will be available, will be combined with this huge Universe of Projects list that is almost a three quarters of a billion dollars and consider all of those things together will give us the alternatives analysis, which will be the next step in the process; considering all of those things and coming up with a financially constrained project list that is supported by the Cities and the Counties and the DOTs and the MPO, that you will ultimately adopt with your transportation plan.

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Mareck referred to a slide listing the timeline for the Universe of Alternatives and went over it briefly. He stated that back in February we had an initial draft of the Universe of Projects that has been refined over the early spring months and they are now hoping to finalize the Universe of Projects by the May 23rd board meeting if possible; and then in June and July they will actually work through the alternatives process where they will look at the financials, the performance measures, and this Universe of Projects list altogether and ultimately come up with your financially constrained plan that we can then present at the July public meeting.

Future Bridge Update

Bourdon referred to a slide and explained that it is a slide that has been shown before, when we were talking more about four river crossings, and based on input they were asked to revise the scope of work to update the analysis that was done before and add some additional analysis, so instead of four they are now looking at 5th and 17th Avenue South as well. He explained that their last analysis had some things in it, in terms of some of the travel demand output, and what would happen on a link-based analysis as well as intersection analysis, so they want to update the data to include these additional analyses. He commented that there are also some changes they want to revisit near 24th Avenue, with the Elks Drive alignment, based on some input they received.

Bourdon stated that in the past, and they will go through some slides that have been worked on in the past, one thing that made some sense just because it was transportation planning focused before, would be to update some of the cost estimates that were done in years past to kind of bring them up to today's values. He said that, for instance, the 47th Avenue South crossing didn't have a crossing estimate, so we need to do a high-level analysis to provide some more metrics that can be focused on cost estimating and some of the other performance measures.

Bourdon pointed out that the next slide shows the next steps. He explained that he already talked about adding a 17th Avenue South crossings and adjustment to Elks Drive; but one thing that they think makes sense is to look at some of the operations that will be anticipated near each of the crossings; so additional intersections at a Synchro level or intersection capacity analysis that have been added to make sure we kind of understand what happens near the touchdown points on both the west and east sides. He said that they will then update the prior memo and incorporate some of this additional analysis related to Synchro and the revised cost estimates, and a new cost estimate for 47th Avenue South, and then we will come back and present the results.

Bourdon reported that the next few slides shows information/data for each of the five locations being studied. He went over the information briefly.

Haugen commented that the current Draft Scope-of-Work for Amendment #2 was included in the packet. He asked that everyone please review it and submit comments as soon as possible as we are in kind of a time crunch given that we have to have the update completed by the end of 2018.

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Haugen stated that the two things that Mr. Bourdon and himself are trying to discuss, and you don't seem then quite yet reflected in the Scope-of-Work are:

- 1) They took a shot at trying to identify the local versus regional, they thought they had a fairly clear request to focus on local traffic; so many of you saw what information they provided to try to give a sense of local versus regional, they aren't sure what additional information they can be trying to provide to answer that question, so they are trying to seek your insight on this issue.

Bourdon commented that there are some different ways, using that information, that would be helpful to present information that would maybe help with some decision making or things that maybe aren't obvious to them that would help in terms of explaining the impact of a particular crossing for local traffic versus regional traffic.

- 2) For all of the crossings, except for 47th Avenue South, they have an expectation of who is going to be the lead agency on those crossing, anything north of 32nd Avenue South; 32nd, Elks, 17th, both cities are expected to be the leads on those; Merrifield Road, in the past both Counties have said that they are anxious to do a bridge at this location, so again the assumption is they both confirmed that they are interested in being sponsors for this. He said that the one they don't have a clear answer on, on the Minnesota side is 47th Avenue South; it isn't close to a County State Aid system, it is a mile away from the flood protection system, and it is more than a mile from their current city limits, so one of the things they are trying to work a scope on is to sort of flesh out the challenge that the Minnesota Side lead agency may pose for this site.

Kuharenko referred to Amendment #3 and asked if it is what we discussed for the work program last month or is this going to be in addition to that. Haugen responded that it is what we discussed last month.

Haugen commented that, again, they would like to get any comments or insight from this body sooner than later. He explained that they are going to try to have the MPO Board consider approving Amendment #2 next Wednesday. He stated that, again, the timing isn't what we would like to present but it is the timing that we have to present.

Grasser asked if we are going to somehow think about or acknowledge off the bridge itself improvements. He said that we talked about it on the Minnesota side because the road is physically missing, but even on the North Dakota side, lets say 32nd Avenue South, or almost any of those roads, they are all old they are all in poor shape, so if we have traffic to them are we going to accelerate improvements, will there be financial recognition, or should we build-in or reconstruct part of the road to at least get it to Washington or something like that; and then how do we deal with a really wild card issue such as a pedestrian underpass. He stated that he doesn't know how to deal with those things, but there might be permutations to this beyond the bridge itself.

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Haugen responded that part of the answer is just the normal preservation or the state of good repair of these corridors; when are you scheduled to do something and what type of work would that entail if a bridge was placed at that corridor, how drastically would that change the scope, so there is the difference in up-scope that we would try to address, but there is going to have to be some basic work done on all those corridors by 2025.

Williams asked, so if we already have a mill and overlay scheduled, and it would require a complete reconstruction, you would just take the difference between those two. Haugen responded that that is correct. He added that this is where you guys would all do your magic if we were to add 4000 more vehicles above and beyond what would be there in 2045, that would mean we would have to do “X” instead of what we were doing before.

Grasser said that that is kind of the question, like on Belmont Road, if we add that traffic do we now go from our small two-lane section that we currently have or do we need to add turn lanes, it isn't just a matter of state of good repair, it might be a capacity extension too. Haugen commented that they are looking at all of the intersections along Belmont at all of the proposed bridge locations.

Bourdon stated that the intersection analysis would point out if an additional turn lane is needed, or some other change to an intersection, and that could all be factored in; and then he thinks there has to be some dialogue about what the difference is, in terms of where we are versus what you were already planning. He cited 24th, and explained that they looked at what the existing condition is based on what they have in the existing condition report, and it isn't great, so there is likely something that needs to be done, so we will have to have some dialogue in terms of what that is, but an enabling project or a project that goes all the way to west we will have to have some dialogue to make sure it is reasonable and will somehow tie into the bridge. He added keep in mind that this is going to be the planning level study so we want to keep it at a higher level, with higher level estimates, and we aren't going to necessarily be getting into every bit of minutiae in the planning step. He said that estimates at a higher level should have some contingents in there to make some planning level decisions. Grasser stated that another thing that should maybe be included is some sort of look at pedestrian facilities, because there are some corridors that either have sidewalks on one side that isn't a bike path, and none on the other side; so if we are going to trigger those issues that could get pretty pricey as well.

Mareck commented that another thing he would note is that we have been focusing a lot on the river crossings, and that is good, but you have your entire network that they analyzed and did a level of service analysis, which was a regional model put together, so you have your DeMers, your Washington, you major arterial corridors and other parts of the system, above and beyond the river crossing analysis where they did show various levels of congestion in the forecast in the 2040 forecast, so none of those congestion points have really been contemplated, as far as being added to the Universe Of Projects list, so as we wrap up the Universe of Projects he would encourage everyone to think of what you desire to include capacity improvements in some of those corridors; if there are any of those major arterials where you have a desire to show capacity expansion of some sort it would be important to make sure that those are shown in the Universe of Projects list.

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Grasser stated that that is a good question, but he has no idea where to start on it. Mareck said that they have mapping that will show you level of service A through F for your major arterial corridors, and how your different arterials grade out on a congestion basis. Haugen pointed out that most of them are in the discretionary list. Grasser commented that the catch-22 on this is that from a federal level we don't talk about doing any kind of capacity as up to a level of service D is acceptable, and state of good repair we don't do capacity improvements at all; but he could see on a local level, once we start getting into that level of service D, there will be an uprising and they aren't going to care about federal standards, they are going to want to see something done.

Kuharenko commented that if we start doing intersection improvements and we need to start acquiring property as well, we are going to need to try to balance that with congestion issues as well.

Williams added that it would help us greatly, when we are looking at a list, and you are showing the cost of a project, if we know whether or not it includes buyout acquisition, utility relocation, design, or is it just going out and assuming that all of that has been done and all we are doing is building the road, so if we know what we are talking about that would be extremely helpful. Mareck responded that all of the project costs you see in the Universe of Projects list are going to be planning level unit costs, "X" amount per mile, it isn't going to be to a final design level. Williams said, then, that it doesn't include right-of-way or utility relocation. Mareck responded that there is a generalized assumption that is made, but it is not property specific, so basically your full Universe of Projects list is an educated guess based on some unit costs that are done at a planning level to give you a placeholder to consider that project in your programming, and then once you develop a project and get it into the program, then you will need to review all of those costs and come up with better estimates. Karlsson added that any of the projects that have had a cost estimate done, that are in the plan, they take those costs and inflate them based on what was in there, so you would know better than they do what costs exactly are in there.

Mareck stated that many of those costs are already defined based on studies, and they are adjusting them based on the year of expenditure and then they will look at them as cost based on the year anticipated for implementation, so under the short-term, mid-term, and long-term plans you will take your revenue forecasts and you have a model based on what the revenue will be over time, then you have inflation for a particular time frame to try to true it up as close as possible.

Grasser said that they have made this comment before so it is important to put some of those notations, not just in the report, but almost on the table where you are doing the estimates because, again as you are pulling them out of other studies, not all studies have been consistent in the manner that they handle those; so again, from the construction side of the world, and the notation side of the world they need to have a sense of if there is just a generic allowance of 2% for right-of-way, that is fine but when they start looking at a project we need to know if that is going to be way higher or way lower so they can start factoring that in, but if they don't have that sense they can't really get into it to get a sense of how accurate that number might be.

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Karlsson reported that the other piece of comfort that it would give, is that you remember that this plan is updated every five years; so as you mentioned about the level of service D, her previous boss always used to tease her about, well Mary, autonomous vehicles aren't going to show up tomorrow, we are going to be updating the plan soon enough that we are going to be able to address what is going to come, and she takes comfort in knowing that we will be living with this plan for three or four years and then this conversation will start again and we'll update it, but she knows that isn't a great answer. Grasser responded that it is actually a good answer, and it is important to keep that in context when we are trying to predict paving for the next 25-years; he agrees with you that five years is probably, at best, a fairly reasonable estimate to try to identify some projects, so he agrees with that statement.

Bourdon referred to the next slide and explained that they held the third public meeting on April 18 at Choice Health and Fitness, and had fourteen attendees sign in. He added that most of the interest was more related to river crossing dialogue than anything else. He said that it was a good meeting, but there weren't a ton of comments, but they did have some dialogue during the meeting and they stayed later for any questions anyone had.

Bourdon reported that the next public meeting is anticipated in July, and we will see where we are in terms of presenting stuff, ideally they will be presenting a lot more about where the plan is going in terms of some of the finalized financial information and projects list and more implementation information on what is planned, so they are hoping it will be in July but it could slide a little later.

Information only.

RESUME AGENDA

**MATTER OF APPROVAL OF PERFORMANCE BASED MEASURES
MEMORANDUM OF UNDERSTANDING/AGREEMENT**

Haugen reported that last month we were considering the Minnesota side Memorandum for Performance Based Planning processes, and the Technical Advisory Committee recommended approval but the MPO Executive Policy Board wanted to wait to see what the North Dakota document looked like, so included in the packet are both the Minnesota Side and the North Dakota Side documents. He added that we are fortunate enough today to have the authors of both documents participating, Mr. Johnson on the phone, and Ms. Retzlaff in the audience.

Haugen stated that there is an obvious difference between the two documents, the number of pages. He explained that the purpose of North Dakota's being shorter is because they aren't as advanced with the performance measures as MnDOT; MnDOT has a ten-plus year history of working performance measures, North Dakota is still ramping up for that.

Haugen commented that some subtle differences; the first is the title of the documents is different in that Minnesota calls theirs an MOU and North Dakota calls their and MOA, but he thinks there is an understanding that they are synonymous terms, but other than that he thinks

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both authors would say that they are both basically taking things out of the Federal Register and inserting it into the documents, and not creating new sentences or paragraphs.

Haugen stated that the action you can take is to reconsider the Minnesota document if you wish, otherwise your action from the prior meeting stands; and then there is the option of considering the North Dakota document. He added that staff continues to recommend approval to authorizing signature and entering into these agreements of both States.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AUTHORIZING SIGNATURES FOR THE DRAFT MINNESOTA SIDE MOU AND THE DRAFT NORTH DAKOTA SIDE MOA ON THE PROCESS FOR PERFORMANCE BASED PLANNING AND PROGRAMMING.

Voting Aye: Kadrmas, Ellis, Bail, Halford, Riesinger, Retzlaff, Johnson, Kuharenko, and Bergman.

Voting Nay: None.

Abstain: None.

Absent: Emery, Hanson, Rood, Gengler, Brooks, Audette, Konickson, Magnuson, Lang, Laesch, Yavarow, West, Sanders, and Christianson.

MATTER OF STATE PM2 AND PM3 TARGETS

Haugen reported that each State has to finalize their PM2, Pavement/Bridge; and their PM3, Travel Reliability performance targets by May 20th.

Haugen commented that included in the packet was a draft that was available as of Friday, distributed in front of you is an updated document.

Haugen referred to the updated presentation and explained that the targets are just for the NHS facilities, but there are a couple of things to understand; for PM2 and some of the PM3 targets there four-year targets, and then after two years you have the ability to revisit your target to see if adjustments need to be made. He said that there is some argument within the planning world that is that really a two-year target and a four-year target or a four year target with a two year adjustment; but you are seeing them labeled as two year targets and four year targets, so just know that after two years you have to visit your target and there will also be determination by Federal Highway after two years as to whether you are progressing.

Haugen stated that the travel reliability still has no penalty clause, and North Dakota targets are still not ones that have been formally adopted by the director. He asked if Mr. Johnson had a date as to when the director might be taking action. Johnson responded that he does not have that information at this time. Haugen commented that, again, MPOs have 180 days after the May 20th deadline.

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Haugen referred to a table listing both States' targets and went over them briefly, pointing out the differences between the two States.

Kuharenko asked if we know where Minnesota and North Dakota are at today for each of these targets, as a baseline. Haugen responded that we know that based on the data that they have an analyzed performance forecast, like on the pavement there is new requirements of some measures that you have to collect, and some of those haven't been collected yet so they are utilizing the data that was available to them. He added that they are also using some of their existing predictability models, particularly on the pavement. He commented that both sides, he knows for sure on the Minnesota side they are, and he believes that they are on the North Dakota side, because of the penalty clause that is a part of this they have put themselves in kind of a protective position, they are very close to what the actual percents are now, and they don't foresee the rapid decline in any of these, so the penalties is really at the poor condition being above a threshold of four. He added that they are comfortable with where they are on the poor conditions.

Ellis commented that, in a sense, the only what that this affects is, because the States spend money on their interstate system, so the only way it would affect us is if they're not meeting their performance measures; they may pull some of their federal dollars aside or put more into their projects which would leave us less money, is that correct; do we really have a say in what they are setting as their performance measures for their interstate. Haugen responded that we do, adding that it is a cooperative process, and because, obviously on the Minnesota side we have less say because we don't have an interstate in the MPO area, but on the North Dakota side the interstate is in our MPO area and it is still a cooperative process. Ellis stated that that would be the only reason why she would want to know what you are looking at right now as far as percentages because if they are so far off then we aren't going to notice a decline in funding, but if North Dakota feels that they are going to be able to comfortably meet those then she wouldn't have any concerns with it. Kuharenko agreed.

Haugen stated that on the PM3 side they are very similar on reliability on the interstate system, again they discussed this, even though there isn't an interstate on the Minnesota side, the way that the PM3 information is released is that it is for the MPO area as a whole, and not divided by each State, so the number on the Minnesota side obviously includes the rest of the State across Minnesota.

Ellis commented that, just as a side note, do you think that some of them trying to meet their PMs might have something to do with why their corridors of commerce all ended up being in the twin cities. Haugen responded he doesn't know the answer to that. Ellis said it is just a guess on her part.

