

# Grand Forks - East Grand Forks Metropolitan Planning Organization

## Agenda

### TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, MAY 9<sup>TH</sup>, 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 APRIL 11<sup>TH</sup>, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF PERFORMANCE BASED MEASURES MEMORANDUM OF UNDERSTANDING/AGREEMENT .....HAUGEN
  - a. Minnesota Side
  - b. North Dakota side
6. MATTER OF STATE PM2 AND PM3 TARGETS .....HAUGEN
  - a. Minnesota Side
  - b. North Dakota Side
7. MATTER OF STATE PM1 (SAFETY) TARGETS .....HAUGEN
8. MATTER OF PROPOSED NEW CITIES AREA TRANSIT ROUTES..... KOUBA

9. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE .....HAUGEN
  - a. Universe of Projects Update
  - b. Early Draft Financial Forecast
  - c. Future Bridge Study Draft Scope Of Work
  
10. OTHER BUSINESS
  - a. 2018 Annual Work Program Project Update
  
11. ADJOURNMENT

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, April 11<sup>th</sup>, 2018  
East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Earl Haugen Chairman, called the April 11<sup>th</sup>, 2018, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck; David Kuharenko, Grand Forks Engineering; Ryan Brooks, Grand Forks Planning; Jesse Kadrmas, NDDOT-Local District; Brad Bail, East Grand Forks Consulting Engineer; Nancy Ellis, East Grand Forks Planning; Nels Christianson, BNSF; Dale Bergman, Cities Area Transit; and Ryan Riesinger, Grand Forks Airport Authority.

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

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

**DETERMINATION OF A QUORUM**

Haugen declared a quorum was present.

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

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

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF APPROVAL OF MINNESOTA SIDE DRAFT FY2019-2022 T.I.P.**

Haugen reported that included in the packets were the tables and project listings from FY2019 out to FY2022. He stated that there were no real changes on the street side from what is in the current T.I.P., but there were some changes on the transit side.

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Haugen referred to the information in the packets and went over it briefly. He pointed out that there were more hours of service and more miles being run so the cost increased, and is being reflected here. He stated that initially MnDOT was funding the first two years of that, now the T.I.P. is reflecting that MnDOT will continue funding that service additional years as well.

Haugen commented that there are also some capitol purchases shown that MnDOT will be assisting with the purchase of some items that benefit the system widely, but physically will be located on the North Dakota side.

Haugen reported that we did advertise for a public hearing that will occur at the MPO Executive Policy Board meeting next Wednesday.

Haugen stated that the District and himself did reconcile their A.T.I.P. and this T.I.P. to ensure they match.

***MOVED BY BERGMAN, SECONDED BY BAIL, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT MINNESOTA SIDE FY2019-2022 T.I.P., AS PRESENTED.***

***Voting Aye: Ellis, Bail, Brooks, Johnson, Kuharenko, Reisinger, Kadrmas, Bergman, and Christianson.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Emery, Hanson, Rood, Gengler, Audette, Konickson, Magnuson, Lang, Halford, Laesch, Williams, Yavarow, West, and Sanders.***

**MATTER OF APPROVAL OF SELECTION OF CONSULTANT FOR CITY OF EAST GRAND FORKS' ADA RIGHT-OF-WAY TRANSITION PLAN**

Kouba reported that back in January the MPO received a request from the City of East Grand Forks to assist them with their ADA Transition Plan. She stated that we amended the project into our Work Program, and then released an RFQ.

Kouba commented that we received two proposals and the Selection Committee met, interviewed, and chose SRF Consulting Group. She added that they did come in under budget and agreed to all the tasks we requested be done, so staff is requesting the Technical Advisory Committee approve forwarding a recommendation to the MPO Executive Policy Board that they approve the execution of a contract with SRF Consulting Group to assist with the City of East Grand Forks' ADA Right-Of-Way Transition Plan.

***MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE CHAIRMAN AND EXECUTIVE DIRECTOR EXECUTE A CONTRACT WITH SRF CONSULTING GROUP TO ASSIST WITH THE CITY OF EAST GRAND FORKS' ADA RIGHT-OF-WAY TRANSITION PLAN.***

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**Voting Aye:** *Ellis, Bail, Brooks, Johnson, Kuharenko, Reisinger, Kadrmas, Bergman, and Christianson.*

**Voting Nay:** *None.*

**Abstain:** *None.*

**Absent:** *Emery, Hanson, Rood, Gengler, Audette, Konickson, Magnuson, Lang, Halford, Laesch, Williams, Yavarow, West, and Sanders.*

**MATTER OF APPROVAL OF NORTH DAKOTA SIDE FTA 5339 AND 5310 CANDIDATE PROJECTS**

Kouba reported that back in February the NDDOT, along with the MPO, released solicitation for projects for the FTA 5339 and 5310 Programs.

Kouba stated that Cities Area Transit is the transit provider for the area, and if anyone has any projects they would like considered for either program they have to go through them, they can't submit their own requests.

Kouba commented that for the 5339 program there were five projects submitted: 1) Medium Duty Bus (35-foot); 2) Digital Signs for Transit Center; 3) Destination Signs for inside the buses; 4) Manlift; and 5) Bus Stop Way Signage (this is a last minute inclusion and will go before the City Council for approval on April 16<sup>th</sup>).

Kouba stated that for the 5310 program there were two projects submitted: 1) Mobility Manager and 2) Replacement Mini Van.

Kouba said that these all fall within the realm of our Transit Development Plan, and staff is requesting the Technical Advisory Committee approve forwarding a recommendation to the MPO Executive Policy Board that they approve all of the projects as being consistent with the Transit Development Plan.

***MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE NORTH DAKOTA SIDE FTA 5339 AND 5310 CANDIDATE PROJECTS, AS BEING CONSISTENT WITH THE TRANSIT DEVELOPMENT PLAN, AND TO GIVE THEM PRIORITY RANKING AS SUBMITTED.***

**Voting Aye:** *Ellis, Bail, Brooks, Johnson, Kuharenko, Reisinger, Kadrmas, Bergman, and Christianson.*

**Voting Nay:** *None.*

**Abstain:** *None.*

**Absent:** *Emery, Hanson, Rood, Gengler, Audette, Konickson, Magnuson, Lang, Halford, Laesch, Williams, Yavarow, West, and Sanders.*

Haugen reported that one other thing, when we talk about 5339 grants, and the projects, he would ask Mr. Bergman to share some exciting news he received.

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Bergman stated that on April 2<sup>nd</sup> we were notified that the City was receiving 5339 funding for a bus and the bus facilities in the amount of \$3.6 million. He said that in figuring out the dollar amount we got now, along with previous funds that we were going to add on to fix the buildings, we should have a total of \$4.88 million dollars. He commented that they originally requested \$8.6 million, but this still turned out very well for us.

Haugen added that along with that award we are going to have to make some amendments to our Transit Development Plan and also to our T.I.P.; and he hopes that Mr. Bergman and Ms. Kouba have been talking about that. Bergman responded that they have had one discussion, but he has been working on the RFQ for architects to do the work on the bus facilities. He explained that the original contract for work on the bus facilities, which was approved eight years ago, expired three years ago, and he didn't think we were going to be getting any funding so he placed it on the back burner in October, and then all of this occurred, so he has been working on a new one.

Haugen asked if they weren't also hoping to start construction this season. Bergman responded they were. Haugen said, then, that there is typically a sixty-day process for the MPO to amend adding that, so keep that in mind. Bergman said that they will start the process next week.

Haugen commented that as we discussed last month, and we will have more discussion on the fact that there are different timelines that kick in, or requirements that we have to meet; and obviously we talked about the Safety Performance Measures, but there are some Transit Performance Measures that kick in this fall, so we need to be aware of what is required when, and we may have discussions next month where we trying to address everything at once, but we do know we have to make amendments to our current plan and our current T.I.P. to accommodate your award.

**MATTER OF APPROVAL OF DRAFT UPWP AMENDMENT FOR CITY OF GRAND FORKS' DOWNTOWN TRANSPORTATION PLANNING**

Haugen reported that last month we discussed that we would be amending our work program to get things lined up to do some transportation planning for Downtown Grand Forks, and to a lesser extent East Grand Forks. He stated that the first thing the staff report irons out is our actual funding that we have available for the FY2018 calendar year.

Brooks commented that the City of Grand Forks is going to ask that this item be tabled. He explained that staff met and it is his understanding that they aren't quite ready to have this go forward yet as they are still in the process of hiring the consultant, so in talking with Mr. Grasser and Ms. Richards it was decided that they may end up doing the project all in-house with the current selection, potentially, so, if for some reason that doesn't work out they will probably come back next month with this, but for now they would like to have this item be tabled.

***MOVED BY BROOKS, SECONDED BY KUHARENKO, TO APPROVE TABLING THIS ITEM FOR ONE MONTH.***

Haugen asked, for discussion purposes, if they could separate out some of it because it includes the cleaning up of our actual funding amounts, and also something about getting things lined up

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for amending our Street and Highway contract for additional bridge work. Brooks responded that he was just talking about tabling the Grand Forks Downtown Transportation Planning project.

***MOVED BY BROOKS, SECONDED BY KUHARENKO, TO APPROVE PULLING THEIR ORIGINAL MOTION.***

Haugen reported that the first item; and we'll separate this into three things; so the first one deals with cleaning up our revenue, the second one deals with the potential downtown transportation project, and the third one deals with setting aside funds for a possible amendment to our Street and Highway contract.

Haugen commented that first, we originally were identifying \$610,000 being available out of the FY2018 Consolidated Planning Grant, but in working with Mr. Johnson and Minnesota we have now identified that the true estimate should be \$514,000. He explained that the previous year's, because we were allowed to use FY2014 dollars, it delayed the use of FY2017 dollars, and that total is actually, after audits and end of the year, \$329,000; so the first thing we would be asking is to amend our revenue to make it reflect these new funding sources and their dollar values. He said that the end result, as you can see, is about a \$20,000 decrease from what we had previously thought out work program could contain this year.

Haugen stated that the third one is, as we discussed with the last agenda item, involves the possibility that we might be tasked to do an additional scope-of-work; and since we were potentially doing a work program amendment we wanted to address all of the things in the work program at the same time; so we were originally setting aside so much dollars for the downtown planning, and the remaining dollars, which is around \$66,000 was going to be put into a line item for the Amendment #2 – Street and Highway Plan to develop with those bridge issues, and you see it reflected in the table at the end, \$60,000.

Haugen said that we don't have a precise scope of work yet for that Amendment #2 to the Street and Highway Plan, but it is going to be focusing on going to the next step with the bridge analyses; so far we have only done a traffic impact analysis. He stated that the next step, depending on which locations we are including, would be the touch down points, updating the cost estimates, and those items we spelled out in the scope of work amendment that we would be processed through the Technical Advisory Committee and the Executive Policy Board, hopefully next month, but this gets this out of the way and in our work program and the budget that is all identified as to what we need to do to place our dollars at for 2018.

Haugen commented that the last thing is not something that is part of a motion, but just to highlight and bring to your attention that a couple of months ago we did amend the work program for the Washington Underpass Study, and he just received word earlier this week from the NDDOT that they continue to want us to hold on that study, so we aren't doing any activities to further that project along.

Haugen said that, based on conversation a motion to approve the recommended Amendment #4 subject to striking out the Grand Forks Downtown Planning activity. Kuharenko asked if it

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would also include not striking out the U.S. #2/U.S. #81 scope of work. Haugen responded it would.

***MOVED BY BROOKS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE RECOMMENDED AMENDMENT #4 SUBJECT TO EXCLUSION OF THE GRAND FORKS DOWNTOWN PLANNING ACTIVITY.***

***Voting Aye: Ellis, Bail, Brooks, Johnson, Kuharenko, Reisinger, Kadrmass, Bergman, and Christianson.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Emery, Hanson, Rood, Gengler, Audette, Konickson, Magnuson, Lang, Halford, Laesch, Williams, Yavarow, West, and Sanders.***

**MATTER OF APPROVAL OF MINNESOTA MEMORANDUM OF UNDERSTANDING ON PROCESS FOR PERFORMANCE BASED PLANNING AND PROGRAMMING, AS SUBMITTED**

Haugen reported that the FAST-ACT requires that the MPO, the State DOT and the Transit Operator reach an agreement on how the performance based planning measures will be processed through all three entities. He said that this agreement is a separate agreement from another agreement that most of you, who are long time Technical Advisory Committee members are familiar with that lays out transportation planning, general for responsibilities by party, T.I.P. responsibilities, work program responsibilities, special study responsibilities, that is a separate document and that has to be updated as well, but FAST requires a May 27<sup>th</sup> deadline for this particular agreement to be in place.

