



**Ensuring Opportunities**

**Planning One Community**

**“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”**

**TECHNICAL ADVISORY COMMITTEE MEETING**

**WEDNESDAY, AUGUST 14<sup>TH</sup>, 2019 – 1:30 P.M.**

**EAST GRAND FORKS CITY HALL TRAINING ROOM**

**MEMBERS**

Kadmas/Peterson \_\_\_\_\_  
 Ellis \_\_\_\_\_  
 Bail/Emery \_\_\_\_\_  
 Gengler/Halford \_\_\_\_\_  
 Riesinger/Audette \_\_\_\_\_

Laesch/Konickson \_\_\_\_\_  
 Johnson/Hanson \_\_\_\_\_  
 Kuharenko/Williams \_\_\_\_\_  
 Bergman/Rood \_\_\_\_\_

West \_\_\_\_\_  
 Magnuson \_\_\_\_\_  
 Sanders \_\_\_\_\_  
 Christianson \_\_\_\_\_

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JULY 10<sup>TH</sup>, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF FY2020-2023 T.I.P. .... HAUGEN
  - a. Public Hearing
  - b. Committee Action
6. MATTER OF APPROVAL OF A.T.A.C. TRAFFIC COUNT ADDENDUM..... HAUGEN
7. MATTER OF UPDATE ON DOWNTOWN PARKING STUDY ..... HAUGEN
8. MATTER OF FUNCTIONAL CLASSIFICATION MAP UPDATE..... KOUBA
9. OTHER BUSINESS
  - a. 2019 Annual Work Program Project Update
  - b. Oral Briefing On Future River Crossings
  - c. Oral Briefing On Skewed Intersection Public Meeting
10. ADJOURNMENT

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

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019  
East Grand Forks City Hall Training Conference Room**

**CALL TO ORDER**

Teri Kouba, MPO Senior Planner, called the July 10<sup>th</sup>, 2019, 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: Jane Williams, Grand Forks Engineering; Brad Gengler, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Patrick Hopkins (Proxy For Darren Laesch), MnDOT Planning Engineer; Dale Bergman, Cities Area Transit; Richard Audette, Airport Authority; Jason Peterson, NDDOT-Local District; Nick West, Grand Forks Highway Engineer; and Michael Johnson (via conference phone), NDDOT-Local Government.

Absent: Brad Bail, Steve Emery, Jesse Kadrmas, Ryan Riesinger, Darren Laesch, Dustin Lang, Ryan Brooks, Stephanie Halford, Paul Konickson, Lane Magnuson, Ali Rood, David Kuharenko, Stacey Hanson, Mike Yavarow, Lars Christianson, and Rich Sanders.

Guest(s): Al Grasser, Grand Forks Engineering.

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

**DETERMINATION OF A QUORUM**

Kouba declared a quorum was present.

**MATTER OF APPROVAL OF THE JUNE 12<sup>TH</sup>, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY WILLIAMS, SECONDED BY BERGMAN, TO APPROVE THE JUNE 12TH, 2019, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

**MATTER OF APPROVAL OF FY2019 T.I.P. AMENDMENT**

Kouba reported that Cities Area Transit received an award of \$1,200,000.00 to purchase buses and we need to amend it into our FY2019 T.I.P.

Kouba opened the public hearing.

There was no one present for discussion, and no comments were received by noon today.

Kouba closed the public hearing.

***MOVED BY ELLIS, SECONDED BY GENGLER, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2019 T.I.P. AMENDMENT, SUBJECT TO REVIEW AND APPROVAL FROM THE GRAND FORKS CITY COUNCIL.***

***Voting Aye: Audette, Johnson, Williams, Peterson, Ellis, Gengler, Hopkins, West, and Bergman.***

***Voting Nay: None.***

***Absent: None.***

**MATTER OF APPROVAL OF FINAL DRAFT OF MN 220 NO. STUDY**

Viafara reported that staff is seeking approval of the Final Draft MN 220 No. Study Report. He stated that this study was completed and a link for the report was provided to you, as well as the presentation, describing all the different phases of the project was also linked to the report.

Viafara referred to the staff report and briefly went over the information contained in it. He pointed out that the proposed alternatives strive to improve the following deficiencies in the corridor:

- 1) Access/Traffic Control Device Considerations
- 2) Access Management
- 3) Traffic Signals
- 4) Pedestrian Improvement Strategies

Viafara stated that the alternatives were outlined as follows:

- 1) Near term improvements (2019-2024)
  - a) Improve Pedestrian Crosswalk at MN 220 N at 17<sup>th</sup> St. NW – Estimated cost \$71,600 – 100% MnDOT funded.
- 2) Mid-term improvements (2025-2034)
  - b) Traffic Signal Replacement and Design/Operation improvements at MN 220 N at 14<sup>th</sup> St. NW – Estimated cost \$519,088 – 50% State/50% City funded.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

- c) Intersection Control & Geometric Improvements at MN 220 N at U.S. 2 – Estimated Cost \$6,021,417.00 – 90% State/10% City (City is responsible for 25% of Signal and Street Improvements on DeMers Ave).
- 3) Long-term improvements (2035-2045+)
  - d) Intersection Control Improvements on MN 220 N at 17<sup>th</sup> St. NW – Estimated Cost \$6,340,700.00 – 80% State/20% City (City is responsible for improvements on local streets approaching the circle).

Viafara said that if this report is approved we would like to advance the report into the possibility to amend the Metropolitan Planning Transportation Plan in order for these projects to be included in the T.I.P., particularly now that we have sources of funding and support for these alternatives.

Hopkins asked when the second improvement was at 220 and 17<sup>th</sup>; you said the first one is a crosswalk enhancing the pedestrian safety and the second one was around \$6 million. Viafara responded that the other one is at 17<sup>th</sup> and it is located in Year 2035 to 2045 so it is in the long-term and includes the intersection for control improvements at that particular intersection of 220 and 17<sup>th</sup>. He added that the associates anticipated 80% from the State, 20% from the City, but there are provisions so it is possible for the improvements on the local streets that are approaching the proposed circle.

***MOVED BY ELLIS, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL DRAFT OF MN 220 NORTH STUDY.***

***Voting Aye: Audette, Johnson, Williams, Peterson, Ellis, Gengler, Hopkins, West, and Bergman.***  
***Voting Nay: None.***  
***Absent: None.***

**MATTER OF U.S.2/U.S.81 SKEWED INTERSECTOIN STUDY UPDATE**

Kouba reported that the Steering Committee met at the end of June and went through the alternatives.

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

Kouba commented that all of the alternatives kind of have a basic improvement plan to improve the sidewalks along Mill Road and connect them up better to Washington Street to utilize the traffic control signals and kind of close out the pedestrian bike path on the back of a lot of the businesses, as well as to bring in medians to control traffic flow better.



**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

Kouba said that another improvement, which is highly scored, and that is one of the very basic improvements is putting in gates and things like that for the actual railroad, as well as looking at the option of managing or closing out some of the redundant access points along Gateway so we don't have as much conflict with people slowing down to enter various businesses. She stated that this also includes using 13<sup>th</sup> Avenue North as a backage road.

Kouba stated that another alternative was to build a new road using the fairground access road with no actual traffic control being put in place at the intersection of that new roadway.

Kouba commented that they are just looking at trying to improve some of the skew of each of them and bringing them to as close to 90-degrees as possible.

Kouba said that they also looked at doing some signal timing as well as installing sensors to alert people when trains are crossing the roadway ahead. She added that they want to make sure these displays are installed in East Grand Forks as well.

Kouba reported that the Mill has installed a lot of new rail, and has installed sensors to alert people know that the train is in the intersection but not be in the best location for making decisions further away from that area where the train could be crossing.

Kouba stated that they also looked at a total realignment of the rail so there would no longer be a Mill Spur being accessed; the train would be coming around further north and connecting to the new rail system.

Kouba commented that there was also some consolidation of intersections looked at, but not all of them worked well nor did anything to reduce crashes.

Kouba stated that there is also the Grade Separation alternative, which is, along with the road realignment alternative, very expensive as they both involve the purchase of property and such so aren't well received, although they are ranked fairly high and did receive some input from the Steering Committee, however even though there isn't a lot of interest in the Grade Separation from the committee, they do want to get input from the public on it and all the alternatives.

Williams referred to Alternative E,F and R; the existing footprint with railroad realignment, and asked what is the specific realignment. Kouba responded that the realignment is from the Glasston Study where they move the unit train landing further north of town and then because of the new train tracks that have been installed by the Mill, the realignment would have to be further north probably closer to the Washington Interchange. Williams stated that she wanted to verify that because the cost is shown as being \$5-\$7 million; is that for realigning the tracks and everything. Kouba responded that they will be getting an updated cost as they were told by the Mill that that cost was significantly low so that will be adjusted. She said that they will be reestablishing these numbers before they take them to the public. She added that they haven't taken any of these alternatives before the public yet because they wanted input from the Steering Committee first.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

Williams asked then, in the ranking, where you have Number 2, is that just the pedestrian improvements. Kouba responded it is. She explained that that is the very first alternative EF. Williams asked if there was any discussion about having a short range and a long range, so it would basically be 1a would be #2 and 1b would be the realignment of the rail, was there anything like that discussed. Kouba responded that they haven't at this point but that would probably be some sort of when improvements could be phased in.

Williams asked if the Glasston Study had a cost in it. Kouba responded that she believes that they ended up starting with those costs and then they just projected out to present dollars.

Williams referred to the pedestrian improvement map and said that she is looking at the southwest corner of 5<sup>th</sup> and Gateway where it is showing the pedestrian trail going across the tracks and asked if there is a pedestrian crossing there now. Bergman responded that most people use it as drive-in to get to the Dairy Queen. Williams said that she doesn't think there is sidewalk along there. Bergman responded that there is sidewalk along there.

Peterson asked if this was the update to the committee meeting that met, where does it go from here. Kouba responded that they need to bring the alternatives to the public, and they are looking at doing that the beginning of August, and then there will be a comment period on the report, and it will also go to the Steering Committee for their input as well. Grasser asked if the potentially impacted properties, from the alternatives, get a specific invite to these public meetings. Kouba responded that they invited everyone along the corridor by sending a postcard telling them about the first public meeting and they will be doing the same thing with the next meeting. She added that there are also a couple of property owners on the Steering Committee as well.

**MATTER OF FUNCTIONAL CLASSIFICATION UPDATE**

Kouba reported that at our last Technical Advisory Committee meeting we looked at our functional class and did reach agreement on some issues such as stubs, and the fact that they are not going to be allowed by NDDOT, and other such things.

Kouba referred to a slide presentation and pointed out that 55<sup>th</sup> is already currently in and at the last meeting it was stated that Cherry Street would end up being in down to 62<sup>nd</sup> within the T.I.P. period. Grasser said that it doesn't have to be in the T.I.P., it just has to be within the T.I.P. period, if it is funded locally. Kouba responded that it should be in the T.I.P. even though it is funded locally.

Kouba commented that they have added those various areas already agreed on into our numbers for 2019 but there are still some areas that are open for discussion. She stated that one of the things, when we started looking at what the State had for numbers, for mileage for our area's categories, there was about a mile difference, and when we started to investigate there was one area that we had functionally classified, but because of the difference between the adjusted federal aid urban boundary, that was not included in the State's numbers. She added that there is also a lot of cross-overs that we had classified that are connecting the frontage roads to the main

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

roadways that they also don't have classified as well, and not just along Gateway but along Washington as well, so that will need to be discussed as part of the frontage road discussion. She said that another part of this is that NDDOT is saying that we need to take out these stub frontage roads because they are not connecting at both ends by functionally classified roads.

Grasser commented that the reason these frontage roads don't connect with anything is because you've got the Interstate cutting them off so he doesn't know if that is really fair compared to an area where you just have a frontage road to nowhere. Kouba pointed out an area that the State asked us to not have functionally classified as well, so it is all the little stubs along the way that don't really connect to anything, and there are a good portion of them on Washington as well that don't necessarily connect to anything.

Grasser asked if this same exercise is being done by the other MPOs in the State. Kouba responded that it is up to each MPO as to when they want to update their functional classification maps, or they need to update any kind of functional classification such as when they install a new connection like 55<sup>th</sup>, then they would need to go through the update process and let the State know that that needs to be functionally classified and have it included on the map.

Grasser said that what he is hearing is that we are implementing policy decisions at the State level to, in this case Grand Forks, and he is just wondering if that shouldn't be a broader discussion with all of the entities at the same time to come to a common agreement or census or a challenge to what the DOT policy decisions are. He added that it seems that the MPOs in North Dakota should at least have discussion and awareness of those policy changes as opposed to each one discovering what the new policies are. Kouba responded that the feds changed a lot of their policies back in 2013, and Minnesota recently went through this process in the 2014/2015 time period, which is the reason why we aren't really looking at East Grand Forks because a lot of those were dealt with then to include especially the minor collector category. She added that North Dakota has given their view of the policy so we are just viewing it as all collectors, and we are no longer looking at stubs and things like that so it is NDDOT's interpretation of how they are going to handle the new rules set by the feds.

Grasser commented that, again, he thinks there should be a broader input to that discussion, that is his thought, and it would be his recommendation that the MPOs and the State discuss it and come to an agreement. He said that he just thinks that we are at point now days where it is harder and harder for a government entity just to impose and say "now, this is how we are going to do it" without any input from affected parties, and it just doesn't quite feel right to him that we haven't had detailed discussion, at least with the MPOs at the State level, that would be a good place to at least have that general discussion. He added that it is a bit of a Catch-22 because on one hand there really aren't the dollars put into it to do anything, but we never know what the future is going to bring, and if you declassify something now you make it ineligible for any kind of future program that we don't know about, and the example that they talk about is the Urban Grants Program, and here there is a discussion about we declassify 3<sup>rd</sup> Street and 4<sup>th</sup> Street, no, why would we do that when we have a specific program targeted to improve those streets, but again to him it is an example of, at the local level, where he would be reluctant to take things out of the program. He stated that there are a few that make sense, but generally speaking most

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

don't. He said that he doesn't mind quite so much changing the classification as he does the declassification.

Williams stated that her concern on the frontage roads is, the title is frontage road, and it is part of the highway system and the reason they were installed is so that we did not have direct access from businesses onto the main highway and facilitate it so if you want to go to any of those businesses that are on the frontage roads you have to, obviously, exit where there is an opening so all those vehicles that are going in front of a business to get to the next business would normally not be on that road, they would just use the driveway, so to take it all away and just make it a local street, so now you have local businesses and properties paying for a local street that is actually facilitating, in part, the State highway traffic, so she would like to get it clear in her mind as to how NDDOT has worked through that one. She cited the example of Washington, between 24<sup>th</sup> and 28<sup>th</sup>, and explained that both of those frontage roads connect to classified streets. She added that she also believes that north of 17<sup>th</sup>, on the west side, goes from 17<sup>th</sup> and terminates at the State highway so that is why she would like to get the logic of this straight in her mind.

Johnson commented that he might be able to provide some feedback on some of these issues. He explained that on the issue of frontage roads NDDOT is excluding those that are separated, so frontage roads that parallel to highways can be on the functional classification system and be stubs. He said that they are excluding those for that very reason, and the main reason behind that is that they, probably over a year ago now, went through a discussion with Federal Highway. He stated that they had been treating frontage roads in a lot of their rural areas, and some of their urban areas as extensions of the highway system, similar to what you're saying Jane, but they lost that fight with Federal Highway and they basically said that if we want to ever put federal aid on those frontage roads they have to be functionally classified, whether locally or on the State Highway System, so he hopes that answers your question.

Viafara asked if Mr. Johnson could please provide some enlightenment here concerning the issue Mr. Grasser spoke of as to whether the other MPOs are also in the process or are aware of this classification process; whether the other MPOs are also engaged in this classification process and what is the overall aim of the exercise. Johnson responded that Bismarck/Mandan MPO finished their functional classification update sometime ago and Fargo/Moorhead is in the middle of working on theirs right now. He commented that Bismarck/Mandan took their frontage roads off of their system. He stated that he will tell you that sometime down the road that that is probably going to be an issue and they will probably add it back in.

Williams asked if the State was also going to turn over the frontage roads to the locals, because we have maintenance agreements that cover the frontage roads. She said that a couple of years ago they needed to change the parking and they went to Mr. Noehre and he agreed with the changes and they implemented them, but they still needed his approval to do anything because the frontage roads belong to the State, they aren't local streets, so is the State going to officially turn those over to the City. Johnson responded that that conversation hasn't occurred, but it is a really good question. He added that they have always been operating under the premise that they are elements of the highway so if they come along and do a mainline improvement such as a mill

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

and overlay or APR or some kind of pavement improvement they would just do it on the frontage roads as well because they are there, it is part of the system and they were probably built at the same time so they would just do it, but the feds told them that that isn't an option anymore, and if they want to be able to use federal aid on them they would have to actually have a classification, so to that specific question they haven't done that yet, they haven't had that conversation yet.

Grasser said that they just want to be clear, when these things are coming down, what's a local decision and what's the decision that we're not allowed to make because we don't want somebody to come back later and interpret that we made a decision when we really didn't have a decision to make, if that decision kind of has been taken away from them. He added that when you're talking about Bismarck and Fargo, are they all operating under this same rule and criteria that we are talking about now. Johnson responded that they are. Grasser said that essentially what he is talking about is that we are the last ones on the list instead of the first ones on the list.

Kouba said that she talked to Seng at NDDOT and she was saying that they are looking for us to make those changes, and they are considering those stubs, so are people just making that argument and the NDDOT is agreeing and letting those frontage roads be considered part of the main highway system. Johnson responded that they are making that determination based on the guidance they got from Federal Highway; he said that he shouldn't say that, what you are saying is correct, what they are telling the locals is that if you want to be able to use federal aid on it in the future it has to be functionally classified, should it not be classified the improvement would have to be locally funded, so you are correct, they aren't mandating it but they are telling them what the ramifications are if it isn't classified.

West stated that to him this committee, in his opinion, shouldn't take any position on it other than that we would like to see it stay on there, and if the feds say that it has to go then it has to go, and we don't have a choice, but if we take no action it stays on, and if the option sometime in the future to use federal aid comes about, then you can use your federal aid, we have nothing to lose. Johnson responded the benefit to keeping them on the system is we can still operate the way we have in the past, so, for example on Gateway Drive, say we need to do some sort of APR or something on the mainline, in the past they would also look at those frontage roads because they are on the State Highway right-of-way, and they are for the most part concrete, and they would have just done them as part of the project, but with this new direction from Federal Highway they wouldn't be able to do that if they weren't classified, they would just be able to work on the highway, now keeping them classified they would just continue to do what we always did and they would use State Highway Urban Regional funding most likely on those roadways, but he can't guarantee that but it would be his thought, but if you take them off they wouldn't be able to do anything to them. Grasser said that that is where he is at, to take most any road off the system removes the potential for us in the future, and you never know what the future will bring, for example who would have guessed that a governor would come in with a Mainstreet Initiative and an Urban Grants Program five years ago, and now here we are so he is glad that we have the roads classified in the downtown area that we do because they all at least qualify for the program, so again, frontage roads are kind of the same thing, if we declassify them, especially the stubs, we might have an uphill battle to try to get them back on, and he isn't

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

seeing an advantage from a local standpoint at this point in not leaving them on the system, he only sees a downside unless he is missing something, so if it is a choice he doesn't think we should be declassifying anything we don't have to, or most of them, there might be a specific one here or there that could be. Kouba asked, if there are certain ones, and she can point out a couple including the little backage road that leads up to the Visitor Center, which is a State classified roadway, would you keep that on the system. Grasser responded that he would because you never know when they are going to come in with a Convention, Visitor, Tourist initiative that that road would qualify for. He said that that is what he means, you just never know, it is unlikely and he grants that it is very unlikely, but you never know, and what is the downside of leaving it on. Kouba said that she is just wondering how accessible it is currently because she knows that from 42<sup>nd</sup> it is very difficult to access that road and it is very narrow. Williams commented that it does need work, and so does 43<sup>rd</sup>. Grasser stated that they probably won't qualify for federal funding in the real sense and they are going to end up funding then and treating them like a local road, so then you have that dichotomy about how we have to deal with it today but what we are talking about is what is the potential of the unknown future and just leaving that door open. Kouba said that another one she has a question about is the one along North Columbia Road, the frontage road. Bergman asked if that was the one basically from about 4<sup>th</sup> up to almost University, it used to be the old Columbia Road.