Haugen stated that the only real significant difference in the PM3 is the truck travel time reliability. He explained that the metrix here is on a scale of 0 to 3, and the mid-point is 1.5, so it is a percent of how many of your segments are above the 1.5, so Minnesota is using the 1.5 as their mid-point but North Dakota is using 3, which is at the extreme end of the spectrum.

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Ellis asked if the feds approve the State's PM measures. Haugen responded that they don't approve them, they report on them and then they have to show progress. He added that some of them have penalties, but travel did not. Ellis stated that that was her only concern, is if the feds looked at the PMs and said, no, they want to set them higher; because for our interstate program that would obviously shift funds too, but there isn't anything to say that they could adjust or not adjust them at this point. Haugen responded that there is nothing that says that they will be adjusting them two years from now that we report on these measure. He added that the feds will make a determination if we are making progress or not, and they can adjust. Retzlaff reported that on the Minnesota Side their federal partners were involved when they were setting these targets and if they would have had any concerns they would have mentioned at that point.

Information only.

MATTER OF STATE PM1 (SAFETY) TARGETS

Haugen reported that the annual cycle is back up. He said that, if you recall, a couple of these are also connected to the National Safety Administration, fatalities and serious crashes, so each State has to report those targets by the end of June, and so both States are reporting all of their safety targets in all five of these categories at the same time. He explained that, officially the due date is for all five targets is the end of August, and then we will have the same 180 days, so what is showing right now are the 2018 targets that were established last year and in red are the 19 proposed targets, and, again, listed by each State. He went over the targets briefly.

Kuharenko said, then, that every year we are going to have to come back through and revisit, reconfirm, and reagree with the States on these targets. Haugen responded that that is correct, every year by February is the current schedule. He added that the only thing that has changed is, if you recall, we had one State reported theirs a couple of days earlier than the other State so we had two different due dates, and now the feds have now clarified that it is 180 days after the last State has set their targets, so only one date.

Kuharenko asked if there was a general feel; he knows that we a set decrease on a number of these items, is the general feeling that it is going to keep with that maybe, or is it going to be reevaluated, will each individual State be reevaluating where they are at and refiguring what their targets are. Haugen responded that each year they have to go through the calculations. He stated that each State has a little difference in how they use calculations, and Minnesota is factoring in some growth; North Dakota didn't consider that when they calculated theirs, so, again there is the penalty clause that attaches to these safety targets, and both States are aware that and are looking ahead. He added that if they continue this trend what will it mean for our next year, what will be our target, so we have some sense of what they need to do to achieve that. He stated that we probably won't revisit this until sometime late this fall or early next spring.

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MATTER OF PROPOSED NEW CITIES AREA TRANSIT ROUTES

Haugen reported that Ms. Kouba is out sick today so he would ask that Mr. Bergman please give us an update on the proposed new bus routes.

Bergman stated that they held several public meetings for the proposed new bus routes; the last one was held at the Grand Cities Mall last night, with only two people attending. He said that they did have a good turn-out at the one held at the Senior Center and at the University of North Dakota.

Bergman commented that they are still compiling all of the information together. He pointed out that one mistake they found, that they didn't realize until maps were printed for the proposed changes, was on the night bus area as they totally forgot to show the northend of Grand Forks, so they are addressing that now.

Ellis said that an adjustment needs to be made to the East Grand Forks tripper route within the City because the morning pick up is a little on the short side, so they are going to add another hour or hour and a half to that route as well.

Bergman reported that a couple of things that were brought up was about having volunteer riders the first week that we would start these if it gets approved by the City Council to use girl and boy scouts to do this. He commented that hopefully in the next couple of weeks we will have this all finalized. He added that he recently received a call requesting a meeting with Development Homes and their staff on Friday morning.

Ellis stated that with every comment they received they went through the routes just to make verify what their comment or concern is; what they feel may or may not work, so they are going through every question individually and looking at every route and responding, in essence, to every person that submits a comment so that they make sure they are clear on what out routes are or aren't doing, so she thought this was a good process. Bergman agreed, adding that he thinks they had more turnout on this than they have ever had for any process they've ever had in the past.

Bergman reported that one thing they did find out last night was that Hope Church, who owns the Grand Cities Mall area, their number one key is that they want transit, and they want it there, and they will work with us to get a transfer center there, which would be plus for us.

Ellis said that they also have night service in East Grand Forks, which they have not had before.

Haugen stated that comments can still be submitted through May 16th. He added that this information is on both Cities' websites and the MPOs website as well.

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OTHER BUSINESS

a. 2018 Annual Work Program Project Update

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

b. Near Southside Draft

Kuharenko commented that he saw that we had a draft on the Near Southside project came up this morning. Haugen stated that it is out for staff comment and then it will go out to the neighborhood.

c. Bike/Ped Plan Update

Kuharenko asked for an update on the Bike/Ped Plan, as to when we will be seeing the latest rendition of that. Viafara responded that they putting together the agenda and you will receive it by the end of the week.

d. Legislature Update

Haugen stated that he saw that the Legislature is wrapping up and they might ask for a vote by the public for dedicating sales tax on automobile parts and services. He said that it was transferred over and it is looking like it is iffy that it might get put on the ballot. He added that there is also an implementation schedule proposed on it that the 100% won't be until 2024, it will be phased in because the taxes are being taken from other general funds services and dedicating them to transportation, but it could raise \$250,000,000 a year.

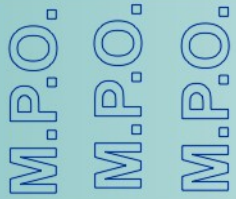
ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE MAY 9TH, 2018,
TECHNICAL ADVISORY COMMITTEE MEETING AT 3:10 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report

Technical Advisory Committee: June 13, 2018

MPO Executive Board: June 20, 2018

RECOMMENDED ACTION: Approve Proposed Amendment #5 to 2018 Unified Planning Work Program subject to Partner Agency Review.

Matter of the Amendment #5 2018 UPWP.

Background: Earlier, the MPO amended its Work Program to possibly conduct an update to its Washington Underpass Report in an effort to get a programmed project of improvement for the underpass moving forward. At that time, it was identified that the activity may not actual begin due to project programming by the NDDOT. NDDOT has informed the MPO staff that the MPO activity is not needed. Therefore, the MPO is able to re-allocate the resources to another activity.

MnDOT has expressed an interest in updating the 2007 Study of the Mn220N corridor. Of particular interest is the intersection of US 2 (Gateway Dr) and Mn220N (Central Ave). This intersection experiences crashes that have raised the desire to implement an improvement. The update will use the 2007 Study limits. MnDOT has stated they will cover the 20% local match. As identified in the attached draft Amendment #5, the old Washington Study will be eliminated and in its place will be the Mn220N

Grand Forks, and to a lesser extent East Grand Forks, has requested we assist them with some transportation planning in conjunction with Downtown Planning they are undertaking with other funds. As shown in the attached proposed amendment, the Downtown Transportation planning activity will replace the study of the skewed intersection of Gateway Dr and N. Washington St. The budget was \$60,000 with \$45,000 for consultant costs and is being increased to \$125,000 with \$110,000 for consultant costs. Grand Forks has expressed agreement to provide the added local match for this activity.

Findings and Analysis:

- The MPO is required to prepare a Unified Planning Work Program.
- The activities are to occur over a two year period of 2017-2018.
- Amendment is necessary for 2018 Activities.
- Grand Forks, and to a lesser extent East Grand Forks, has requested we assist in transportation planning activities in conjunction with some Downtown Planning they are undertaking.
- Grand Forks has agreed to provide the local match.
- NDDOT has stated not to pursue the Washington Underpass Study; MnDOT has requested we study the Mn220N (Central Ave) corridor and would provide the local match.

Support Materials:

- Draft 2018 UPWP Amendment #5

2017-2018 UNIFIED PLANNING WORK PROGRAM



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

AMENDMENT #5

Prepared By

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

The signature below constitutes the official adoption of the Amendment #5 to 2017-2018 Unified Planning Work Program (UPWP) by the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). The Amendment #5 was approved the MPO Executive Policy Board at its _____, 2018, meeting.

Ken Vein, Chairman
Grand Forks – East Grand Forks MPO

Date

300.2 CORRIDOR PLANNING

OBJECTIVES:

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

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

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

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

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

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

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

PROPOSED WORK: Existing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Study will utilize the PEL approach to streamline implementation.

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

PRODUCTS:

- 300.20 Near Southside Grand Forks Traffic Circulation Study – 2017/8
US 2/US81 Skewed Intersection Study – 2018
Downtown Transportation Plan – 2018/9
- 300.21 Traffic Counting Program – 2017/8
- 300.22 Corridor Preservation – A location map of the monthly plan reviews.
- 300.23 US 2 and Bus 2 Study – 2017
Updated Aerial Photo - 2018

COMPLETION DATES:

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

300.22 On-going activity.
300.23 May, 2017

300.5 SPECIAL STUDIES

OBJECTIVES:

- 300.51 MAP-21/FAST Implementation: To participate in the implementation of the new transportation reauthorization bill.
- 300.52 EGF ADA ROW Transition Plan: 2018 – To assist East Grand Forks complete the required ADA ROW Transition Plan
- 300.53 School Safety Study: 2017/18– To work with Safe Kids, cities and local school districts to develop strategies to improve safety in and around middle schools.
- 300.54 ~~Washington Underpass Study Update: To update the Washington Underpass Structural Analysis from the 2011 Study including to create an opinion of timing until replacement should be done and include updating the cost estimate.~~ **Mn22N Corridor Study: To update the 2007 Study of this corridor (Central Avenue) with particular interest in the intersection of US 2 and Mn220N**

PROPOSED WORK:

- 300.51 MAP21/FAST Implementation: Staff activities as necessary to keep involved with the process of implementing the transportation bill. Experience has shown that reauthorization requires significant staff time. Involvement also means maintaining an understanding of issues, participating with either state department of transportation efforts regarding implementation.
- With passage of FAST continuing MAP21 performance based planning and programming, final regulations are being promulgated to implement this major shift in MPO activities. By the end of this UPWP, the MPO will need to be fully compliant with FAST in its planning and programming documents.
- 300.52 EGF ADA ROW Transition Plan: 2018 – The FHWA-MN and MnDOT have placed an emphasis on having the required ADA ROW Transition Plans brought up to compliance; they have indicated a desire to freeze agencies from receiving FHWA funds if this doesn't occur by 2019. The MPO will assist with the portion of the Transition Plan that addresses the right of way. The MPO will investigate the current status/compliance of the facilities within the ROW, develop a plan of action to obtain compliance, engage the community in setting priorities, and ensure the City is able to continue to receive FHWA funds. The MPO staff, with assistance from a consultant, will complete the work. East Grand Forks staff will prepare the needed portions of the ADA Transition Plan outside the ROW (i.e., public buildings, etc.)
- 300.53 School Safety Study: 2017/18 – The MPO, Cities and School District have been working with the SAFE KIDS Coalition to identify safety improvements at local middle schools. Each year, a number of schools will be studied to evaluate current traffic circulation and pedestrian safety conditions, identify safety issues, and recommend improvements to address the identified issues.
- 300.54 ~~This task will update the information from the MPO 2011 Study of the Washington Street Underpass. Funds have been preliminarily programmed to replace the structure in 2023.~~

However, due to the significant costs, a revisit of the condition of the structure is being done to confirm replacement in 2023 is proper.

The scope may include project development activities that will be clearly identified as not MPO eligible. This can allow the project to proceed on schedule with a partnership of MPO planning funds and NDDOT project development funds. While this is new to the Forks MPO, it has been used elsewhere in the state and has proven to be quite successful.

The funding shown is an estimate of the MPO eligible portion; the remaining budget is identified in another document. ***This task will update the 2007 Study of this corridor to reflect changes that have occurred. The corridor has seen some investment in improvements, particularly with multi-modal facilities that were recommended in the 2007 Study. MnDOT has expressed a desire to implement improvements along the corridor; East Grand Forks has also keen interest in improvements along the corridor as well. The Study Update will bring these interests together to form a list of actions.***

The intersection of US 2 (Gateway Dr) and Mn220N (Central Ave) continues to experience a crash occurrence of note. The update will re-examine this particular intersection in great detail to obtain a better understanding of what is creating this incidences. Some alternatives that were not commonly available back in 2007 will be examined as possible recommendations.

The study area will continue from the 2007 study.

PRODUCTS:

300.51	Undetermined.
300.52	EGF ROW ADA Transition Plan
300.53	School Safety Study – 2017/8
300.54	Washington Underpass Study - 2018. <i>Mn220N Corridor Study</i>

COMPLETION DATE:

300.51	As needed.
300.52	December 31, 2018
300.53	December 31, 2017/18
300.54	December 31, 2018 <i>June 30, 2019</i>

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

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

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

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

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

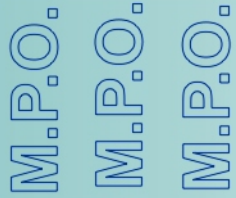
GRAND FORKS - EAST GRAND FORKS

2018 ANNUAL WORK PROGRAM

AMENDMENT #5

ACTIVITY	FUNDING SOURCE			STAFF							
	FED/STATE	STATE/LOCAL	TOTAL	Ex. Dir FTE=1.0	Planner FTE=1.0	Planner FTE=1.0	Office Man FTE=1.0	Intern FTE=1.0	TOTAL Staff Hrs	Consultant Cost	
100.0 PROGRAM ADMINISTRATION											
100.1	General Administration	24,000	6,000	30,000	160	35	40	290		525	
100.2	UPWP Development	9,600	2,400	12,000	50	10	10	155		225	
100.3	Financial Management	9,600	2,400	12,000	25			225		250	
100.4	Facilities and Overhead	\$14,400	\$3,600	18,000							
200.0 PROGRAM SUPPORT AND COORDINATION											
200.1	Interagency Coordination	28,800	7,200	36,000	50	110	50	550		760	
200.2	Pub. Info. & Cit. Part.	16,000	4,000	20,000	134	20	25	135		314	
200.3	Education/Training & Travel	16,000	4,000	20,000	130	65	50	50		295	
200.4	Equipment	\$12,000	\$3,000	15,000							
300.0 PLANNING AND IMPLEMENTATION											
300.1	Transportation Plan Update & Imp.	206,000	51,450	257,450	485	435	590	25	0	1535	\$135,000
	Amendment #1	16,800	4,200	21,000							\$21,000
	Amendment #2	48,533	12,133	60,666							\$60,000
	ATAC	28,000	7,000	35,000							\$35,000
300.2	Corridor Planning	196,800	49,200	246,000							
	300.20 Downtown Transportation Plan	100,000	25,000	125,000	100	75	40	120	0	335	\$110,000
carryover	300.20a Near Southside Study	32,000	8,000	40,000	70						\$35,000
	300.21 ATAC Traffic Count	21,600	5,400	27,000	20	5	10		0		\$25,000
	300.22 Corridor Preservation	4,000	1,000	5,000			120				
	300.23 Aerial Photo Update	39,200	9,800	49,000		140					\$42,000
300.3	TIP and Annual Element	17,600	4,400	22,000	220			80	0	300	
300.4	Land Use Plan	8,000	2,000	10,000			160			160	
300.5	Special Studies	139,200	37,600	176,800							
	300.51 FAST Implementation	15,200	6,600	21,800	160	90	90	30		370	
	300.52 EGF ROW ADA Transition	40,000	10,000	50,000	20	125	50	20	250		\$35,000
	300.53 School Safety Study	20,000	5,000	25,000	90		135		0		
	300.54 Mn220N Corridor Study	64,000	16,000	80,000	30						\$70,000
300.6	Plan Monitoring, Review & Evaluation	28,000	7,000	35,000							
	300.61 Monitoring & Surveillance Annual	16,000	4,000	20,000	10	10	200	25	250	495	
	300.62 Data Collection	12,000	3,000	15,000		105	100	30	400	635	
300.7	GIS Development & Application	32,000	8,000	40,000	10	555	100	25	750	1440	
TOTAL		854,333	202,583	1,056,916	\$158,326 1764	\$83,346 1780	\$86,543 1770	\$73,310 1760	\$19,800 1650	\$421,325 8724	\$568,000

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



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: June 13, 2018** **MPO Executive Board: June 20, 2018**

RECOMMENDED ACTION: Recommend the approval of FY2018 ND Side TIP amendment to the MPO Executive Board.

Matter of the Public Hearing on FY2018 ND Side TIP Amendment.