Haugen explained that Minnesota has been working with its MPOs and transit operators drafting up the MOU. He stated that it is a two part document; the MOU itself is a one page document with signatures, and it is an MOU so it isn't very enforceable through court or anything of that fashion, but it does require the signature of the transit operator, which on the Minnesota side is the City of East Grand Forks, the MPO and the MnDOT.

Haugen commented that a follow-up document is meant to be the one document that pertains to procedures. It is separate from the MOU that has to go around for signatures, but it is referenced, and as you can see the original draft was in August, and an update done in November, and a further update in March. He said that it tries to identify all of the performance measures, etc. that are required, and also tries to identify which agency has what responsibilities in connection with data requirements.

Haugen stated that from a pure technical point of view, because PM1 or Safety, is the one that is already in place this MOU could only address PM1, but there is no real unknowns with PM2 and PM3, as to the process, so they are included in here as well.



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Haugen reported that he knows that the City of East Grand Forks is vetting it through their process concurrently with the MPO, and actually discussed it last night at their meeting. Ellis commented that it will go for consent next Tuesday.

Haugen commented that MnDOT is asking us to get this done sooner than later, so with that it is a template that all the other MPOs and transit operators across Minnesota are signing off on. He added that we have worked through and identified any concerns we had and they have been addressed so staff is recommending approval of this MOU, and would ask that the Technical Advisory Committee forward a similar recommendation.

Kuharenko asked if this is something that the City of Grand Forks will be looking at from the NDDOT as well. Johnson responded that they are working on it. He said that he was trying really hard to get it ready for today's meeting, but you will have to consider it at our May meeting instead.

***MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE MINNESOTA MOU ON PROCESS FOR PERFORMANCE BASED PLANNING AND PROGRAMMING, AS PRESENTED.***

***Voting Aye: Ellis, Bail, Brooks, Johnson, Kuharenko, Reisinger, Kadrmas, Kuharenko, and Christianson.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Emery, Hanson, Rood, Gengler, Audette, Konickson, Magnuson, Lang, Halford, Laesch, Williams, Yavarow, West, and Sanders.***

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

a. Universe of Projects

Haugen reported that they have been shopping their spreadsheet around, adding that it is a rather opposing spreadsheet, but they have been able to get some responses back and have done some cleaning up and consolidation of projects.

Haugen stated that they categorized the projects into subcategories; we obviously have projects already programmed in our T.I.P., those are right around \$70 million dollars, because we identified existing plus committed street network, or as housing and employment needs to be located in greenfields, they need to have streets to them to model, so we are identify another \$65 million dollars worth of projects that are needed between now and 2045 to support that growth.

Haugen said that they went through the Safety planning documents and identified all the projects that are being recommended in those documents on both sides of the river; and there are \$20 million dollars there. He added that some of this, almost half, is already programmed.

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He said that they also have some questions on the Minnesota side as to what exactly some of the projects are identifying, and they know that they are trying to identify them for us.

Haugen referred to the Multi-modal Streetscape and Studies should actually should have a higher value, but it is reflecting the two Urban Grants candidate projects, it is kind of where the new North Dakota Urban Grant, or Mainstreet Program, is being placed in, and so far we have only identified the two requests that were submitted, and then we also have the one request for the 47<sup>th</sup> Avenue Capacity Issue NEPA document, so this value should be closer to \$4.5 million dollars.

Haugen commented that the State of Good Repair is basically all the projects that were identified in the 2040 plan that aren't already programmed or completed, so as a baseline we are carrying forward those projects we prioritized in the current MTP, in this category of State of Good Repair.

Haugen said that the biggest chunk are what we are terming discretionary or illustrative projects, projects that have been identified in the past, projects that were identified from specific corridor studies or other studies that have been done; and you can see that almost half a billion dollars is shown for this category, for a total of three quarter of a billion dollars in projects.

Haugen referred to the tables in the packet and went the information briefly. He asked that everyone please give this information another look as we don't want to miss any projects.

Kuharenko commented that, in discussing the State of Good Repair projects, he knows that one of the things he sent an e-mail on last week or the week before was regarding the available federal funding, and that they thought that a lot of that should be focused on the NHS system; especially because of the performance measures that we've got they can come up with a list for those projects based on the NHS system, and he can get that out to everyone; but in regard to the rest being federally eligible, that would be a much larger task and it is something that where, even this past year Cherry Street pretty much fell apart on us, so that is a lot more difficult to do and he would think that they can get something more focused on the NHS system, so that is probably where we should end up focusing a lot of our federal dollars on, is on that system. Haugen responded that there are two problems with that; the first one is the North Dakota funding doesn't fund the NHS versus the Non-NHS, it funds regional versus urban, and there are a lot fewer miles on the Urban system that is part of the NHS, that the revenue that is being offered by North Dakota is too much to maintain the Non-State owned NHS. He stated that the second issue is that we do have to show the feds that their federal aid system is being maintained and operated in a state of good repair, so functionally classified collectors and above should have some work done that gives the State and the Feds ease of mind that their prior investments are being maintained.

Kuharenko said that he would counter on that a little bit on the use of federal funds by saying that he agrees with you that the urban road section of the NHS is small in comparison to the regional, however in looking at the projects that they requested in this last go around, to reconstruct Columbia, the overpass and University, the current condition of the northern part of Columbia, and then getting into a more robust maintenance cycle on Columba and Washington,

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south of 32<sup>nd</sup>, as well as following up with their traffic signals and that sort of thing, that a lot of the federal funding is focused more on the NHS system than on the rest of the classified system; and from the performance measures that we have currently, as far as he is aware, that is more geared towards the NHS and the Interstate System bridges, than necessarily the rest of the classified road network, and even though it is federally eligible, the available federal funds would tend to have it more focused on the NHS system than the rest of the remaining classified road network.

Haugen stated, then, that we will have to come up with a balance. He added that we can't neglect the rest of the federal aid system without some way of assuring that it is being maintained, and that five years from now, or ten years from now we aren't going to be saying "boy, we missed the boat and now these other federal aid systems are bad"

Johnson commented that Mr. Haugen is correct. He added that the other risk you run is that federal funding might move in the future to only fund NHS, right now you've got money available to fund all of those federally classified roadways, so you don't want to completely walk away from them.

Haugen said that we found in our current 2040 plan that our State Highways are in horrible shape and need a lot of funding. He stated that there is a balance that we have to come up with, we can't totally not address the Non-NHS Federal Aid Roadways, and we are required to focus on the NHS system, but we can't focus on it by ignoring the rest of the federal aid system. He added that we also have some State Highways that aren't even on an NHS system that we have to deal with as well; and we do know that some of your recently raised sales tax are currently addressing some of the federal aid roadways that were previously identified in the state of good repair list from the 2040 plan, so we aren't saying that their being neglected, we just have to show our State and Federal partners that they are being maintained.

Kuharenko commented that that is one situation where it can end up varying quite a lot from year to year, that's why they want to focus on classified road system versus the local roadways. He said that he knows this year they are hitting a number of local roadways that they had petitions on with that sales tax money, and they are also hitting some classified roadway systems as well, but that can vary from year to year and so that point in time we start getting into how much is actually being spent on the classified roadway system versus the local, so that is another balance they have to play as well.

Haugen said, then, that we can assume here that there we are going into program periods; short, medium and long, so we can assume that we have an annual base of "x" dollars being available, but also know that our revenue likely won't grow at the same rate as the expenditures grow, so, last time what we did was to put all of year of expenditures at the mid-point of the short, medium and long; and our revenue was placed not at the mid-year, but as an annual growth, and within those periods that was the total that was available.

Kuharenko asked if we ever got a determination as to what we are using for revenue inflation. Johnson responded we haven't yet. Haugen added that we did on the Minnesota side. He said that right now every fourth year is capped at \$860,000, without assuming any increase. He

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added that on the trunk highway side in Minnesota, they have identified a third project, but they only go out ten years with their identification of projects, and previously we had two projects identified and the third they have identified is in 2021 we are doing the west bound lane of U.S. #2 and U.S. #220, and in 2028 they are doing the east bound lane of U.S. #2; other than that the Minnesota funds can't reasonably forecast any additional element to the MPO study area. He said that we can identify a lot of competitive opportunities to federal or state fund on the Minnesota side, but we can't assume an allotment of those to come in as new projects.

Haugen said that, where he was going with his previous point is that with the ebbs and flows that you talk about, sometimes the classified system sometimes just local systems, but we should be able to assume a reasonable amount would be going towards the classified system, and address it that way instead of, again, trying to plug everything into a specific year with a specific cost, we are trying to YOY at the mid of a time period cost to acknowledge that it is an estimate and there is a lot of range that is going on to that estimate. Kuharanko commented that he was looking more for if we had a percentage of inflation that we are using for revenue, and what percentage of inflation are you using for construction costs.

Haugen stated that what we are trying to do on the Main Street Program is, there is some unlikelihood we will get a grant every year, but it is likely that as this continues out several years, we should get some success and get grants, whether it is one every three years or every four years; then every five years we would agree to a reasonable forecast assumption and go with that for the next five years, or if we find out it is grossly in error we can make the changes mid-stream, so it is important that we identify all of the federal aid roadways in our study area.

Haugen said that they are talking with the counties. He added that, historically, both counties have not enjoyed, have not utilized a lot of federal aid on their system within the MPO area, but that is now changing so we also need to bring them into the mix; and we have had recent discussions with them to get that done. He said that, again, he is asking everyone to review the lists and help us identify what those projects might be and the timeline of when they should occur.

Riesinger commented that he noticed that the airport intersection is listed in there in the 2030-2045 Safety Operations table with a current cost of \$1,722,000 for an intersection reconfiguration/ITS improvements; do you know more specifically what that all is referencing. Haugen responded that what they did with that specific listing is the actual local roads safety improvement program identifies an R-Cut at a cost of \$1,000,000, but our U.S. #2 Study recommendation is that Staggered-T at the \$1,722,000 cost so he believes the description is still generic, but the dollar value show is the highest of the two; so it is identified with the higher dollar value and as an intersection reconfiguration, not specifically identifying either an R-Cut or a Staggered-T, but the value is the higher value. He added that he believes that North Dakota is about to do the cabinet work there, and he thinks part of their decision is to put in speed minder signs ahead of time, and then do some modifications to the locations of the flashing lights, so some of the ITS that is referenced there is being done probably sooner than one thinks.

Information only.

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b. PM3

Haugen reported that they are skipping PM2 as they are still waiting for information. He said that the PM3 is reliability; PM3 is the, and he thinks the Mr. Viafara went through that with you last month, the calculations, the details of how it is calculated and he believes you also made reference that there is now a tool that is available that does all that work for everyone so you just need to go in and download that information, and that is what these maps are showing, but the one thing that the tool is trying to clean up still is this issue of using the pre-FAST NHS system, and we are trying to do a PM3 using the current NHS system, and so for the States, in their first effort in identifying targets they are going to struggle with that issue because not all NHS routes are being loaded up in the tool, and there are some Non-NHS that are being ported out of the tool; however because the MPO has 180 days that issue will be resolved by mid-summer and we should be able then to rely on the tool having a correct NTS Route System in place.

Haugen commented that another thing it allows is the 2017 year that these follow up pages are recording out of was a transition year from a contractor that was collecting the data one way to a new contractor that is collecting data, so we will have more consistent data when we go through the effort of identify what our targets may be.

Haugen referred to slides of three maps and went over them briefly.

Kuharenko said that he has a question on the Non-Interstate reliability portion; does that take, if we end up having a year-long project, is that taken into account into these calculations or is that going to possibly ding us somewhere down the road. Haugen responded that when we set the targets we need to account for that and set our targets knowing that it will ding for that year if we have a lot of construction, our travel will be reduced. He added that it is a two or four-year target, so one year is softened out over a long period of time.

Haugen stated that on the PM3 it is being reported out as all the MPO area, it isn't being reported out on the Minnesota side only, so when you look at the State of Minnesota data where we talk about interstate they also report I-29 for Grand Forks/East Grand Forks and I-29/I-94 for the North Dakota side for Fargo/Moorhead; and so whereas in the safety we are between two states PM3, utilizing this tool we are in the same boat.

Haugen commented that this tool is also collecting data for the Non-NHS Routes, the State of Minnesota is purchasing the ability to utilize and access that data, and it will be giving all MPOS access to that data as well. He added that it will be similar to how North Dakota purchases the travel demand model network, and allows us to have access to it, so what is free and available on the website right now is this NHS system, what MnDOT is purchasing will be available to us at some point in the near future and will be the non-NHS routes.