Williams said that she would like to go back a bit, because what Mr. Johnson previously said is just now soaking in, so if we leave the frontage roads on the map as classified, they wouldn't qualify for federal regional funding but they would qualify for local urban funding, is that correct. Johnson responded that they would definitely qualify for urban road funds, and then as far as the regional funds, maybe, it would depend on what type of project is coming through there, how it was initiated, how it began, what it all entails, but for sure urban roads funds would be eligible and maybe regional funds, and that is for the State Highway System, now if you have frontage roads on a different City street they would be eligible for only urban roads funds.

Williams asked if a classified street has to be paved. Johnson responded that they get asked that question a lot. He said that he thinks that in terms of the way they would like to see it and the way the new guidance identifies those roadways there should at least be pavement on it, and gravel not being a pavement. Williams asked, then, if you have a street that is partially paved and partially dirt or gravel, but it does connect, is that still considered a stub, if there is a connection. Johnson asked how long before the unpaved portion gets paved. Williams responded that she is thinking specifically of South 42<sup>nd</sup> Street, which is the one where the street was taken away when the Interstate came in so now on the west side it is like a frontage road, but they are starting to have growth in that area and are beginning to pave down in that area, and actually paved a little short piece and are planning on doing more, and at the end of the pavement it continues down to 62<sup>nd</sup> and eventually it will all be paved. Grasser added that they will be paving it down to 40<sup>th</sup> Avenue South, which would normally be a classified point but there is no road going to the west, but he thinks when somebody looks at a map and looks at their intent on where they are planning on having major controlled access streets, someone not from the area or familiar would not know that there are restrictions on that street, it would look like a local street and in fact they are going to be treating it like a classified street relative to access points and such. He said that they were just talking about that they maybe should set up a second map of

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

what their planned arterial or classified roads might be in the future if they aren't allowed to do it on this map. He stated that there should be some source of information for people to kind of see what the intent is. Johnson responded that he completely agrees, and they have actually informed all of their urban areas and MPOs that they should consider that for this very reason. He added that in terms of the actual federally classified roadways and what we can use federal funds on the State maintains that map, but from a local perspective on the future of where roadways might be and for building code and land code, things that are kind of functionally classified you could absolutely maintain another map that are local future roads. Grasser asked if, from the local side, can they combine that into one map or does it need to be separated. Johnson responded that he would leave that up to you, but in terms of if you ever call to ask him about whether or not you can use federal aid on a road he is going to go to the map on their website. Kouba commented that that is where we put this into the T.I.P., then we can take it to the State and say "okay we want to put this into our T.I.P. and we want to make this a classified and it is connecting, and make that judgement. Johnson agreed that that is correct. Grasser said that having a map showing only one or only the other will look a little disconnected until you can see the two of them match up. Kouba stated that we can make that map for local purposes.

West referred to the map and asked what it means if Columbia Road and Washington and 62<sup>nd</sup> Avenue South have the dashed major collector colors. Kouba responded that they are shown that way mainly for discussion because in the new federal guidance it says that we aren't supposed to be looking at, "okay it is a boundary of urban versus rural" kind of thing, so it being in the MPO area are we looking at them being more urban or look at it how we have in the past because Columbia Road we have it shown in the future as being a principal arterial, but how far out into the future do we continue to keep it as a major rural collector. Grasser asked if we are defining arterial versus collector based on traffic volume or rural road access requirements to maintain. He said that he doesn't know where the County is with that. West responded that they don't differentiate. He explained that they have their County major collectors, and they have County roads, and the only difference is whether they qualify for federal aid or not, access requirements are all the same, no differentiation in different areas, so to him they should be the same classification as the urban area even though they a rural street section, as soon as the City grows they will become principal arterials, so maybe we should plan for that and try an maintain those roads as that, especially in the MPO area. Williams agreed, adding that the big thing is the preservation of right-of-way because if someone comes in with a set of plans for a house or something, and you're saying it is a collector then you wouldn't be able to say it is reserved for right-of-way. West commented that it is easier to preserve right-of-way than get it later, so to him it is logical that it be a principal arterial.

Grasser stated that those are section line roads, long connecting, and have fairly large volumes of traffic, large being relative to rural or large being relative to urban depending upon where you are at. He added that he had no idea of the discussion between major collector and minor arterial, and he has a hard enough time figuring out the difference between a minor arterial and major collector. Kouba responded it is the amount of traffic. West stated that he would even say County Road 8, which is shown with a solid purple line on the map, is now a major collector. He added that it probably will never have the traffic volume of a Washington or Columbia, but it does connect to 62<sup>nd</sup> Avenue as a minor arterial, which long term wouldn't be a bad idea

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

especially of the County Road 6 bridge gets built across the Red River, but that is the discussion in his mind, but he doesn't know if it would change it much because you have the Army Corps of Engineers' hands in it so that would drastically limit any change, which is good. He stated that it is not on their Federal Aid System, but it doesn't mean that in the MPO area it couldn't be classified.

Kouba commented that there was some discussion about Adams Drive and whether or not it should be looked at as a local street or a collector, do we still want it shown as a collector. Grasser responded that he struggles with that as a collector because when they did the platting the last go around they tried to hold it to collector standards but they failed to do so so he thinks we would be better off the way they were treating it unless you want to keep putting collector controls on it, but he doesn't know how we can win that fight. Gengler said that he doesn't see how it can remain described as a collector. Grasser agreed, adding that with the level of access that they have allowed on it, he doesn't think we are being honest showing it as a collector because we aren't treating it that way. Williams added that the probability of Adams continuing anywhere other than just down to 62<sup>nd</sup> is very slim, and this is supposed to be a functional classification map, and Adams functions as a local street, it does not function as any type of through street that someone out of the area would use to get somewhere. Kouba referred to the map and pointed out that we also have 62<sup>nd</sup> being a minor arterial at County 8. Williams agreed that that would take that back to that one, but that would leave in that piece between Belmont and County Road 8, correct. Kouba responded it would.

West referred to that map, 32<sup>nd</sup> Avenue South in the county and commented that that was also up for discussion. Kouba agreed and explained that they changed it at the Interstate to a minor arterial because that is how it is functioning, but we shouldn't be looking at it the say way, so how is it functionally working now. Williams commented that 32<sup>nd</sup> has been constructed between 48<sup>th</sup> and the Interstate as a principal arterial. West agreed that to him it is more than just a collector arterial, it almost all the way to County 5 and DeMers, and to him in the County DeMers and 32<sup>nd</sup> function the same. Williams said that they go to the railroad, because it is them crossing the railroad there on 55<sup>th</sup>, which is very limited. West said that it is probably more of a minor arterial as it keeps getting busier and busier, and the intersections of County 5 and DeMers and County 5 and 32<sup>nd</sup> are getting to the point where some kind of project should be done, at least turn lanes.

Kouba asked if DeMers, further out in the MPO area is still a major collector. West responded that to him it is a minor arterial, when you have 2,000 plus cars a day on a two-lane roadway, it is a minor arterial. Kouba asked if he meant just to County 5. West responded that he was, that once you get west of County 5 you are out of the MPO area and the traffic drops to very little.

Williams referred to the map and asked about North 36<sup>th</sup>. Kouba said that they took it out because it is kind of a stub right now. Williams stated that that is where her question is because they are constructing streets up in that area and that was her previous question for Mr. Johnson, whether a classified street can be unpaved because it isn't a stub. Kouba asked if 27<sup>th</sup> would eventually be classified like a major collector. Williams responded that she thinks that is the



**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

internal discussion that we probably need to have because that is the area that they are actually constructing streets in.

West asked, just for curiosity sake, County Road 6 and County Road 5, he sees that part of it is classified on County Road 6 but then it kind of peters off west, even though, isn't that in the MPO area all the way out to County 5 or no. Kouba responded that on this map it wasn't supposed to be classified. She explained that they were discussing 36<sup>th</sup>, and they had it previously classified. West said, then, that anything west of that is just not classified. Kouba responded that that is correct. She added that when they previously did this they were allowed to show future roads, and that was one of the future sections within the urban area that they classified, but because it is a stub and what it is functioning as, so it was proposed to take it off. West agreed, adding, though, that County 5 is just off the grid. Kouba responded that on this map it is off the grid right now. West said that to him you could take that road, and anything north of 32<sup>nd</sup> Avenue, and they could very easily be a minor arterial, and if you go south down to County 6 the County 6 classification could be a major collector. He added that as far as urban traffic, urban function, you could have 3,500 cars a day right south of the airport and a third will turn and go on DeMers, and a third will turn and go on 32<sup>nd</sup>, and another third will go south. Kouba commented that if she remembers correctly she believes it is a minor arterial from Gateway down to 32<sup>nd</sup>. West agreed that that would make sense, because that one mile from Gateway to DeMers is getting busy for a two lane. Discussion on traffic volumes and possible solutions ensued. Kouba commented that she is pretty sure it is functionally classified as a minor arterial right now.

Williams asked when we would be looking at trying to finalize any of this, more towards the end of December when we do the other stuff. Kouba responded that we have until the end of the year to complete this and she knows that the NDDOT was looking at some other things that they are wanting us to slow down a little bit on, but to have these discussions within our meetings is good. She added that she can make some of these changes and present an updated map and numbers so you can see what that all looks like and how it affects the system as a whole, specifically the whole downtown area, because that is the reason why they had that whole, particularly South 3<sup>rd</sup> Street because at one time there was a discussion about possible closure of sections of it at some point in time for the development of the Water Treatment Plant. Williams said that she thinks that will probably be the time to have the discussion, when we actually get some site plans and development plans in. Grasser added that, ironically, that is probably when we will want to improve that road to add those amenities and have those things that might otherwise associate with the downtown because we want to connect that water plant site development with the more downtown progress.

Kouba stated that one of the reasons we wanted to have this discussion about North 3<sup>rd</sup> Street and North 4<sup>th</sup> Street is because they are very close to North 5<sup>th</sup> Street, and it was mentioned earlier that you don't really want them taken off the functionally classified system, but the question was raised about whether you might be open to lowering the functional classification of those two streets. Williams said that right now they are both minor arterials, so it would then drop down to a major collector, which would match the southern part of the roadway. Grasser stated that he would maybe defer that back to what are the traffic volumes and which category do they fit in.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

He added that to him if one of them had a super high level of access control. Kouba said that it is a downtown too. Grasser said that that is what he is struggling with. Kouba stated that they will probably give us a little bit of leeway with it being the downtown, and we could even leave it as a minor arterial until University and then lower the classification further north too. Grasser said that, again, he isn't a fan of changing things unless he has to, and he isn't seeing a lot of downside to leaving things mostly the way they are, but he would be much less objectionable to changing the classification as opposed to deleting the classification.

Williams stated that she is looking at the percentages here, which classification are we over in our percentages. Kouba responded that we are over on a lot of them, but mostly the principal arterial and the minor arterial percentages, although the principal arterial percentage is not over by much, but the minor arterial percentages are over by almost double. Williams commented that all of the principal arterials are State Highways, with the exception of Columbia. Grasser stated, though, that Columbia is actually a highway of national significance. Williams said that it is kind of tough to take the federal approach, cookie cutter thing, and apply the same standards to a growing community compared to a community in another part of the United States that is basically built out. Kouba stated that they do allow some leeway, obviously because the Interstate is 4% and it is up to 3% according to federal standards. Williams said what are they going to do, take off part of it. She added that she guesses you could take the ramps and change them to something else, is that how they calculate the miles, is it lane miles, or is it just a footprint. Kouba responded that it is just a single line, just a footprint.

Grasser commented that if it ever got to where you had to hit a hard target or something we would probably reclassify some of the minor arterials to collectors, if we had to do that just to make numbers work because we had minor arterials and collectors that if you look at them on any given day you wouldn't know one was really classified differently than the other.

Kouba summarized that what they will do is to take these changes that we talked about today, recalculate all of the numbers, and bring it forward without changing anything in the downtown area yet. Grasser asked if this discussion goes to the Executive Policy Board or does it stay with the Technical Advisory Committee at this point. Kouba responded that she thinks that we are keeping it at the Technical Advisory Committee level at this point simply because there is still a lot of discussion needed and we are going through an iteration process right now, but it will go to the board at a later time.

**OTHER BUSINESS**

a. 2019 Annual Work Program Project Update

Kouba reported that included in the packet was the monthly progress report.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 10<sup>th</sup>, 2019**

**ADJOURNMENT**

***MOVED BY BERGMAN, SECONDED BY GENGLER, TO ADJOURN THE JULY 10<sup>TH</sup>,  
2019 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:53 P.M.***

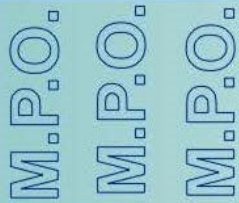
***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis,  
Office Manager

**Overcoming Barriers**

**Strengthening Connections**



**Grand Forks - East Grand Forks  
Metropolitan Planning Organization**

**Ensuring Opportunities**

**Planning One Community**

## **MPO Staff Report**

**Technical Advisory Committee: August 14, 2019**

**MPO Executive Board: August 21, 2019**

**RECOMMENDED ACTION: Recommend the Adoption of draft Final FY2020-2023 TIP by the MPO Executive Board,**

Matter of the Draft Final FY2020-2023 TIP.

**Background:** Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the documenting of the draft of the final TIP.

The Minnesota side draft FY2020-2023 TIP was adopted in April. At that time, NDDOT was not prepared to draft a FY2020-2023 TIP/STIP document. Since then, NDDOT proceeded to submit a draft STIP to the public prior to the Forks MPO being able to present a draft TIP. During the past several months, the necessary coordination has been taking place among the state dots and transit operators to prepare a united FY2020-2023 TIP for the Forks MPO area.

The MPO promulgated a draft TIP for public review and comment. The draft was available 10 days prior to the scheduled public hearing. The public hearing will be held during the August 14<sup>th</sup> TAC meeting. A presentation will be done to identify the TIP project process, significant changes from the past TIP, and performance based planning/programming.

The MPO Executive Board will be requested to adopt the draft Final TIP for 2020-2023 for the entire MPO study area. Once adopted and approved, the TIP is inserted in the STIP by reference and cannot be modified without MPO approval. As such, the TIP is the referenced document for any decisions regarding projects programmed, project scopes, and project financing.

### **Findings and Analysis:**

- The projects listed are consistent with the MPO's Long Range Transportation Plan.

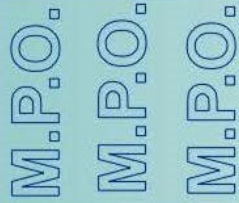
- The projects listed are consistent with the respective draft STIPs.
- The projects have identified funding and therefore the TIP is fiscally constrained.
- Three projects are being listed as “Illustrative”. Traffic signals in Grand Forks both on the “regional” system and the local system are identified as “pending” in the NDDOT STIP as well as a chip seal on N. 5<sup>th</sup> St (USBUS2). This means that if enough federal funds become available, they may be funded. Since this is an unsure funding source, in our TIP the projects appear as illustrative. A TIP amendment will be needed to program these projects into the fiscally constrained TIP.
- An amendment will need to be processed soon after adoption. Some project scope description and funding exchanges are “in the works” between the NDDOT’s N. 5<sup>th</sup> St project and the City’s University Ave project.

### **Support Materials:**

- Copy of draft Final 2020-2023 TIP Recommended by Staff.
- Copy of Public Hearing Notice.

**Overcoming Barriers**

**Strengthening Connections**



## Grand Forks - East Grand Forks Metropolitan Planning Organization

**Ensuring Opportunities**

**Planning One Community**

### **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Final 2020 to 2023 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements. The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on August 14th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The TIP lists all transportation improvement projects programmed to be completed between the years of 2020 to 2023 in the MPO Study Area. A copy of the Final TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the TIP can be submitted to either MPO Office until 11:00 AM on August 14th.

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

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

M.P.O.

M.P.O.

M.P.O.

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

# **TRANSPORTATION IMPROVEMENT PROGRAM**

**2020 - 2023**

**August, 2019**

FISCAL YEARS 2020 - 2023

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE  
GRAND FORKS - EAST GRAND FORKS  
METROPOLITAN AREA

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



**METROPOLITAN PLANNING ORGANIZATION**  
**MEMBERSHIP**

**Bob Rost**

REPRESENTING:  
GRAND FORKS COUNTY  
COMMISSION

**Warren Strandell**

REPRESENTING:  
POLK COUNTY COMMISSION

**Jeannie Mock**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

**Marc DeMers**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

**Ken Vein**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

**Clarence Vetter**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

**Al Grasser**

REPRESENTING:  
GRAND FORKS PLANNING  
& ZONING COMMISSION

**Michael Powers**

REPRESENTING:  
EAST GRAND FORKS PLANNING  
& ZONING COMMISSION

**Dr. Michael Brown**

REPRESENTING:  
MAYOR OF GRAND FORKS  
Non-voting Ex Officio

**Steve Gander**

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

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

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

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

GF-EGF MPO  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**A RESOLUTION APPROVING FY 2020 - FY 2023  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

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

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

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

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

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

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

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

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

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

**WHEREAS**, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 14, 2019.

**NOW, THEREFORE, BE IT RESOLVED**, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2020 to FY 2023 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clarence Vetter, Chairman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Earl Haugen, Executive Director

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

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

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

**WHEREAS**, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted January, 2019); and

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

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clarence Vetter  
Chairman

\_\_\_\_\_  
Earl T. Haugen,  
Executive Director

# **TABLE OF CONTENTS**

	<b><u>PAGE</u></b>
<b>TRANSPORTATION IMPROVEMENT PROGRAM .....</b>	<b>1</b>
<b>INTRODUCTION .....</b>	<b>1</b>
<b>GRAND FORKS AREA PROJECT LISTINGS .....</b>	<b>22</b>
Programmed Projects .....	23
<b>EAST GRAND FORKS AREA PROJECT LISTINGS.....</b>	<b>36</b>
Programmed Projects .....	37
<b>ILLUSTRATIVE PROJECT LISTINGS.....</b>	<b>45</b>
<b>PERFORMANCE BASED PLANNING and PROGRAMMING .....</b>	<b>48</b>
<b>APPENDIX I – FY-2017 PROJECT STATUS/ OBLIGATIONS.....</b>	<b>51</b>
<b>APPENDIX II – SELF-CERTIFICATION.....</b>	<b>63</b>
<b>APPENDIX III – GF/EGF MPO STUDY AREA .....</b>	<b>65</b>
<b>APPENDIX IV – PUBLIC PARTICIPATION.....</b>	<b>67</b>
<b>APPENDIX V – MINNESOTA PROJECTS IND A TIP FORMAT .....</b>	<b>72</b>

## INTRODUCTION

The draft Transportation Improvement Program (TIP) for the Grand Forks -East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2020-2023 TIP is submitted under the Fixing America's Surface Transportation (FAST). This Act was adopted in 2015 to authorize federal transportation programs through 2020.

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

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2020 are considered the Annual Element, and Program Years 2021, 2022 and 2023 are designated as Future Year projects.