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

NDDOT and Cities Area Transit are amending the scope of work for a previously awarded FTA grant. The Veterans Transportation Community Living Initiative (VTCLI) has been used to purchase automatic vehicle location (avl) technology for both rural and urban services across North Dakota. The equipment originally purchased for CAT has been used beyond its useful life. The proposed amended scope would allow CAT to use the remaining VTCLI funds to purchase updated equipment. The total cost estimate is \$140,500 with \$99,400 in federal funds.

This TIP amendment impacts FTA funds. Performance measures for FTA are effective October 2018. Therefore, this amendment does not trigger write-up in the TIP on performance measures, particularly for Safety; nor does it trigger a Plan amendment.

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

Findings and Analysis:

- Project modifications have been identified.
- The proposed project is consistent with the MPO Long Range Transportation Plan.
- A Public Hearing is scheduled for June 20th at the Board meeting; written comments are being accepted until 11:00 am, June 20th.
- These amended project does not impact funds in the TIP so fiscal constraint is maintained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Amendment



Grand Forks - East Grand Forks Metropolitan Planning Organization

PUBLIC HEARING

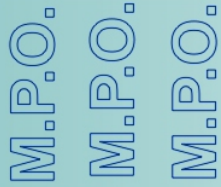
The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on proposed amendment to the MPO’s 2018-2021 North Dakota side Transportation Improvement Program (TIP). The TIP lists all transportation improvement projects needing federal action programmed to be completed between the years 2018 to 2021. The TIP also incorporates the local transit operator’s Program of Projects (POP). The hearing will be held in Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks MN. The hearing will begin at 12:00 PM on June 20, 2018. The public is encouraged to attend.

A copy of the proposed amendment is available for review and comment weekdays between 8:00 a.m. and 5:00 p.m. at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the proposed amendment can be submitted to either MPO office until 11:00 AM on June 20th.

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

(Please publish ASAP)

(Please submit bill to MPO 746-2660)



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: June 13, 2018** **MPO Executive Board: June 20, 2018**

RECOMMENDED ACTION: Update on the Street/Highway Element of 2045 Metropolitan Transportation Plan.

Matter of Update on 2045 Street/Highway Element.

Background: The UPWP identifies that the major undertaking of the MPO for the next two years is to update the Street/Highway Element of our Metropolitan Transportation Plan to the horizon year of 2045. This monthly update will report on three items:

1. Continue Universe List of Projects
2. Continue Revenue Forecast
3. Added River Crossing Scope of Work Amendment

Attached is the presentation that will be given.

Findings and Analysis:

- This activity is identified in UPWP.
- The regular 5 year update cycle ends December 2018
- This update is required to be FAST compliant
- This update will need to incorporate require performance measures and targets.
- The consulting team of Kimley-Horn and WSB are under contract and working.

Support Materials:
presentation



Streets + Highways Plan Update

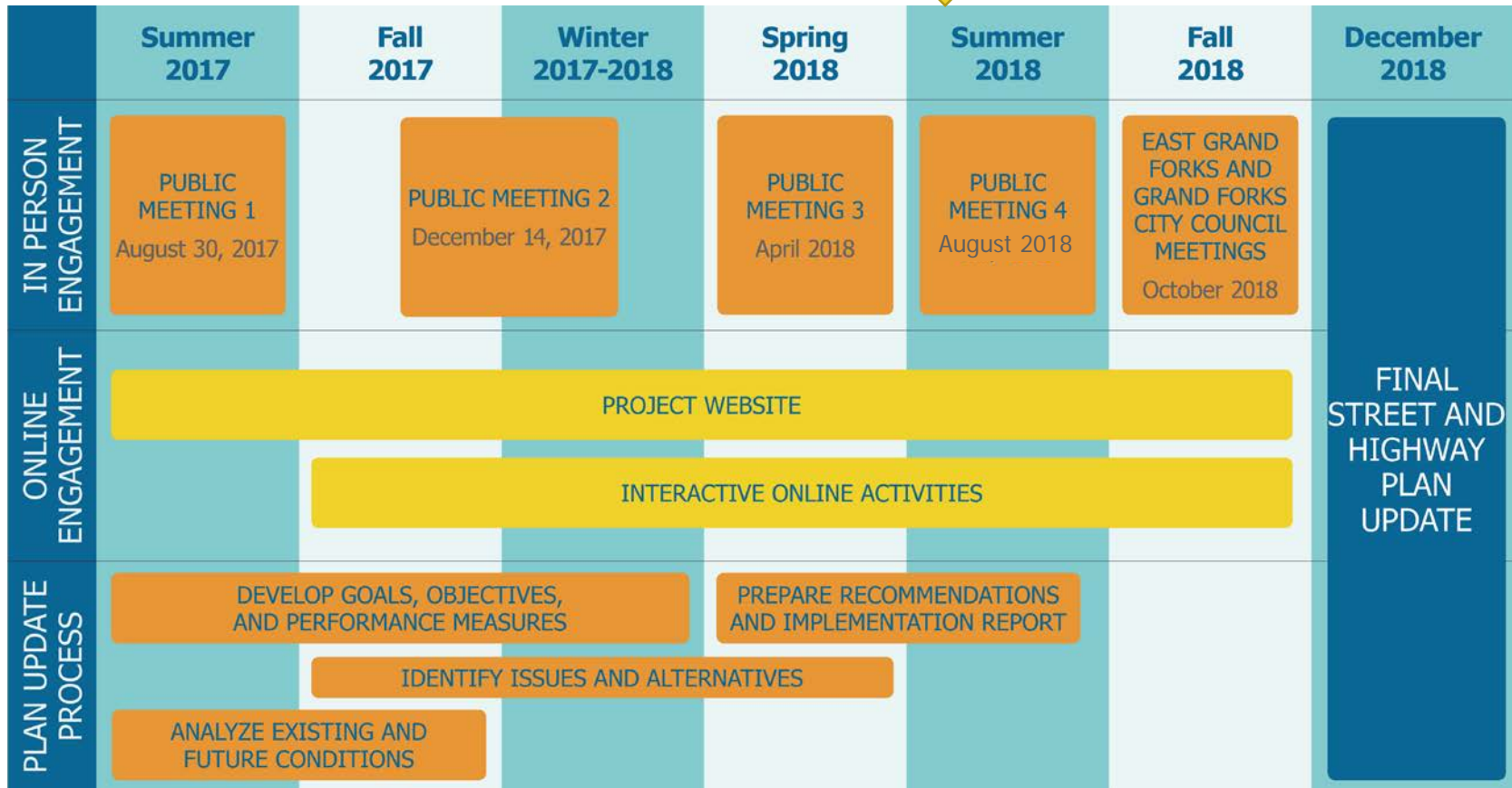
June 13, 2018

Kimley»»Horn

Agenda

- Update process and timeline
- Universe of Projects
- Financial Plan Initial Draft
- River Crossing Analysis
- Next steps and timeline

Plan Update Schedule: Where We Are



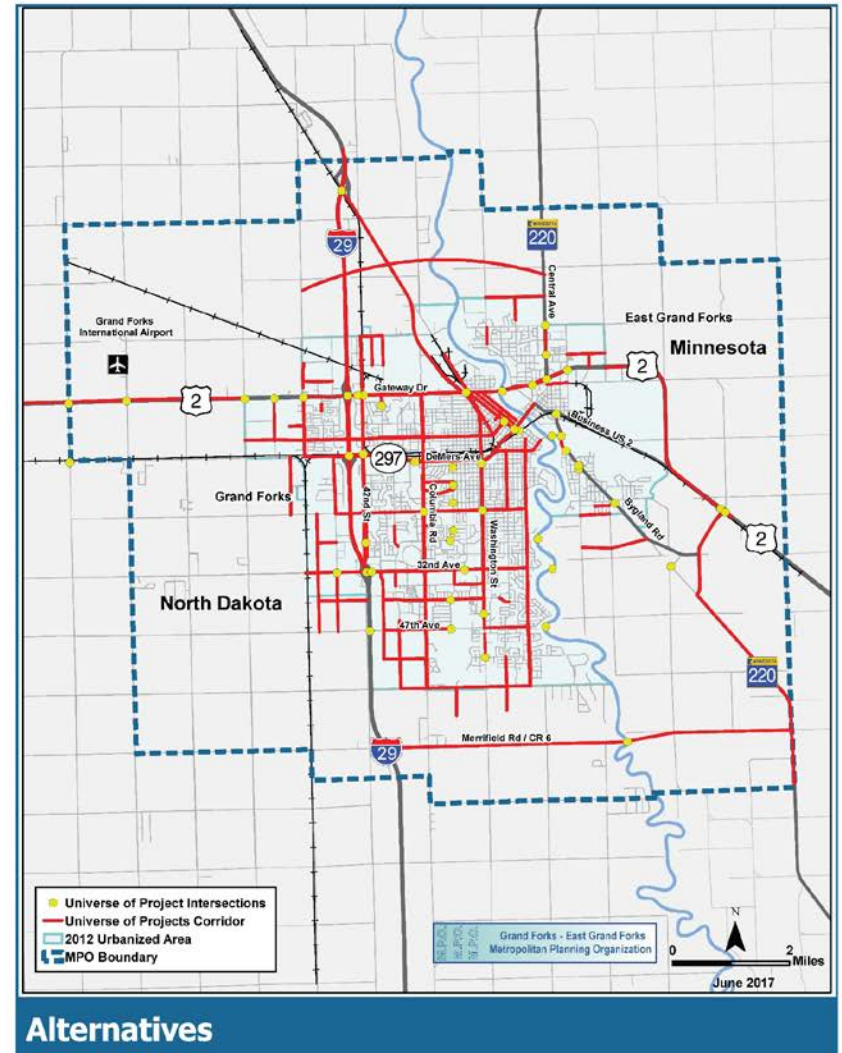
Universe of Alternatives Status

- Universe of Projects – In progress
 - All projects received from various agencies
 - Pavement Projects – verify type of fix and timing
 - Time Bands - (short-range, mid-range and long-range)
 - Project Costs - inflate costs to planned construction year

Range of Alternatives

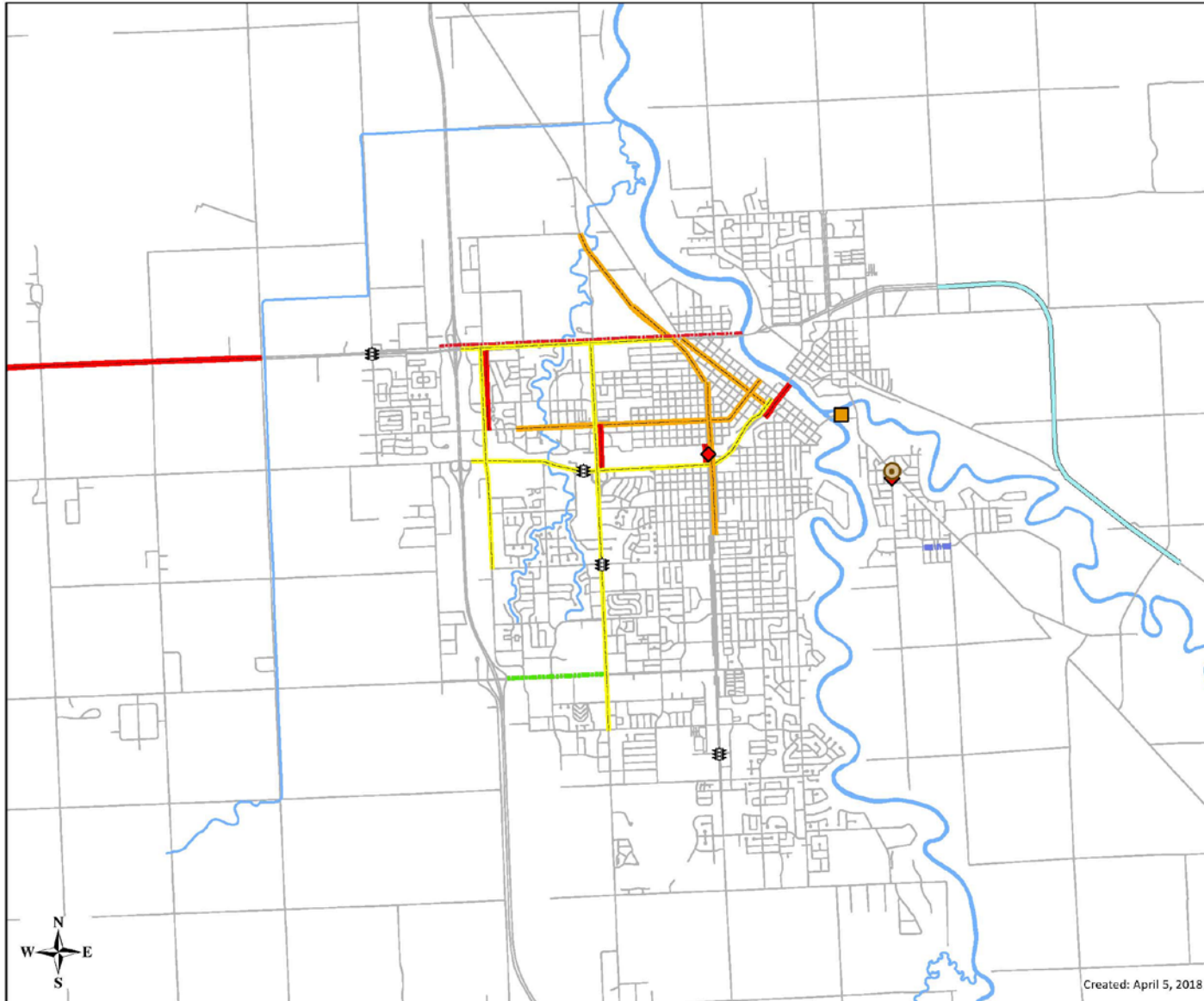
2030/2045 Plan Universe of Project Needs:

Project Type	Current Cost	Percent of Total
MPO Transportation Improvement Program	\$70,774,035	8%
Existing + Committed Network	\$64,133,000	7%
Safety/Operations*	\$18,004,936	2%
Multimodal Projects, Streetscape Projects, and Studies	\$31,000,000	3%
State of Good Repair	\$349,350,727	39%
Discretionary	\$363,614,742	41%
TOTAL	\$896,877,440	100%

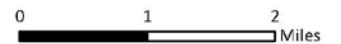


Universe of Projects

MPO TIP



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

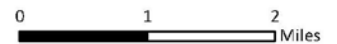
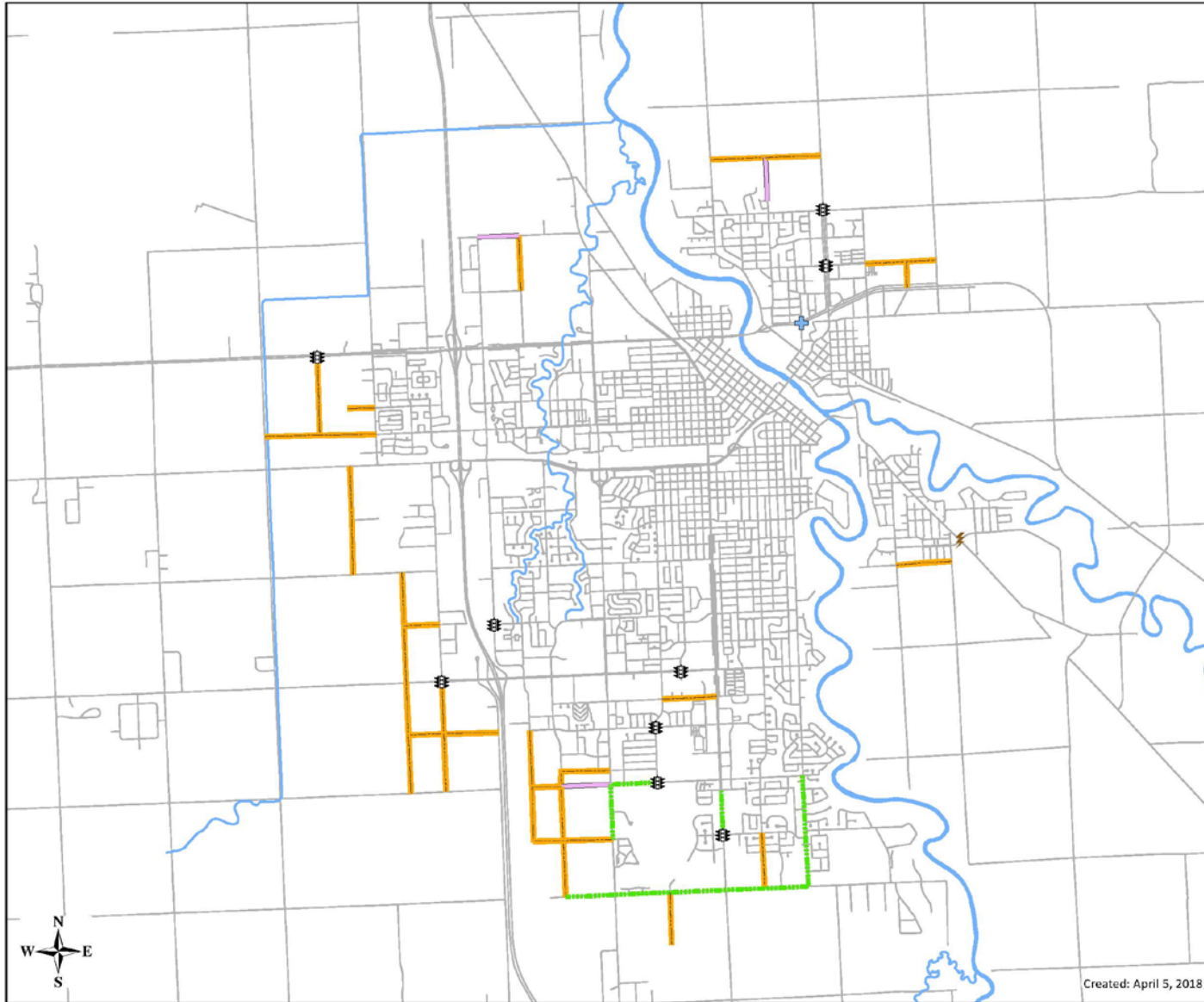