Johnson stated that one thing he would add is, and most of you already know this, but there is a common misconception that they have heard when dealing with this reliability, that it not the same as congestion; you can have reliable congestion, so it is how reliable is that facility working on a day to day basis, if it is bumper to bumper every day, that is reliable.

**PROCEEDINGS OF THE  
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Haugen commented that there is no built-in penalty if you don't meet the target. He added that the State PM3 does need a decision by May 20<sup>th</sup>, and that starts our clock for the 180-day period we are allotted. He asked if everyone recalls with the safety performance target, he forgets which, but one State reported theirs a couple of days earlier than the other State, and therefore we had to make a decision on one side of the river on one date, and on another date on the other side of the river, so they have since clarified that our 180 days start on the day the last State makes its decision. Johnson asked who provided that direction. Haugen responded that it is in the Federal Highway Headquarter Q&A.

Information only.

c. Future Bridges

Haugen reported that we went through the task of trying to identify how four locations benefited the local traffic impact and presented it at a meeting of the MPO Board, to which the Technical Advisory Committee, the City Councils from both cities, and others were invited, and the Board made a recommendation that staff go to each individual agency for their recommendations. He said that East Grand Forks is recommending focusing on just 24<sup>th</sup> and 32<sup>nd</sup> Avenues and Grand Forks has formally asked us to keep all four options on the table, and also consider adding 17<sup>th</sup> Avenue as well. He added that he is meeting with Polk County next Tuesday and Grand Forks County hasn't yet scheduled the agenda item yet, although it has been requested several times.

Haugen commented that just to give a recap on where we are with 24<sup>th</sup>, 32<sup>nd</sup>, 47<sup>th</sup>, and Merrifield, when we were at the Grand Forks City Council meeting they really wanted to know what impacts an interchange on 47<sup>th</sup> Avenue would have, so we said we would run that model. He explained that the reason they didn't run it in the past was, by definition an Interchange on Interstate is to serve regional movement not local movement, but we did it anyway. He said that when they ran it they found that the interchange operates just as the other interchanges do, there isn't a strong correlation between interstate traffic and new southern bridge locations, however Merrifield is the one exception to that general rule.

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

Presentation continued.

Haugen stated that our next steps, if we are truly going tackle these, and keep all four crossings and maybe add another crossing, would be to resurrect all of our previous work we did after the flood, and update it so it reflects today's costs; revisit how the bridge profiles were done, do the actual benefit/cost calculations, etc.

Haugen said that we have already recommended an amendment to the Work Program, so we aren't being delayed by a need to do it later. He added that he already identified to Kimley-Horn the possibility of the scope of work and he provided them with the information we generated from the 2030 plan, but we do have to remember that the have a draft by early

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October is still a deadline for us, and we need to have the 2045 plan adopted by the MPO Board by the end of December of 2018.

Information only.

d. Open House April 18th

Haugen reported that we will be holding an Open House on April 18<sup>th</sup> at Choice Health and Fitness Center starting at 5:30 p.m., with a presentation at 6:00 p.m.

Information only.

**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.

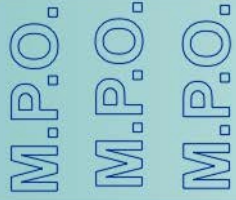
**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY BROOKS, TO ADJOURN THE APRIL 11<sup>TH</sup>, 2018,  
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:40 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: May 9, 2018** **MPO Executive Board: May 16, 2018**

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

Matter of the Draft MN side MOA and Draft ND side MOA.

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

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

The MPO Board elected to not take action on the MN side draft. Rather, it desired to wait until the ND side draft was available.

The North Dakota side is drafted based off the MN side document. There are fewer pages in the ND draft due to NDDOT has not yet accomplished the same number of performance measures as MnDOT has. As the NDDOT, in the cooperative manner, reaches these, the 2<sup>nd</sup> document will be updated to reflect the new accomplishments.

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

### **Findings and Analysis:**

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

### **Support Materials:**

- Copy of draft MN side MOA
- Copy of draft ND side MOA.



**MEMORANDUM OF UNDERSTANDING (MOU)**

**BETWEEN**

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

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

The remainder of this page intentionally left blank.

**I concur with this Memorandum of Understanding**

Minnesota Department of  
Transportation

Grand Forks-East Grand Forks  
Metropolitan Planning Organization

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

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

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

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

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

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

MnDOT Contract Management  
(as to form)

City of East Grand Forks, MN

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

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

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

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

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

# Performance Planning Target Setting Procedures

**Version:** 2.0

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

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

## Overview

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### History

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

### Purpose Statement

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

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

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

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

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

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

Future updates will add sections to address:

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

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

## Repository of Procedure

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

## General Performance Planning and Programming Requirements

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### Background

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

### Applicability

The performance planning and programming requirements apply to:

- MnDOT
- MPOs

## Responsibilities

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

### *MnDOT*

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

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

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

### *MPOs*

For the metropolitan transportation plan, each MPO will:

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

For the TIP, each MPO will:

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

## Highway Safety Improvement Program Performance

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### Background

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

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

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

### Applicability

The requirements of the Highway Safety Improvement Program apply to:

- MnDOT
- MPOs

### Responsibilities

#### *MnDOT*

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

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

OTSM will assist OTST in working with the MPOs.

### *MPOs*

Each MPO will:

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

## **NHS Pavement Condition Performance**

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### **Background**

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

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

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

### **Applicability**

The requirements of the NHS Pavement Condition measures apply to:

- MnDOT
- MPOs

## Responsibilities

### *MnDOT*

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

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

OTSM will:

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

### *MPOs*

Each MPO will:

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

## NHS Bridge Condition Performance

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### Background

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



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

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

## **Applicability**

The requirements of the NHS Bridge Condition measures apply to:

- MnDOT
- MPOs

## **Responsibilities**

### *MnDOT*

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

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

OTSM will:

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

### *MPOs*

Each MPO will:

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

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

## National Highway System Performance

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### Background

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

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

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

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

### Applicability

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

- MnDOT
- MPOs

### Responsibilities

#### *MnDOT*

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

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

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

### *MPOs*

Each MPO will:

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

## **Interstate Freight Reliability Performance**

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### **Background**

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

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

### **Applicability**

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

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

## Responsibilities

### *MnDOT*

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

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

OTSM will also:

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

### *MPOs*

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

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

## CMAQ Traffic Congestion

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### Background

There are two performance measures identified in 23 CFR 490.707:

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

- Percent of non-single occupancy vehicle travel

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

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

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

## **Applicability**

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

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

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

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

## **Responsibilities**

### **MnDOT**

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

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

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

### *MPOs*

Each MPO will:

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

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

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### **Background**

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

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

### **Applicability**

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

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

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

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

## **Responsibilities**

### *MnDOT*

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

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

### *MPOs*

Each MPO will:

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

# Transit Asset Management

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## Background

There are four performance measures identified in 49 CFR 625.43:

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

## Applicability

The requirements of the Transit Asset Management Program apply to:

- MnDOT
- MPOs
- Public transportation providers

## Responsibilities

### *MnDOT*

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

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

OTSM will assist OTAT in working with the MPOs.

### *MPOs*

Each MPO will:

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



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

### *Public Transportation Providers*

Each public transportation provider will:

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

## **State Asset Management Plan**

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### **Background**

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

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

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

### **Applicability**

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

### **Responsibilities**

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

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

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

## **MEMORANDUM OF AGREEMENT SUPPORTING A PERFORMANCE BASED PLANNING PROCESS**

This Memorandum of Agreement (MOA) is between the state of North Dakota, acting by and through its Director of Transportation, hereinafter “NDDOT”, and the Grand Forks-East Grand Forks Metropolitan Planning Organization, hereinafter “MPO”, and the city of Grand Forks, hereinafter “Public Transportation Operator”.

### **PURPOSE AND SCOPE**

The purpose of this MOA is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR 450, and 49 CFR 613.

### **RESPONSIBILITIES**

To the extent practicable, NDDOT, the MPO and the Public Transportation Operator will work cooperatively to develop and share:

- Information related to transportation performance data.
- Selection of performance targets.
- Reporting of performance targets.
- Specific procedures identifying performance-based planning and target setting (attached).

### **CONTRACTUAL OBLIGATIONS**

This MOA is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend, or discontinue its role outlined in the MOA. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to comply with federal and state laws.

### **EFFECTIVE DATE**

This MOA shall be effective when all appropriate signatures have been obtained by NDDOT, the MPO, and the Public Transportation Operator.

### **MODIFICATION**

Any amendments to this MOA must be mutually agreed to in writing.

### **TERMINATION**

The terms of this MOA may be terminated by any one of the parties by giving 30 days written notice to each of the other parties. This MOA will remain in effect until terminated as provided in this clause, or until replaced by a new MOA.

The parties hereto execute this Memorandum of Agreement through their authorized representatives:

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

\_\_\_\_\_  
Name (Type or Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**PUBLIC TRANSPORTATION OPERATOR: City of Grand Forks, ND**

ATTEST by:

\_\_\_\_\_  
Name (Type or Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (Type or Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

APPROVED as to substance by:

\_\_\_\_\_  
Local Government Engineer (Type or Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Director (Type or Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

# Performance-Based Planning and Target Setting Procedures

**Effective Date:** When MOA fully executed

**Last Revision:** May 2018

## Overview

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### Purpose Statement

Federal law and regulations (23 USC 134 and 135, 23 CFR 450) direct the State DOT, MPOs and public transportation operators to jointly agree upon and develop specific written provisions for cooperatively:

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

This document details the procedures the State DOT, MPOs and public transportation operators will use related to performance planning. The document is divided into separate sections related to each performance planning area:

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

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

Additional sections will be added to address at a later date:

- National Performance Management Measures for Assessing Pavement Condition (23 CFR 490, Subpart C)
- National Performance Management Measures for Assessing Bridge Condition (23 CFR 490, Subpart D)
- National Performance Management Measures to Assess Performance of the National Highway System (23 CFR 490, Subpart E)
- National Performance Management Measures to Assess Freight Movement on the Interstate System (23 CFR 490, Subpart F)
- Transit Safety (to be added once final rules published)
- Transit Asset Management (49 CFR 625)
- State asset management plan (23 CFR 515)

NDDOT, the MPOs and the public transportation operators agree to follow these procedures, regularly review and update the procedures as needed according to their respective Memorandums of Agreement.

NDDOT Local Government Division will retain the master copy of this document and all previous versions. Electronic copies are provided to the MPOs and public transportation operators after each revision. Additional copies are available upon request.

Sections not applicable to North Dakota at this time and will not be addressed with this MOA:

- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490, Subpart G)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions (23 CFR 490, Subpart H)

## Highway Safety Improvement Program Performance

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### Background

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

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

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

### Applicability

The requirements of the Highway Safety Improvement Program apply to:

- NDDOT
- MPOs

### Responsibilities

#### *NDDOT*

NDDOT is the lead in developing the performance targets. NDDOT will:

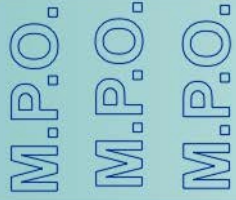
- Develop targets annually in cooperation with the MPOs.

- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable. This includes at least one meeting, in the spring, with the MPOs to discuss/gather feedback on the proposed targets for the upcoming reporting year.
- Provide fatality and serious injury data to the MPOs as available and when requested.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Report the targets to FHWA in the State's HSIP annual report no later than August 31.
- Provide a copy of the submitted HSIP annual report to the MPOs.

### *MPOs*

Each MPO will:

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



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## **MPO Staff Report** **Technical Advisory Committee: May 9, 2018** **MPO Executive Board: May 16, 2018**

### **RECOMMENDED ACTION: Information on Pavement/Bridge and Travel Reliability Performance Targets**

Matter of Information on Pavement/Bridge and Travel Reliability Performance Targets.

**Background:** MAP-21 created the requirement of performance based planning and programming. The recent FAST continued the same. The rule making documents were finalized implementing this performance based approach. The focus for this staff report is on Pavement/Bridge (PM2) and Travel Reliability (PM3).

At previous meetings, we have provided the basic background information for these performance measures. We have been able to share the proposed MN side; with this staff report, we are able to provide the ND side draft targets.

The rules require MPOs to either adopt the State measure for all or choose a combination of either the state's or an MPOs measure. Bi-state MPOs must address each state independently. The MPO has until November 16, 2018, to provide each state with the MPO targets.