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

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2020-2023 Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

## **TRANSPORTATION PLAN**

The 2045 Metropolitan Transportation Plan documents the multi-modal transportation planning process, which is established in the area to identify, evaluate, and implement transportation system improvements. System improvements comprise all highway, transit, bikeway, and pedestrian walkway improvements designed to meet travel demands during the next 20+ years. In the Grand Forks - East Grand Forks area, the Metropolitan Transportation Plan contains several sections, which address street and highway, transit, bikeway, and pedestrian projects.

### Street and Highway Section

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

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

The second time-frame focuses more on problems projected into the near future. As the metropolitan area grows, additional traffic will create problems that do not exist today. These projects should not appear in this TIP document. Projects can be moved into the first time-frame after additional studies are made, and the Plan is amended. Additionally, the Plan is updated every five years so a project can shift based upon the best available data and analysis. The last time frame covers the remaining years out to 2045.

### Transit Section

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



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

### Bikeway Section

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

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

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

### Pedestrian Section

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

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

## **PLANNING FACTORS**

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

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

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

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

MnDOT has a project programed at the intersection of US2 and US2B in East Grand forks to address crashes, some of which involve agricultural vehicles. Grand Forks will be using HSIP funds to replace all school cross walk beacons throughout the City.

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

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

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

All street projects included provisions for pedestrian and bicyclists. All fixed route transit vehicles are purchased with bike racks attached. East Grand Forks will be installing a sidewalk and crosswalk to provide a facility for students to get to and from S. Pointe Elementary School.

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

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

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

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

Transportation Alternative Program funds under MAP-21/FAST help the area

to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. The replacement of the Washington St underpass of the mainline BNSF railline will allow the roadway to be widened to better operate for the all transportation users involved.

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

Factor 7 - Promote Efficient System Management and Operation:

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

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

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

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

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

Factor 10 – Enhancing Travel and Tourism:

The reconstruction of N. Columbia Road preserves a major roadway leading to one of the major tourism sites in the State of North Dakota – The Ralph Englestead Arena.

## **Environmental Justice (EJ):**

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

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

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

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

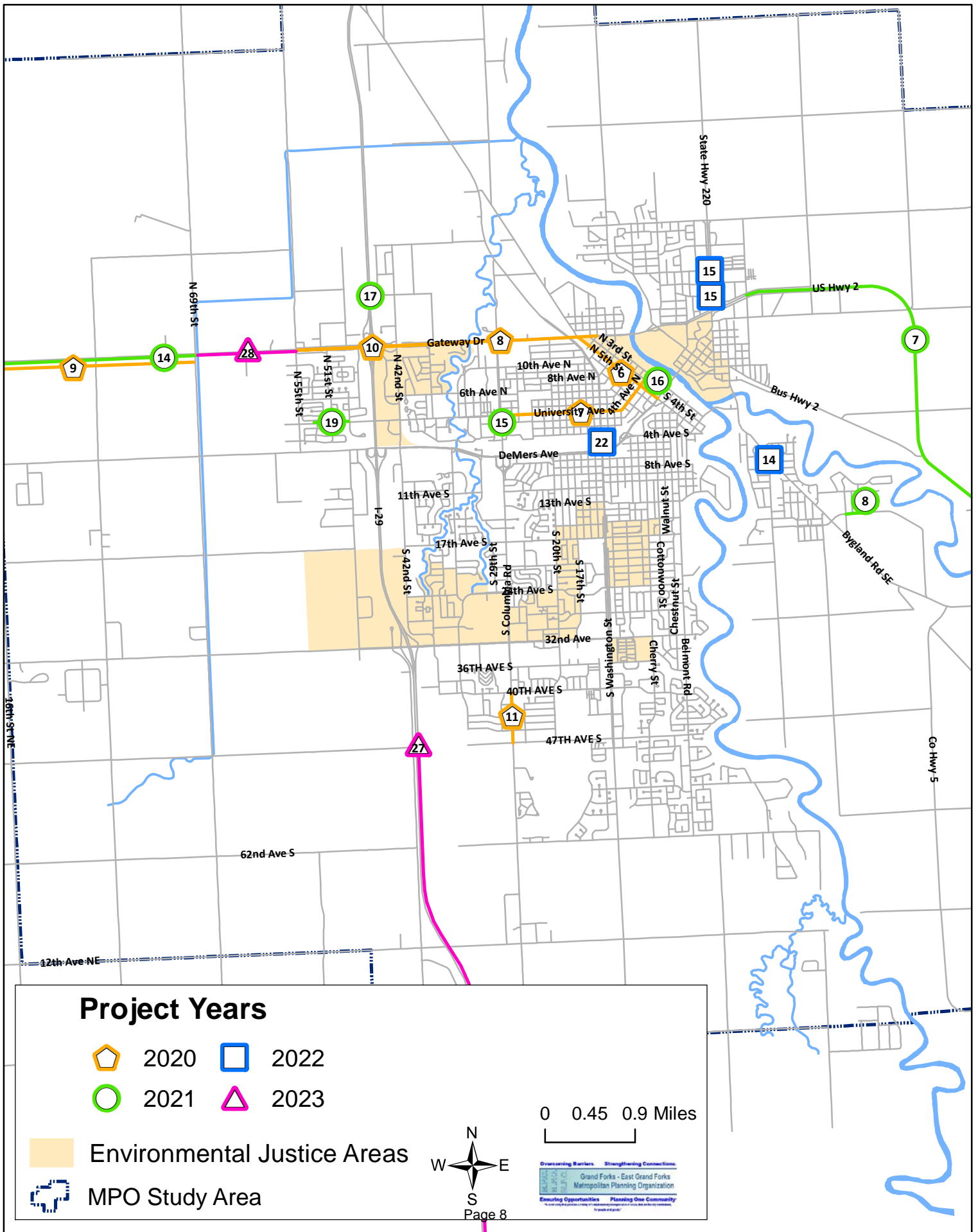
Map 1 displays the locations of the 2020-2023 TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2020-2023 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

There are five (5) projects in the 2020-2023 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project #6 will benefit the EJ neighborhood by improving the pavement surface of the N. 5<sup>th</sup> St (USBUS2).
- Project #8 involves the safety improvements at traffic signals, some of which will be beneficial to EJ neighborhoods.
- Project #10 will benefit the EJ neighborhood by improving the traffic signal for the SE off ramp to improve traffic flow from queuing for too long.
- Project #16 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 3<sup>rd</sup> St.
- Project #xx involves the replacement of school crossing beacons, some of which will be beneficial to EJ neighborhoods.

# 2020- 2023 Transportation Improvement Program



## **FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY**

The TIP covers the four-year period of 2020 through 2023. The TIP is updated annually so the revenues and expenditures are updated at least once. Amendments may occur periodically in-between the annual updates. The total revenues and expenditures programmed in this four-year TIP represent an investment of:

- **\$100 Million total**
  - **\$72 Million in federal funds**
  - **\$12 Million in state highway funds**
  - **\$5 Million in other state transportation funds**
  - **\$11 Million in local funds.**

### **EAST GRAND FORKS, MINNESOTA**

#### Highway Funding

The City of East Grand Forks, through the MPO, continues to work with the Minnesota Department of Transportation through the designated Area-wide Transportation Partnership<sup>1</sup> (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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

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

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

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

The Area II ATP has developed a process to distribute sub-targeted, federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding is rotated each year among the cities. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

Bikeway Funding

Similar to highway funding, bikeway improvements are funded with ATP STP Transportation Alternative Program funds. The ATP sub-targets around \$400,000 per year for the region to compete for. East Grand Forks has been successful in obtaining funds from this program in the past. Typically, local match funds are provided through the state aid account.

Transit Funding

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

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

<b>Table #1</b>				
<b>Minnesota Side Funding Sources</b>				
<small>(shown in \$1,000)</small>				
<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>\$16,170.75</b>	<b>\$10,303.00</b>	<b>\$2,305.00</b>	<b>\$2,719.00</b>	<b>\$735.75</b>



<b>TABLE 2</b>					
<b>Minnesota Side Finances by Year</b>					
<b>Revenues</b>					
<i>(shown in \$1,000)</i>					
		<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Transit</b>	<b>Operations</b>	<b>\$691.00</b>	<b>\$709.00</b>	<b>\$629.00</b>	<b>\$752.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$200.00</b>	<b>\$165.00</b>	<b>\$430.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>P.E.</b>	<b>NA</b>	<b>NA</b>	<b>\$150.00</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>NA</b>	<b>NA</b>	<b>\$62.00</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>NA</b>	<b>\$10,408.75</b>	<b>\$1,711.00</b>	<b>NA</b>
	<b>TOTAL</b>	<b>\$891.00</b>	<b>\$11,282.75</b>	<b>\$3,144.00</b>	<b>\$752.00</b>
<b>Expenditures</b>					
<i>(shown in \$1,000)</i>					
		<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Transit</b>	<b>Operations</b>	<b>\$691.00</b>	<b>\$709.00</b>	<b>\$629.00</b>	<b>\$752.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$200.00</b>	<b>\$165.00</b>	<b>\$430.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>P.E.</b>	<b>NA</b>	<b>NA</b>	<b>\$150.00</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>NA</b>	<b>NA</b>	<b>\$62.00</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>NA</b>	<b>\$10,408.75</b>	<b>\$1,711.00</b>	<b>NA</b>
	<b>TOTAL</b>	<b>\$891.00</b>	<b>\$11,282.75</b>	<b>\$3,144.00</b>	<b>\$752.00</b>

## GRAND FORKS, NORTH DAKOTA

### Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2020-2023 TIP have been committed by the North Dakota Department of Transportation through the North Dakota Urban Systems Program. Similarly, all projects in the first year of the TIP become part of the City budget, and by law must have a committed revenue source.

Funding, and programming summaries of funding sources for the Grand Forks area is shown in Table 3. Funding revenues and expenditures are shown in Table 4. The individual project listing shows the actual project cost and funding splits.

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

<b>Table #3</b>				
<b>North Dakota Side Funding Sources</b>				
<small>(shown in \$1,000)</small>				
<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>\$85,615.65</b>	<b>\$62,699.04</b>	<b>\$9,800.27</b>	<b>\$3,097.85</b>	<b>\$10,015.41</b>

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

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

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

### Bikeway Funding

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

### Transit Funding

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

<b>TABLE #4</b>					
<b>North Dakota Side Finances by Year</b>					
<b>Revenues</b>					
<small>(shown in \$1,000)</small>					
		<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Transit</b>	<b>Operations</b>	<b>\$3,040.00</b>	<b>\$3,120.00</b>	<b>\$3,198.00</b>	<b>\$3,277.95</b>
<b>Transit</b>	<b>Capital</b>	<b>\$1,127.70</b>	<b>\$15.00</b>	<b>\$15.00</b>	<b>\$15.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$22,704.00</b>	<b>\$28,873.00</b>	<b>\$17,600.00</b>	<b>\$2,630.00</b>
	<b>TOTAL</b>	<b>\$26,871.70</b>	<b>\$32,008.00</b>	<b>\$20,813.00</b>	<b>\$5,922.95</b>
<b>Expenditures</b>					
<small>(shown in \$1,000)</small>					
		<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Transit</b>	<b>Operations</b>	<b>\$3,040.00</b>	<b>\$3,120.00</b>	<b>\$3,198.00</b>	<b>\$3,277.95</b>
<b>Transit</b>	<b>Capital</b>	<b>\$1,127.70</b>	<b>\$15.00</b>	<b>\$15.00</b>	<b>\$15.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$22,704.00</b>	<b>\$28,873.00</b>	<b>\$17,600.00</b>	<b>\$2,630.00</b>
	<b>TOTAL</b>	<b>\$26,871.70</b>	<b>\$32,008.00</b>	<b>\$20,813.00</b>	<b>\$5,922.95</b>

## **OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY**

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

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

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

### **EAST GRAND FORKS, MINNESOTA**

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

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

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

### **STATE OF MINNESOTA**

MnDOT District #2 covers the northwestern corner of Minnesota, which includes the MPO Study Area. The District has a total of approximately 3887 lane miles of streets within its boundary. Of these, approximately 51 miles are within the MPO Study Area. Therefore, roughly 1.3% of the miles are to be reported.

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

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

## **GRAND FORKS, NORTH DAKOTA**

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

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

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

## **STATE OF NORTH DAKOTA**

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

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

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

				Table #5							
				Operations and Maintenance Financial Plan							
				Federal Aid System							
				REVENUES		Year	Year	Year	Year		
						2020	2021	2022	2023		
Minnesota Federal Aid System											
	MnDOT			\$	260,537	\$	268,353	\$	276,404	\$	284,696
	East Grand Forks		total	\$	<u>212,473</u>	\$	<u>218,847</u>	\$	<u>225,413</u>	\$	<u>232,175</u>
		General Fund		\$	201,399	\$	207,441	\$	213,664	\$	220,074
		Fees		\$	11,074	\$	11,406	\$	11,748	\$	12,101
				EXPENDITURES		Year	Year	Year	Year		
						2020	2021	2022	2023		
Minnesota Federal Aid System											
	MnDOT			\$	260,537	\$	268,353	\$	276,404	\$	284,696
	City of East Grand Forks			\$	200,276	\$	206,284	\$	212,473	\$	218,847
				REVENUES		Year	Year	Year	Year		
						2020	2021	2022	2023		
North Dakota Federal Aid System											
	NDDOT			\$	545,610	\$	561,978	\$	578,838	\$	596,203
	Grand Forks		total	\$	<u>569,262</u>	\$	<u>586,340</u>	\$	<u>603,930</u>	\$	<u>622,048</u>
		Mill Levy		\$	415,618	\$	428,087	\$	440,929	\$	454,157
		Gas Tax		\$	153,644	\$	158,253	\$	163,001	\$	167,891
				EXPENDITURES		Year	Year	Year	Year		
						2020	2021	2022	2023		
North Dakota Federal Aid System											
	NDDOT			\$	545,610	\$	561,978	\$	578,838	\$	596,203
	City of Grand Forks			\$	569,262	\$	586,340	\$	603,930	\$	622,048

## **PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT**

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

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

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

The following items are generic to all projects:

### Urban Area/Project Number:

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

### Project Location:

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

### Responsible Agency:

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

### Project Description:

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

### Estimated Cost and Funding:

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

### Funding Sources:

#### Federal

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

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

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

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

### Minnesota County State Aid

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



## Minnesota Urban State Aid

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

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

### Project Type:

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

### Facility:

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

### Classification:

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

The definitions of the Functional Classification are as follows:

#### Interstate

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

#### Principal Arterial

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

#### Minor Arterial

Minor arterials include roads or streets that provide for through-traffic movements between areas to link collectors with other arterials. There is direct access to abutting property, but roadway access is typically controlled by limiting the number of intersections and curb cuts.

A minor arterial, by design, usually has two lanes in rural areas, and four or more in urban areas. It is an undivided road with little or no provision for parking within the roadway.

### Collectors

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

### Local Roads

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

### Funding Status:

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

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

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

### Staging:

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

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

Project Type:

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

Funding Status:

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

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

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

Staging:

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

# **GRAND FORKS PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
									R.O.W.									
									CONSTR.									
									TOTAL									
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other UND Contributes \$180,000 for August Shuttle service														
	Grand Forks	Operations							Operations	3,040.00								
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
					3,040.00	1,159.00	260.00	745.00	876.00	CONSTR.								
									FTA 5307 (50/50)					TOTAL	3,040.00			
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:														
	Grand Forks	Capital							Operations									
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
					15.00	12.00	0.00	0.00	3.00	CONSTR.								
									FTA 5307 (80/20)					TOTAL	15.00			
				REMARKS:														
				Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.														

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
		FUNDING SOURCE														
Grand Forks #3  No PCN	Grand Forks	NA	Rehab/Rebuild bus shelters; Rehab/Renovate "Bus Barn" and purchase various equipment.	AWARDED JULY 26, 2019												
	Grand Forks	Operating														
	Fixed Route	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
				867.50	694.00			173.50		867.50						
				FTA #5339 Capital					TOTAL	867.50						
Grand Forks #4  No PCN	Grand Forks	NA	purchase 4 replacemnt vans for demand response	AWARDED JULY 26, 2019												
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
				154.00	123.20			30.80		154.00						
				FTA #5310					TOTAL	154.00						
Grand Forks #5  No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position	AWARDED JULY 26, 2019												
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
				91.20	73.00			18.20		91.20						
				FTA #5310					TOTAL	91.20						

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #6 PCN 21842	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.											
	NDDOT	Minor Arterial												
	Minor Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				1,046.00	846.00	95.00		105.00	CONSTR.	1,046.00				
				Urban Regional Secondary Roads Program					TOTAL	1,046.00				
Grand Forks #7 PCN 22372	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.											
	Grand Forks	Minor Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				3,461.00	2,459.00			1,002.00	CONSTR.	3,461.00				
				Urban Roads Program					TOTAL	3,461.00				
Grand Forks #8 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr.  Safety projects on various corridors to install backplates and leading pedestrian timing											
	Grand Forks	Principal Arterial												
	Safety	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				398.00	359.00	3.00	0.00	36.00	CONSTR.	398.00				
				Highway Safety Improvement Program					TOTAL	398.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL					
		Operations						Capital						P.E.	R.O.W.			
Grand Forks #9 PCN 21982	Grand Forks	US #2	The entails concrete overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Project is on eastbound lane	REMARKS:  Eastern three miles in the MPO Study Area  Amount in the MPO Study area is 4,700,000 with federal amount of \$3,760,000.					Operations									
	NDDOT	Principal Arterial							Capital									
	Pavement Rehab	Discretionary							P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				17,240.00	13,952.00	3,288.00	0.00	0.00	CONSTR.	17,240.00								
				Urban Regional Primary Roads Program					TOTAL	17,240.00								
Grand Forks #10 PCN 22437	Grand Forks	Interstate 29	Install ITS equipment for SE ramp traffic queing concern at the Gateway Dr (US2) Interchange	REMARKS:					Operations									
	NDDOT	Interstate 29							Capital									
	Safety	Discretionary							P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				100.00	90.00	10.00	0.00	0.00	CONSTR.	100.00								
				Highway Safety Improvement Program					TOTAL	100.00								
Grand Forks #11 PCN	Grand Forks	S. Columbia Rd	Construction of a multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S	REMARKS:					Operations									
	Grand Forks	Principal Arterial							Capital									
	New Construction	Discretionary							P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				459.00	290.00	0.00	0.00	169.00	CONSTR.	459.00								
				Transportation Alternative Program					TOTAL	459.00								



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
				FUNDING SOURCE					TOTAL					
Grand Forks #12 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other UND contributes \$370,000 for Shuttle service full year										
	Grand Forks	Operations								3,120.00	NA	NA		
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
				3,120.00	1,188.00	268.00	765.00	898.00						
				FTA 5307 (50/50)							3,120.00			
Grand Forks #13 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital								NA	15.00	NA		
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
				15.00	12.00	0.00	0.00	3.00						
				FTA 5307 (80/20)							15.00			
				REMARKS: Net Operating is shown before Fed, State & Local Matching Funds are applied.										