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Created: April 5, 2018

Universe of Projects


















E+C Network

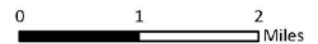


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Universe of Projects

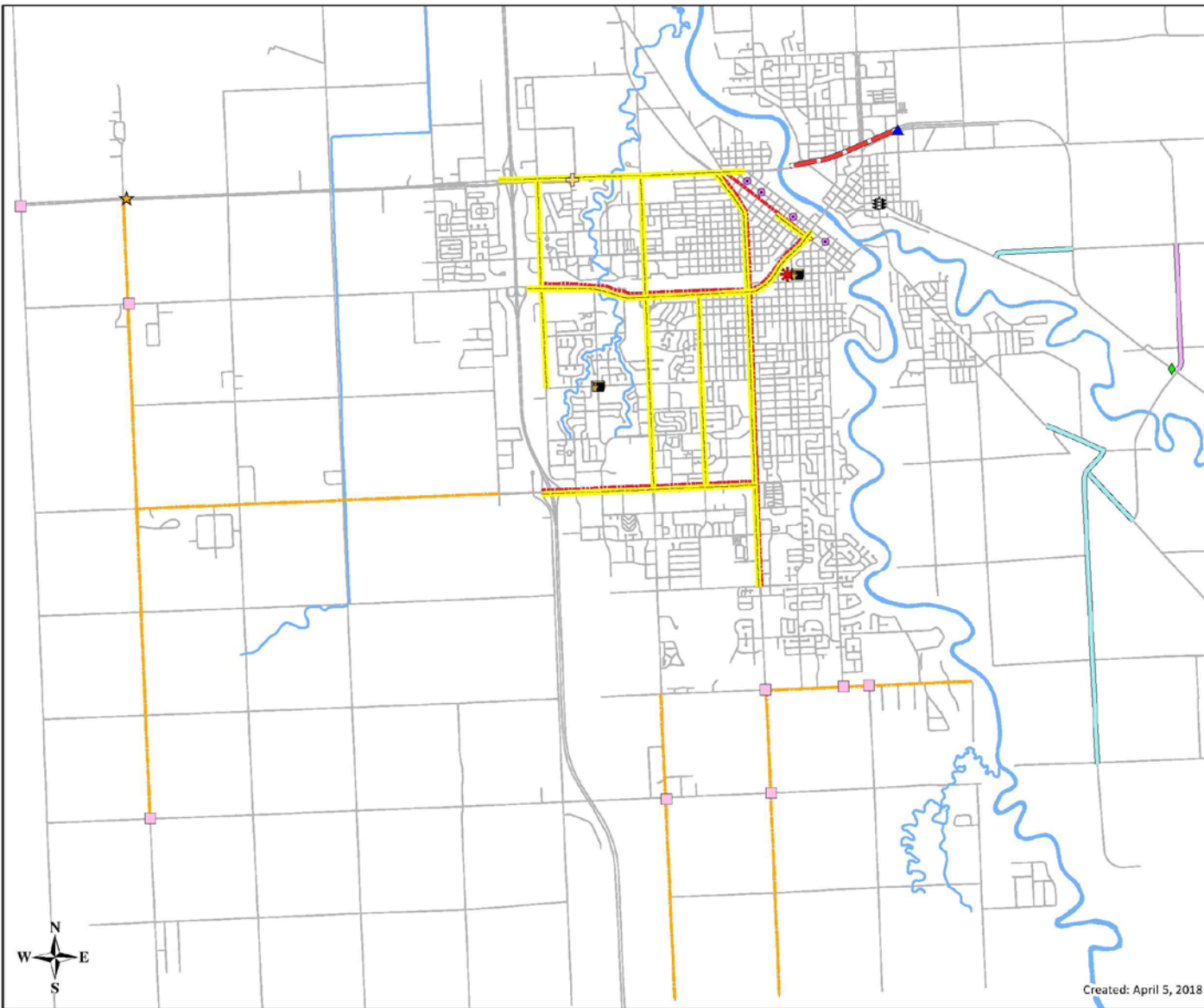
2045 LRTP Safety Not Yet Programed

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



Grand Forks - East Grand Forks
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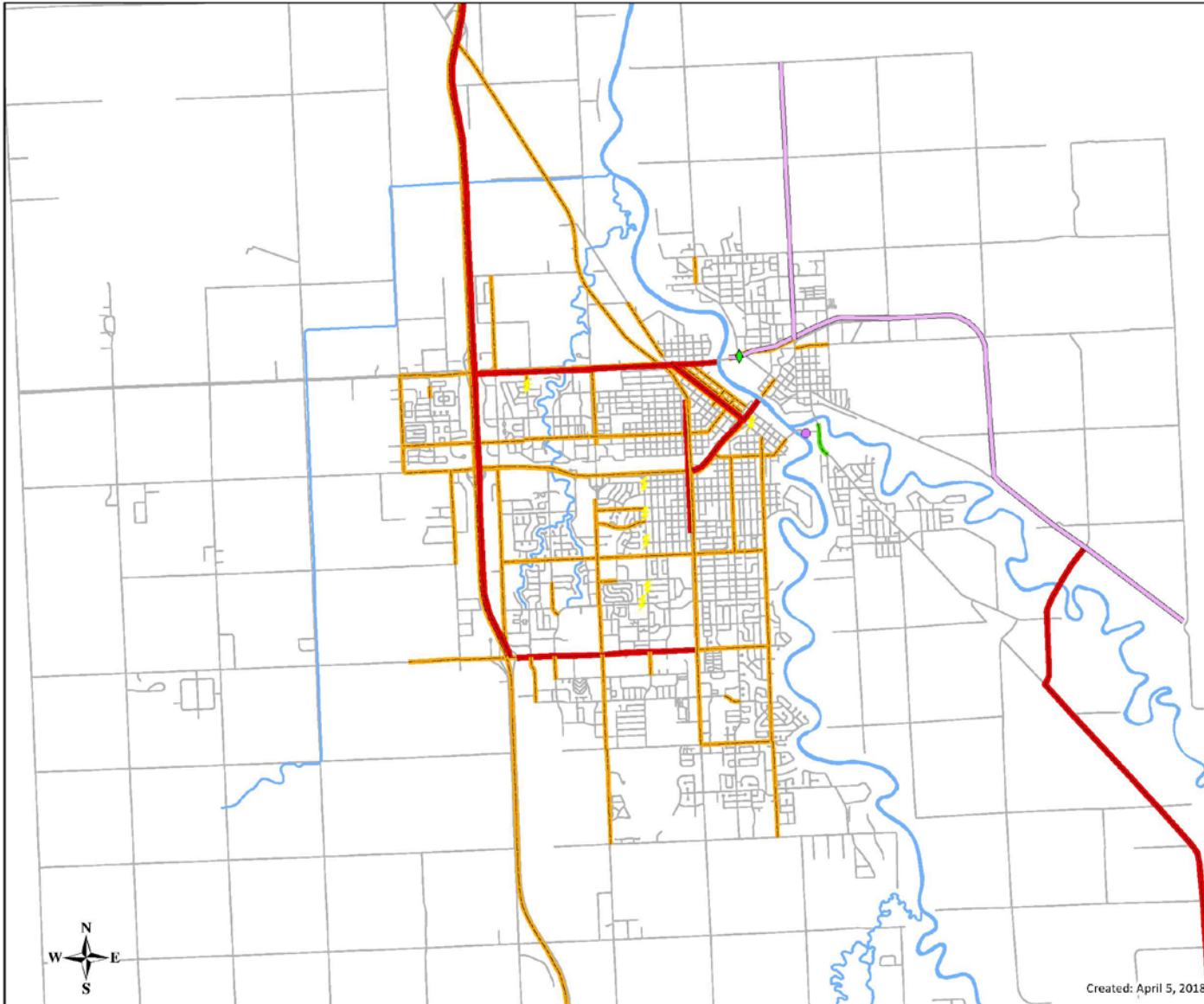
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Universe of Projects

2045 State of Good Repair (SOGR)

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

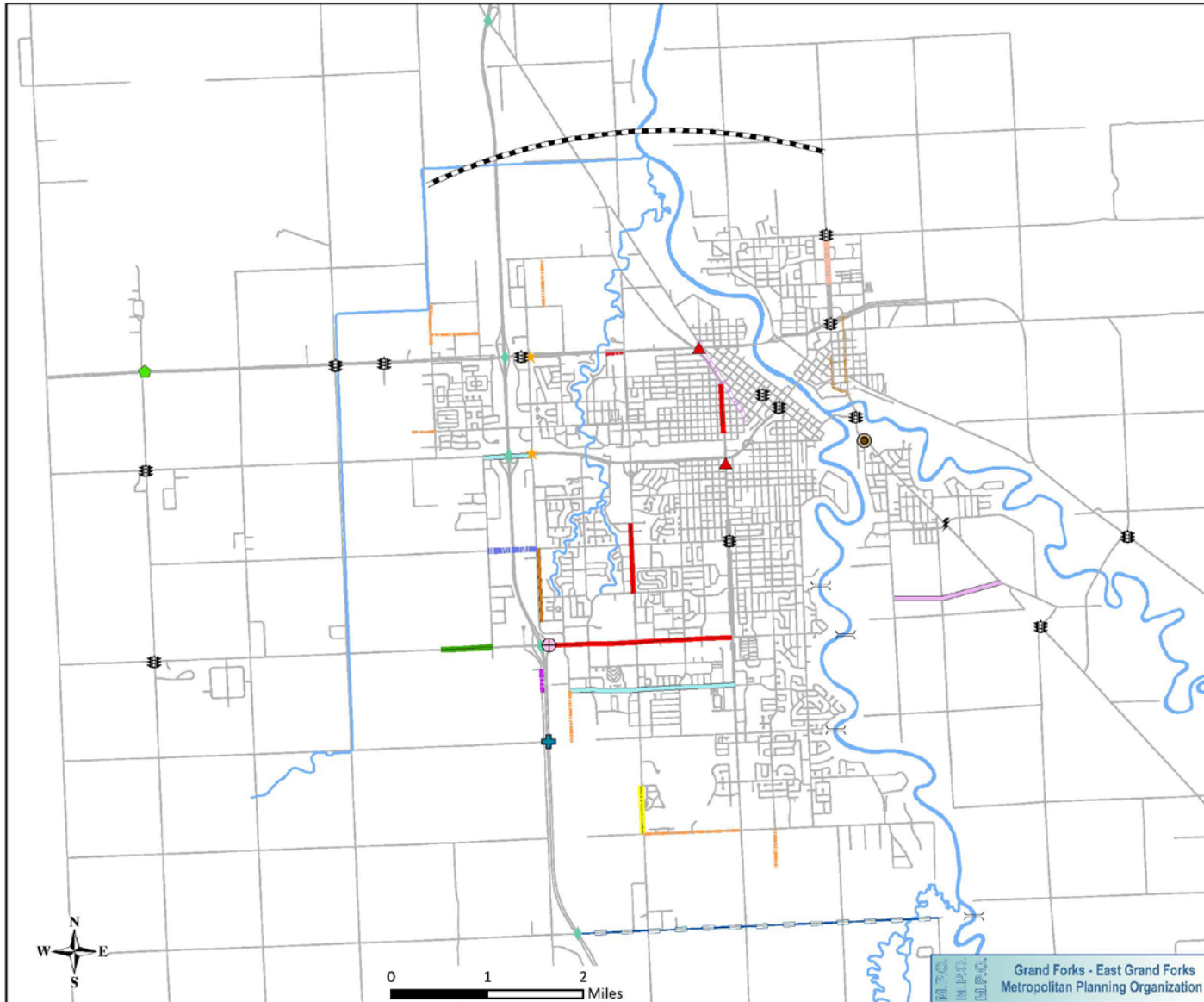


Created: April 5, 2018

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Metropolitan Planning Organization

Universe of Projects

2045 LRTP Discretionary



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

Grand Forks - East Grand Forks
Metropolitan Planning Organization

Created: April 4, 2018

Alternatives Analysis: Next Steps

- Consider performance measures/financial constraint to select subset of Universe of Projects for 2030/2045 Plan
 - Safety/Operations
 - Multimodal/Main Street
 - State of Good Repair
 - Discretionary
- Run travel demand model of Preferred 2030/2045 “Build Alternative”
 - i.e., Constrained capacity expansion projects

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

Revenue Sources

Federal distributed by State DOTs

- Highway Safety Improvement Program (HSIP)
- North Dakota
 - Interstate Program
 - Urban Regional Roads Program
 - Urban Local Roads Program
 - Urban Grant Program (Main Street)
 - County Program
- Minnesota
 - NWATP City Sub-Target
 - NWATP County Sub-Target
 - Statewide Performance Program
 - District Risk Management Program
- Other (National Highway Performance Program, National Highway Freight Program, Competitive Programs)

Key Changes – Federal by State

- Fargo is projected to become a Transportation Management Area (TMA) in 2022
 - May reduce Urban Regional funding availability by 30%
 - NDDOT Directive to NOT consider for this MTP
 - May have to revisit MTP financial plan after 2020 Census
- Main Street Initiative
 - \$4.6M/yr available statewide in FY2019 and 2020
 - Use most recent ACS data to divide among 13 urban areas
 - Watford City is expected to become an urban area in 2020
- Including Highway Safety Improvement Program funding for ND and MN for the first time
 - Adds about \$555,000/yr 2018\$

Draft Financial Plan

- Establish a baseline annual average revenue by source
 - Using 2018 as base.
- Use existing TIP for first 4 years of financial plan
 - 2018-2022
- Begin forecast at 2023 and grow each at rate identified
- Use the following timebands
 - Short = 2023-2028 (next 5 years of annual TIPs)
 - Mid = 2029 – 2037 (end of GF sales tax)
 - Long = 2038 – 2045 (end of MTP horizon)