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

- None

#### **Support Materials:**

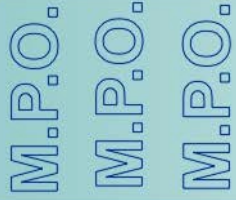
- Presentation



# Draft State Proposed Pavement/Bridge and Travel Reliability Targets

- Targets are for just the NHS facilities
- Travel Reliability has no “penalty clause”
- MPO 180 days after May 20<sup>th</sup> – Mid-November

		MN		ND	
		Two-Year Target	Four-Year Target	Two-Year Target	Four-Year Target
<b>PM2</b>	Percent of NHS Bridges in Good Condition	50%	50%	60%	60%
	Percent of NHS Bridges in Poor Condition	4%	4%	4%	4%
	Percent of Interstate Pavement in Good Condition	55%	55%	40%	40%
	Percent of Interstate Pavement in Poor Condition	2%	2%	3%	3%
	Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%	40%	40%
	Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%	3%	3%
<b>PM3</b>	Percent of Reliable Person Miles on the Interstate	80%	80%	TBD	TBD
	Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	75%	TBD	TBD
	Truck Travel Time Reliability Index	1.5	1.5	TBD	TBD



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## **MPO Staff Report** **Technical Advisory Committee: May 9, 2018** **MPO Executive Board: May 16, 2018**

### **RECOMMENDED ACTION: Information on Safety Performance Targets**

Matter of Information on Safety Performance Targets.

**Background:** MAP-21 created the requirement of performance based planning and programming. The recent FAST continued the same. The rule making documents were finalized implementing this performance based approach. The first focus on SAFETY.

The performance measures rules identifies that there are 5 different measures that are required at the State level. The rules also provide options for the State to split the measures between rural and urban. Neither state opted to split measures. Each state has informed the MPO of their draft respective targets for the 2<sup>nd</sup> year.

The rules require MPOs to either adopt the State measure for all five or choose a combination of either the state's or an MPOs measure. Bi-state MPOs must address each state independently. The MPO has until February 23, 2019, to provide each state with the MPO targets.

### **Findings and Analysis:**

- None

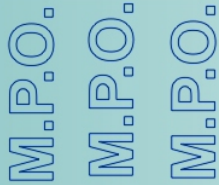
### **Support Materials:**

- Presentation

# Draft State Proposed Annual Safety Targets

- Annually need to revisit these Safety Targets
- Annually select either support State targets or set own
- While due date for State is end of August, they must report some by end of June
- MPO 180 days after end of August – still February

Measure	State	2018	2019	Long-term vision
Number of traffic fatalities	North Dakota	138 traffic fatalities or fewer statewide 0.5% decline	127 0.5% decline	Zero (0)
	Minnesota	MN: 375 traffic fatalities or fewer statewide 3% decline	347 1.5% decline	Zero (0)
Number of fatalities per 100 million vehicle miles traveled	North Dakota	1.336/mvmt 0.5% decline	1.271/mvmt 0.5% decline	Zero (0)
	Minnesota	0.62/mvmt No change in trend	0.622	Zero (0)
Number of crash-related serious injuries	North Dakota	516 serious injuries or fewer statewide No change in trend	486.2 No change in trend	
	Minnesota	1,935 serious injuries or fewer statewide Decline in trend	1,708 5% decline	
Number of serious injuries per 100 million vehicle miles traveled	North Dakota	5.088/mvmt	4.848/mvmt No change in trend	
	Minnesota	3.15/mvmt	2.854/mvmt	
Number of non-motorized fatalities and non-motorized serious injuries	North Dakota	34 fatalities and serious injuries or fewer statewide No change in trend	34.6 No Change	
	Minnesota	348 fatalities and serious injuries or fewer statewide 5% decline	241 5% decline	



# Grand Forks - East Grand Forks Metropolitan Planning Organization

## **MPO Staff Report** **Technical Advisory Committee: May 9, 2018** **MPO Executive Board: May 16, 2018**

### **RECOMMENDED ACTION: Proposed new Bus Routes- Information Only**

Matter of Proposed New Bus Routes-Information Only.

**Background:** In the current Transit Development Plan (TDP) a proposed new routing for the buses day and night was suggested. The TDP routing was meant to give the system more North/South options, create a transfer point more centrally located in the City of Grand Forks, and night service that uses day service routes for Grand Forks. For East Grand Forks the new routing would create a stronger connection with Grand Forks for their riders and have night service.

Cities Area Transit (CAT) has been working with the TDP proposed routes to have real condition testing of the routes to see how well they work and how long they take in real world conditions. From there CAT created schedules and had to rework the TDP routes to the currently proposed routes that are out for public input now.

Information on the proposed routes has been available on the CAT website and at the MTC since April 9<sup>th</sup>. The ad for the public meeting started April 15<sup>th</sup> with the first public meeting on April 25<sup>th</sup>. The meetings have been done in open house format with no presentation. This has allowed those who attend to ask specific questions about the proposed routes that affect them personally. Much of the feedback has been very constructive, leading to further changes that will be done before the final routes go before the Grand Forks City Council.

The last public meeting will be held May 8<sup>th</sup>. All comments are due by the end of day May 16<sup>th</sup>. CAT is looking to start the new route July 2<sup>nd</sup>.

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

- Information only

#### **Support Materials:**

- Information packet for the proposed routes.



wants your feedback on

# *PROPOSED* Route Changes APRIL 2018

Submit your comments by  
Wednesday, May 16<sup>th</sup>

EMAIL:  
[teri.kouba@theforksmpto.org](mailto:teri.kouba@theforksmpto.org)

MAIL:  
Teri Kouba  
600 Demers Ave  
East Grand Forks, MN 56721



# Route changes are being proposed to improve the CAT service beginning in July 2018

- ✓ More evening service
- ✓ More direct travel (less time on the bus)
- ✓ Reduced need to transfer buses
- ✓ 15 minute peak service between UND and Downtown
- ✓ Direct service between 42<sup>nd</sup> St Housing and UND Campus
- ✓ Improved on time performance
- ✓ And more! We look forward to your feedback

## Proposed Route Changes Open Houses to be held at:

4/25	UND Memorial Union	10 am to 2 pm
4/26	East Grand Forks City Hall	4 pm to 6 pm
4/30	Grand Forks City Hall	4 pm to 6 pm
5/1	Metro Transit Center	10 am to 2 pm
5/7	Grand Forks Senior Center	10 am to 2 pm
5/8	Grand Cities Mall	5 pm to 7 pm



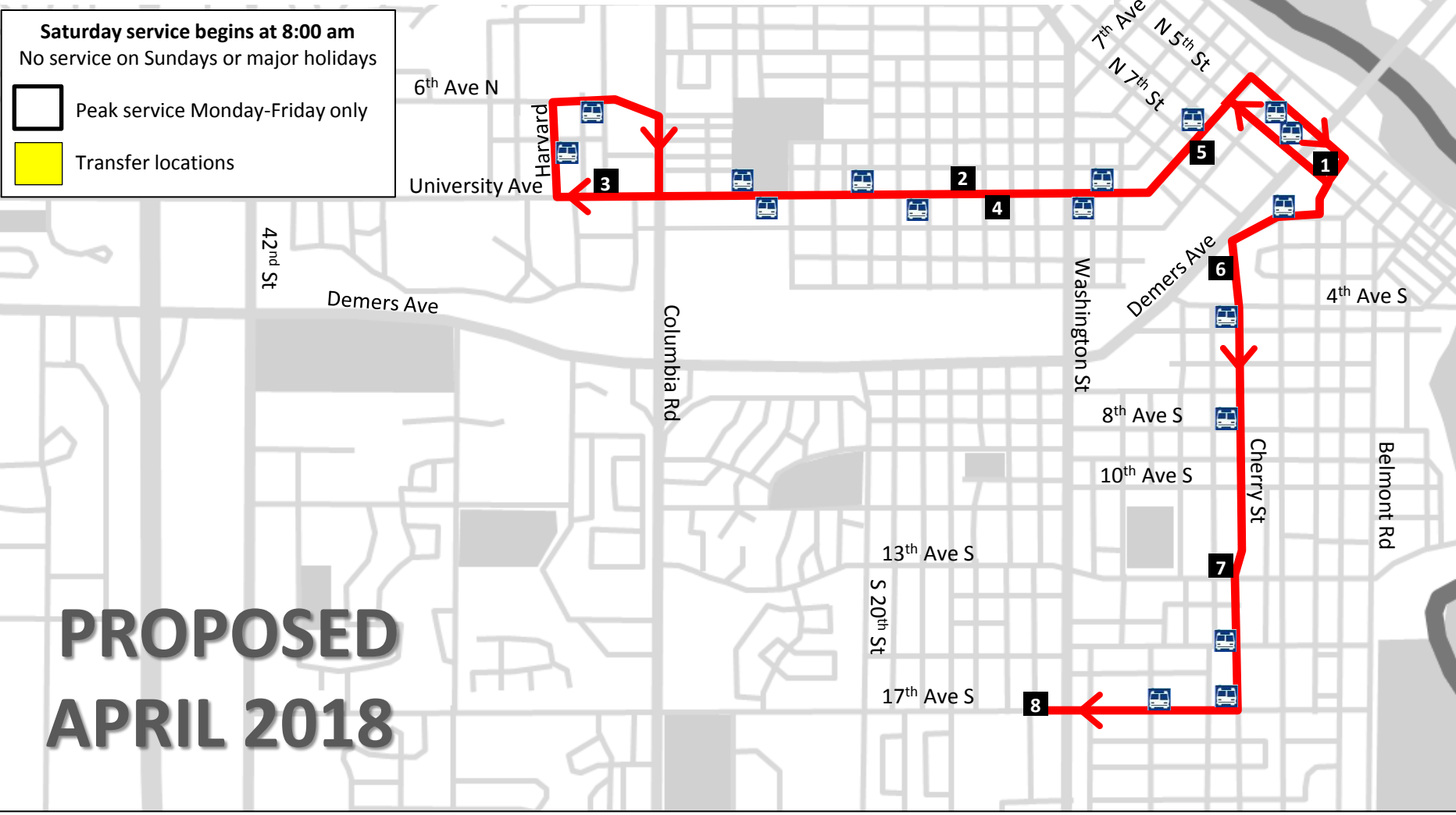
## Route 1 UND Campus - Downtown - Grand Cities Mall

1	MTC	x	7:00	7:45	8:00	8:45	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:45	4:00	4:45	5:00
2	Salvation Army	x	7:04	7:49	8:04	8:49	9:04	10:04	11:04	12:04	1:04	2:04	3:04	3:49	4:04	4:49	5:04
3	Hamline & University	x	7:08	7:53	8:08	8:53	9:08	10:08	11:08	12:08	1:08	2:08	3:08	3:53	4:08	4:53	5:08
4	15th & University	x	7:14	7:59	8:14	8:59	9:14	10:14	11:14	12:14	1:14	2:14	3:14	3:59	4:14	4:59	5:14
5	YMCA	x	7:16	8:01	8:16	9:01	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:01	4:16	5:01	5:16
1	MTC	x	7:20	8:05	8:20	9:05	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:05	4:20	5:05	5:20
6	The Link	x	7:22	x	8:22	x	9:22	10:22	11:22	12:22	1:22	2:22	3:22	x	4:22	x	5:22
7	13th & Cherry	x	7:26	x	8:26	x	9:26	10:26	11:26	12:26	1:26	2:26	3:26	x	4:26	x	5:26
8	Grand Cities Mall	x	7:30	x	8:30	x	9:30	10:30	11:30	12:30	1:30	2:30	3:30	x	4:30	x	5:30