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	2020	2021	2022	2023
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #14 PCN 21981	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Work is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area  Amount in the MPO Study area is 4,800,000 with federal amount of \$3,850,000.										
	NDDOT	Principal Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,627.00	14,266.00	3,361.00	0.00	0.00	CONSTR.		17,627.00			
									TOTAL		17,627.00			
Grand Forks #15 No PCN	Grand Forks	N. Columbia Rd	Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north of the University Ave. intersection	REMARKS:										
	Grand Forks	Principle Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				6,244.00	4,376.00	0.00	0.00	1,868.00	CONSTR.		6,244.00			
									TOTAL		6,244.00			
Grand Forks #16 PCN 22515	Grand Forks	N. 3rd St	reconstruct N. 3rd St between DeMers and University Avenue wi curb bulb-outs, landscaping, aesthetic lighting and other enhancements	REMARKS: Governor's Main Street Program award										
	Grand Forks	Minor Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				3,458.00	2,447.00	0.00	0.00	1,011.00	CONSTR.		3,458.00			
									TOTAL		3,458.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
Grand Forks #17 PCN 22,496.00	Grand Forks	US #2	Project entails repainting of the bridge structure of I29 north of the Gateway Dr Interchange	REMARKS:										
	NDDOT	Principal Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				432.00	389.00	43.00	0.00	0.00	CONSTR.		432.00			
				Urban Regional Primary Roads Program					TOTAL		432.00			
Grand Forks #18 No PCN	Grand Forks	varies	Replace school flashing beacons at various locations throughout Grand Forks	REMARKS:										
	Grand Forks	varies												
	Safety	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				700.00	630.00			70.00	CONSTR.		700.00			
				Highway Safety Improvement Program					TOTAL		700.00			
Grand Forks #19 PCN	Grand Forks	University Ave	Construction of multi-use trail along University Avenue between N. 48th St to mobile home park entrance	REMARKS:										
	Grand Forks	Principal Arterial												
	New Construction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				412.00	290.00	0.00	0.00	122.00	CONSTR.		412.00			
				Transportation Alternatives Program					TOTAL		412.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Operations					
									Capital					
				FUNDING SOURCE					P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #20 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (costs for fixed-route service are estimates).  Excludes FTA Programs 5309 and 5310 costs	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes \$380,000 for Shuttle service full year										
	Grand Forks	Operations									3,198.00			
	Fixed-Route Transit Service	Entitlement										NA		
													NA	
				3,198.00	1,217.70	274.70	784.13	920.45				NA		
				FTA 5307 (50/50)					TOTAL			3,198.00		
Grand Forks #21 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software  <b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:										
	Grand Forks	Capital										NA		
	Fixed-Route Transit Service	Entitlement										15.00		
													NA	
				15.00	12.00	0.00	0.00	3.00				NA		
				FTA 5307 (80/20)					TOTAL			15.00		
				REMARKS:										
				Net Operating is shown before Fed, State & Local Matching Funds are applied.										

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #22 PCN 22167	Grand Forks	N. Washington	Reconstruct the underpass of the BNSF railway on N. Washington St (US 81B) just north of the intersection with DeMers Ave (ND297)	REMARKS: Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program										
	NDDOT	Principle Arterial		Operations										
				Capital										
				P.E.										
	Bridge Reconstruct	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,600.00	14,244.00	1,596.00		1,760.00	CONSTR.			17,600.00		
				Urban Regional Secondary Roads Program					TOTAL			17,600.00		
Grand Forks #23 PCN			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #24 PCN ??			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #25 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$285,250 East Grand Forks contract payment is shown as other UND contributes \$390,000 for Shuttle service full year										
	Grand Forks	Operations												3,277.95
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA
				3,277.95	1,248.14	281.57	803.73	943.46	CONSTR.					NA
				FTA 5307 (50/50)					TOTAL					3,277.95
Grand Forks #26 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital												NA
	Fixed-Route Transit Service	Entitlement	<b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA
				15.00	12.00	0.00	0.00	3.00	CONSTR.					NA
				FTA 5307 (80/20)					TOTAL					15.00
				REMARKS: A future #5310 project application is not shown at this time										
				<b>Net Operating is shown before, Fed, State &amp; Local Matching Funds are applied.</b>										

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
								Capital						
			FUNDING SOURCE					R.O.W.						
								CONSTR.						
								TOTAL						
Grand Forks #27 PCN	Grand Forks	I29	CPR, grinding of I29 near the 32nd Ave S Interchange and southward to Thompson Interchange. Both directions	REMARKS: STIP has listed as two separate projects 3 miles is within MPO Study area										
	NDDOT	Interstate		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			2,062.00	1,856.00	206.00	0.00	0.00	CONSTR.				2,062.00		
			Interstate Maintenance Program					TOTAL				2,062.00		
Grand Forks #28 PCN 22167	Grand Forks	US2	Project entails mill and overlay and a chip seal of US2 between N. 69th St and N. 55th St.	REMARKS:										
	NDDOT	Principal Arterial		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			568.00	454.00	114.00	0.00	0.00	CONSTR.				568.00		
			Urband Regional Secondary Roads Program					TOTAL				568.00		
Grand Forks #29 PCN ??			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
								CONSTR.						
								TOTAL						

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

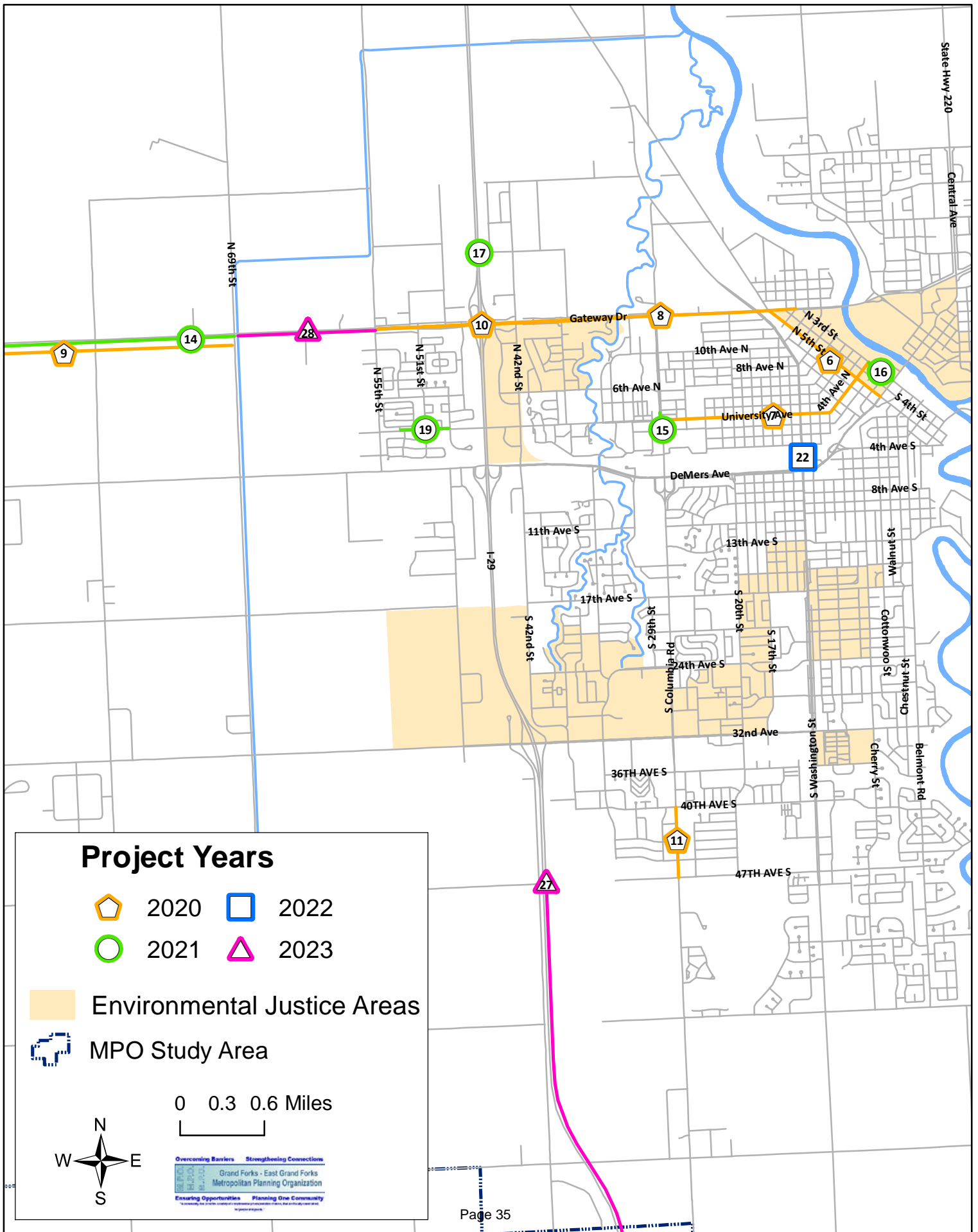
**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020 - 2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
		FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
			Grand Forks Totals											
									3,040.00	3,120.00	3,198.00	3,277.95		
									1,127.70	15.00	15.00	15.00		
									0.00	0.00	0.00	0.00		
									0.00	0.00	0.00	0.00		
				85,615.65	62,699.04	9,800.27	3,097.85	10,015.41	22,704.00	28,873.00	17,600.00	2,630.00		
									26,871.70	32,008.00	20,813.00	5,922.95		



# 2020- 2023 ND Transportation Improvement Program



# **EAST GRAND FORKS PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE EXPENDITURES				
										ELEMENT	2021	2022	2023		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
	FUNDING SOURCE					TOTAL									
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (Costs for fixed-route service are estimates).  TRF-0018-20B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000  Estimated fare is \$10,000 <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations								Operations	592.00				
	Fixed-Route Transit Service	Entitlement								Capital	0.00				
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					592.00	120.00	0.00	392.00	70.00	R.O.W.	NA				
					FTA 5307					CONSTR.	NA				
										TOTAL	592.00				
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-20A	REMARKS: Contract demand response service Estimated fare is \$18,000  <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations								Operations	101.00				
	Paratransit Service for Disabled Persons	Entitlement								Capital	0.00				
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					101.00	0.00	0.00	71.00	12.00	R.O.W.	NA				
					State Transit Funds					CONSTR.	NA				
										TOTAL	101.00				
East Grand Forks #3	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of support equipment and/or facilities equipment  TRF-0018-20C	REMARKS:  Local is from City of Grand Forks											
	East Grand Forks	Operations								Operations	0.00				
	Fixed-Route Transit Service	Entitlement								Capital	200.00				
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					200.00	160.00	0.00	0.00	40.00	R.O.W.	NA				
					FTA #5307					CONSTR.	NA				
										TOTAL	200.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES								
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations										
				FUNDING SOURCE					CONSTR.										
										TOTAL									
East Grand Forks #4	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$515,000															
	East Grand Forks	Operations		Estimated fare is \$10,000 <b>Other is MN Transit Formula Funds</b>					Operations		605.00								
	Fixed-Route Transit Service	Entitlement	TRF-0018-21B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA								
				605.00	120.00	0.00	404.00	71.00	CONSTR.		NA								
										FTA 5307					TOTAL		605.00		
East Grand Forks #5	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2021 to December 31, 2021. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$18,000															
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations		104.00								
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-21A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA								
				104.00	0.00	0.00	73.00	13.00	CONSTR.		NA								
										State Transit Funds					TOTAL		104.00		
East Grand Forks #6	East Grand Forks	NA	Purchase Class 500 replacement vehicle	REMARKS:															
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations		0.00								
	Fixed-Route Transit Service	Entitlement	TRF-0018-21C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA								
				165.00	132.00	0.00	33.00	0.00	CONSTR.		NA								
										FTA #5307					TOTAL		165.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
									Capital						
									P.E.						
									R.O.W.						
									CONSTR.						
									TOTAL						
FUNDING SOURCE									TOTAL						
East Grand Forks #7	East Grand Forks	US 2	WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING  Project # 6001-61	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study											
	MnDOT	Principal Arterial													
	Rehabilitation	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
						10,200.00	8,160.00	2,040.00	0.00	0.00	CONSTR.	10,200.00			
									District Managed Program				TOTAL	10,200.00	
East Grand Forks #8	East Grand Forks	19th Ave SE	construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school  Project # 119-591-006	REMARKS:											
	East Grand Forks	Local													
	Construction	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
						171.25	137.00	0.00	0.00	34.25	CONSTR.	171.25			
									State Transit Funds				TOTAL	171.25	
East Grand Forks #9	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period  Project # 119-591-007	REMARKS: Agreement between East Grand Forks and SafeKids GF											
	East Grand Forks	NA													
	Safety	Discretionary													
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
						37.50	30.00		0.00	7.50	CONSTR.	37.50			
									State Transit Funds				TOTAL	37.50	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT					
				AND SOURCE OF FUNDING						2020	2021	2022	2023		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.		
					FUNDING SOURCE					CONSTR.	TOTAL				
East Grand Forks #10	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (Costs for fixed-route service are estimates).  TRF-0018-22B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000  Estimated fare is \$10,000 <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations											624.00		
	Fixed-Route Transit Service	Entitlement													NA
					624.00	120.00	0.00	420.00	74.00	CONSTR.				NA	
					FTA 5307					TOTAL				624.00	
East Grand Forks #11	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-22A	REMARKS: Contract demand response service Estimated fare is \$18,000  <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations												106.00	
	Paratransit Service for Disabled Persons	Entitlement													NA
															NA
					106.00	0.00	0.00	75.00	13.00	CONSTR.				NA	
					State Transit Funds					TOTAL				106.00	
East Grand Forks #12	East Grand Forks	NA	Purchase Class 500 replacement vehicle for Demand Response  <b>** 165,000 with 4% increase</b>  TRS-0018-22T	REMARKS: Flex STPBG from FHWA  <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations												0.00	
	Paratransit Service for Disabled Persons	Entitlement													NA
															NA
					180.00	144.00		36.00	0.00	CONSTR.				NA	
					Flexed STP Funds					TOTAL				180.00	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE							
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2020	2021	2022	2023					
										Capital								
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
East Grand Forks #13	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of card vending machines for CAT riders to lessen the demand of cash or tickets	REMARKS:  Other is City of Grand Forks														
	East Grand Forks	Capital								Operations								
	Fixed-Route Transit Service	Entitlement								Capital				250.00				
	TRF-0018-22D				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				250.00	200.00	0.00	50.00	0.00	CONSTR.									
									TOTAL			250.00						
									FUNDING SOURCE					TOTAL				
East Grand Forks #14	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout	REMARKS:  Other costs are non-construction costs Other Revenue is MN State Aid														
	East Grand Forks	Minor Arterial								OTHER				162.00				
	Reconstruction	Discretionary								Operations								
	Project # 119-119-013				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			62.00					
				1,670.00	860.00		650.00	160.00	CONSTR.			1,296.00						
									TOTAL			1,670.00						
East Grand Forks #15	East Grand Forks	Mn220 N	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswecion with US2	REMARKS:														
	MnDOT	Minor Arterial								Operations								
	Rehabilitation	Discretionary								Capital								
	Project #6017-44				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				415.00	0.00	265.00	0.00	150.00	CONSTR.			415.00						
									TOTAL			415.00						

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
										Capital				
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #16	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).  TRF-0018-23B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000  Estimated fare is \$10,000 <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations											642.00	
	Fixed-Route Transit Service	Entitlement											0.00	
													NA	
													NA	
				642.00	120.00	0.00	437.00	77.00				NA		
									FTA 5307					642.00
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
East Grand Forks #17	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2023. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-23A	REMARKS: Contract demand response service Estimated fare is \$18,000  <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations											110.00	
	Paratransit Service for Disabled Persons	Entitlement											0.00	
													NA	
													NA	
				110.00	0.00	0.00	78.00	14.00				NA		
									State Transit Funds					110.00
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
East Grand Forks #18			Intentionally left blank	REMARKS:										
													0.00	
													NA	
													NA	
													NA	
											NA			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
												NA		
												NA		



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2020-2023**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2020	2021	2022	2023	
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
			East Grand Forks TOTALS											
									OTHER			162.00		
									Operations	693.00	709.00	730.00	752.00	
									Capital	200.00	165.00	430.00	0.00	
									P.E.			150.00	NA	
									R.O.W.			62.00	NA	
				<b>16,172.75</b>	<b>10,303.00</b>	<b>2,305.00</b>	<b>2,719.00</b>	<b>735.75</b>	CONSTR.		10,408.75	1,711.00	NA	
									TOTAL	893.00	11,282.75	3,245.00	752.00	

# 2020- 2023 MN Transportation Improvement Program



# **ILLUSTRATIVE PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Illustrative Projects**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Pending Year
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2022
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.
	FUNDING SOURCE					TOTAL				
Grand Forks #1 No PCN	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.						
	Grand Forks	varies							Operations	NA
	ITS Rehab	Discretionary							Capital	NA
								P.E.	NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				3,100.00	2,280.00	0.00	0.00	820.00	CONSTR.	3,100.00
				TOTAL						
Grand Forks #2 No PCN	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.						
	NDDOT	varies							Operations	
	ITS Rehab	Discretionary							Capital	
								P.E.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				6,200.00	4,960.00	914.00		326.00	CONSTR.	6,200.00
				TOTAL						6,200.00
	Grand Forks	US Bus2	complete a chip seal on US Bus2 (N. 5th St) between DeMers Ave and Gateway Dr							
	NDDOT	Minor Arterial							Operations	
	Rehabilitation	Discretionary							Capital	
								P.E.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				100.00	81.00	9.00	0.00	10.00	CONSTR.	100.00
				TOTAL						100.00

# **PERFORMANCE BASED PLANNING AND PROGRAMMING**

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

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

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

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

There are five performance measures identified:

1. Number of fatalities
2. Rate of fatalities
3. Number of serious injuries
4. Rate of serious injuries
5. Number of non-motorized fatalities and non-motorized serious injuries

- ***National Performance Management Measures for Assessing Pavement Condition*** (23 CFR 490, Subpart C)

There are four performance measures identified:

1. Percentage of pavements of the Interstate System in good condition
2. Percentage of pavements of the Interstate System in poor condition
3. Percentage of pavements of the non-Interstate NHS in good condition
4. Percentage of pavement of the non-Interstate NHS in poor condition

- ***National Performance Management Measures for Assessing Bridge Condition*** (23 CFR 490, Subpart D)

There are two performance measures identified:

1. Percentage of NHS bridges classified as in good condition
2. Percentage of NHS bridges classified as in poor condition

- ***National Performance Management Measures to Assess Performance of the National Highway System*** (23 CFR 490, Subpart E)  
There are two performance measures used to assess reliability identified:
  1. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
  2. Percent of person-miles traveled on the non-Interstate NHS that are reliability (Non-Interstate Travel Time Reliability measure)
  
- ***National Performance Management Measures to Assess Freight Movement on the Interstate System*** (23 CFR 490, Subpart F)  
There is one performance measure identified:
  1. Truck Travel Time Reliability (TTTR) Index
  
- ***Transit Asset Management*** (49 CFR 625)  
There are four performance measures identified:
  1. Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
  2. Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
  3. Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
  4. Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale
  
- ***Transit Safety*** (49 CFR 673) (not due to be set until October 2020)  
There are four performance measures identified:
  1. Total number of reportable fatalities and rate per total vehicle revenue miles by mode
  2. Total number of reportable injuries and rate per total vehicle revenue miles by mode
  3. Total number of reportable events and rate per total vehicle revenue miles by mode
  4. Mean distance between major mechanical failures by mode

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent for the projects likely funding source. State of good repair is one of the primary considered criteria. The selection process is undergoing an update to reflect the newly adopted 2045 MTP performance measures.

Safety performance-based planning is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the Plan. The 2045 Street/Highway Plan implements the now promulgated required national performance measures. The Plan integrates the safety plans developed by partner agencies, including each state’s Strategic Highway Safety Plan and more localized strategic highway safety plans that apply state-level emphasis areas and strategies

consistent with local context and intent to implement. The 2045 Plan also identifies projects for Highway Safety Improvement Program (HSIP) funding projects are expected to have a positive impact toward meeting safety targets in North Dakota.

The plan also acknowledges the need to update plans that prioritize safety-related projects for HSIP funding. A concern with these safety plans, particularly on the Minnesota side, has been the lack of MPO inclusion in the safety planning process. The most recent Minnesota Strategic Highway Safety Plan greatly improved MPO engagement, but this practice has not carried forward with each respective District and/or County Safety plan update. Further, the Minnesota process for programming funds from the Highway Safety Improvement Program has historically neglected the active engagement of MPOs. Routinely, MnDOT solicits, vets and programs projects without involvement from Greater Minnesota MPOs. This plan recommends improvements to the HSIP project solicitation process, and efforts are underway to improve it.