Federal distributed by State DOTs

Source	North Dakota	ND Inflation	Minnesota	MN Inflation
HSIP	\$530,604/yr (2018\$)	+2%/yr	\$25,550/yr (2016\$)	+2.2%/yr (but not for 2018-2022)
North Dakota Interstate Program	\$320,000/yr (2018\$)	+2%/yr	Not applicable	--
Urban Regional	\$2.8M/yr (2018\$)	+2%/yr		--
Urban Local	2018 - \$2,458,000 2019 - \$2,540,000 2020 - \$2,628,000 2021 - \$2,687,000	+2%/yr	Not applicable	--
Main Street Initiative	\$600,000 (2018\$)	--	Not applicable	--
Statewide Performance Program (SPP)	Not applicable	--	\$1M/yr (2018\$)	+2.2%/yr (but not for 2018-2022)
District Risk Management Program	Not applicable	--	\$1M/yr (2018\$)	+2.2%/yr (but not for 2018-2022)
City Sub-Target (Surface Transportation Block Grant Program)	See Urban Local and Main Street Initiatives	--	\$860,000/4 yrs (2018\$) Assigned to 2018 and every fourth year thereafter	+2.2%/yr (but not for 2018-2022)
Other (NHPP, NHFP, Competitive Programs)	\$80,000/yr (2018\$, GF Co)	+2%/yr		+2.2%/yr (but not for 2018-2022)

Revenue Sources

State distributed by State DOTs

- North Dakota
 - Federal match
 - One-time legislative funding (in past)
 - ND Bank loan program
- Minnesota
 - Federal match
 - State trunk highway program
 - Local bridge bonding program
 - Competitive programs such as Corridors of Commerce, Transportation Economic Development, Local Road Improvement Program

State Distributed by State DOTs

Source	North Dakota	ND Inflation	Minnesota	MN Inflation
State	Assumed 10% match to federal \$390,000/yr (2018\$)	+2%/yr	\$90,000/yr (2018\$) \$306,919/4 yrs (2018\$) to match NWATP\$	2.2%/yr (to keep pace with federal match)

Revenue Sources

State and Local distributed by Locals

■ County

- North Dakota
 - Gas tax allocation
 - County property tax
- Minnesota
 - County State Aid
 - County property tax
 - County sales tax

■ City

- Grand Forks
 - Existing sales tax
 - NEW sales tax
 - Gas tax allocation
 - City property tax
 - Special assessments
- East Grand Forks
 - Municipal State Aid
 - Special assessments

Key Changes – State/Local by Locals

- Grand Forks will increase for 20 years due to additional sales tax (up to \$3M/year in 2018\$)
 - Adds about ~\$45M (year of expenditure\$) 2023-2037

State and Local distributed by Locals DRAFT for Discussion (all \$ in Base Year)

Source	North Dakota	ND Inflation	Minnesota	MN Inflation
County	\$25,000/yr (2018\$)	2%/yr	\$100,000/yr (2018\$)	1.9%/yr

State and Local distributed by Locals DRAFT for Discussion (all \$ in Base Year)

Source	North Dakota	ND Inflation	Minnesota	MN Inflation
City	<p>Intergovernmental: \$2.5M in 2018\$ (gas tax, etc.)</p> <p>Existing Sales Tax: \$2.9M/yr in 2018\$</p> <p>NEW Sales Tax: \$2.35M/yr in 2018\$ (sunsets 12/31/2037)</p>	+2%/yr	<p>\$314,469/yr in 2018\$</p> <ul style="list-style-type: none"> • Municipal State Aid • Loan payback already subtracted 	+1.9%/yr

Revenue Sources and Amounts Operations

- North Dakota
 - NDDOT
 - Grand Forks County
 - City of Grand Forks - \$4.7M/yr 2018\$
- Minnesota
 - MnDOT
 - Polk County
 - State Aid Maintenance
 - Other local sources
 - City of East Grand Forks
 - State Aid Maintenance: \$274,568/yr 2018\$
 - Other local sources

ND-side Totals in Forecasted Revenues

- HSIP = \$17 M in fed
- Interstate = \$10 M in fed
- Urban Regional = \$89 M in fed
- Urban Local = \$80.5 M in fed
- Urban (Main St.) = \$19 M in fed
- County = \$2.5 M in fed
- NDDOT match = \$12.5 M
- County Match = \$0.8 M
- City Match plus = \$217 M (sales, new sales, SIG transfer)

MN-side Totals in Forecasted Revenues

- HSIP = \$0.77 M in fed
- Statewide Performance = \$30 M in fed
- District Risk = \$30 M in fed
- City Sub-Target = \$6 M in fed
- MNDOT match = \$5 M
- County = \$3 M
- City = \$10 M

TOTAL Forecasted Revenues

- All revenues = \$533 M by 2045
 - No BUILD, no Corridor of Commerce, etc.
- May have to revisit after 2020 Census
 - FM COG may become TMA
- May have to revisit after FAST reauthorization
- May have to revisit after State Legislative Action
 - ND Legacy Fund as an example
 - MN new revenue??

River Crossing Analysis: Scope of Work

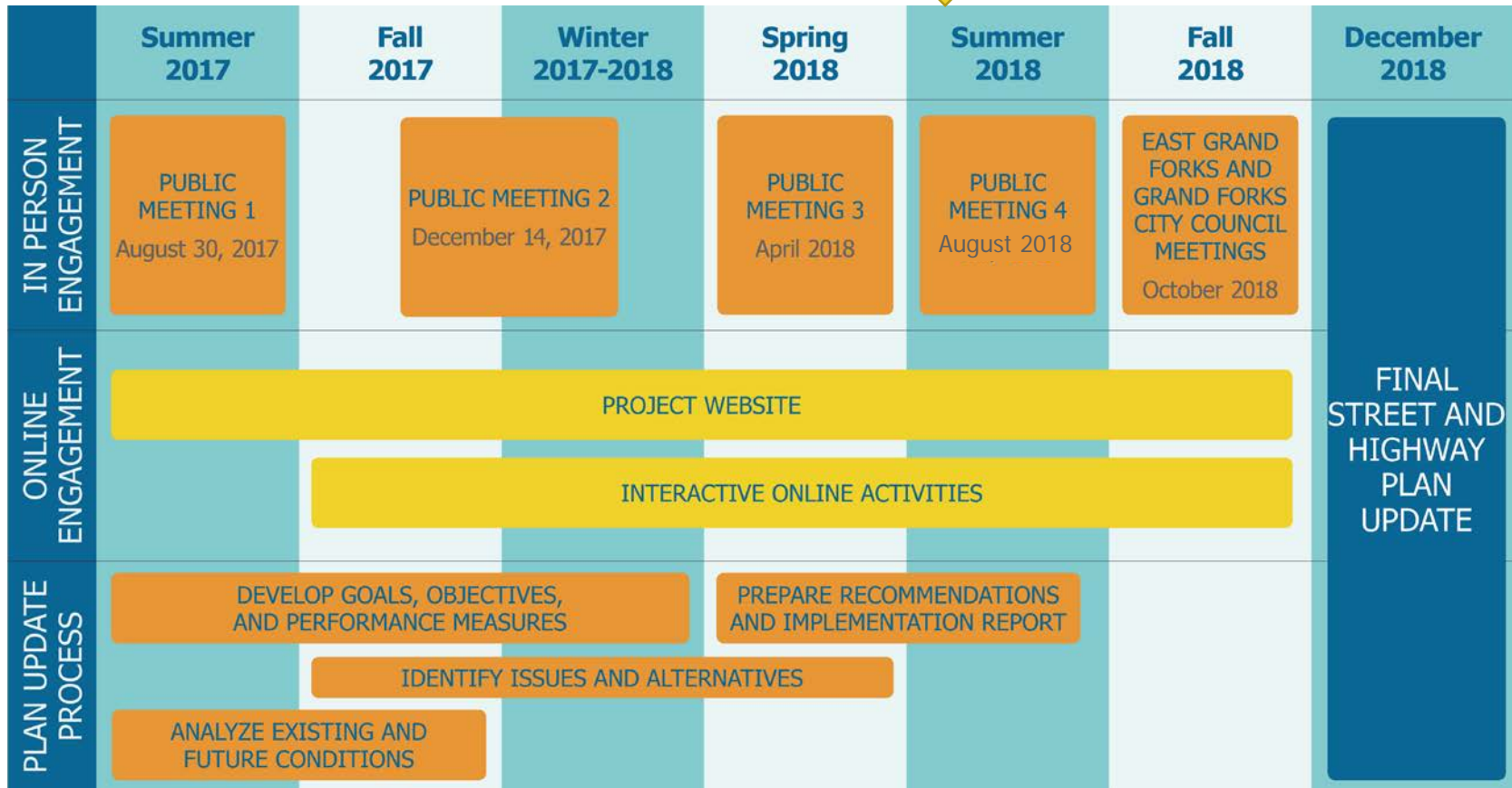
- Review transportation impacts of 5 river crossing locations
- Improve local traffic and connectivity
- Use 2045 travel demand model
- Review impacts on:
 - Existing crossings
 - Neighborhoods
 - Local and regional roadway network
- Compare impacts of each crossing



River Crossing Analysis

- Travel demand modeling completed (17th and Elks)
- Microsimulation modeling underway
- Army Corps coordination underway
 - Slip plan locations identified
- Planning level engineering review and updates underway
 - LiDAR files have been obtained
- Last part of June will schedule the meeting to discuss the process of how the MN side of a 47th Ave S location may follow

Plan Update Schedule: Where We Are



Grand Forks- East Grand Forks MPO 2030/2045 Street and Highway Plan Universe of Projects List (DRAFT)

June 5, 2018

MPO TIP

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
Columbia Road	at 17th Avenue	Right Turn Lanes Added in All Directions	City of Grand Forks	MPO TIP	\$650,000	\$65,000	2017	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 44th Avenue South	Signalized Intersection	City of Grand Forks	MPO TIP	\$1,200,000	\$1,200,000	2017	MPO TIP	City of Grand Forks	North Dakota	Safety/Operations	NDDOT Urban	NHS
Washington Street	Hammering Ave. to DeMers Ave & 1st Ave N to 8th Ave N	Mill and Overlay	NDDOT	MPO TIP	\$1,310,000	\$1,310,000	2018	MPO TIP	NDDOT	North Dakota	Safety/Operations	NDDOT Regional	NHS
North Washington Street	North of Gateway Drive to North City Limit	Rehabilitation	NDDOT	MPO TIP	\$165,000	\$165,000	2018	MPO TIP	NDDOT	North Dakota	State of Good Repair	NDDOT Regional	NHS
North 42nd Street	University Avenue to Gateway Drive	Reconstruction	City of Grand Forks	MPO TIP	\$7,205,000	\$7,205,000	2018	MPO TIP	City of Grand Forks	North Dakota	State of Good Repair	NDDOT Urban	Non-NHS
Greenway Boulevard	Rhinehart Drive to Bygland Road	Access Modification of Median and Sidewalk	City of East Grand Forks	MPO TIP	\$364,000	\$364,000	2018	MPO TIP	City of East Grand Forks	Minnesota	Safety/Operations	NWATP City	Non-NHS
Rhinehart Drive	Just South of Bygland Road to 6th Street Southeast	Mill and Overlay	City of East Grand Forks	MPO TIP	\$430,000	\$430,000	2018	MPO TIP	City of East Grand Forks	Minnesota	State of Good Repair	NWATP City	Non-NHS
1st Avenue Southeast	Adjacent to Point Bridge	Mill and Overlay	City of East Grand Forks	MPO TIP	\$25,000	\$25,000	2018	MPO TIP	City of East Grand Forks	Minnesota	State of Good Repair	NWETP City	Non-NHS
DeMers Avenue	Sorlie Bridge to 6th Street	Reconstruction	NDDOT	MPO TIP	\$5,190,000	\$4,290,000	2018	2018 City Budget	NDDOT	North Dakota	State of Good Repair	NDDOT Regional	NHS
North 5th Street	North of 5th Street from Gateway Drive to DeMers Avenue	Minor Rehabilitation	NDDOT	MPO TIP	\$1,110,000	\$1,110,000	2019	MPO TIP	NDDOT	North Dakota	State of Good Repair	NDDOT Regional	Non-NHS
DeMers Avenue	at 30th Street/Columbia Ramp	Signal and Turn Lanes	NDDOT	MPO TIP	\$600,000	\$600,000	2018	2018 City Budget	NDDOT	North Dakota	Safety/Operations	NDDOT Regional	NHS
Gateway Drive	at 55th Street	Signal and Turn Lanes	NDDOT	MPO TIP	\$600,000	\$600,000	2019	MPO TIP	NDDOT	North Dakota	Safety/Operations	NDDOT Regional	NHS
University Avenue	State Street to 3rd Street	Mill and Overlay	NDDOT	MPO TIP	\$3,459,000	\$3,459,000	2020	2018 City Budget	NDDOT	North Dakota	State of Good Repair	NDDOT Urban	Non-NHS
North Washington Street	8th Avenue North to Gateway Drive, 4 Lane North of Gateway Drive and Flood Protection Bridge	Rehabilitation	NDDOT	MPO TIP	\$1,424,000	\$1,424,000	2020	MPO TIP	NDDOT	North Dakota	State of Good Repair	NDDOT	NHS
Gateway Drive	North 69th Street West to Grand Forks AFB	Reconstruction	NDDOT	MPO TIP	\$9,069,000	\$9,069,000	2021	MPO TIP	NDDOT	North Dakota	State of Good Repair	NDDOT ORKefr sl	NHS
32nd Avenue South	I-29 Ramps to S. Washington	Realign Left Turn Lanes and Add Flashing Yellow Lights	NDDOT	MPO TIP	\$7,372,000	\$7,372,000	2021	MPO TIP	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
US2	5th Ave NE in EGF to Fisher (MPO Portion)	Pavement Preservation WBL and Intersection Improvement at US Bus2	MnDOT	MPO TIP	\$4,200,000	\$4,200,000	2021	MPO TIP	MnDOT	Minnesota	State of Good Repair	HSIP	NHS
North Columbia Road	Overpass of University Avenue	Reconstruction and Structure	NDDOT	MPO TIP	\$6,676,000	\$6,676,000	2021	2018 City Budget	NDDOT	North Dakota	State of Good Repair	NDDOT Urban	NHS
North Washington Street	5th Avenue South to 1st Avenue North	Reconstruction and Underpass	NDDOT	MPO TIP	\$17,940,000	\$17,940,000	2022	2018 City Budget	NDDOT	North Dakota	State of Good Repair	NDDOT Urban/Rural	NHS
Bygland Road	at Rhinehart Drive	Roundabout	City of East Grand Forks	MPO TIP	\$1,400,000	\$1,400,000	2022	MPO TIP	City of East Grand Forks	Minnesota	Safety/Operations	NWDTF City	Non-NHS
Gateway Drive & DeMers Avenue	I - 29 to Washington Street	Countdown Pedestrian Heads to Comply with MUTCD	City of Grand Forks	MPO TIP	\$129,000	\$129,000	2017	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
City Wide	N 42nd St & 6th Ave N, N 42nd St & University Ave, S 42nd St & 11th Ave S, S 42nd St & 17th Ave S, N Columbia Rd & 6th Ave N, N Columbia Rd & University Ave, S Columbia Rd & 17th Ave S, S Columbia Rd & 24th Ave S, S Washington & 40th Ave S, S Washington & 47th Ave S, 4th Ave S & Cherry St, and S 5th St & Kittson Ave	Install Backplates with Reflective Borders on Signals	City of Grand Forks	MPO TIP	\$87,000	\$87,000	2018	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Gateway Drive	I -29 to Red River	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	NDDOT	MPO TIP	\$21,325	\$21,325	2018	2018 City Budget	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
Columbia Road & 42nd Street	Gateway Drive to 40th Avenue South	Install Advanced Pedestrian Walk Timing and Retime Signals to Maximize Level of Service	City of Grand Forks	MPO TIP	\$102,710	\$102,710	2020	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
City Wide	Various	Replace Aging Retroreflective School Related Signs In Accordance with the Study Done by the MPO and City's Management Plans	City of Grand Forks	MPO TIP	\$45,000	\$45,000	2018	City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
MPO TIP					\$70,774,035								