**Saturday service begins at 8:00 am**  
 No service on Sundays or major holidays

Peak service Monday-Friday only

Transfer locations



PROPOSED  
APRIL 2018

# PROPOSED APRIL 2018

Gateway Dr

10<sup>th</sup> Ave N

6<sup>th</sup> Ave N

University Ave

Washington St

Demers Ave

8<sup>th</sup> Ave S

10<sup>th</sup> Ave S

13<sup>th</sup> Ave S


17<sup>th</sup> Ave S

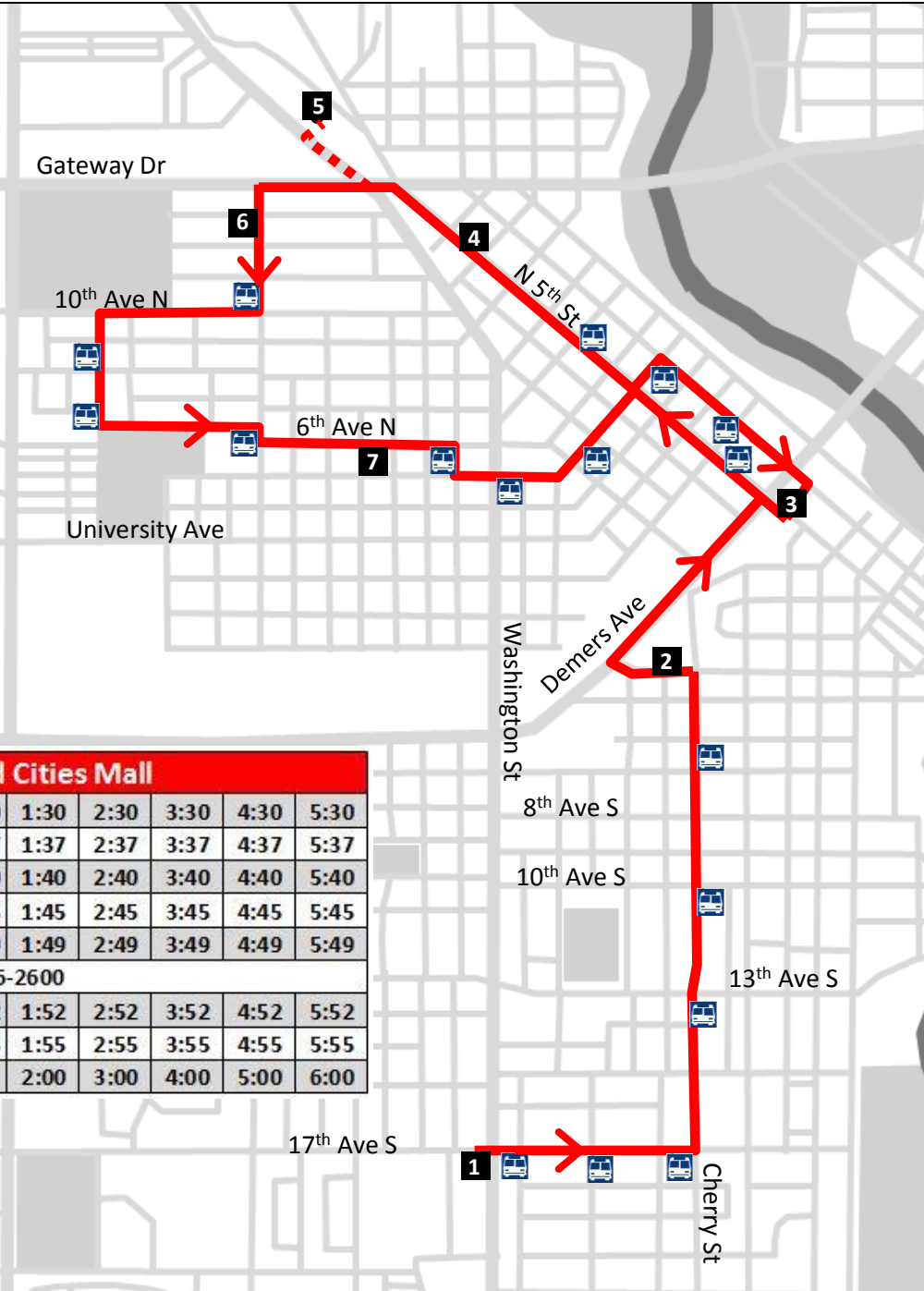
Cherry St

Route 2 Near North - Downtown - Grand Cities Mall													
1	Grand Cities Mall	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
2	4th & Cherry	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37
3	Arrive MTC	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
3	Depart MTC	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
4	N 5 <sup>th</sup> & 10 <sup>th</sup> Ave	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49
5	Home of Economy	Call Ahead - 746-2600											
6	Hugo's	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52
7	St. Anne's	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55
3	MTC	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00

Saturday service begins at 8:00 am

No service on Sundays or major holidays

 Transfer locations



**Route 3 Altru Rehab - Grand Cities Mall - Downtown**


1	Depart MTC	x	7:00	7:19	8:00	8:19	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	4:19	5:00	5:19	6:00	7:00	8:00	9:00
2	13th Ave & Cherry	x	7:04	7:23	8:04	8:23	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	4:23	5:04	5:23	6:04	7:04	8:04	9:04
3	Hugo's	x	7:08	7:27	8:08	8:27	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	4:27	5:08	5:27	6:08	7:08	8:08	9:08
4	Altru Main Campus	x	7:12	7:31	8:12	8:31	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	4:31	5:12	5:31	6:12	7:12	8:12	9:12
5	Red River High	x	7:15	7:34	8:15	8:34	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	4:34	5:15	5:34	6:15	7:15	8:15	9:15
6	Arrive Grand Cities	x	7:17	7:36	8:17	8:36	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	4:36	5:17	5:36	6:17	7:17	8:17	9:17
6	Depart Grand Cities	x	7:22	7:36	8:22	8:36	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	4:36	5:22	5:36	6:22	7:22	8:22	9:22
7	17th Ave & Cherry	x	7:25	7:39	8:25	8:39	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	4:39	5:25	5:39	6:25	7:25	8:25	9:25
8	4th Ave & Cherry	x	7:29	7:43	8:29	8:43	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	4:43	5:29	5:43	6:29	7:29	8:29	9:29
1	Arrive MTC	x	7:31	7:45	8:31	8:45	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	4:45	5:31	5:45	6:31	7:31	8:31	9:31

**Route 4 Downtown - Northland College**

1	Depart MTC	6:36	7:36	x	8:36	x	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	x	5:36	x	6:36	7:36	8:36	9:36
9	Cabela's	6:38	7:38	x	8:38	x	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	x	5:38	x	6:38	7:38	8:38	9:38
10	Northland College	6:45	7:45	x	8:45	x	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	x	5:45	x	6:45	7:45	8:45	9:45
11	Hugo's	6:48	7:48	x	8:48	x	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	x	5:48	x	6:48	7:48	8:48	9:48
12	VFW	6:52	7:52	x	8:52	x	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	x	5:52	x	6:52	7:52	8:52	9:52
1	Arrive MTC	6:55	7:55	x	8:55	x	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	x	5:55	x	6:55	7:55	8:55	9:55

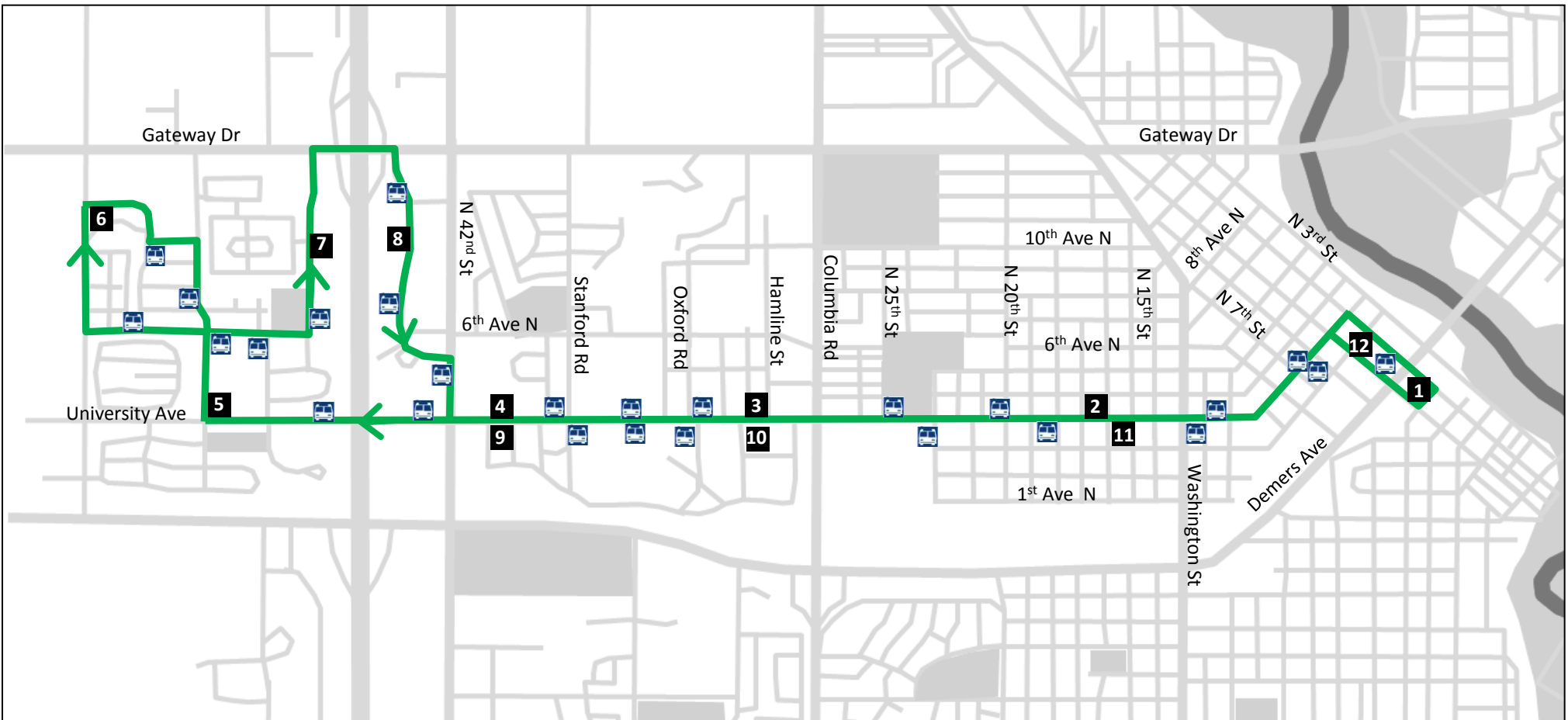
**Saturday service begins at 8:00 am**

No service on Sundays or major holidays

 Transfer locations



**PROPOSED  
APRIL 2018**



# PROPOSED APRIL 2018

**Saturday service begins at 8:00 am**  
 No service on Sundays or major holidays

Peak service Monday-Friday only

Transfer locations

Route 5 Downtown - University Avenue - West Walmart																	
1	Depart MTC	6:30	7:15	7:30	8:15	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:15	3:30	4:15	4:30	5:30
2	Salvation Army	6:34	7:19	7:34	8:19	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:19	3:34	4:19	4:34	5:34
3	Hamline & University	6:38	7:23	7:38	8:23	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:23	3:38	4:23	4:38	5:38
4	Tulane & University	6:42	7:27	7:42	8:27	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:27	3:42	4:27	4:42	5:42
5	N 51st St Shelter	6:46	7:31	7:46	8:31	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:31	3:46	4:31	4:46	5:46
6	Walmart West	6:50	7:35	7:50	8:35	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:35	3:50	4:35	4:50	5:50
7	Gateway Terrace	6:56	7:41	7:56	8:41	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:41	3:56	4:41	4:56	5:56
8	N 43rd St Shelter	7:00	7:45	8:00	8:45	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:45	4:00	4:45	5:00	6:00
9	Arrive Odegard	7:05	7:50	8:05	8:50	9:05	10:05	11:05	12:05	1:05	2:05	3:05	3:50	4:05	4:50	5:05	X
9	Depart Odegard	7:10	7:55	8:10	8:55	9:10	10:10	11:10	12:10	1:10	2:10	3:10	3:55	4:10	4:55	5:10	X
10	Memorial Union	7:17	8:02	8:17	9:02	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:02	4:17	5:02	5:17	X
11	15th & University	7:19	8:04	8:19	9:04	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:04	4:19	5:04	5:19	X
12	Central High	7:23	8:08	8:23	9:08	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:08	4:23	5:08	5:23	X
1	Arrive MTC	7:25	8:10	8:25	9:10	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:10	4:25	5:10	5:25	X

### Route 6 Northland College - Downtown - Columbia Mall


1	MTC	x	7:00	7:30	8:00	8:30	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	4:30	5:00	5:30
7	Evergreen Estates	x	7:05	7:35	8:05	8:35	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	4:35	5:05	5:35
8	Northland College	x	7:15	7:45	8:15	8:45	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	4:45	5:15	5:45
9	Hugo's	x	7:18	7:48	8:18	8:48	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	4:48	5:18	5:48
10	Campbell Library	x	7:21	7:51	8:21	8:51	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	4:51	5:21	5:51
1	Arrive MTC	x	7:25	7:55	8:25	8:55	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	4:55	5:25	5:55