This TIP does program several projects being funded by the HSIP. Many of these projects were solicited and awarded HSIP funds prior to the MPO establishing safety performance targets. Nonetheless, these projects will improve the safety performance of the transportation system.

The 2045 Street/Highway Plan emphasizes projects that support State of Good Repair for pavement and bridges on the Interstate, non-Interstate National Highway System, and Federal Aid-Eligible System in North Dakota and Minnesota. These projects are expected to have a positive impact toward meeting pavement and bridge condition targets in North Dakota and Minnesota. This TIP implements the Plan's emphasis by programming all available federal street/highway funds towards projects to address the pavement condition.

As stated previously, the national Transit Asset Management performance effort is to achieve a state of good repair. The predominant program that Congress has created to achieve this is the FTA 5339 Program. Most notably, each state has an adopted TAM Plan. The North Dakota TAM Plan has been adopted by our two transit operators even though one is located in Minnesota. State of good repair targets are identified within each and specific strategies are adopted.

The Forks MPO MTP – TDP Element has been recently amended to update the potential capital projects to maintain a state of good repair for transit assets. This list will be the primary candidate projects for the annual solicitation of federal and state capital funds. Periodically, new, unanticipated funding solicitations are made and this list will be reviewed and adjusted if appropriate.

In the current TIP, the FTA 5339 program has many projects programmed towards state of good repair for transit assets. Several vehicle replacements are on schedule to keep the fleet up-to-date. Equipment is programmed as well as components of facilities. Candidate projects are currently being vetted through the TIP process for bus shelters, equipment and other items to bring additional assets into a state of good repair.



Besides the FTA programs, the state Of Minnesota provides state funds to assist the East Grand Forks transit operator to maintain state of good repair. Minnesota funds have been used and are programmed to be used to purchase replacement vehicles and replacement fare machines.

The Grand Forks-East Grand Forks MPO understands it is in the early stages of developing a fully compliant, performance-based MTP. As multiple years of data is collected for the performance measures and their targets, the MPO will monitor performance and evaluate if trends are moving toward meeting the targets. The Grand Forks-East Grand Forks MPO commits to making adjustments to planning strategies to meet the performance targets if the desired results are not being met.

**APPENDIX I**

**FY2019 Project Status**  
**And**  
**Obligations**

## **FY 2019 PROJECT STATUS SUMMARY**

The following is a general status report of Grand Forks and East Grand Forks 2019 projects listed in the 2019 to 2022 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

A couple of projects, all involving NDDOT led projects, exceed the programmed obligation by over a 25% increase without an amendment to the TIP.

Bike facilities were accommodated in most street projects as bicycles are allowed on all streets. Pedestrian facilities generally include ADA curb ramps at intersection.

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

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019					
	PROJECT NUMBER	PROJECT TYPE		FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER		LOCAL	Operations				
					FUNDING SOURCE					CONSTR.					
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates). <b>OBLIGATION</b>	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other							On hold until City Attorney signing Certs and Assurances				
	Grand Forks	Operations							Operations	2,910.26					
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				2,910.26	1,079.63	200.00	551.00	1,079.63	CONSTR.						
				FTA 5307 (50/50)					TOTAL	2,910.26					
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software <b>OBLIGATION</b>	REMARKS:							Holding until building majority done; see project #10 below				
	Grand Forks	Capital							Operations						
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				15.00	12.00	0.00	0.00	3.00	CONSTR.						
				FTA 5307 (80/20)					TOTAL	15.00					
				REMARKS: Net Operating is shown <u>before</u> Fed, State & Local Matching Funds are applied.											

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report	
				AND SOURCE OF FUNDING								
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2019		
				FUNDING SOURCE					Capital	P.E.		R.O.W.
PROJECT TYPE									TOTAL			
Grand Forks #3 No PCN	Grand Forks	NA	Purchase a 35 foot medium duty transit vehicle Install four digital way signs at Metro Transit Center Replacement of four destination signs of four buses	REMARKS: 35' foot bus federal obligation is \$392,260								35 foot bus has been purchased; rest is on hold or in progress
	Grand Forks	Operating	Purchase a two person Man Lift Purchase Bus Stop Way Signage	OBLIGATION					Operations			
	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	561.00		
				561.00	448.80			112.20	P.E.			
				FTA #5339 Capital					R.O.W.			
									CONSTR.			
									TOTAL	561.00		
Grand Forks #4 No PCN	Grand Forks	NA		REMARKS: Is awaiting paperwork; total price \$106.29							Has been purchased	
	Grand Forks	Operating	Purchase one demand response vehicle 25 foot low flow bus	OBLIGATION					Operations			
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	110.00		
				110.00	88.00		0.00	22.00	P.E.			
				FTA #5310					R.O.W.			
									CONSTR.			
									TOTAL	110.00		
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:								Work is ongoing
	Grand Forks	Operating		OBLIGATION					Operations			
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	94.00		
				94.90	75.90			19.00	P.E.			
				FTA #5310					R.O.W.			
									CONSTR.			
									TOTAL	94.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2019	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				FUNDING SOURCE					CONSTR.	TOTAL	
Grand Forks #3a  No PCN	Grand Forks	NA	Purchase fare collection equipment, purchase computer servers, purchase generator	REMARKS:							on hold, waiting for new bus facility progress
	Grand Forks	Capital		Awarded December 2018 Amended January 2019					Operations		
	Fixed Route	Discretionary		OBLIGATION	NA					Capital	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				456.00	365.04			91.26	CONSTR.		
				FTA #5339 Capital					TOTAL	456.00	
Grand Forks #3b  No PCN			Intentionally left blank	REMARKS:							
									Operations		
									Capital		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
									CONSTR.		
				TOTAL							
Grand Forks #3c  No PCN	Grand Forks	I-29	Install high tension median cable guard rail between Gateway Dr and 32nd Ave S.	REMARKS:							Project has be awarded; construction should begin in August
	NDDOT	Interstate		Amended in January 2019					Operations		
	Safety	Discretionary		OBLIGATION	1,107.15		1,107.50			Capital	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				840.00		840.00			CONSTR.		
				TOTAL					840.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	
				FUNDING SOURCE					TOTAL		
Grand Forks #6 PCN 21841	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and N. 5th St	REMARKS:							Project underway
	NDDOT	Principal Arterial	OBLIGATION	\$ 7,756.43	\$ 5,783.38	\$ 648.16	\$ -	\$ 1,324.90	Capital		
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				5,406.00	4,375.00	490.00	0.00	541.00	CONSTR.	5,406.00	
				Urban Regional Secondary Roads Program					TOTAL	5,406.00	
Grand Forks #7 PCN 21843	Grand Forks	DeMers Ave	reconstruction of DeMers Ave between N. 5th St and N. 6th St (ND297)	REMARKS:							Project underway
	NDDOT	Principal Arterial	OBLIGATION	\$ 1,147.16	\$ 855.03	\$ 95.82	\$ -	\$ 195.87	Capital		
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				1,744.00	1,411.00	158.00		174.00	CONSTR.	1,744.00	
				Urban Regional Secondary Roads Program					TOTAL	1,744.00	
Grand Forks #8 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr.	REMARKS: The draft TIP out for public comment had these as two separate projects. The STIP is showing as a combined projects with slightly different funding split for match							Delayed to 2020
	Grand Forks	Principal Arterial	Safety projects on various corridors to install backplates and leading pedestrian timing	OBLIGATION	NA				Capital		
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				399.00	359.10	3.45		36.47	CONSTR.	399.00	
				Highway Safety Improvement Program					TOTAL	399.00	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report					
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
				FUNDING SOURCE					CONSTR.							
				TOTAL					TOTAL							
Grand Forks #9 PCN 22164	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with Columbia Road west ramp	REMARKS:							Project underway					
	NDDOT	Principal Arterial		OBLIGATION \$ 941,258 \$ 761,760 \$ 85,372 \$ - \$ 94,126					Operations							
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					600.00	485.50	54.40		60.00	CONSTR.					600.00	
				Urban Regional Secondary Roads Program					TOTAL	600.00						
Grand Forks #10 No PCN	Grand Forks	NA	Work will done to the Public Transportation Facility to modernize, remodel, and add space for both offices and maintenance/storage of vehicles.	REMARKS:							Project underway					
	Grand Forks	Capital		Amended October 2018					Operations							
					OBLIGATION 4,500.00 3,600.00 900.00					Capital					4,500.00	
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				4,500.00	3,600.00			900.00	CONSTR.							
				FTA 5339 National Grant Award					TOTAL	4,500.00						
Grand Forks #11 PCN 21884	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:							To be bid in Spring 2020; no funds obligated yet.					
	Grand Forks	Principal Arterial		OBLIGATION NA					Operations							
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					7,373.00	6,635.00	369.00		369.00	CONSTR.					7,373.00	
				Highway safety Improvement Program					TOTAL	7,373.00						



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				FUNDING SOURCE					TOTAL					
Grand Forks #12 PCN 22211	Grand Forks	Washington St	Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.	REMARKS: Amended into TIP March 2018							Project bidding delayed until Fall 2019			
	NDDOT	Principal Arterial		OBLIGATION					Operations					
	ADA Transition	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				476.00	385.00	43.00		48.00	CONSTR.	476.00				
				Urban Regional Secondary Roads Program					TOTAL	476.00				
Grand Forks #13 PCN 21981	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Funding is pending for FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691							moved to 2020; scope chanded to concrete overlay			
	NDDOT	Principal Arterial		OBLIGATION NA					Operations					
	Pavement Rehab	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				9,069.00	7,340.00	1,729.00		0.00	CONSTR.	9,069.00				
				Urban Regional Primary Roads Program					TOTAL	9,069.00				
Grand Forks #14 PCN 22180	Grand Forks	N. Washington St	Conduct some Concrete Panel Replacement and grinding of the pavement over the flood diversion bridge	REMARKS:							Combined with project #16 below.			
	NDDOT	Minor Arterial		OBLIGATION					Operations					
	Pavement Preserve	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				96.00	78.00	18.00	0.00	0.00	CONSTR.	96.00				
									TOTAL	96.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Progress Report						
										2019							
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
		PROJECT TYPE		FUNDING STATUS						Capital							
FUNDING SOURCE										R.O.W.	CONSTR.						
Grand Forks #15	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.	REMARKS:							Project underway						
PCN 22165	NDDOT	Principal Arterial		OBLIGATION	\$ 1,118,147	\$ 904,916	\$ 213,231	\$ -	\$ -	Operations							
	ITS	Discretionary		TOTAL	600.00	486.00	114.00			Capital							
				Urban Regional Primary Roads Program						P.E.							
Grand Forks #16	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge							Project bidding delayed to Fall 2019						
PCN 22180	NDDOT	Minor Arterial		OBLIGATION	\$ 1,131,281	\$ 915,546	\$ 102,607	\$ -	\$ 113,128	R.O.W.							
	Rehabilitation	Discretionary		TOTAL	1,420.00	1,149.50	139.30		132.40	CONSTR.					1,420.00		
				Urban Regional Secondary Program						TOTAL					1,420.00		
Grand Forks #17	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.	REMARKS:							Scheduled to be bid Feb 2020; no funds obligated yet.						
PCN 22515	Grand Forks	Minor Arterial		OBLIGATION	NA					Operations							
	Rehabilitation	Discretionary		TOTAL	3,461.00	2,459.00			1,002.00	Capital							
				Urban Roads Program						P.E.							
									R.O.W.								
									CONSTR.	3,461.00							
									TOTAL	3,461.00							

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTING OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION							Operations	2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				FUNDING SOURCE					CONSTR.	TOTAL				
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800										
	East Grand Forks	Operations		Estimated fare is \$14,200 <b>Other is MN Transit Formula Funds</b>					Operations	360.00	In progress			
	Fixed-Route Transit Service	Entitlement		<b>OBLIGATION</b> 448.00 85.00 0.00 318.20 44.80					Capital	0.00				
TRF-0018-19B					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA
					360.00	89.00	0.00	183.00	88.00	R.O.W.	NA			
					FTA 5307					CONSTR.	NA			
										TOTAL	360.00			
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2019 to December 31, 2019. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service	REMARKS: Contract demand response service Estimated fare is \$13,260										
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations	69.00	In progress			
	Paratransit Service for Disabled Persons	Entitlement		<b>OBLIGATION</b> 77.00 0.00 0.00 73.15 3.85					Capital	0.00				
TRF-0018-19A					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA
					69.00	0.00	0.00	58.00	11.00	R.O.W.	NA			
					State Transit Funds					CONSTR.	NA			
										TOTAL	69.00			
East Grand Forks #3			Operating subsidy for proposed East Grand Forks additional day time fixed route service and additional service for night fixed route and paratransit service. Cost reflect first year of a two year project	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$222,000 Estimated fare is \$8,800 <b>Other is MN Transit Formula Funds</b> One time state funding covering 2 years										
				<b>OBLIGATION</b> funds included in Project #1 obligations					Operations	230.00	In progress			
				TRF-0018-19ZO					Capital	0.00				
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				NA
					230.00	0.00	0.00	230.00	0.00	R.O.W.	NA			
					FTA #5307					CONSTR.	NA			
										TOTAL	230.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2019 ANNUAL LISTING OF OBLIGATIONS AND PROGRESS REPORT**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				TOTAL										
East Grand Forks #4	East Grand Forks	NA	Purchase a fare collection equipment	REMARKS: Being done in conjunction with GF transit capital projects										
	East Grand Forks	Operations		<b>OBLIGATION</b>					Operations					On hold until end of 2019
				0.00	0.00	0.00	0.00	0.00	Capital	220.00				
	Fixed-Route Transit Service	Entitlement	TRF-0018-19C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
			220.00	176.00	0.00	44.00	0.00	CONSTR.	NA					
				FTA 5307					TOTAL	220.00				
East Grand Forks #4a	East Grand Forks	NA		REMARKS: Amended into FY2019 Originally FY2018 purchase										
	East Grand Forks	Capital	Purchase of a Class 300 vehicle for demand response and as back-up for fixed route.	<b>OBLIGATION</b>					Operations				Purchased and received	
				140.00	119.00	0.00	0.00	21.00	Capital	140.00				
	Paratransit Vehicle	Discretionary	TRF-0018-18C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
			140.00	119.00			21.00	CONSTR.						
				TOTAL					TOTAL	140.00				
			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				TOTAL					CONSTR.					
				TOTAL					TOTAL					

**APPENDIX II**

**GF/EGF MPO**

**SELF-CERTIFICATION**

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

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

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

Grand Forks – East Grand Forks  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

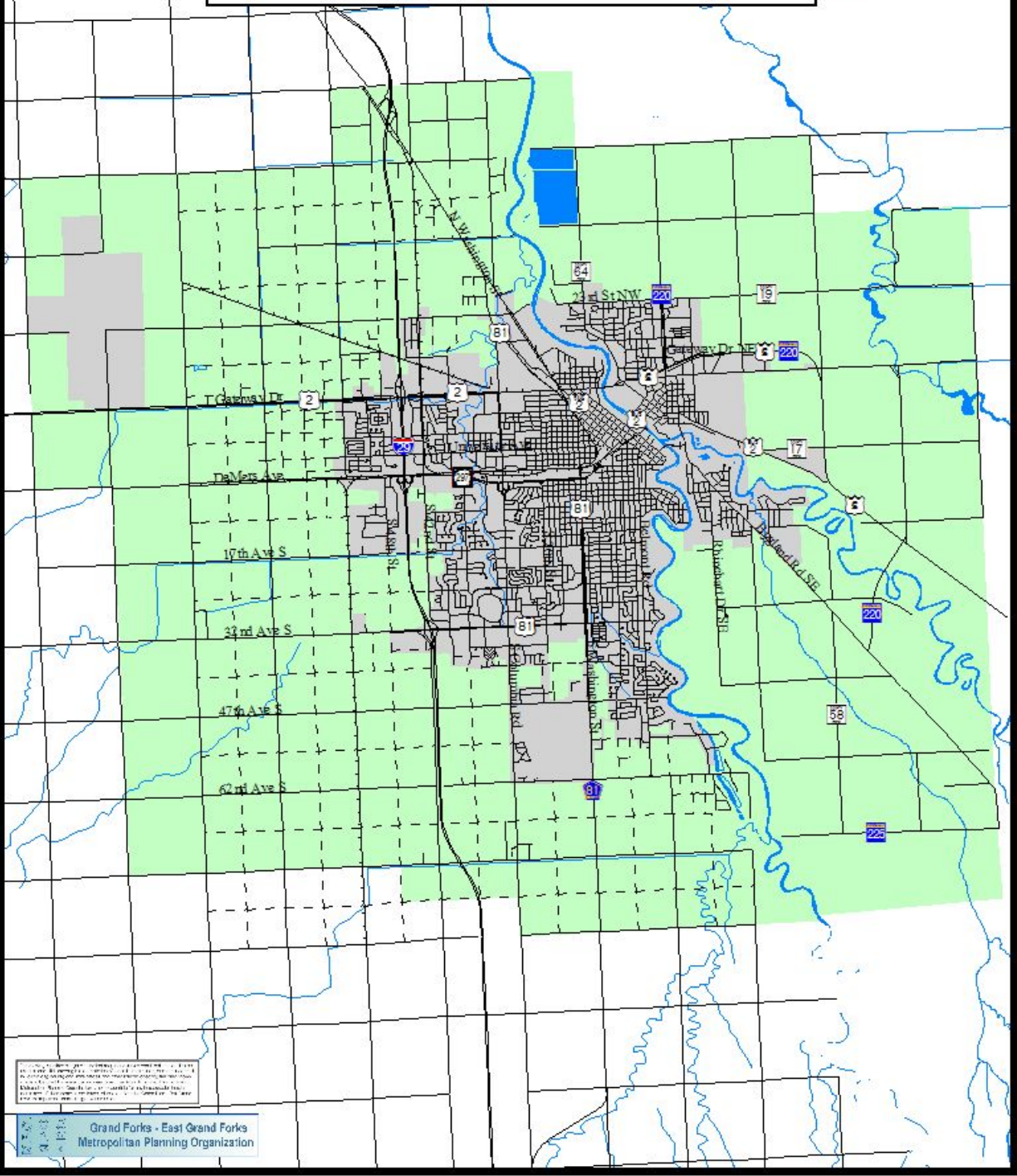
\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**APPENDIX III**

**GF/EGF MPO AREA**  
**MAP**

# Grand Forks - East Grand Forks MPO Study Area





**APPENDIX IV**

**PUBLIC PARTICIPATION**

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

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

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

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

Furthermore, a public hearing was held on April 10, 2019, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2020-2023 for the Minnesota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on April 18, 2019 as the Draft 2020-2023 T.I.P.

For the North Dakota side, a draft 2020-3 T.I.P. was not developed.

The final public hearing was scheduled for August 14, 2019, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on August 21, 2019.

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



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2020 to 2023 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on April 10<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to attend.

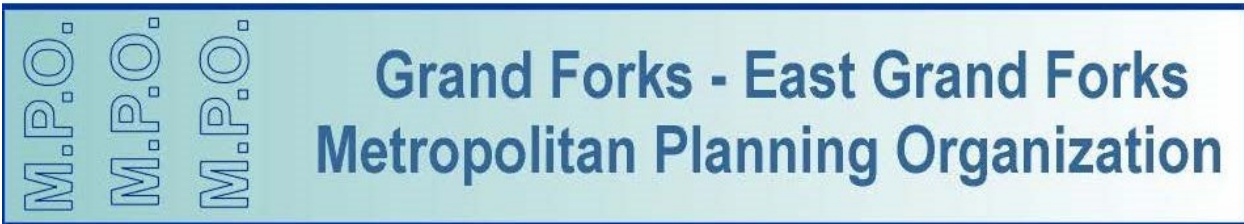
The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2020 to 2023 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the draft TIP can be submitted to either MPO Office until noon on April 10<sup>th</sup>.