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

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
47th Avenue South	South 20th Street to Columbia Road	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$1,973,000	\$1,973,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 42nd Street	34th Avenue South to 40th Avenue South	Gravel to Concrete Improvement	City of Grand Forks	Programmed	\$477,000	\$477,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
South 34th Street	45th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$557,000	\$557,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
47th Avenue South	Columbia Road to South 34th Street	Gravel to Concrete Upgrade	City of Grand Forks	E + C Network	\$1,645,000	\$1,645,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
6th Avenue North	North 55th Street to North 58th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,094,000	\$1,094,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 38th Street	40th Avenue South to 43rd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,021,000	\$1,021,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
36th Avenue South	South Washington Street to South 20th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 20th Street	at 47th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 20th Street	at 40th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 17th Street	at 32nd Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$750,000	\$750,000	-	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 34th Street	47th Avenue South to 52nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,034,000	\$1,034,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
47th Avenue South	South 34th Street to South 38th Street	Gravel to Concrete Upgrade	City of Grand Forks	E + C Network	\$1,125,000	\$1,125,000	-	2018 City Budget	City of Grand Forks	North Dakota	State of Good Repair	Local	Non-NHS
North 62nd Street	Gateway Drive to 10th Avenue North	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$930,000	\$930,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
University Avenue	58th Street North to 62nd Street North	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,040,000	\$1,040,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
Cherry Street	60th Avenue South to 62nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$770,000	\$770,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
North 36th Street	20th Avenue North to 24th Avenue North	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$911,000	\$911,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
40th Avenue South	South 42nd Street to South 45th Street	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,034,000	\$1,034,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	32nd Avenue South to 40th Avenue South	New 2 Lane Road Extension	City of Grand Forks	E + C Network	\$1,452,000	\$1,452,000	-	2018 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
27th Avenue North	North 42nd Street to North 36th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,500,000	\$2,500,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
North 62nd Street	at Gateway Drive	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
5th Avenue Northwest	at Gateway Drive	Full Intersection	City of East Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
30th Street Northwest	County Highway 64 to 8th Avenue Northwest	Full Intersection	City of East Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	Grand Forks County	North Dakota	Safety/Operations	Local	Non-NHS
8th Avenue Northwest	30th Street Northwest to 23rd Street Northwest	Gravel to Concrete Upgrade	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
17th Street	at Central Avenue	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
17th Street Southeast	14th Avenue Southeast to Rhinehart Drive	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
South 38th Street	47th Avenue South to 55th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,000,000	\$2,000,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 58th Street (W. of RR Tracks)	DeMers Avenue to 17th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 52nd Street (E of RR Tracks)	17th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$3,200,000	\$3,200,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
40th Avenue South	South 48th Street to South 52nd Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,500,000	\$1,500,000	-	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	40th Avenue South to 47th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,620,000	\$1,620,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
24th Avenue South	South 48th Street to South 52nd Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$1,600,000	\$1,600,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 34th Street	55th Avenue South to 62nd Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
55th Avenue South	Columbia Road to 38th Street South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$2,600,000	\$2,600,000	-	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South 48th Street	at 32nd Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
24th Avenue South	at South 42nd Street	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of Grand Forks	North Dakota	Safety/Operations	Local	Non-NHS
South 20th Street	62nd Avenue South to 69th Avenue South	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
University Avenue	North 62nd Street to North 69th Street	New 2 Lane Roadway Extension	City of Grand Forks	E + C Network	\$700,000	\$700,000	-	Similar Project	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
62nd Avenue South	34th Street South to Belmont Road	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$10,300,000	\$10,300,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
South Washington Street	at 55th Avenue South	Signalized Intersection	City of Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar TIP Project	City of Grand Forks	North Dakota	Safety/Operations	Local	NHS
Belmont Road	47th Avenue South to 62nd Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$4,500,000	\$4,500,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	Non-NHS
Columbia Road	47th Avenue South to 55th Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$6,100,000	\$6,100,000	-	Sales Tax	City of Grand Forks	North Dakota	Capacity	Local	NHS
South Washington Street	48th Avenue South to 55th Avenue South	2 Lane to 3 Lane Rural to Urban Expansion	City of Grand Forks	E + C Network	\$2,600,000	\$2,600,000	-	2017 City Budget	City of Grand Forks	North Dakota	Capacity	Local	NHS
17th Street Northeast	5th Avenue Northeast to 11th Avenue Northeast	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	North Dakota	Capacity	Local	Non-NHS
13th Street Southeast	at Byglund Road Southeast	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS

23rd Street	at Central Avenue	Signalized Intersection	City of East Grand Forks	E + C Network	\$600,000	\$600,000	-	Similar Project	City of East Grand Forks	Minnesota	Safety/Operations	Local	Non-NHS
8th Avenue Northeast	17th Street Northeast to Gateway Drive	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$500,000	\$500,000	-	Similar Project	City of East Grand Forks	Minnesota	Capacity	Local	Non-NHS
30th Street Northwest	Central Avenue to 8th Avenue Northwest	New 2 Lane Roadway Extension	City of East Grand Forks	E + C Network	\$800,000	\$800,000	-	Similar Project	City of East Grand Forks	Minnesota	Capacity	Local	Non-NHS
2030/2045 Plan Existing + Committed (E + C) Network Projects					\$70,933,000								

2030/2045 Plan Safety/Operations

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
Gateway Drive	at Airport Drive	Intersection Reconfiguration and ITS Improvements	NDDOT		\$1,722,000			Recent Corridor Study	NDDOT	North Dakota	Safety/Operations		NHS
City Wide	Various	Regional Traffic Signal Maintenance**	NDDOT	Programmed (pending)	\$6,330,000		2022	2018 City Budget	NDDOT	North Dakota	Safety/Operations	TBD	Non-NHS
City Wide	Various	Urban System Signal Maintenance**	City of Grand Forks	Programmed (pending)	\$2,122,000		2022	2018 City Budget	City of Grand Forks	North Dakota	Safety/Operations	TBD	Non-NHS
Gateway Drive/US 2	at Stanford Road	Realign Stanford Road to North 36th Street	City of Grand Forks		\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	Safety/Operations		NHS
DeMers Avenue	at 16th Street Northeast	Rural Intersection Safety Upgrades	NDDOT		\$74,520			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
12th Avenue	at 10th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$15,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
18th Avenue/Gateway Drive	at 17th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County		\$14,880			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	NHS
62nd Avenue	at South Washington Street	Rural Intersection Safety Upgrades	Grand Forks County		\$75,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Belmont Road	at 62nd Avenue (Western)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
62nd Avenue	at Belmont Road (Eastern)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
County Road 5	Intersection with Grand Forks 6/12th Avenue NE to Intersection with US2/18th Ave/Gateway Drive	Rural Segment Safety Upgrades	Grand Forks County		\$18,000			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
16th Street NE (Grand Forks 5)	& 12th Ave. NE (Grand Forks 6)	Rural Intersection Safety Upgrades	Grand Forks County		\$15,480			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
11th St NE (Grand Forks 17)	& South Columbia Road (Grand Forks 81) (S)	Rural Intersection Safety Upgrades	Grand Forks County		\$12,840			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
12th A (Grand Forks 6)	& South Columbia Road (Grand Forks 17) (W)	Rural Intersection Safety Upgrades	Grand Forks County		\$65,280			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
16th Street NE (Grand Forks 5)	& 15th Avenue NE (Grand Forks 32)	Rural Intersection Safety Upgrades	Grand Forks County		\$74,520			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 17	Intersection with 11th Street NE to Intersection with 16th Street SE	Rural Segment Safety Upgrades	Grand Forks County		\$5,742			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 17	Intersection with Grand Forks 81/11th Street NE to Intersection with 62nd Avenue South	Rural Segment Safety Upgrades	Grand Forks County		\$9,504			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
Grand Forks 5	Intersection with Grand Forks 6/12th Avenue NE to Intersection with US2/18th Avenue/Gateway Drive	Rural Segment Safety Upgrades	Grand Forks County		\$10,500			North Dakota Local Road Safety Plan	Grand Forks County	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 17th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 42nd Street	at 11th Avenue South	Install Red Light Confirmation Indicators for the Through and Left Turn Movements	City of Grand Forks		\$1,200			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS

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

South 20th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South Washington Street	at 47th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 40th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	NDDOT		\$2,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 28th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 24th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	NDDOT		\$2,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at Campbell Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 17th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	NDDOT		\$2,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at 13th Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	NDDOT		\$2,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South Washington Street	at DeMers Avenue/ND 297	Advanced Walk Bicycle/Pedestrian Upgrade	NDDOT		\$2,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at 2nd Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at 5th Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
North Washington Street	at US 2/Gateway Drive	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	NHS
Cherry Street	at 4th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Belmont Road	at 4th Avenue South	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at Kittson Avenue	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 5th Street	at 1st Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 2nd Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at University Avenue	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at 5th Avenue North	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS

North 5th Street	at 8th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
Bruce Avenue	at South 4th Street	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 4th Street	at DeMers Avenue/ND 297	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 4th Street	at University Avenue	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$36,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 4th Street	at 8th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$72,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 4th Street	at 10th Avenue North	Bicycle/Pedestrian Curb Extensions	City of Grand Forks		\$36,000			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
South 34th Street	at 32nd Avenue South	Advanced Walk Bicycle/Pedestrian Upgrade	City of Grand Forks		\$2,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
32nd Avenue South	at I-29 South Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at I-29 North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at South 31st Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
32nd Avenue South	at South 25th Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
South 34th Street	at DeMers Avenue/ND 297	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
DeMers Ave/ND 297	at Columbia Road North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at North 47th Street	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at I-29 South Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
Gateway Drive/US 2	at I-29 North Ramp	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	NDDOT		\$14,400			North Dakota Local Road Safety Plan	NDDOT	North Dakota	Safety/Operations	HSIP	NHS
Stanford Road	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 20th Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 5th Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
North 3rd Street	at US 2/Gateway Drive	Advanced Walk and Countdown Timer Bicycle/Pedestrian Upgrade	City of Grand Forks		\$14,400			North Dakota Local Road Safety Plan	City of Grand Forks	North Dakota	Safety/Operations	HSIP	Non-NHS
CSAH 58	County Road 225 to CSAH 72	Rumble Strip Safety Upgrade	Polk County		\$10,850			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
CSAH 72	CSAH 72 Begins to Minnesota TH 220	Rumble Strip Safety Upgrade	Polk County		\$6,000			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS

CSAH 17	US 2 Business to US 2	Rumble Strip Safety Upgrade	Polk County		\$2,400			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
CSAH 76	US 2 to CSAH 17	Edgeline Safety Upgrade	Polk County		\$780			Polk County Safety Plan	Polk County	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	.1 MI E W JCT TH 220 East Grand Forks (SL 40) to East Grand Forks (SL 65)	Access Management and Safety Upgrades	MnDOT		\$511,600			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	NHS
US Business 2	.1 MI E 5th Ave Grand Forks (SL 35) to East Grand Forks (SL 50)	Access Management and Safety Upgrades	MnDOT		\$118,000			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	5th Avenue NEM 98/EGF	Signal and Turn Lane Upgrades	MnDOT		\$607,400			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	NHS
US 2	W JCT TH 220 MSAS 120 RT/EGF	Signal and Turn Lane Upgrades	MnDOT		\$3,266,800			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	NHS
2nd Avenue	at 4th St NE/EGF	Signal and Turn Lane Upgrades	MnDOT		\$44,400			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	Non-NHS
US 2	5th Avenue NEM 98/EGF	Signal and Turn Lane Upgrades	MnDOT		\$1,002,400			MnDOT District 2 Safety Plan	MnDOT	Minnesota	Safety/Operations	HSIP	NHS
2030/2045 Plan Safety/Operations - HSIP Projects					\$18,004,936								

2030/2045 Plan Multimodal Projects, Streetscape Projects and Studies

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
University Avenue	English Coulee to North Columbia Road	Decorative Medians and Median Decorative Barriers	City of Grand Forks	Programmed			2019	City of Grand Forks	City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street	Non-NHS
University Avenue	Stanford Road to North Columbia Road	Bus Stops, Pedestrian Crossing Signals, Decorative Street Lights, Benches, Planters, Street Signs, Garbage Bins and Recycling Bins	City of Grand Forks	Programmed			2020	City of Grand Forks	City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street	Non-NHS
32nd Avenue/47th Avenue	East of Interstate 29	Environmental Assessment	City of Grand Forks	Programmed	\$2,000,000		2019	2018 City Budget	City of Grand Forks	North Dakota	Study	Local	NHS
Western Downtown Area	Western Downtown Area	Revitalization	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Northern Downtown Area	Northern Downtown Area	Revitalization	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Eastern Downtown Area	Eastern Downtown Area	Revitalization	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Southern Downtown Area	Southern Downtown Area	Revitalization	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 1	Alley Electrical Relocate 1	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 2	Alley Electrical Relocate 2	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 3	Alley Electrical Relocate 3	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 4	Alley Electrical Relocate 4	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 5	Alley Electrical Relocate 5	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 6	Alley Electrical Relocate 6	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 7	Alley Electrical Relocate 7	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 8	Alley Electrical Relocate 8	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 9	Alley Electrical Relocate 9	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Alley Electrical Relocate 10	Alley Electrical Relocate 10	Bury Underground	City of Grand Forks	TBD	\$1,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 3rd Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 3rd Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 3rd Street	2nd Avenue North to University Avenue	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
S 3rd Street	DeMers Avenue to Kittson Avenue	Reconstruct	City of Grand Forks	TBD	\$1,500,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
S 3rd Street	Kittson Avenue to Division Avenue	Reconstruct	City of Grand Forks	TBD	\$2,400,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 4th Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 4th Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
N 4th Street	2nd Avenue North to University Avenue	Reconstruct	City of Grand Forks	TBD	\$1,200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
S 4th Street	DeMers Avenue to Kittson Avenue	Reconstruct	City of Grand Forks	TBD	\$1,500,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
S 4th Street	Kittson Avenue to Division Avenue	Reconstruct	City of Grand Forks	TBD	\$2,400,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	Urban Grant Program	Non-NHS
Placeholder for Set-A-Side	Placeholder for Set-A-Side	Transit, Bicycle/Pedestrian and Streetscape Upgrades	Various	Various				City of Grand Forks	City of Grand Forks	North Dakota	Multimodal/Streetscape	Main Street/Other	Non-NHS
2030/2045 Plan Multimodal Projects, Streetscape Projects and Studies					\$31,000,000								

Are items in yellow some highlight that could be better

2030/2045 Plan State of Good Repair

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
25th Avenue South, South 19th Street, 27th Avenue South, 24th Avenue South, Belmont Road, 11th Avenue South	Various	Mill and Overlay/Concrete Panel Replacement and Grind	City of Grand Forks	Programmed	\$1,817,000		2018	Sales Tax Projects	City of Grand Forks	North Dakota	State of Good Repair	Local	Non-NHS
Polk CSAH 73	US 2 to CSAH 29	Overlay	Polk County	Mid-Range	\$150,000		2028	WSB Estimate	Polk County	Minnesota	State of Good Repair		Non-NHS
Polk CSAH 76	US 2 to CR 17	Overlay	Polk County	Mid-Range	\$184,500		2028	WSB Estimate	Polk County	Minnesota	State of Good Repair		Non-NHS
Polk CSAH 19	TH 220 to Eastern MPO Boundary	Overlay	Polk County	Programmed	\$600,000		2018	WSB Estimate	Polk County	Minnesota	State of Good Repair		Non-NHS
Polk CR 238	TH 220 to CR 58	Overlay	Polk County	Programmed	\$97,000		2018	WSB Estimate	Polk County	Minnesota	State of Good Repair		Non-NHS
Columbia Road	Columbia Road Railroad Overpass North of DeMers Ave.	Overpass	City of Grand Forks	Short-Range	\$3,800,000	\$5,400,000	2024	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
North Columbia Road	8th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Mid-Range	\$5,400,000	\$8,650,000	2027	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
Point Bridge	Across Red River	Rehabilitation	City of Grand Forks	Mid-Range	\$775,000	\$1,300,000	2028	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	Non-NHS
Point Bridge	Across Red River	Rehabilitation	City of East Grand Forks	Mid-Range	\$775,000	\$1,300,000	2028	City of East Grand Forks	City of East Grand Forks	Minnesota	State of Good Repair	NHS Urban Roads	Non-NHS
North Columbia Road	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	\$4,800,000	\$8,650,000	2030	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
South Washington Street	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	\$4,160,000	\$8,430,000	2033	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
South Columbia Road	17th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	\$4,240,000	\$9,300,000	2035	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
South Columbia Road	DeMers Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Long-Range	\$3,520,000	\$8,350,000	2037	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
TBD	TBD	Traffic Signal/Turn Lanes or Roundabout	City of Grand Forks	Long-Range	\$1,000,000	\$2,470,000	2038	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	Non-NHS
Columbia Road	47th - 62nd Wash SED - 62nd	Maintenance and Operations	City of Grand Forks	Long-Range	\$2,375,000	\$6,090,000	2039	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
TBD	TBD	Traffic Signal/Turn Lanes or Roundabout	City of Grand Forks	Long-Range	\$1,000,000	\$2,670,000	2040	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	Non-NHS
TBD	TBD	Traffic Signal Rehabilitation	City of Grand Forks	Long-Range	\$2,360,000	\$6,810,000	2042	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	Non-NHS
TBD	TBD	Traffic Signal/Turn Lanes or Roundabout	City of Grand Forks	Long-Range	\$1,000,000	\$3,000,000	2043	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	Non-NHS
Columbia Road	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Long-Range	\$4,080,000	\$13,240,000	2045	City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair	NHS Urban Roads	NHS
N 55th Street	Gateway Drive (US 2) to University Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$475,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 55th Street	University Avenue to DeMers Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$187,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 51st Street	Gateway Drive (US 2) to 10th Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,040,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 51st Street	10th Avenue North to 6th Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,120,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 51st Street	6th Avenue North to University Avenue	Reconstruct	City of Grand Forks	TBD	\$1,040,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 48th Street	17th Avenue North to Gateway Drive (US 2)	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$175,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 48th Street	DeMers Avenue to 10th Avenue South	Reconstruct	City of Grand Forks	TBD	\$1,600,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 48th Street	10th Avenue South to 15th Avenue South	Reconstruct	City of Grand Forks	TBD	\$1,600,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 48th Street	15th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$812,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 42nd Street	27th Avenue North to Gateway Drive (US 2)	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$662,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