### Route 7 Downtown - Columbia Mall

1	Depart MTC	6:30	7:00	7:30	8:00	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:00	4:30	5:00	5:30
2	Grand Cities Mall	6:35	7:05	7:35	8:05	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:05	4:35	5:05	5:35
3	Post Office	6:42	7:12	7:42	8:12	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:12	4:42	5:12	5:42
4	Columbia Mall	6:45	7:15	7:45	8:15	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:15	4:45	5:15	5:45
5	Listen Center	6:50	7:20	7:50	8:20	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:20	4:50	5:20	5:50
6	Hugo's	6:53	7:23	7:53	8:23	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:23	4:53	5:23	5:53
1	MTC	7:00	7:30	8:00	8:30	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	4:30	5:00	5:30	6:00

Saturday service begins at 8:00 am

No service on Sundays or major holidays

 Peak service Monday-Friday only

 Transfer locations



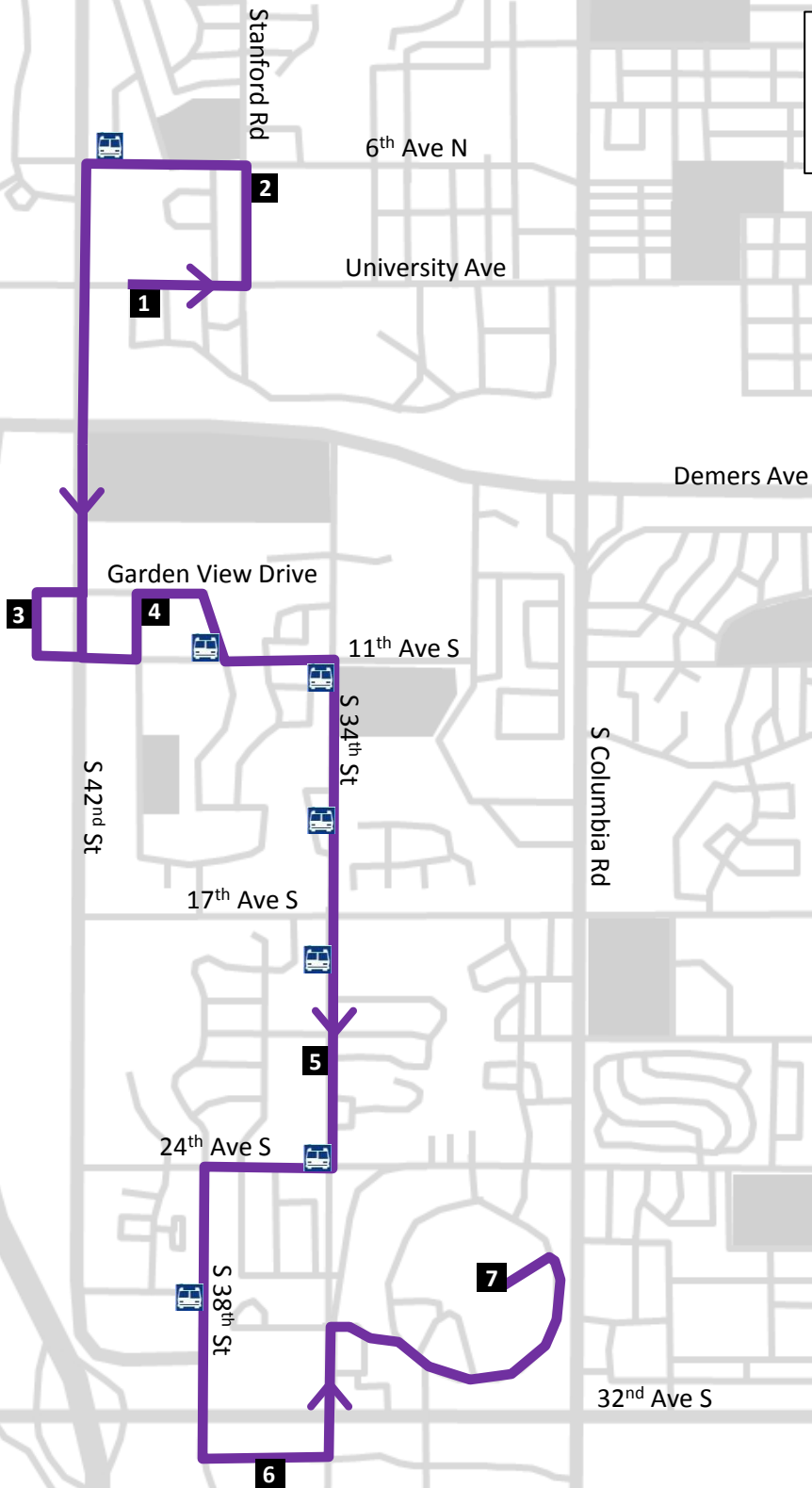
**PROPOSED  
APRIL 2018**

## Route 8 UND Campus - Alerus Center - Columbia Mall

1	Odegard Hall	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10
2	Stanford Center	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12
3	Canad Inn	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17	9:17
4	Garden View Drive	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	9:20
5	Primrose Ct	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24	7:24	8:24	9:24
6	Super Target	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30
7	Columbia Mall	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35

**Saturday service begins at 8:00 am**  
No service on Sundays or major holidays

Transfer locations



# PROPOSED APRIL 2018

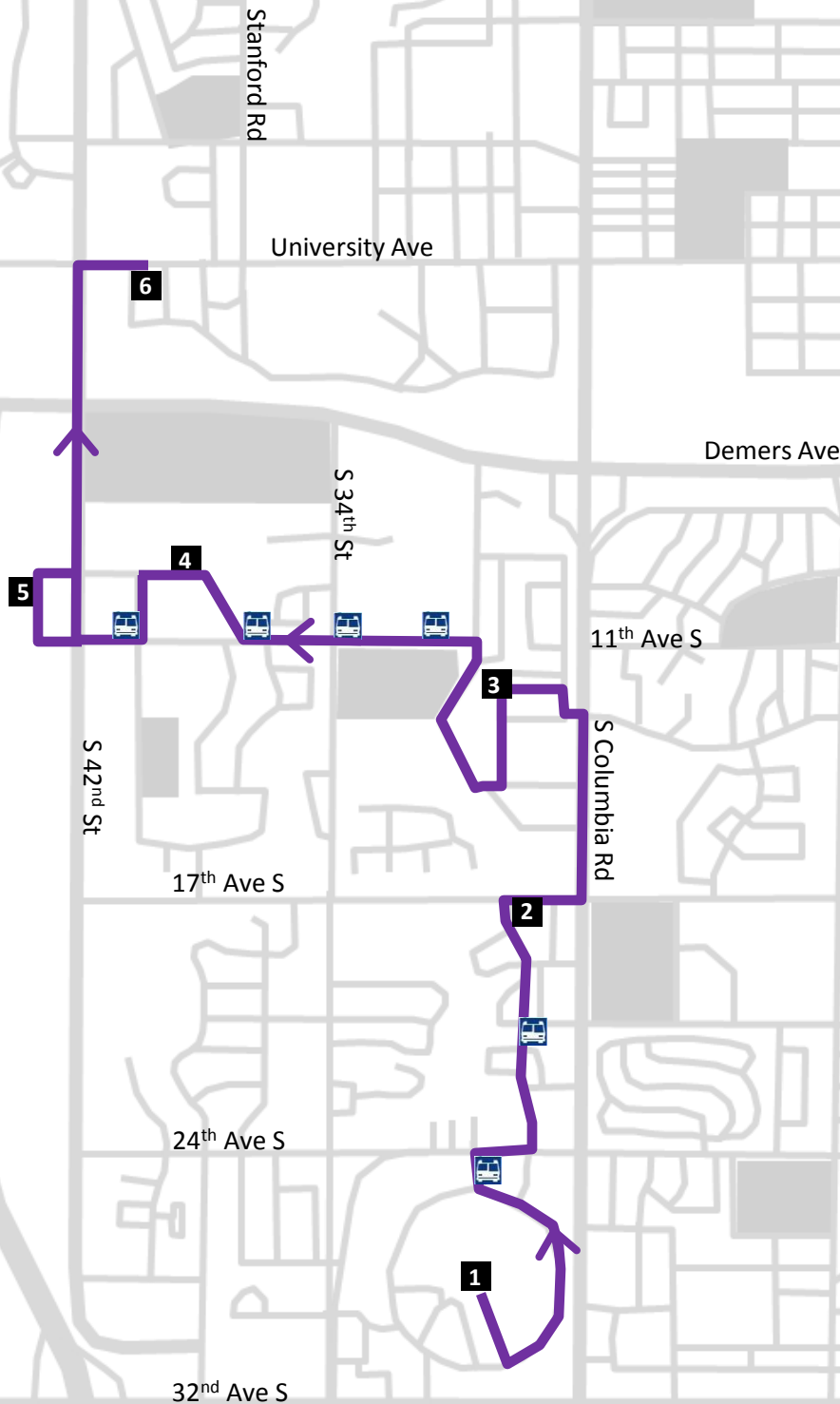
## Route 9 Columbia Mall - Altru Hospital - UND Campus

1	Columbia Mall	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45
2	17th Ave & S 29th St	6:51	7:51	8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:51	8:51	9:51
3	Altru Main Campus	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55
4	Garden View Drive	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00
5	Canad Inn	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	x
6	Odegard Hall	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10	x

**Saturday service begins at 8:00 am**  
 No service on Sundays or major holidays

Transfer locations

# PROPOSED APRIL 2018




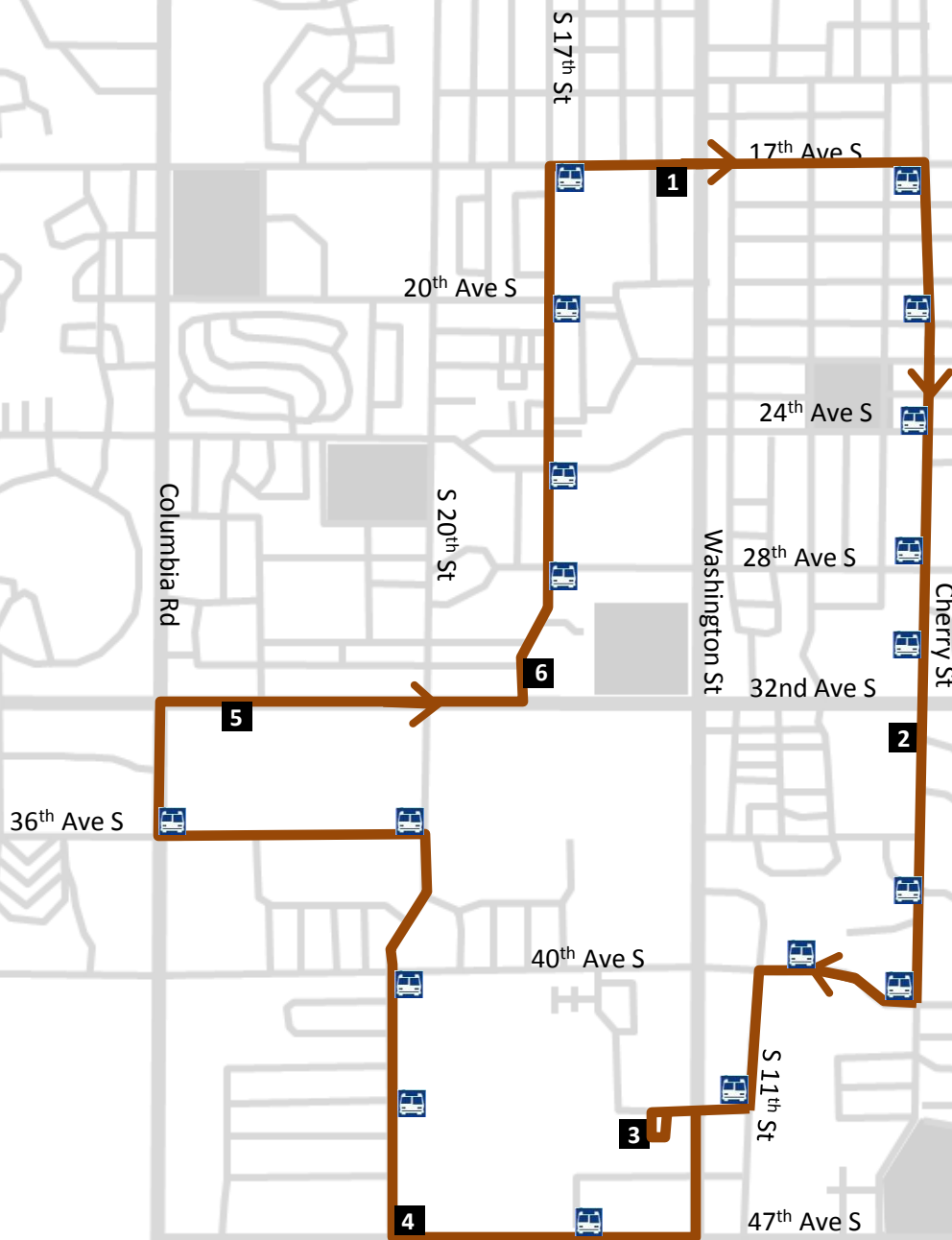
**Route 10 Grand Cities Mall - Altru South - Walmart**