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

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

**Overcoming Barriers**

**Strengthening Connections**



**Ensuring Opportunities**

**Planning One Community**

**PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final 2020 to 2023 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements. The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on August 14th. The public, particularly special and private sector transportation providers, are encouraged to attend.

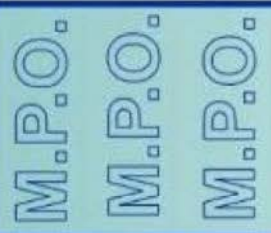
The TIP lists all transportation improvement projects programmed to be completed between the years of 2020 to 2023 in the MPO Study Area. A copy of the draft TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the draft TIP can be submitted to either MPO Office until 11:00 AM on August 14th.

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

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

Search

# Overcoming Barriers      Strengthening Connections



## Grand Forks - East Grand Forks Metropolitan Planning Organization

### Ensuring Opportunities      Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”

- PROJECTS/PLANS/REPORTS      TITLE VI/ADA PROGRAM PLAN/FORMS/POLICIES, REPORTS, AND GUIDELINES
- BOARDS AND COMMITTEES      TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS/PACKETS
- FINANCE COMMITTEE MEETING AGENDAS/PACKETS      MPO EXECUTIVE POLICY BOARD MEETING AGENDAS/PACKETS
- EAST GRAND FORKS POPULATION ESTIMATES      GRAND FORKS POPULATION ESTIMATE      ABOUT THE MPO      MINUTES
- MPO STAFF      JOB OPPORTUNITIES/INTERNSHIPS      THE TRANSPORTATION PLANNING PROCESS BRIEFING BOOK
- TRANSPORTATION IMPROVEMENT PLANS (T.I.P.)      METROPOLITAN TRANSPORTATION PLAN (MTP)      CONTACT US
- BIKE MAP      PARTICIPATE      SAFE ROUTES TO SCHOOL MAPS

## TRANSPORTATION IMPROVEMENT PLANS (T.I.P.)

- **NEW FINAL DRAFT 2020-2023 T.I.P.**
  - [Public Meeting Notice – August 14, 2019](#)
  
- [Draft 2019-2022 Minnesota Side T.I.P.](#)
  - [Public Meeting Notice – April 18, 2018](#)
  
- [Draft 2019-2022 North Dakota Side T.I.P.](#)

**APPENDIX V**

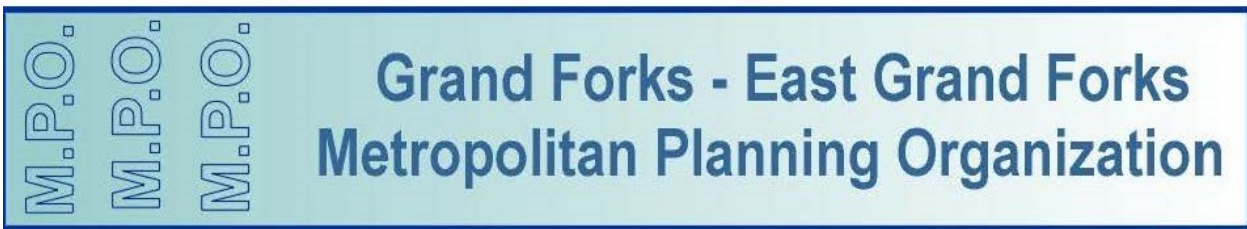
**MINNESOTA SIDE  
PROJECTS SHOWN IN  
NWATP FORMAT**

	A	D	E	G	H	I	J	K	L	P	R	T	X	AA	AB	AL	AN	AR	AS
	ATP	Projnum	#Year	Agency	MPO	Description (CHIMES TECHNICAL PROJECT DESCRIPTION)	City	County Name	Program	Primary Work Type 1	Secondary Work Type 1	Proposed Funds (change to formula)	STIP Total	Target FHWA	Dist C FHWA	FTA	State TH	Other	Project Total
9	ATP 2	TRF-0018-20A	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	101,000	-	-	-	-	101,000	101,000
23	ATP 2	TRF-0018-20B	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	592,000	-	-	120,000	-	472,000	592,000
24	ATP 2	TRF-0018-20C	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS; SUPPORT EQUIP/FACILITIES-EQUIPMENT	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMETN (NON-VEHICLE)	FTA	200,000	-	-	160,000	-	40,000	200,000
25	ATP 2	119-591-006	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	East Grand Forks	POLK	EN-Enhancement	BIKE/PED	SIDEWALKS	STBGTPAP	171,250	137,000	-	-	-	34,250	171,250
68	ATP 2	119-591-007	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	East Grand Forks	POLK	EN-Enhancement	BIKE/PED	EDUCATION AND SAFETY	STBGTPAP	37,500	30,000	-	-	-	7,500	37,500
69	ATP 2	TRF-0018-21A	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	104,000	-	-	-	-	104,000	104,000
74	ATP 2	TRF-0018-21B	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	605,000	-	-	120,000	-	485,000	605,000
75	ATP 2	TRF-0018-21C	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5339: EAST GRAND FORKS, PURCHASE ONE (1) CLASS 500 REPLACEMENT VEHICLE	East Grand Forks	POLK	Bus and Bus Facilities (BB)	TRANSIT	TRANSIT VEHICLE PURCHASE	FTA	165,000	-	-	132,000	-	33,000	165,000
76	ATP 2	6001-61	2021	MnDOT	Grand Forks-E Grand Forks MPO	**AB**SPP** US 2, WBL - FROM 0.5 MI W OF THE W JCT MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & OVERLAY	East Grand Forks	POLK	RS-Resurfacing	PAVEMENT RESURFACE AND REHABILITATION	CRACK AND OVERLAY	NHPP	10,200,000	8,160,000	-	-	2,040,000	-	10,200,000
81	ATP 2	119-119-013	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, CONSTRUCT ROUNDABOUT (CAPPED \$860,000) (ASSOCIATED SAP 119-129-003)	East Grand Forks	POLK	RC-Reconstruction	TRAFFIC CONTROL DEVICES/SAFETY	ROUNDABOUT	STP 5K-200K	1,670,000	860,000	-	-	-	810,000	1,670,000
99	ATP 2	TRF-0018-22A	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	106,000	-	-	-	-	106,000	106,000
101	ATP 2	TRF-0018-22B	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	624,000	-	-	120,000	-	504,000	624,000
102	ATP 2	TRF-0018-22D	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS, PURCHASE OF CARD VENDING EQUIPMENT	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMETN (NON-VEHICLE)	FTA	250,000	-	-	200,000	-	50,000	250,000
103	ATP 2	TRS-0018-22T	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT VEHICLE PURCHASE	STP 5K-200K	180,000	-	144,000	-	-	36,000	180,000
104	ATP 2	6017-44	2022	MnDOT	Grand Forks-E Grand Forks MPO	MN 220, NB & SB, IN EAST GRAND FORKS, SIGNAL IMPROVEMENTS AT 14TH ST, CONSTRUCT CROSSWALK AT 17TH ST AND PED RAMP IMPROVEMENT & UPGRADE SIGNAL AT MN 220/US2	East Grand Forks	POLK	SC	TRAFFIC CONTROL DEVICES/SAFETY	TRAFFIC SIGNAL REVISION	SF	415,000	-	-	-	265,000	150,000	415,000
120	ATP 2	TRF-0018-23A	2023	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	EAST GRAND FORKS	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	105,650	-	-	-	-	105,650	105,650
128	ATP 2	TRF-0018-23B	2023	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	EAST GRAND FORKS	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	652,000	-	-	120,000	-	532,000	652,000
130																			



**Overcoming Barriers**

**Strengthening Connections**



**Ensuring Opportunities**

**Planning One Community**

**MPO Staff Report**

**MPO Technical Advisory Committee: August 14, 2019**

**MPO Executive Board: August 21, 2019**

**RECOMMENDED ACTION: Approve Scope of Work from ATAC to Update Traffic Count Program Study**

Matter of the Traffic Count Program Study.

**Background:** For the past several years, we have engaged ATAC to work with the traffic signals in Grand Forks so that the video detection cameras can also collect traffic counts. The data has been used in many studies and have provided invaluable resources for improving traffic operations. There exists a Master Agreement with ATAC that outlines the general types of work ATAC has capability to perform. It allows individual addendums to be executed for specific scopes of work. There exists a 7<sup>th</sup> Addendum under the current Master Agreement that covered 9 intersection and additional reporting enhancements. What is being proposed is an amendment to that Addendum

As traffic signal cameras advance, new protocols and processes need to be established to allow the continued counting to take place. The new cameras also bring opportunity to capture more data at the intersections where installed. 6 intersections will be integrated into the program. The attached scope would have ATAC implement the necessary processes to allow data to be captured at these locations. The 6 intersections are:

1. S. Washington and 44<sup>th</sup> Ave S
2. S. Columbia Rd and 36<sup>th</sup> Ave S
3. S. Columbia Rd and 40<sup>th</sup> Ave S
4. Gateway Dr and N. Washington St
5. Gateway Dr and N. 55<sup>th</sup> St
6. DeMers and Columbia Rd west ramp

**Findings and Analysis:**

- This is an activity identified in our 2020 Work Program.
- ATAC is identified as the consultant to assist.

**Support Materials:**

- ATAC Draft Scope of Work –



# North Dakota MPO Planning Support Program Master Agreement

## Amendment to: *Grand Forks-East Grand Forks MPO Addendum #7 to the Master Agreement*

Grand Forks has requested that additional tasks to be added to Addendum #7. The tasks below will be added and the original budget will increase as noted below. This will also extend the completion date of Addendum #7 to the effective date as shown below of February 28<sup>th</sup>, 2020.

1. *Project Title:* **Vision Camera Data Collection & Traffic Analysis Enhancements - Amendment 1**
2. *Effective Dates:* **August 12, 2019 through February 28<sup>th</sup>, 2020.**
3. *Amendment Tasks:* ATAC will setup the following four VISION intersections for traffic data collection:
  - a. Washington St @ 44<sup>th</sup>
  - b. Columbia @ 36<sup>th</sup>
  - c. Columbia @ 40<sup>th</sup>
  - d. Gateway @ Washington
  - e. Gateway @ 55<sup>th</sup>
  - f. Demers @ Columbia SB
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
  1. Reporting capabilities for the additional intersections.
6. *Contract Amount:* \$ 8,843

### AUTHORIZATION:

**Grand Forks-East Grand Forks MPO**

**North Dakota State University**

\_\_\_\_\_  
Authorized

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Authorized

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date

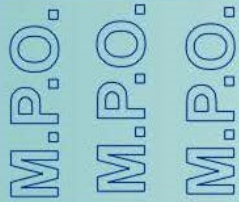
### BUDGET:

**ND MPO Planning Support Program 2015-2021**  
**Addendum #7: Vision Camera Data Collection & Traffic Analysis**  
**Enhancements - Amendment 1**

Cost Item	Amount
Staff Salaries	\$ 1,449
Benefits	\$ 594
Grad Student Salaries	\$ 1,152
Undergrad Student Salaries	\$ 2,784
Benefits	\$ 197
Operating	\$ -
Total direct costs	\$ 6,176
NDSU overhead (43.2%)	\$ 2,668
<b>Total project cost</b>	<b>\$ 8,843</b>

**Overcoming Barriers**

**Strengthening Connections**



**Grand Forks - East Grand Forks  
Metropolitan Planning Organization**

**Ensuring Opportunities**

**Planning One Community**

*“A community that provides a variety of complementary transportation choices, that are fiscally constrained,  
for people and goods.”*

## **MPO Staff Report**

**Technical Advisory Committee: August 14 2019**

**MPO Executive Board: August 21, 2019**

**RECOMMENDED ACTION: Update on the GF Downtown Parking Study.**

Matter of the GF Downtown Parking Study

**Background:** KLJ, with sub-consultant RDg, were retained to assist the City of Grand Forks and the MPO update the parking demand study completed in 2011. The City is drafting a Downtown Action Plan, which is focusing on redevelopment of key sites. These redevelopments may create different parking demand than previously anticipated. Therefore, the study is to review the demand for parking for the next 5 to 10 years as these potential redevelopments come online.

The scope is to also analyze the existing parking supply, how it is managed, and how improvements recommended in the 2011 report be implemented or modified.

A 4th meeting of the Steering Committee was held in August to review the recommended implementation section and to review the full draft of the report. Committee members support the report and recommendations. Attached are slides that presented information on the implementation recommendations from the draft report

### **Findings and Analysis:**

- The Work Program identified an activity to update the 2011 Parking Report for Downtown Grand Forks.
- KLJ was retained to assist in the completion of the update.
- A sub-committee of the Downtown Action Plan Committee has been formed to assist us in the update; this sub-committee has been augmented by key staff from the City Departments, County and the School District.
- Public input was received during “taco ‘bout parking” event (March 21<sup>st</sup>) and as part of the GF Downtown Action Plan event (May 1<sup>st</sup>), as well as social media/webpage info.

**Support Materials:**

- Reports can be viewed at: <https://theforksmpo.com/the-forks-mpo/>
- Slides from Implementation Powerpoint



Overcoming Barriers    Strengthening Connections



Grand Forks - East Grand Forks  
Metropolitan Planning Organization

Ensuring Opportunities    Planning One Community



ENGINEERING, REIMAGINED

# Downtown Parking Study

GRAND FORKS, ND

AUGUST 2019



# Implementation





# Short-Term

Information  
and Marketing

Signage and  
Wayfinding

Parking Ramp  
Operations and  
Permitting

Prioritize  
Walking and  
Biking

Expand Parking  
Enforcement

LDC Code  
Changes

# Key Issue: Perception

3,600+

Parking Spaces

39%

65%

Average Occupancy

51%

61%

Peak Occupancy





# Short Term: Information and Marketing

## *Marketing Campaign should include:*

- Information and marketing campaign
- A downtown parking brand
- Easy to read parking locations and restrictions map



# Short Term: Information and Marketing

*Key Issue*

## Perception

*Public Support*

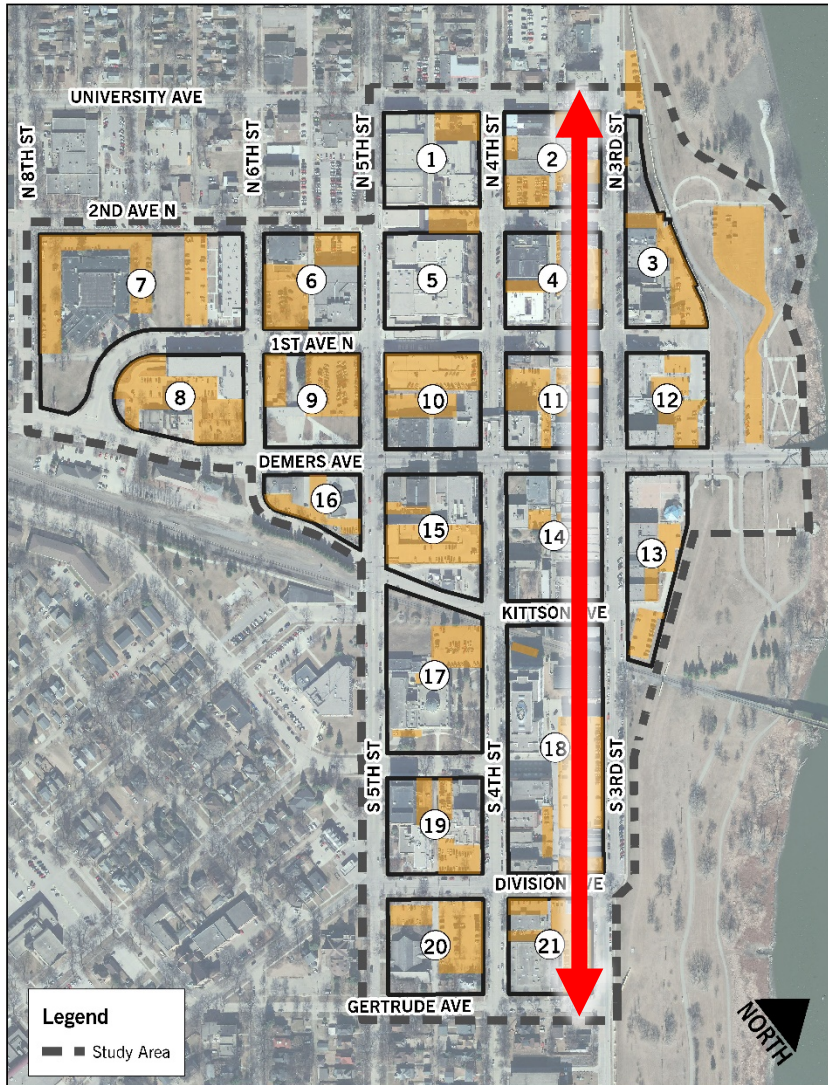
**47%**

*Committee Support*

**100%**

- Expand the availability, visibility, and accessibility of parking information
- Make parking downtown easier

# Key Issue: Multimodal Mobility

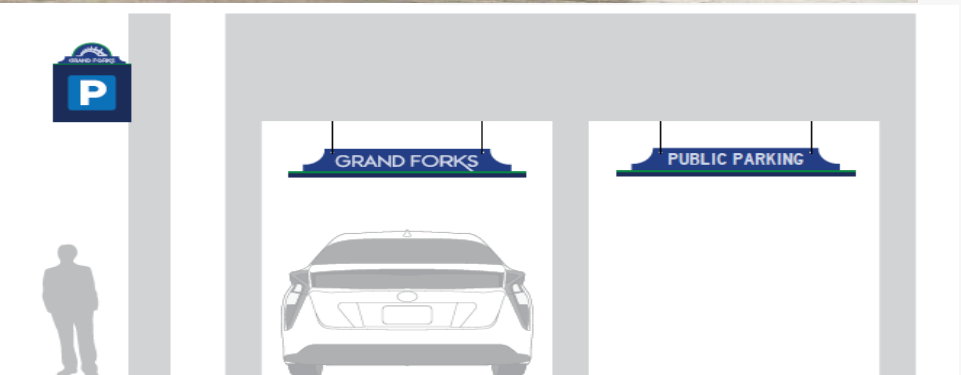


- Downtown is a half-mile long
- Most pedestrians could walk that distance in about 15 minutes
- Create a park once environment



# Short Term: Signage and Wayfinding

- Clearer signage and information on parking ramps



# Short Term: Signage and Wayfinding

*Key Issue*

## Perception & Multimodal

*Public Support*

**100%**

*Committee Support*

**100%**

- Improved signage can inform trip making behavior and make parking easier to find
  - Implement wayfinding standards identified in the DAP

# Short Term: Prioritize Walking and Biking Investments

- Complete ADA evaluation
- Support multimodal investments in DAP and upcoming Downtown Transportation Plan
- Expand bicycle parking at high activity locations