N 42nd Street	Gateway Drive (US 2) to University Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$487,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
42nd Street	University Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$837,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 42nd Street	17th Avenue South to 29th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$500,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 42nd Street	29th Avenue South to South 38th Street	Reconstruct	City of Grand Forks	TBD	\$1,360,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 38th Street	South 42nd Street to 32nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$400,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 38th Street	32nd Avenue South to 36th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$175,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 38th Street	36th Avenue South to 40th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$150,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Stanford Road	Gateway Drive (US 2) to 11th Avenue North	Reconstruct	City of Grand Forks	TBD	\$880,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Stanford Road	6th Avenue North to University Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$150,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 36th Street	20th Avenue North to 18th Avenue North	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$75,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 36th Street	18th Avenue North to RR Tracks	Reconstruct	City of Grand Forks	TBD	\$480,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 36th Street	Gateway Drive (US 2) to RR Tracks	Reconstruct	City of Grand Forks	TBD	\$960,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	DeMers Avenue to Duke Drive	Reconstruct	City of Grand Forks	TBD	\$960,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	Duke Drive to 17th Avenue South	Reconstruct	City of Grand Forks	TBD	\$3,040,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	17th Avenue South to 24th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,160,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	24th Avenue South to 30th Avenue South	Reconstruct	City of Grand Forks	TBD	\$1,120,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	30th Avenue South to 32nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$720,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	32nd Avenue South to 36th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$162,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	36th Avenue South to Rummelle Rd	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$75,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 34th Street	Rummelle Rd to 45th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$325,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	DeMers Avenue to 7th Avenue South	Reconstruct	City of Grand Forks	TBD	\$240,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	7th Avenue South to Westward Drive	Reconstruct	City of Grand Forks	TBD	\$640,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	Westward Drive to 17th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,720,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	17th Avenue South to 24th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,112,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	32nd Avenue South to 40th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$330,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	40th Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$330,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	South 5th Street to 4th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,080,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	17th Avenue South to 25th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$375,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	25th Avenue South to 28th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$162,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	32nd Avenue South to 40th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,400,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	40th Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$287,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

Cherry Street	47th Avenue South to SED	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$187,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	SED to 55th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$150,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	55th Avenue South to 58th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$112,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Belmont Road	17th Avenue South to Park Drive	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$200,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Belmont Road	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$650,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 4th Street	Gateway Drive (US 2) to University Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$450,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 3rd Street	8th Avenue North to University Avenue	Reconstruct	City of Grand Forks	TBD	\$1,600,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 3rd Street	Division Avenue to Minnesota Avenue	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$137,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 6th Street	DeMers Avenue to University Avenue	Reconstruct	City of Grand Forks	TBD	\$880,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Kittison Avenue	DeMers Avenue to South 3rd Street	Reconstruct	City of Grand Forks	TBD	\$1,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue North	North 25th Street to North Washington Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$537,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
6th Avenue North	42nd Street to State Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$175,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
6th Avenue North	State Street to North Columbia Road	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$487,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	North 55th Street to I-29 Overpass	Reconstruct	City of Grand Forks	TBD	\$3,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	I-29 Overpass to North 42nd Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$137,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	North 42nd Street to State Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$162,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue	West RR Wye to North 55th Street	Concrete Pavement Rehabilitation (CPR) and Grind	NDDOT	TBD	\$600,000		City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue	North 55th Street to I-29 SB Ramps	Concrete Pavement Rehabilitation (CPR) and Grind	NDDOT	TBD	\$2,720,000		City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
4th Avenue South	DeMers Avenue to Cherry Street	Reconstruct	City of Grand Forks	TBD	\$560,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue South	South Washington Street to South 10th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$137,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue South	South 10th Street to Walnut Street	Reconstruct	City of Grand Forks	TBD	\$1,680,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
11th Avenue South	South 42nd Street to South 30th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$437,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue South	South Columbia Road to South 19th Street	Reconstruct	City of Grand Forks	TBD	\$2,560,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue South	South 16th Street to South Washington Street	Reconstruct	City of Grand Forks	TBD	\$880,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue South	South Washington Street to South 10th Street	Reconstruct	City of Grand Forks	TBD	\$1,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue South	S 10th Street to Cherry Street	Reconstruct	City of Grand Forks	TBD	\$800,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
14th Avenue South	South 30th Street to South Columbia Road	Reconstruct	City of Grand Forks	TBD	\$960,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	South 42nd Street to South 35th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$287,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	South 35th Street to South Columbia Road	Reconstruct	City of Grand Forks	TBD	\$2,400,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	South Columbia Road to Rider Road	Reconstruct	City of Grand Forks	TBD	\$1,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue South	Rider Road to South 20th Street	Reconstruct	City of Grand Forks	TBD	\$1,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

20th Avenue South	South Columbia Road to South 20th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$325,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
24th Avenue South	South 42nd Street to South 34th Street	Reconstruct	City of Grand Forks	TBD	\$2,080,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
24th Avenue South	South 34th Street to South Columbia Road	Reconstruct	City of Grand Forks	TBD	\$1,760,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
24th Avenue South	South Columbia Road to South 20th Street	Reconstruct	City of Grand Forks	TBD	\$2,080,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
24th Avenue South	South 20th Street to South Washington Street	Reconstruct	City of Grand Forks	TBD	\$2,240,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
32nd Avenue South	South 48th Street to I-29	Concrete Pavement Rehabilitation (CPR) and Grind	NDDOT	TBD	\$1,600,000			City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
32nd Avenue South	South Washington Street to South 10th Street	Reconstruct	NDDOT	TBD	\$880,000			City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
32nd Avenue South	South 10th Street to Cherry Street	Reconstruct	NDDOT	TBD	\$880,000			City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
32nd Avenue South	Cherry Street to Belmont Road	Reconstruct	NDDOT	TBD	\$1,360,000			City of Grand Forks	NDDOT	North Dakota	State of Good Repair		Non-NHS
40th Avenue South	South 38th Street to Rummelle Road	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$237,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
40th Avenue South	Rummelle Road to South 20th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$525,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
40th Avenue South	South 20th Street to South Washington Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$375,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
40th Avenue South	South Washington Street to Clearview Drive	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$175,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
40th Avenue South	Clearview Drive to Belmont Road	Reconstruct	City of Grand Forks	TBD	\$2,160,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
47th Avenue South	South Columbia Road to South Washington Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$662,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
47th Avenue South	South Washington Street to Belmont Road	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$662,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
55th Avenue South	South Washington Street to Cherry Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$237,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
55th Avenue South	Cherry Street to Belmont Road	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$275,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Adams Drive	Belmont Road to Shady Ridge Court	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$412,500			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Stanford Road	6th Avenue North to 11th Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,120,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 30th Street	DeMers Avenue to 14th Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,720,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N Columbia Road	Gateway Drive (US 2) to North Washington Street	Reconstruct	City of Grand Forks	TBD	\$12,900,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 20th Street	Gateway Drive (US 2) to University Avenue	Reconstruct	City of Grand Forks	TBD	\$3,120,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S 20th Street	24th Avenue South to 32nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,112,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 8th Street	University Avenue to DeMers Avenue	Reconstruct	City of Grand Forks	TBD	\$800,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	4th Avenue South to 17th Avenue South	Reconstruct	City of Grand Forks	TBD	\$4,240,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Cherry Street	28th Avenue South to 32nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$1,040,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Belmont Road	South 5th Street to 17th Avenue South	Reconstruct	City of Grand Forks	TBD	\$5,000,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Belmont Road	Park Drive to 32nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,960,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Belmont Road	47th Avenue South to 62nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$4,240,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
N 3rd Street	Gateway Drive (US 2) to 8th Avenue North	Reconstruct	City of Grand Forks	TBD	\$1,280,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

Adams Drive	Adams Drive to 62nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$2,400,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue N	N Columbia Road to North 25th Street	Reconstruct	City of Grand Forks	TBD	\$720,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue N	N Washington Street to North 3rd Street	Reconstruct	City of Grand Forks	TBD	\$1,360,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	State Street to Stanford Road	Reconstruct	City of Grand Forks	TBD	\$400,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	Stanford Road to North Columbia Road	Reconstruct	City of Grand Forks	TBD	\$2,880,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	North Columbia Road to North 20th Street	Reconstruct	City of Grand Forks	TBD	\$2,160,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	North 20th Street to North Washington Street	Reconstruct	City of Grand Forks	TBD	\$2,000,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
University Avenue	North Washington Street to North 3rd Street	Reconstruct	City of Grand Forks	TBD	\$2,800,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
4th Avenue S	Chery Street to Minnesota Avenue	Reconstruct	City of Grand Forks	TBD	\$880,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Minnesota Avenue	4th Avenue South to Bridge	Reconstruct	City of Grand Forks	TBD	\$960,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
8th Avenue S	Walnut Street to Belmont Road	Reconstruct	City of Grand Forks	TBD	\$560,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue S	South 16th Street to South 14th Street	Reconstruct	City of Grand Forks	TBD	\$1,520,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
13th Avenue S	Cherry Street to Belmont Road	Reconstruct	City of Grand Forks	TBD	\$1,360,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue S	South 20th Street to South Washington Street	Reconstruct	City of Grand Forks	TBD	\$2,080,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue S	South 12th Street to Chery Street	Reconstruct	City of Grand Forks	TBD	\$1,520,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
17th Avenue S	Cherry Street to Belmont Road	Reconstruct	City of Grand Forks	TBD	\$1,360,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
24th Avenue S	South Washington Street to Belmont Road	Reconstruct	City of Grand Forks	TBD	\$3,040,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street E Frontage Rd	Hammerling Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$93,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street W Frontage Rd	Hammerling Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$143,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street E Frontage Rd	17th Avenue South to 24th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$256,250		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street W Frontage Rd	17th Avenue South to 24th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$281,250		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street E Frontage Rd	24th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$318,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street W Frontage Rd	24th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$243,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street E Frontage Rd	32nd Avenue South to 36th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$137,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
S Washington Street W Frontage Rd	32nd Avenue South to 36th Avenue South	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$62,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue S Frontage Road	South Washington Street to South 20th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$293,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue S Frontage Road	South 20th Street to Columbia Road Overpass	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$250,000		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
DeMers Avenue S Frontage Road	South 30th Street to South 34th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$206,250		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	North Columbia Road to North 36th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$381,250		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr S Frontage Road	North Columbia Road to Stanford Road	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$68,750		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	North 36th Street to North 42nd Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$212,500		City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS

Gateway Dr S Frontage Road	Stanford Road to North 42nd Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$193,750			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	North 42nd Street to I-29	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$106,250			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	I-29 to North 48th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$100,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	North 48th Street to North 51st Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$125,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr N Frontage Road	North 51st Street to North 55th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$200,000			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Gateway Dr S Frontage Road	North 51st Street to North 55th Street	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	TBD	\$193,750			City of Grand Forks	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
US 2	Over River Road NW	Replace Bridge	MnDOT	Mid-Range	\$5,000,000		2025	MnDOT 18 Year Plan	MnDOT	Minnesota	Interchange/Bridge		NHS
Point Bridge	East Approach	Improvement/Rehabilitation/Slide Repair Project	City of East Grand Forks		\$4,000,000			City of East Grand Forks	City of East Grand Forks	Minnesota	Interchange/Bridge		Non-NHS
River Road	US 2 to 23rd Street NW	Mill and Overlay	City of East Grand Forks		\$390,000			City of East Grand Forks	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
5th Avenue NE		Reconstruction	City of East Grand Forks		\$2,523,000			City of East Grand Forks	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
US 2	US 2 WB from 0.5 miles W of the W JCT of MN 220 (East Grand Forks) to 0.3 miles E of Polk CSAH 15 (Fisher)	Crack and Overlay	MnDOT	Programmed	\$11,000,000		2021	MnDOT	MnDOT	Minnesota	State of Good Repair		NHS
US 2B	US 2B from 2nd Street to 4th Street	Replace 3 Signal Systems	MnDOT	Short-Range	\$1,000,000		2023	MnDOT	MnDOT	Minnesota	State of Good Repair		Non-NHS
US 2	US 2 EB from 0.2 Miles E of US 2B to 0.3 Miles E of CSAH 15	Bituminous Mill and Overlay	MnDOT	Mid-Range	\$5,000,000		2027	MnDOT	MnDOT	Minnesota	State of Good Repair		NHS
US 2B	US 2B from DeMers Ave to US 2	Resurfacing with Turnback	MnDOT	Mid-Range	\$2,000,000		2029	MnDOT	MnDOT	Minnesota	State of Good Repair		Non-NHS
US 2/MN 220	US 2 from North Dakota border to US 2B/ MN 220 from US 2 to CSAH 29	Concrete Rehabilitation	MnDOT	Mid-Range	\$6,000,000		2033	MnDOT	MnDOT	Minnesota	State of Good Repair		NHS/Non-NHS
US 2B	US 2B from North Dakota border to 4th Street	Concrete Pavement Rehabilitation, Rehabilitate Bridge 4700 (Sorlie)	MnDOT/NDDOT	Mid-Range	\$3,000,000		2035	MnDOT	MnDOT/NDDOT	Minnesota/ North Dakota	State of Good Repair		Non-NHS
US 2	US 2 WB from 0.5 miles W of the W JCT of MN 220 (East Grand Forks) to 0.3 miles E of Polk CSAH 15 (Fisher)	Resurfacing	MnDOT	Long-Range	\$15,000,000		2041	MnDOT	MnDOT	Minnesota	State of Good Repair		NHS
US 2/US 2B	US 2 over the Red River, Bridge 9090 (Kennedy) / US 2B over the Red River, Bridge 4700 (Sorlie)	Paint Bridges	MnDOT/NDDOT	Long-Range	\$13,000,000		2043	MnDOT	MnDOT/NDDOT	Minnesota / North Dakota	State of Good Repair		NHS/Non-NHS
US 2	EB from 0.2 Miles East of US 2 Business to 0.3 Miles East of CSAH 15	Bituminous Mill and Overlay	MnDOT	Mid-Range	\$4,900,000		2027	MnDOT	MnDOT	Minnesota	State of Good Repair		NHS
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Microsurface	NDDOT		\$83,000		2021	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Washington Street	GF-S Wash Street (Hammerling to 7th Ave S)	Reconstruct (Addresses Deficiencies)	NDDOT		\$6,983,000		?	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
DeMers Avenue	GF-DeMers Ave (BUS US 81 to BUS US 2)	CPR & Grind	NDDOT		\$780,000		2024	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Gateway Drive	GF I-29 East to Columbia Road	CPR & Grind	NDDOT		\$1,303,000		2024	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	Near 32nd Ave S N to HWY 2 Interchange	CPR & Grind	NDDOT		\$1,716,000		2025	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	Near 32nd Ave N to S US 2	CPR & Grind	NDDOT		\$1,719,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	S US 2 NN of N GF Inter-SB	CPR & Grind	NDDOT		\$2,587,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
I-29	HWY 2 Inter to North of Grand Forks	CPR & Grind	NDDOT		\$2,590,000		2026	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
River Road NW	20th St NW to 23rd St NW	Mill and Overlay	City of East Grand Forks		\$140,000		2026	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
10th Street NE	Central Ave to 5th Ave NE	Mill and Overlay	City of East Grand Forks		\$180,000		2026	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	State of Good Repair		Non-NHS
Washington Street	32nd Avenue South to 47th Avenue South	Major Rehabilitation	NDDOT		\$500,000		2027	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Gateway Drive	Gateway Dr-Columbia Rd To Red River	CPR & Grind	NDDOT		\$1,412,000		2027	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Gateway Drive	GF-55th St E to I-29 EB	CPR & Grind	NDDOT		\$1,040,000		2029	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
US 2 (Business)	Grand Forks - Gateway Dr, Demers Ave	Mill & HSP 3"	NDDOT		\$1,154,000		2029	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-S Wash St (32nd Ave S-Hammerling)	CPR & Grind	NDDOT		\$1,281,000		2030	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS

DeMers Avenue	GF-Demers Ave (I-29 to BUS US 81)	CPR & Grind	NDDOT		\$2,184,000		2030	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
US 2 (Business)	Grand Forks - Gateway Dr. Demers Ave	Microsurface	NDDOT		\$94,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-N Wash St (Jct US 2 to I-29)	Mill & HBP 2"	NDDOT		\$1,713,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
32nd Avenue South	32nd Ave S-GF Columbia Rd to Washington Str.	Reconstruct	NDDOT		\$5,485,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
32nd Avenue South	32nd Ave S-GF I-29 to Columbia Rd	Reconstruct (Addresses Deficiencies)	NDDOT		\$6,240,000		2031	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Washington Street	GF-N Wash St (Jct US 2 to I-29)	Chip Seal	NDDOT		\$171,000		2033	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Columbia Road	32nd Avenue South to 47th Avenue South	Major Rehabilitation	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		NHS
Mill Road	Seward Ave to Bacon Rd	Mill and Overlay	City of Grand Forks		\$500,000		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Mill & HBP 2"	NDDOT		\$624,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Stanford Road	14th Avenue North to 11th Avenue North	Major Rehabilitation	City of Grand Forks		\$50,000		2036	2025/2040 MPO Plan	City of Grand Forks	North Dakota	State of Good Repair		Non-NHS
Washington Street	GF-N Wash ST (0.05 Mi S 8th to US 2)	CPR/Grind	NDDOT		\$1,040,000		2036	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Washington Street	GF-S Wash St (Hammerling to 8th Ave N)	Microsurface	NDDOT		\$83,000		2037	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
2030/2045 Plan State of Good Repair Projects					\$311,923,750								

2030/2045 Plan Discretionary

Roadway	Location	Project Description	Lead Agency	Time Frame	Current Cost	Cost (YOE)	FY	Cost Source	Jurisdiction	State	Project Type	Funding Source	NHS/Non-NHS
University Avenue	North 55th Street to North 58th Street	New 2 Lane Roadway Extension	City of Grand Forks	Programmed	\$1,174,000		2018	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
South Columbia Road/South Washington Street	47th Avenue South to 62nd Avenue South/SED to 62nd Avenue South	Reconstruct	City of Grand Forks	TBD	\$12,000,000		TBD	City of Grand Forks	City of Grand Forks	North Dakota	Capacity	NHS Urban Road Fund	NHS
Bygland Road	at 5th Avenue	Roundabout	City of East Grand Forks	Long-Range	\$1,875,000		2026 to 2040	Recent Corridor Study	City of East Grand Forks	Minnesota	Safety/Operations		Non-NHS
DeMers Avenue	at County Road 5	New Signal and Turn Lanes	NDDOT		\$1,350,000			Recent Corridor Study	NDDOT	North Dakota	Safety/Operations		NHS
32nd Avenue	at County Road 5	New Signal and Turn Lanes	City of Grand Forks		\$1,350,000			Recent Corridor Study	City of Grand Forks	North Dakota	Safety/Operations		NHS
Gateway Drive	Washington Street to Mill Road	Reconstruction, Turn Lanes, Remove Skews and Replace Traffic Signals	NDDOT	Short-Range	\$25,000,000		2025	Recent Corridor Study	NDDOT	North Dakota	Safety/Operations		NHS
Gateway Drive	at 69th Street (Northern Plains Nitrogen Development)	Roadway Upgrades	NDDOT		\$2,670,000			Recent Corridor Study	NDDOT	North Dakota	Safety/Operations		NHS
42nd Street	North of DeMers Avenue	Railroad Grade Separation	City of Grand Forks	Mid-Range	\$40,000,000		2030	Recent Corridor Study	City of Grand Forks	North Dakota	Interchange/Bridge		Non-NHS
Interstate 29	at North Washington Street	Upgrade to Existing Interchange	NDDOT	Mid-Range	\$5,980,000		2030	Recent Corridor Study	NDDOT	North Dakota	Interchange/Bridge		NHS
Interstate 29	at Gateway Drive	Upgrade to Existing Interchange (NE Loop and Other Upgrades)	NDDOT	Long-Range	\$6,342,000		2031 to 2040+	Recent Corridor Study	NDDOT	North Dakota	Interchange/Bridge		NHS
Gateway Drive	East of Interstate 29	Railroad Grade Separation	NDDOT	Mid-Range	\$28,300,000		2026 to 2030	Recent Corridor Study	NDDOT	North Dakota	Interchange/Bridge		NHS
Interstate 29	at DeMers Avenue	Upgrade to Existing Interchange	NDDOT	Short-Range	\$7,400,000		Before 2025	Recent Corridor Study	NDDOT	North Dakota	Interchange/Bridge		NHS
Interstate 29	at 32nd Avenue	Upgrade to Existing Interchange	NDDOT	Short-Range	\$915,000		2018 to 2030	Recent Corridor Study	NDDOT	North Dakota	Interchange/Bridge		NHS
Cherry Street	62nd Avenue South to 66th Avenue South	New 2 Lane Road Extension	City of Grand Forks	Short-Range	\$1,034,000		2023	2018 City Budget	City of Grand Forks	North Dakota	Capacity		Non-NHS
Columbia Road	55th Avenue to 62nd Avenue	Roadway Upgrades	City of Grand Forks	Mid-Range	\$7,400,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity		NHS
US 2/Gateway Drive	55th Street to 69th Street	Rural to Urban Section Upgrade	NDDOT		\$10,000,000			MPO	NDDOT	North Dakota	State of Good Repair		NHS
TH 220	S of TH 2 to Southern MPO Limits	Reconstruct	MnDOT	Long-Range	\$10,600,000		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	State of Good Repair		Non-NHS
2nd Ave NE	10th Street NE to US 2	New 2 lane Road Extension	City of East Grand Forks		\$560,000			City of East Grand Forks	City of East Grand Forks	Minnesota	Capacity		Non-NHS
42nd Street/32nd Avenue South	East of I - 29	Ramp Realignment	City of Grand Forks	Mid-Range	\$16,000,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Safety/Operations		NHS
47th Avenue South & I - 29 Interchange	West of Columbia Road	New 2 Lane Road Extension and New Interchange with I - 29	City of Grand Forks	Mid-Range	\$46,000,000		2028	City of G.F. 10 Yr. Needs	City of Grand Forks	North Dakota	Capacity		NHS
US Highway 2	GF I-29 to Columbia Road	Reconstruct Both Directions	NDDOT	Long-Range	\$6,640,900		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
US Highway 2	Gateway Drive/Columbia Road to Red River	Reconstruct Both Directions	NDDOT	Long-Range	\$7,197,400		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Interstate 29	Near 32nd Avenue South North to Highway 2 Interchange	Reconstruct Northbound	NDDOT	Long-Range	\$9,902,400		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Interstate 29	Highway 2 Interchange to North of Grand Forks	Reconstruct Northbound	NDDOT	Long-Range	\$14,942,400		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Interstate 29	Near 32nd Avenue North to South US 2	CPR & Grind Southbound	NDDOT	Long-Range	\$1,653,200		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Interstate 29	South US 2 NN of N GF Interchange SB	CPR & Grind Southbound	NDDOT	Long-Range	\$2,487,600		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
NDDOT 297	GF DeMers Avenue (Bus US 81 to Bus US 2)	Reconstruct Both Directions	NDDOT	Long-Range	\$7,950,000		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Interstate 29	N of ND 15 to Near 32nd Avenue GF	CPR & Grind Southbound	NDDOT	Long-Range	\$2,688,960		2040	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair		NHS
Gateway Dr	Cambridge St (RE Arena Entrance) to Columbia Rd	Reconstruct intersection at Columbia Rd, signalize intersection at entrance to arena and remove north frontage road access at arena entrance (see traffic study)	NDDOT	Short-Range	\$4,264,000		2019	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS

Columbia Rd	14th Ave S to 24th Ave S	Reconstruct to variable 5-lane to 6-lane roadway with 11 ft lanes, replacement of signing, signals, lights, construction of shared use path and replacement of sidewalks	City of Grand Forks	Short-Range	\$12,750,000		2019	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	NHS
40th Ave	38th St to Washington St	Restripe to accommodate 3 lanes	City of Grand Forks	Mid-Range	\$140,000		2027	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
Gateway Dr	at Central Ave	Improve intersection with right turn lane and acceleration/merge lane modifications and signal timing	MnDOT	Mid-Range	\$1,000,000		2027	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations	Discretionary	NHS
Washington St	5th Ave S to 7th Ave S	Full pavement reconstruction with continuous flow intersection (CFI) at DeMers Ave	NDDOT	Mid-Range	\$11,716,269		2027	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS
Gateway Dr	42nd St to 43rd St	Extend full-width EB and WB turn lanes	NDDOT	Long-Range	\$1,000,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	Safety/Operations	Discretionary	NHS
32nd Ave	48th St to 52nd St	Urban to Rural transition improvement: Expand to 4 lanes	City of Grand Forks	Long-Range	\$1,391,851		2035	2025/2040 MPO Plan	NDDOT	North Dakota	Capacity	Discretionary	NHS
Washington St	8th Ave N to 1st Ave N	Full pavement reconstruction with access and driveway modifications and new pedestrian facilities	NDDOT	Long-Range	\$5,417,000		2035	2025/2040 MPO Plan	NDDOT	North Dakota	State of Good Repair/Multimodal	Discretionary	NHS
42nd St	17th Ave to 29th Ave	Expand to 4 lanes	City of Grand Forks	Long-Range	\$5,946,999		2035	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
CR 58	at Bygland Rd	Add Westbound left-turn lane, with connection to new bridge	City of East Grand Forks	Illustrative	\$126,532		Post 2040	2025/2040 MPO Plan	Polk County	Minnesota	Safety/Operations	Discretionary	Non-NHS
TH 220	East Intersection with US 2	Signalize intersection with connection to new bridge connection	MnDOT	Illustrative	\$379,596		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations	Discretionary	Non-NHS
New roadway	American Crystal Sugar	New road access to Crystal Sugar	City of East Grand Forks	Illustrative	\$1,644,915		Post 2040	2025/2040 MPO Plan	N/A	Minnesota	Capacity	Discretionary	Non-NHS
Merrifield Rd	1-29 to Merrifield Bridge	Adding right-turn lanes at key intersections	Grand Forks County	Illustrative	\$2,000,000		Post 2040	2025/2040 MPO Plan	Grand Forks County	North Dakota	State of Good Repair	Discretionary	Non-NHS
Central Ave	17th St to 23rd St	Construct multi-purpose paths/crosswalks, install traffic signal at 23rd St and 4-lane to 2-lane transition north of 23rd St	MnDOT	Illustrative	\$2,575,000		Post 2040	2025/2040 MPO Plan	MnDOT	Minnesota	Safety/Operations/Multimodal	Discretionary	Non-NHS
Mill Spur Railway	Gateway Dr to University Ave	Implement warning devices, gates and flashers, crossing Closures and median improvements and landscape and trail improvements	City of East Grand Forks	Illustrative	\$3,229,000		Post 2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Safety/Operations/Multimodal	Discretionary	Non-NHS
32nd Ave	44th Ave SW to Bygland Rd	Connect 32nd Ave Bridge to Bygland Rd	Polk County	Illustrative	\$5,061,276		Post 2040	2025/2040 MPO Plan	Polk County	Minnesota	Capacity	Discretionary	NHS
17th Ave	42nd St to 48th St	Construct overpass	City of Grand Forks	Illustrative	\$10,628,680		Post 2040	2025/2040 MPO Plan	City of Grand Forks	North Dakota	Capacity	Discretionary	Non-NHS
2nd Ave NE	4th St NE to Gateway Dr	Grade-separation from railroad, creating continuous N/S corridor	City of East Grand Forks	Illustrative	\$14,930,764		Post 2040	2025/2040 MPO Plan	City of East Grand Forks	Minnesota	Capacity	Discretionary	Non-NHS
17th Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	TBD		Post 2040	2018 Study	Multiple	Multiple	Capacity	Discretionary	Non-NHS
Elks Drive	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	TBD		Post 2040	2018 Study	Multiple	Multiple	Capacity	Discretionary	Non-NHS
32nd Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	TBD		Post 2040	2018 Study	Multiple	Multiple	Capacity	Discretionary	NHS
47th Avenue	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	City of Grand Forks	Illustrative	TBD		Post 2040	2018 Study	Multiple	Multiple	Capacity	Discretionary	Non-NHS
Merrifield Road	Red River Crossing (River Crossing Amendment Study)	Construct new bridge	Grand Forks County	Illustrative	TBD		Post 2040	2018 Study	Multiple	Multiple	Capacity	Discretionary	Non-NHS
North Bypass Truck Route	North of Gateway Dr	Evaluate long-term need for bypass	Grand Forks County	Illustrative			Post 2040	2040 MPO Plan	N/A	North Dakota	Capacity	Discretionary	Non-NHS
2030/2045 Plan Discretionary Projects					\$363,614,742								

2030/2045 Plan Universe of Project Needs	
MPO TIP	\$70,774,035
Existing + Committed (E + C) Network	\$70,933,000
Safety/Operations - HSIP	\$18,004,936
Multimodal, Streetscape, Studies	\$31,000,000
State of Good Repair	\$311,923,750
Discretionary	\$363,614,742
Grand Total	\$866,250,463

Time Frames
Programmed: 2018-2022
Short-Range: 2023-2025
Mid-Range: 2026-2035
Long-Range: 2036-2045

CODE	AREA	TASK	%	COMPLETION DATE
300	PLANNING AND IMPLEMENTATION	ACTIVITIES		
	2045 Street & Highway Plan	Finalized scoping the proposed Amendment #2 for more work regarding the future bridges over the Red River; Amendment #2 to the contract was executed and work is underway; prepared the initial draft of the forecasted financial plan out to the 2045 plan horizon and prepared materials for the next TAC meeting; obtained the last agency list of projects to include into the Universe List of Projects.	55%	Dec, 2018
300	Plan Update (Travel Demand Model)	Based model is complete. The 2030 & 2045 E+C (Existing and Committed Network) Model has been completed.	65%	Dec, 2018
300	Bicycle and Pedestrian Planning Element (Update)	In cooperation with MPO Interns: Assessed Access and Mobility Opportunities, produced related maps & clips; Assessed Existing On-road Network Bicycle Facilities, including "Carried Over" Bikeway & Pedestrian Facilities (2040). Updated cost for Off Road, Proposed Facilities & Cost by Facility Type. Completed draft Part IV and Part V. Under review.	75%	May, 2018
300	Corridor Planning	Every three years the MPO takes an Aerial Photo of the Study Area. Thus far, the Consultant has taken the imagery and it is in post production now.	10%	Dec, 2018
300	Traffic Count Program	Resume data collection setup for the rest of the intersections.	70%	
	Near South Neighborhood	Comments received on draft report being addressed by ATAC.	95%	
300.5	SPECIAL STUDIES	Consultant is preparing to evaluate the accessibility of the right-of-way in EGF. A site visit is under consideration. Consultant is looking at July or August to be in town.	25%	Dec. 2018
300.6	PLAN MONITORING, REVIEW AND EVALUATION			