1	Grand Cities Mall	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	8:22	9:22
2	Tufte Manor	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26	8:26	9:26
3	Altru South	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	8:29	9:29
4	South Middle School	6:31	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	8:31	9:31
5	Walmart	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	8:36	9:36
6	Hugo's	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38	8:38	9:38
1	Grand Cities Mall	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42

# PROPOSED APRIL 2018

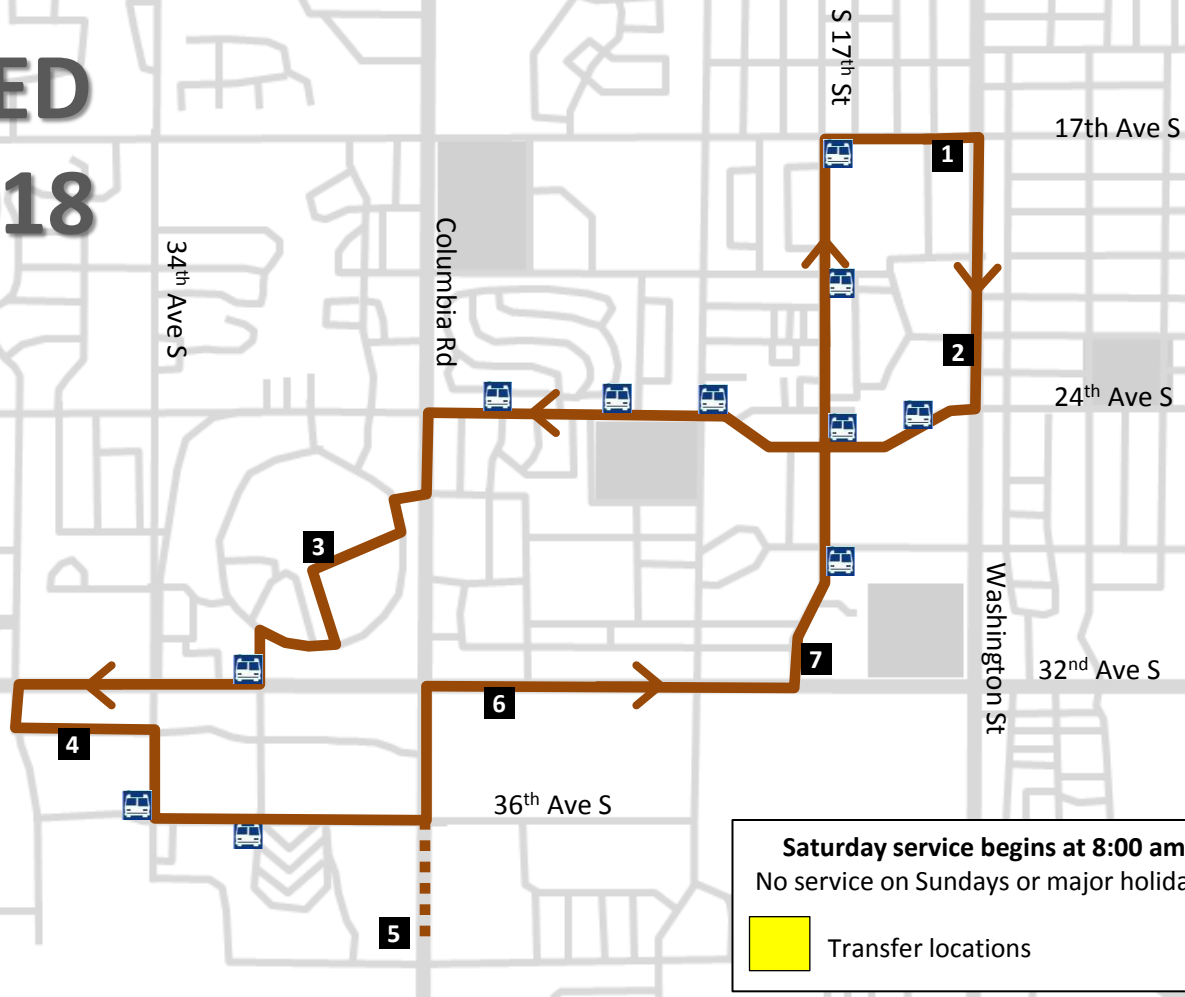
**Saturday service begins at 8:00 am**  
No service on Sundays or major holidays

 Transfer locations





# PROPOSED APRIL 2018

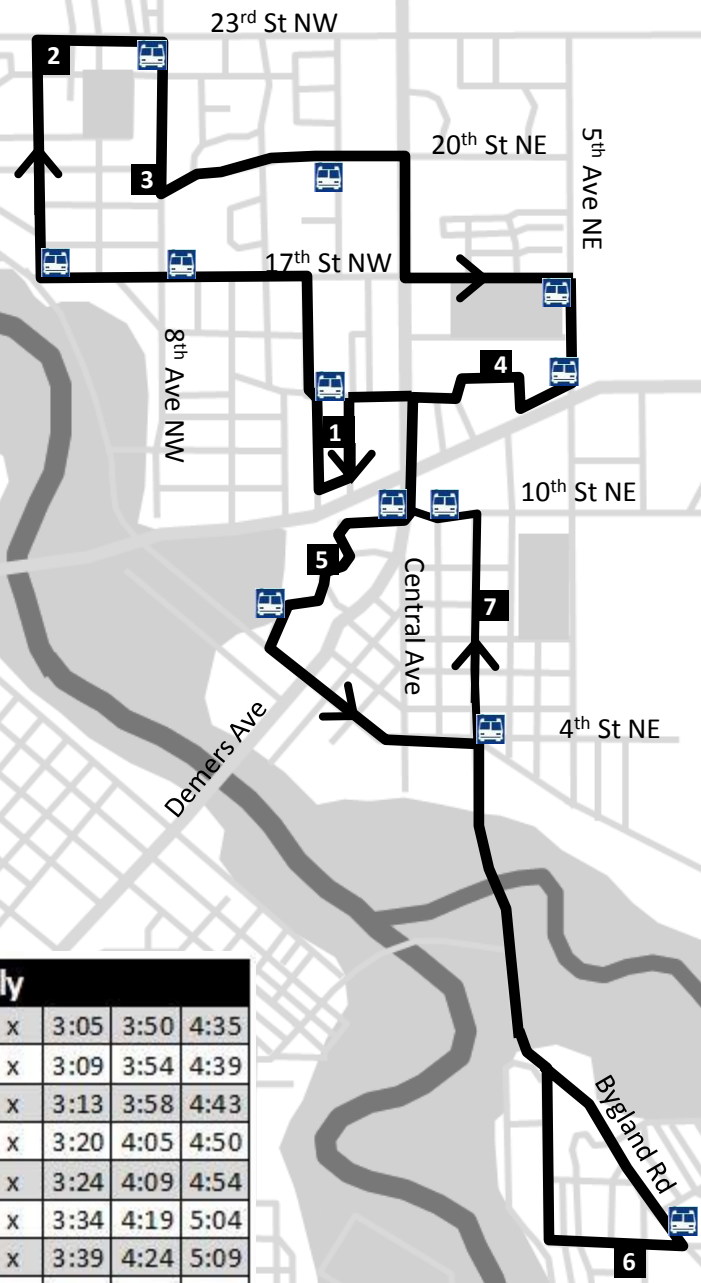


**Saturday service begins at 8:00 am**  
 No service on Sundays or major holidays

Transfer locations

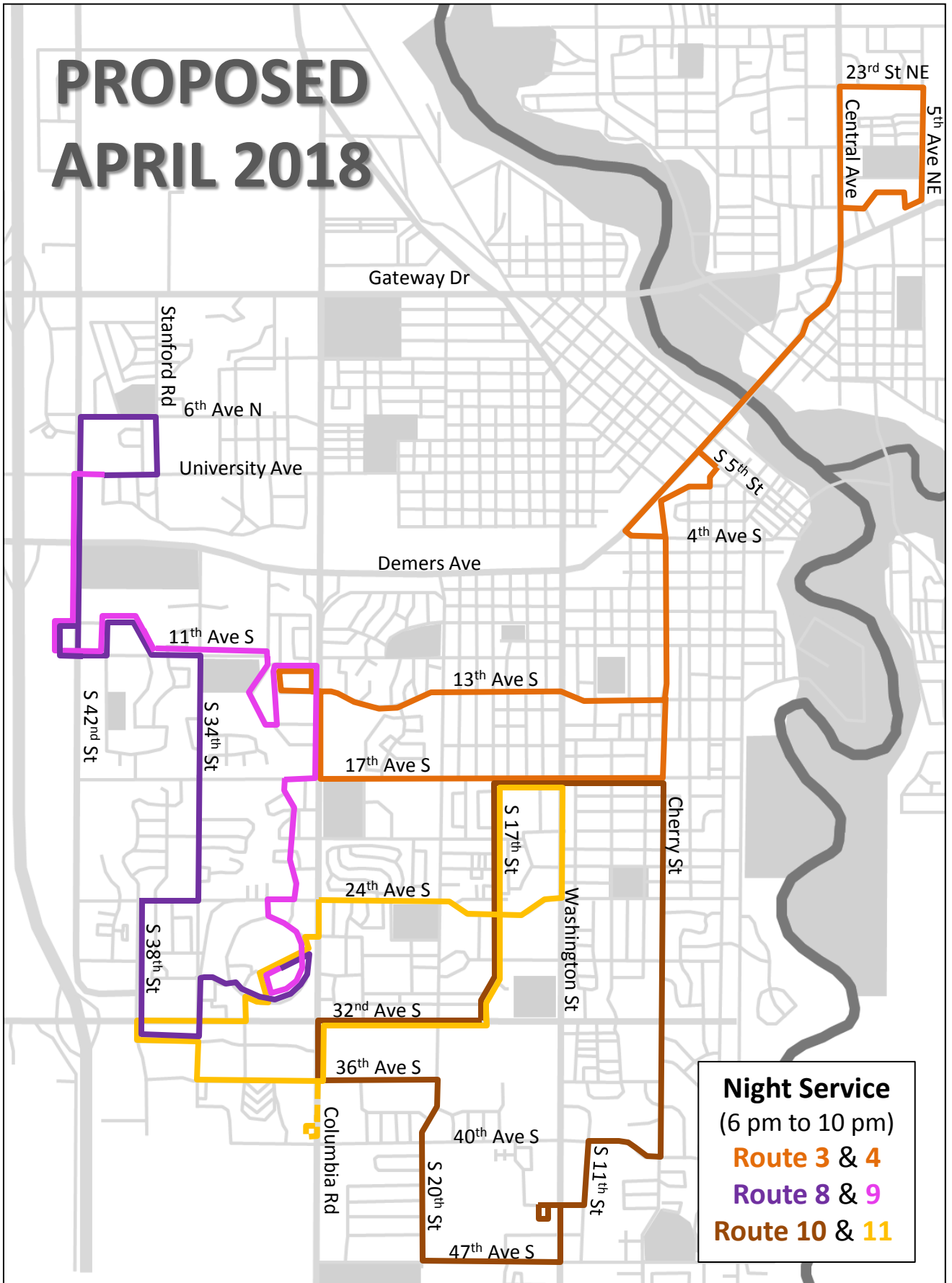
Route 11 Grand Cities Mall - Columbia Mall - Super Target																	
1	Grand Cities Mall	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42	9:42
2	Library	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45
3	Columbia Mall	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	1:52	3:52	4:52	5:52	6:52	7:52	8:52	9:52
4	Super Target	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	8:56	9:56
5	Development Homes	Call Ahead - 746-2600															
6	Walmart	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	9:03	x
7	Hugo's	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	9:07	x
1	Grand Cities Mall	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17	9:17	x