# Short Term: Prioritize Walking and Biking Investments

*Key Issue*

**Multimodal**

*Public Support*

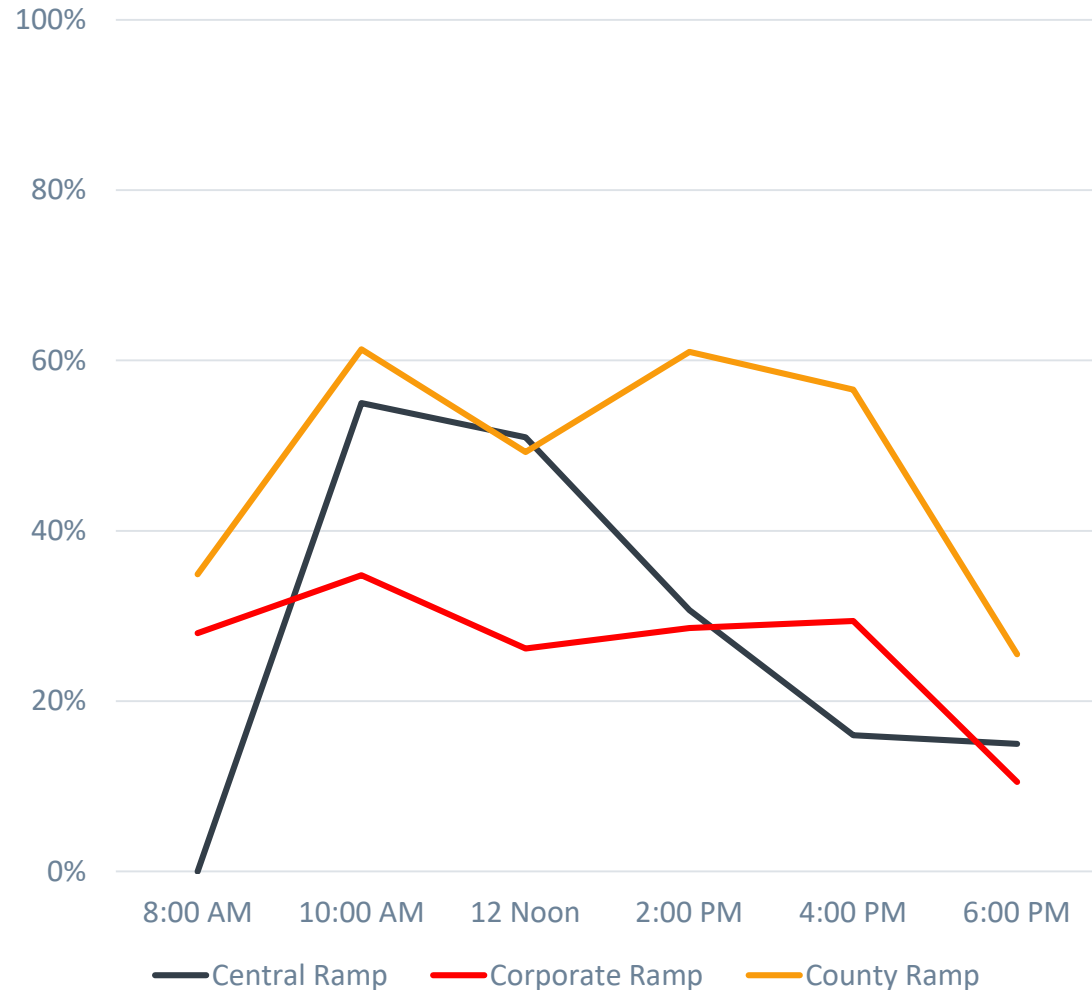
**65% - 100%**

*Committee Support*

**90% - 94%**

- Easy parking encourages visitors to park and repark to get closer, increase parking demand and congestion
- Encouraging multimodal options support a park once philosophy

# Key Issue: Single Use and Private Parking



- 3 Ramps and 3 different permit parking restrictions
- Creates user confusion and discourages use





# Short Term: Parking Ramp Operations and Permitting

- Streamlining restricted times across city and county ramps
- Remove 24-hour restricted parking from first level
- Simplify the permitting process and allow for online purchase and cancellation
- Sign each parking space intended to be permitted



# Short Term: Parking Ramp Operations and Permitting

*Key Issue*

## Single Use and Private Parking

*Public Support*

**24%**

*Committee Support*

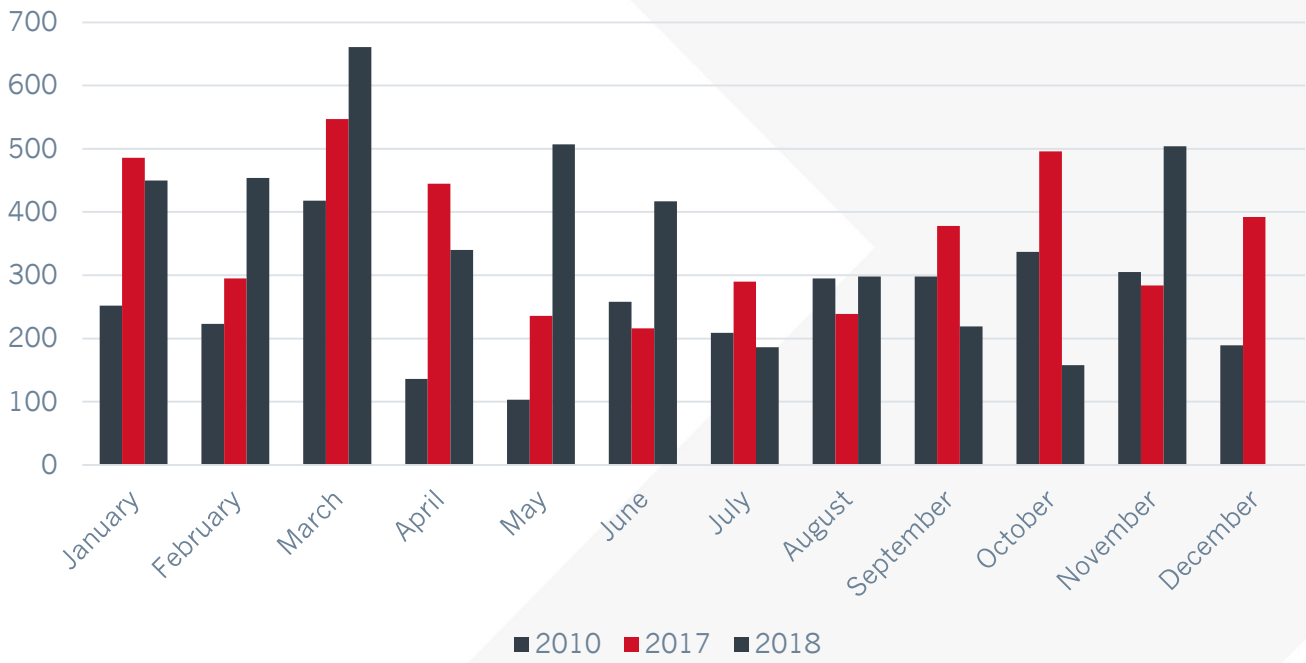
**100%**

- Often seen as confusing and inconvenient
- Central High School expected to reduce need in Central Ramp can open up additional parking for highest demand areas
- Any changes should be signed and marketed

# Key Issue: Enforcement

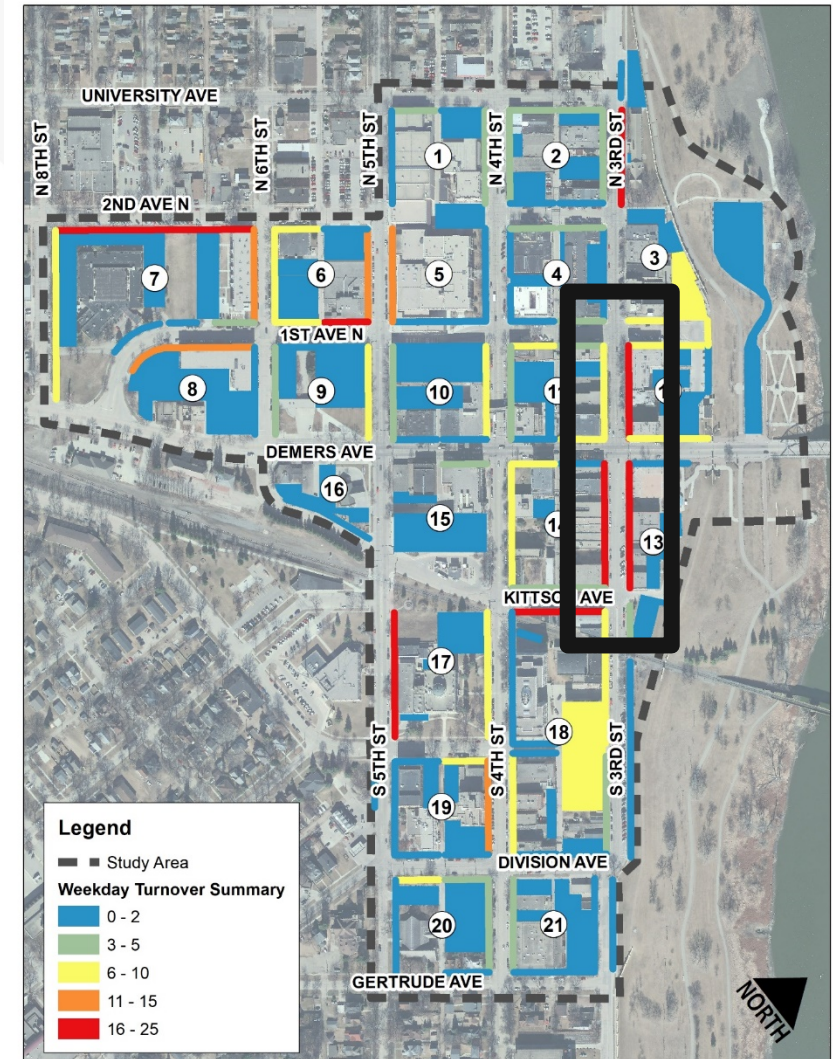


- Nearly 1 in 4 vehicles stays beyond posted time limits
- Overtime parking increased from 17% in 2011 to 24% in 2018



# Short Term: Enforcement

- Digital tracking and ticketing system
- License plate readers
  - doing demos of license plate readers and a digital app with UND
- Prioritize enforcement around high violation and high activity areas
  - budgeting has already started to add one community service officer to do parking enforcement.
- Recollect overtime violation data to determine if behavior changes





# Short Term: Parking Ramp Operations and Permitting

*Key Issue*

## **Enforcement**

*Public Support*

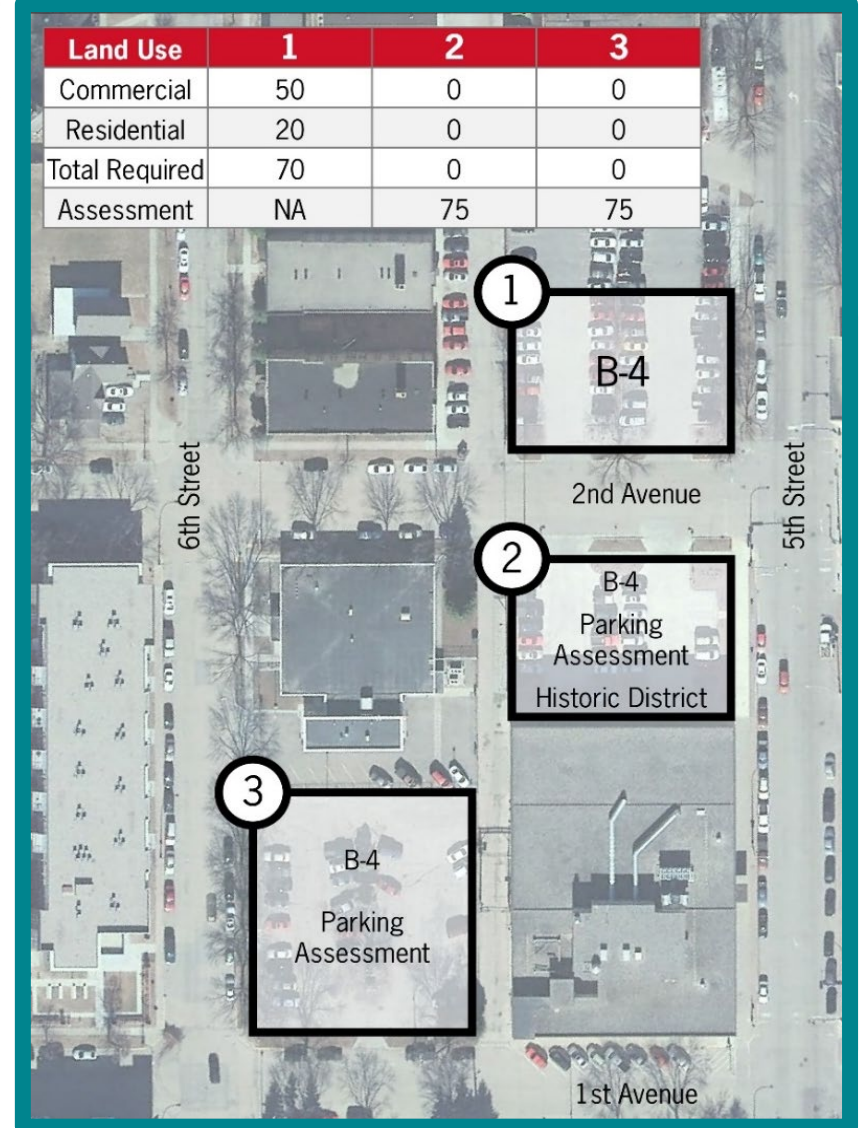
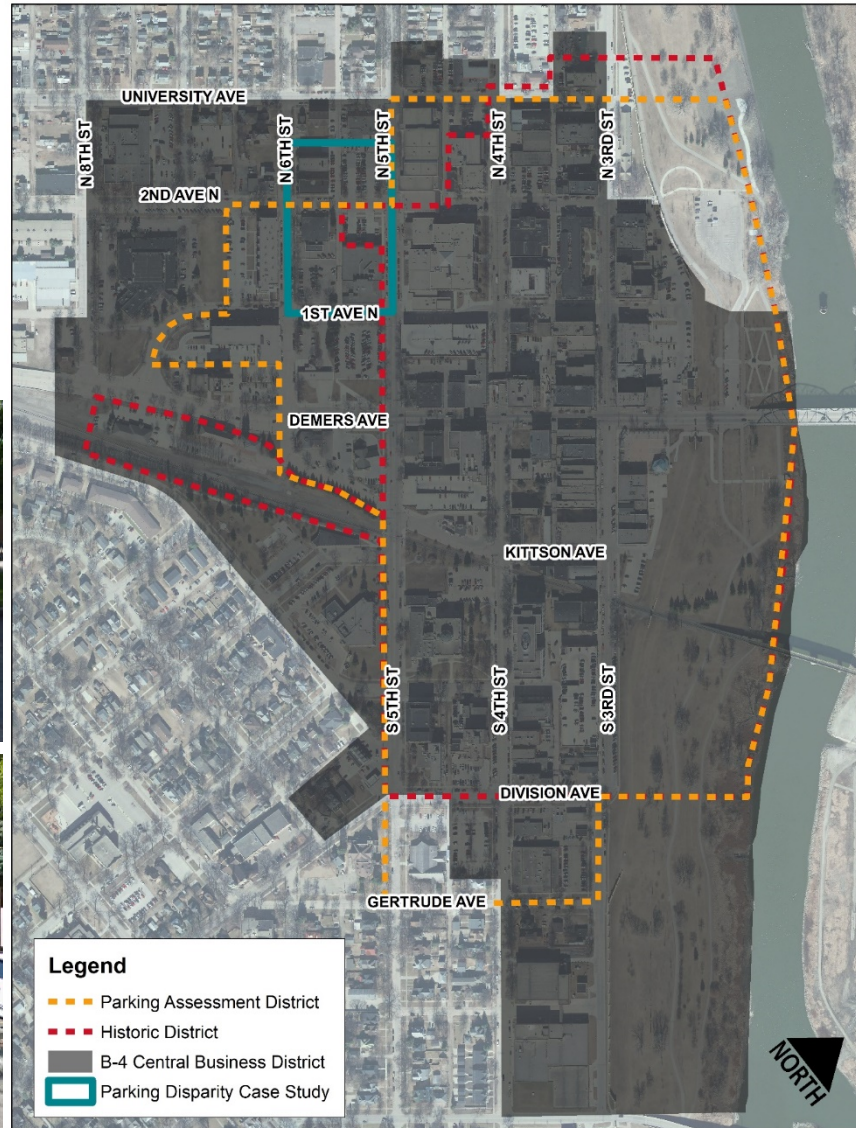
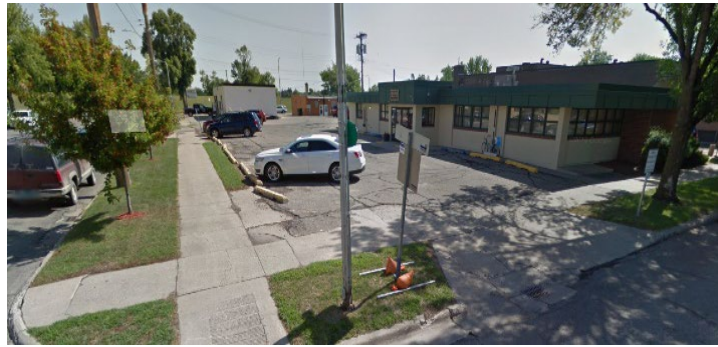
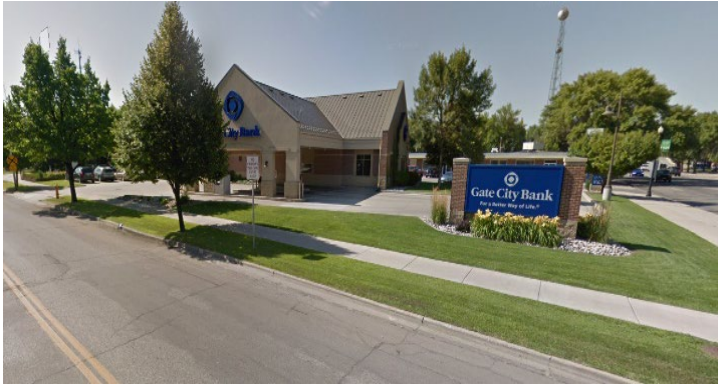
**18%**

*Committee Support*

**100%**

- May contribute to negative perception of parking if the best spaces are always occupied
- May need additional resources

# Key Issue: Urban Form





# Short Term: LDC Changes

- Incorporate Downtown Review Board guidelines into ordinance
- Adopt other DAP recommendations for LDC items
- Establish parking maximum ordinances



# Short Term: LDC Changes

*Key Issue*

## **Urban Form**

*Public Support*

**15% - 26%**

*Committee Support*

**75% - 100%**

- Inconsistencies across different zoning districts create disparities in how parking is provided
- Parking maximums should reduce private parking provision and empty parking lots



# Short-Term: Parking Authority and/or Management

## ➤ Consider Parking Authority Feasibility or Management Models

- Maintenance
- Permitting
- Information and technology
- Enforcement

City of  
Fargo (2018  
Actual)

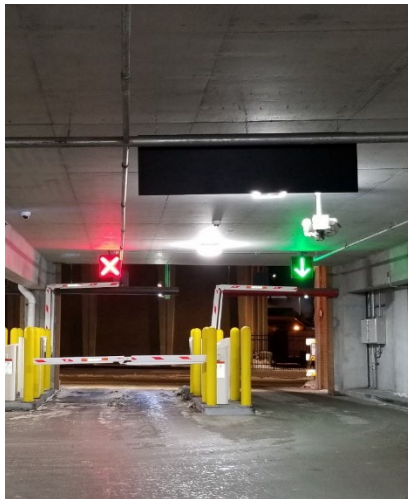
- \$550,000 annual contract
- Manages 1,640 parking spaces
- Paid \$335 per parking space
- Collected \$1.43 M in revenue

City of  
Bismarck  
(2019  
Budget)

- \$521,000 annual contract
- Manages 1,754 parking spaces
- Paid \$297 per parking space
- Expect \$1.58 M in revenue

# Mid-Term

- Designed to validate short-term decisions
- Address parking issues that may arise as more redevelopment occurs
- Expanded Data Collection
- Maintenance and Improvements
- Graduated Parking Fine
- Downtown Event Management



# Mid Term: Expanded Data Collection

*Key Issue*

## **Perception**

*Public Support*

**32%**

*Committee Support*

**75%**

- Regular Parking Counting Program
  - Likely will be done during short term
- Business and Customer Survey Program