# PROPOSED APRIL 2018



Route 12 East Grand Forks Monday-Friday Peak Only															
1	Evergreen Estates	6:50	7:35	8:20	x	x	x	x	x	x	x	x	3:05	3:50	4:35
2	12th Ave & 23rd St NW	6:54	7:39	8:24	x	x	x	x	x	x	x	x	3:09	3:54	4:39
3	8th Ave & 20th St NW	6:58	7:43	8:28	x	x	x	x	x	x	x	x	3:13	3:58	4:43
4	Hugo's	7:05	7:50	8:35	x	x	x	x	x	x	x	x	3:20	4:05	4:50
5	Sunshine Terrace	7:09	7:54	8:39	x	x	x	x	x	x	x	x	3:24	4:09	4:54
6	Senior Center	7:19	8:04	8:49	x	x	x	x	x	x	x	x	3:34	4:19	5:04
7	Riverside School	7:24	8:09	8:54	x	x	x	x	x	x	x	x	3:39	4:24	5:09
1	Evergreen Estates	7:35	8:20	9:05	x	x	x	x	x	x	x	x	3:50	4:35	5:20

# PROPOSED APRIL 2018



**Night Service**  
(6 pm to 10 pm)  
**Route 3 & 4**  
**Route 8 & 9**  
**Route 10 & 11**

Route System	Route Number	Rte_Sys	Projnum	#Year	Description	BEG_RP	END_RP	Length	Bridge numbers (separate with semicolon)	Route Direction	Lower Cost Range	Upper Cost Range	Investment Program	MnSHIP Project Type
US	2	US2	6001-61	2021	US 2 WB FROM 0.5 MILES W OF THE W JCT OF MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & OVERLAY	1.37	16.06	14.6		WB	\$10,000,000	\$12,000,000	SPP	NHSP
US	2B	US2B		2023	US 2B FROM 2ND STREET TO 4TH STREET, REPLACE 3 SIGNAL SYSTEMS						\$900,000	\$1,100,000	DRMP	DRMP-Other
US	2	US2		2026	US 2 FROM NORTH DAKOTA BORDER TO W JCT MN 220, REPLACE BRIDGE 60001	0.133	0.361	0.2	60001	Both	\$5,000,000	\$7,000,000	SPP	NHSP
US	2	US2		2027	US 2 EB FROM 0.2 MI E OF US 2B TO 0.3 MI E OF CSAH 15, BITUMINOUS MILL & OVERLAY	4.611	16.053	11.4		EB	\$4,000,000	\$6,000,000	SPP	NHSP
US	2B	US2B		2029	US 2B FROM DEMERS AVE TO US 2, RESURFACING OR FULL RECONSTRUCTION WITH TURNBACK	0.334	2.818	2.1			\$2,000,000	\$14,000,000	DRMP	NonNHSP
US MN	2 220	US2 MN220		2033	US 2 FROM NORTH DAKOTA BORDER TO US 2B, CONCRETE REHABILITATION MN220 FROM US 2 TO CSAH 19, CONCRETE REHABILITATION	0.133 27.241	4.611 28.292	5.6		EB	\$4,000,000	\$8,000,000	DRMP	NonNHSP
US	2B	US2B		2035	US 2B FROM NORTH DAKOTA BORDER TO 4TH STREET, CONCRETE PAVEMENT REPLACEMENT/REHABILITATION, REHABILITATE BRIDGE 4700 (SORLIE)	0	0.334	0.3	4700		\$3,000,000	\$5,000,000	DRMP	NonNHSP
US	2	US2		2041	US 2 WB FROM 0.5 MILES W OF THE W JCT OF MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING OR PAVEMENT REPLACEMENT	1.37	16.06	14.6		WB	\$15,000,000	\$52,900,000	SPP	NHSP
US US	2 2B	US2 US2B		2043	US 2 OVER THE RED RIVER, PAINT BRIDGE 9090 (KENNEDY) US 2B OVER THE RED RIVER, PAINT BRIDGE 4700 (SORLIE)				4700; 9090	Both	\$11,000,000	\$15,000,000	SPP	NHSB

EAST GRAND FORKS added projects

River Road Mill and Overlay (Highway 2 – 23rd St NW): \$390,000.00 - expanded termini from an existing project

5th Ave NE Reconstruction (15th St NW – 23rd St NW): \$2,523,000.00

2nd Ave NE Construction (10th St NE – Highway 2): \$560,000.00

Repair east approach to Point Bridge - \$4.1M based upon PCR from Repaint job 10 years ago

# Possible 30% in ND Regional Program Revenue

- Fargo-Moorhead COG may become a TMA after the 2020 Census
  - Over 200,000 population
  - Impact would be in 2023
- If TMA, would receive a “lump” sum of federal funds for all federal aid roads
- The impact to the Urban Roads not much
  - Adding one more Urban Aid City – Watford City – but lose 2
- The drastic impact is on the Regional Program
  - 30% less available statewide
  - Therefore, our MPO would forecast 30% less than past
- Have encouraged NDDOT to spend considerable time studying this possible impact prior to guiding us to use for our Financial Plan
  - If we plan for it, then we must program based off it
  - Rather address this change next year or two than next month or two.

**DRAFT**

## GrandForks-East Grand Forks Street/Highway Plan Update Amendment #3 Approach

Amendment #3 incorporates updating the Grand Forks-East Grand Forks River Crossing Alternatives Analysis Memo and additional planning level alternative analyses to allow for comparison of various potential Red River Crossings. Amendment #3 will consist of the following tasks:

1. Kimley-Horn will update the Grand Forks-East Grand Forks River Crossing Alternatives Analysis Memo completed in February 2018 to include the additional potential river crossing at 17<sup>th</sup> Ave S and revisions in the river crossing at 24<sup>th</sup> Ave S to align with Elks Drive. These updates will rely on travel demand model run updates from ATAC.
2. Update previously completed performance matrices for 17<sup>th</sup> Ave S, Elks Drive, 32<sup>nd</sup> Ave S and Merrifield Road and create and populate a performance matrix for 47<sup>th</sup> Ave S. The matrix will include daily vehicle hours traveled, daily vehicle miles traveled, construction costs, and B/C ratio. We will provide a recommended implementation year for the fourth River Crossing based on a review of the travel demand model V/C LOS in 2030 and 2045.
3. Complete additional Synchro intersection analysis at the following intersection and document anticipated intersection control:
  - 17<sup>th</sup> Ave S/Belmont Rd
  - Greenway Blvd/Bygland Rd/13<sup>th</sup> Ave SE
  - Greenway Blvd/Rhinehart Dr *\*MPO collect PM turning movement count*
  - 24<sup>th</sup> Ave S/Belmont Rd *\*MPO collect PM turning movement count*
  - 24<sup>th</sup> Ave S/Washington St
  - Elks Drive/Belmont Rd *\*MPO collect PM turning movement count*
  - Elks Drive/445<sup>th</sup> Ave (intersection Minnesota side)
  - 32<sup>nd</sup> Ave S/Belmont Rd
  - 32<sup>nd</sup> Ave S/445<sup>th</sup> Ave S (intersection Minnesota side)
  - 47<sup>th</sup> Ave S/S Washington St
  - 47<sup>th</sup> Ave S/Belmont Rd
  - 47<sup>th</sup> Ave S/445<sup>th</sup> Ave S (intersection Minnesota side)
4. Create exhibits that show the proposed river crossing at planning level detail (no stationing or right-of-way takes). We will utilize prior crossing information, reports, exhibits provided by the MPO to complete this analysis. The alignment will be manually digitized to replicate prior work as much as possible and will utilize the most current available aerial provided by the MPO. All proposed river crossing locations will build off prior work except for the 47<sup>th</sup> Ave S river crossing

exhibit that will need to be created from scratch. This alignment will be laid out to avoid slide as much as possible based on information provided by the MPO (Army Corp of Engineers Exhibits). The clearance above the river will be established by matching the clearance above the water that was assumed at prior river crossing analysis locations. Contour elevations of an accuracy required for this planning study will be provided by the MPO. We have included the cost of travel to GF-EGF for one trip for two staff members to review field conditions at the 47<sup>th</sup> Ave S crossing location.

5. Update prior cost estimate information building off prior work to adjust for inflation. Create a planning level cost estimate for the proposed crossing at 47<sup>th</sup> Avenue S including both a high and low bridge options. The high bridge estimate at 47<sup>th</sup> Avenue S will include costs to reconstruct the 445<sup>th</sup> Ave S at a higher elevation between the proposed connection at 445<sup>th</sup> Ave S for about 1 mile to the north.
6. The updated memo completed as part of Task 1 will be updated to include the information in Tasks 2-5.
7. Create a PowerPoint and attend (in person) one meeting to present the analysis results. We have included the cost of travel to GF-EGF for one trip for two staff members to attend and present the content of the PowerPoint.

*Amendment #3 Deliverables:*

- Updated Technical Memorandum
- PowerPoint presentation



Kimley Horn & Associates/WSB & Associates  
 Grand Forks - East Grand Forks Metropolitan Planning Organization  
 Street/Highway Plan Update - AMENDMENT #3

*Detailed Hour/Cost Breakdown of Tasks for Staff*

Task	Description	Professional Hours						Total Hours	Direct Labor Cost
		Brandon Bourdon (KHA)	Chadd Larson (KHA)	Scott Mareck (WSB)	Andy Hingenveld (WSB)	Phillippi (WSB)	Michael Kondzioka (KHA)		
		Project Manager	Civil Engineer	Deputy Project Manager	Transportation Planner	GIS Technician	Traffic Analyst		
<b>Amendment 3 (KHA/WSB)</b>									
1 & 6	Update Prior Memo and Add New Content	16		8	16	8	32	80	\$ 3,257.92
2.0	Update Comparison Matrices	4		4		16	16	40	\$ 1,368.72
3.0	Synchro LOS	8					30	38	\$ 1,484.48
4.0	River Crossing Exhibits	12	24	8		40	60	144	\$ 5,432.88
5.0	Planning Cost Estimates			30	80			110	\$ 4,723.60
6.0	PowerPoint and Presentation	16		12				28	\$ 1,602.40
<b>AMENDMENT 3 SUBTOTAL</b>		<b>56</b>	<b>24</b>	<b>62</b>	<b>96</b>	<b>64</b>	<b>138</b>	<b>440</b>	<b>\$ 16,267.60</b>
<b>Labor Sub-Total (Hrs.)</b>		<b>56</b>	<b>24</b>	<b>62</b>	<b>96</b>	<b>64</b>	<b>138</b>	<b>440</b>	<b>\$ 16,267.60</b>
Hourly Rates		\$58.06	\$55.30	\$56.12	\$38.00	\$23.00	\$34.00		
Labor Costs		\$3,251.36	\$1,327.20	\$3,479.44	\$3,648.00	\$1,472.00	\$4,692.00		\$17,870.00
Overhead									\$29,966.04
Fixed Fee (12%)								12%	\$5,740.32
<b>TOTAL COST</b>									<b>\$53,576.36</b>

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

<b>CODE</b>	<b>AREA</b>	<b>TASK</b>	<b>%</b>	<b>COMPLETION DATE</b>
<b>300</b>	<b>PLANNING AND IMPLEMENTATION</b>	<b>ACTIVITIES</b>		
	2045 Street & Highway Plan	Check-in on input on Universe of Projects and financial information requested at Special TAC meeting. Provide update on River Crossing meetings on 2/22. Preparing for public meeting in April.	40%	Dec, 2018
<b>300</b>	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
<b>300</b>	Bicycle and Pedestrian Planning Element (Update)	Continued working on related activities guiding update of Bikeway Map, 2018. Prepared content for back-panels, coordinated with stakeholders to receive content. Currently preparing "printer's-ready" draft version. Map Update 70%	75%	May, 2018
<b>300</b>	Corridor Planning	Aerial Photo: Request for Proposals was released; consultant has been selected; and contract is currently under consideration for approval.	10%	Dec, 2018
<b>300</b>	Traffic Count Program	Resume data collection setup for the rest of the intersections.	70%	
	Near South Neighborhood	CPS has developed some transit stop alternatives for issues found along 1st Ave S area. Been working with CAT and other City staff on furthering these concepts.	95%	
<b>300.5</b>	SPECIAL STUDIES	Prepared support materials for upcoming Railway Crossings Meetings.	50%	April, 2018
		Request for Qualifications for East Grand Forks ADA Transition Plan was released. Deadline for submittals is March 30, 2018	5%	Dec, 2018
<b>300.6</b>	PLAN MONITORING, REVIEW AND EVALUATION	MPO staff attended webinars to learn more about nature, criteria, data requirements and implementation procedures of proposes Performance Measures (PM-2--PM3). Attended coordinating meeting to discuss Performance Management approaches for bi-state MPO's.	5%	Dec, 2018

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