# Mid Term: Maintenance and Improvements

*Key Issue*

## Infrastructure

*Public Support*  
6% - 35%

*Committee Support*  
75%



- Lighting and security improvements at Riverboat Road lot
- Monetizing the parking lots
- Regular maintenance program for three ramps

# Mid Term: Graduated Parking Fine

*Key Issue*

**Enforcement**

*Public Support*  
**26%**

*Committee Support*  
**75%**



- Only necessary if increased enforcement in short-term is ineffective
- Penalizes recurring offenders
- Provides leniency to those unfamiliar



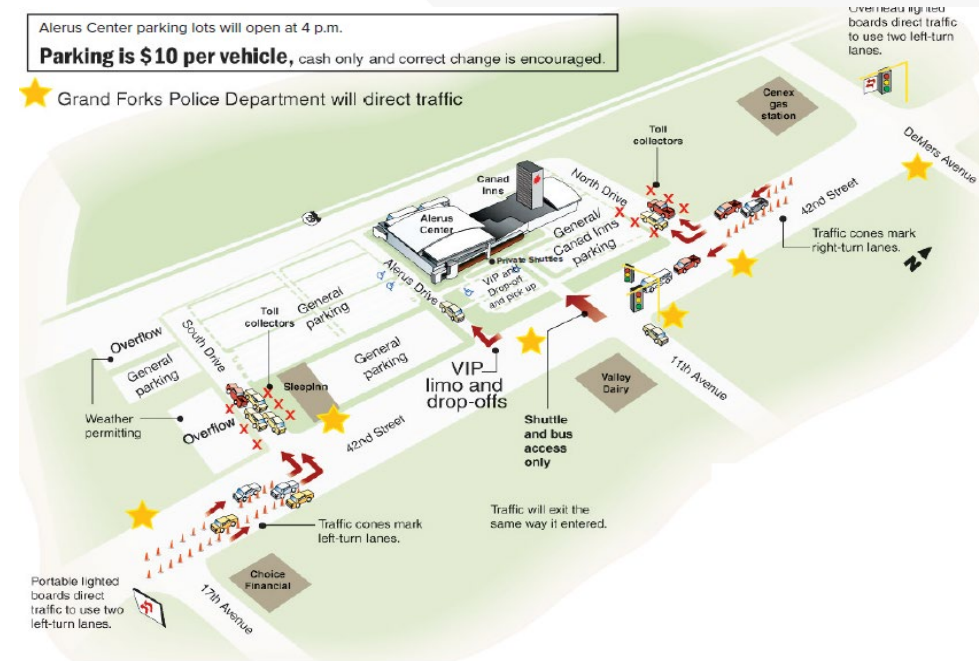
# Mid Term: Downtown Event Management

*Key Issue*  
**Events**

*Public Support*  
**32% - 41%**

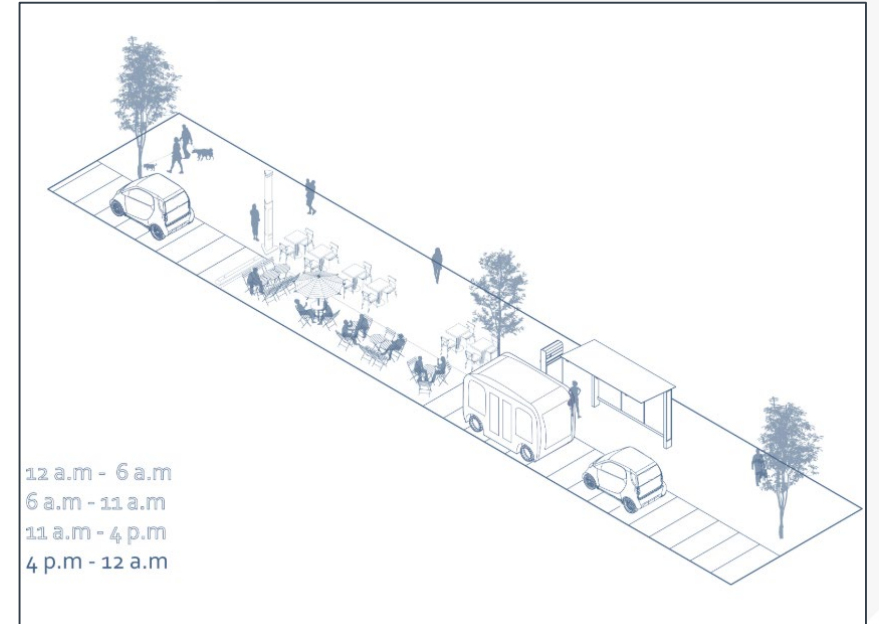
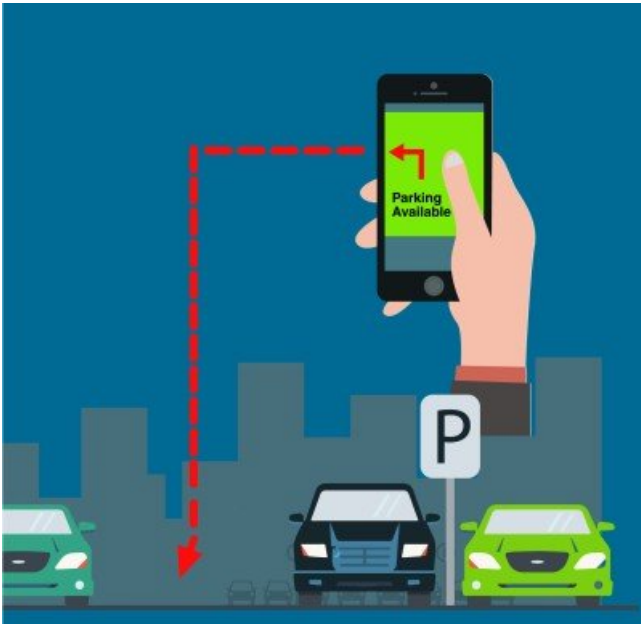
*Committee Support*  
**75%**

- Wayfinding, traffic circulation, and routing
- Coordinated parking information



# Long-Term

- Prepare for future changes to parking demands and trends
- Plan for future technology impacts
- Establish a parking meter policy



# Long Term: Plan for Future Technology

*Key Issue*

**Technology**

*Public Support*  
**18%**

*Committee Support*  
**34%**

- Monitor local and national travel trends to better anticipate future changes to parking demand





# Long Term: Establish a Parking Meter Policy

*Key Issue*

**Technology**

*Public Support*  
**44%**

*Committee Support*  
**50%**

- Proactively identify the community's desire regarding parking meters
- Revisit periodically





# Next Steps





## Next Steps

Send  
Comments by  
August 13<sup>th</sup>

Finalize Report

Finalize  
Presentations





**MPO Staff Report**  
**Technical Advisory Committee: August 14, 2019**  
**MPO Executive Board: August 21, 2019**

**RECOMMENDED ACTION: Update on the Functional Re-Classification.**

Matter of the Functional Re-Classification.

**Background:**

In May Functional Re-Classification was introduced, particularly for the North Dakota side. Minnesota was asked to look over their side. The answer they returned was that with the 2014-2015 review process they did the changes at that time and there was no real change that was necessary. For this Functional Re-Classification we will only be discussing changes in North Dakota.

NDDOT has provided comments and guidance for this process. The first is future extensions will not be shown unless they are in the TIP. This way partners and the public are informed about Federally funded projects, as well as locally funded projects that are regionally significant. The second is functionally classified roads need to connect to other functionally classified roads. The thought being that the end of road is not functioning to the level of the sections that are connected to other functionally classified roads. The last is that boundaries like city limits and urban area do not demand a change in functional classification.

A map was created that took out the future extensions and the stubs that are not part of the frontage roads. After talking further with NDDOT they will be looking for some of the currently classified frontage roads to change classification because they do not connect to other functionally classified roads. This also brought up the issue of crossovers. If the crossovers are part of the frontage road and connect to other functionally classified roads, they allow for the frontage road to stay classified. Even with this consideration there are quite a few frontage road sections that would be considered stubs. There is still conflicting guidance on how to deal with frontage roads that NDDOT needs to clear up. A map of various locations where frontage roads are being considered stubs by some, even within NDDOT, was sent to NDDOT. The question is can they be classified because they are frontage roads even though they do not connect to another functionally classified road on both ends of the road? A specific request has been sent to NDDOT to assist in clarifying this.

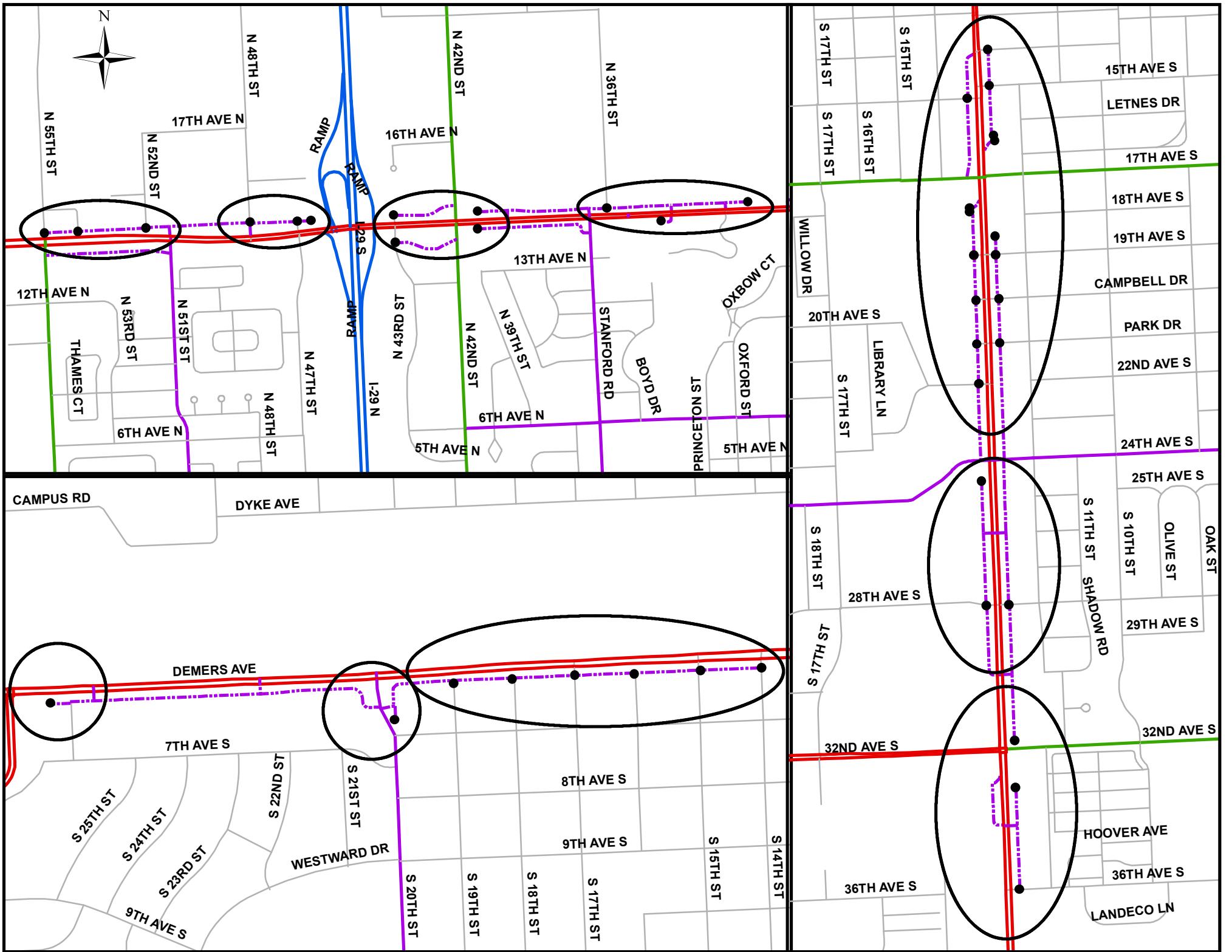
At the July TAC meeting a good discussion about many of the classified roads happened. The changes were made that were discussed at the meeting. An updated map was created and the number of miles & percentages in each category was calculated. MPO staff would like for our partners to look over the updates and discuss them at the August TAC meeting.

**Findings and Analysis:**

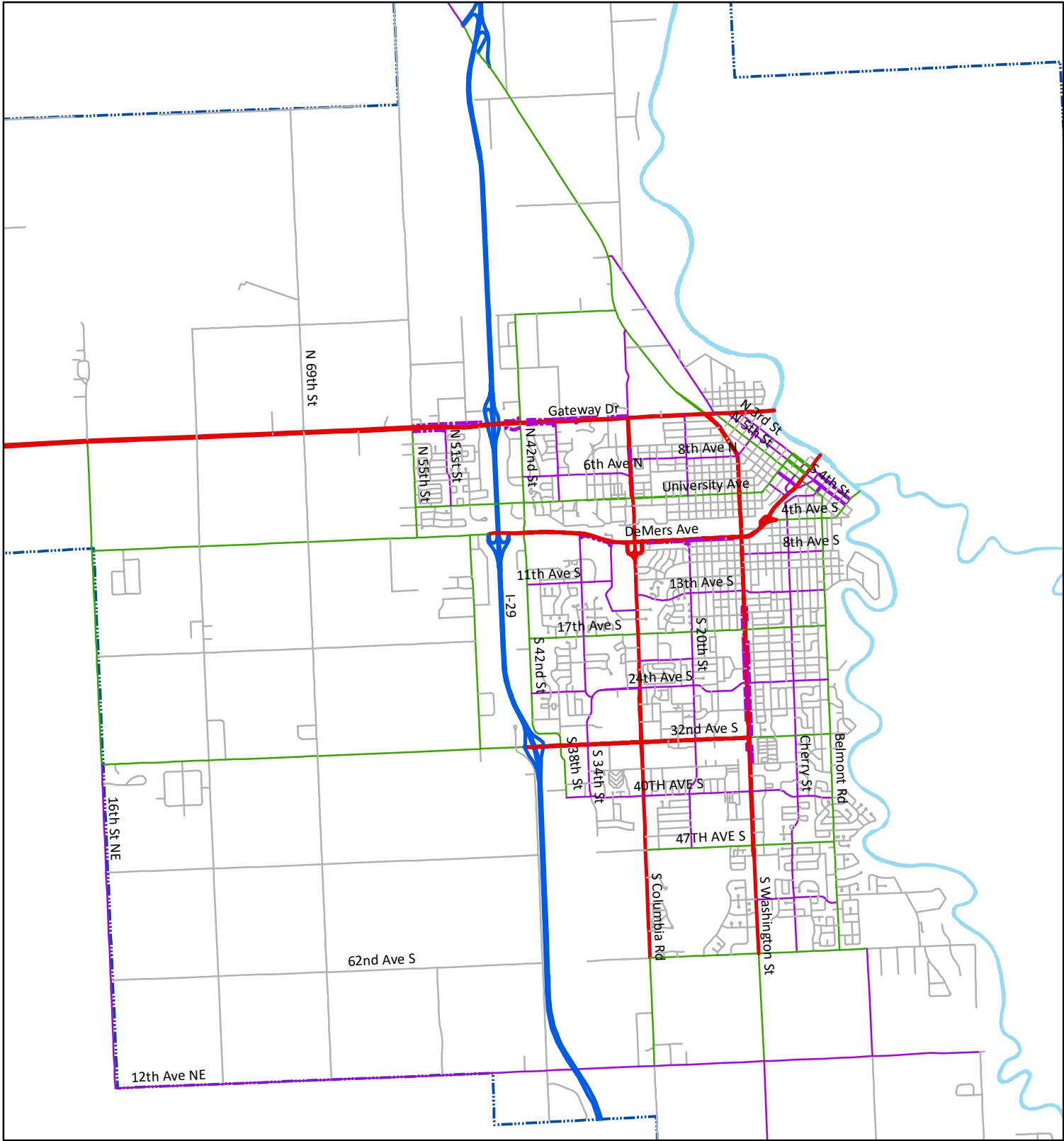
- The functional classification needs to be reviewed and updated.
- FHWA updated their guidance in functional classification and this will be the primary guide used. Each state has promulgated state specific guides that will be followed.
- The Minnesota side was recently updated so the review will be limited.
- The North Dakota side will require more review due to this being the first update under the new guides.
- The Work Program has identified this activity being done this year.

**Support Materials:**

- Map of Frontage Road Stubs
- Map of Functionally Classified roads.
- Table of single centerline miles of each classification.
- FHWA VMT & Mileage Guidelines By Functional Classification



# Proposed Functional Classification 2019



- Principal Arterial
- Minor Arterial
- Major Collector
- - - Discussion Area Minor Arterial
- - - Discussion Area Major Collector
- - - MPO Study Area



Total Road Mileage Difference Grand Forks MPO Area 2019			
Functional Class Types	MPO		Changes
	2010	2019	
Interstate	16.4	16.2	-0.2
Principal Arterial	24.4	24.4	0.0
Minor Arterial	37.0	43.3	6.3
Collector	52.4	51.4	-1.0
Local Roads	224.5	250.4	26.0
<b>Total Road Difference Yearwise</b>	<b>354.6</b>	<b>385.8</b>	<b>31.1</b>

Total Road Mileage Difference Grand Forks Urban Area 2019			
Functional Class Types	Urban		Changes
	2010	2019	
Interstate	10.0	10.0	0.0
Principal Arterial	21.4	21.4	0.0
Minor Arterial	33.9	33.9	0.0
Collector	38.0	38.9	0.9
Local Roads	160.3	190.4	30.1
<b>Total Road Difference Yearwise</b>	<b>263.6</b>	<b>294.6</b>	<b>31.0</b>

Total Road Mileage Percentage Difference Grand Forks MPO Area 2019			
Functional Class Types	MPO		Changes
	2010	2019	
Interstate	5%	4%	-1%
Principal Arterial	7%	6%	-1%
Minor Arterial	10%	11%	1%
Collector	15%	13%	-2%
Local Roads	63%	65%	2%
<b>Total Road Difference</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>

Total Road Mileage Percentage Difference Grand Forks Urban Area 2019			
Functional Class Types	Urban		Changes
	2010	2019	
Interstate	4%	3%	-1%
Principal Arterial	8%	7%	-1%
Minor Arterial	13%	12%	-1%
Collector	14%	13%	-1%
Local Roads	61%	65%	4%
<b>Total Road Difference</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>



Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

	Arterials			
	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
<b>Typical Characteristics</b>				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT <sup>1</sup> (Rural)	12,000 - 34,000	4,000 - 18,500 <sup>2</sup>	2,000 - 8,500 <sup>2</sup>	1,500 - 6,000
AADT <sup>1</sup> (Urban)	35,000 - 129,000	13,000 - 55,000 <sup>2</sup>	7,000 - 27,000 <sup>2</sup>	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
<b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b>				
<b>Rural System</b>				
Mileage Extent for Rural States <sup>2</sup>	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States <sup>2</sup>	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
<b>Urban System</b>				
Mileage Extent for Rural States <sup>2</sup>	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 14%
VMT Extent for Rural States <sup>2</sup>	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> <li>• Serve major activity centers, highest traffic volume corridors, and longest trip demands</li> <li>• Carry high proportion of total urban travel on minimum of mileage</li> <li>• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area</li> <li>• Serve demand for intra-area travel between the central business district and outlying residential areas</li> </ul>		<ul style="list-style-type: none"> <li>• Interconnect with and augment the principal arterials</li> <li>• Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials</li> <li>• Distribute traffic to smaller geographic areas than those served by principal arterials</li> <li>• Provide more land access than principal arterials without penetrating identifiable neighborhoods</li> <li>• Provide urban connections for rural collectors</li> </ul>	
Qualitative Description (Rural)	<ul style="list-style-type: none"> <li>• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li> <li>• Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population</li> <li>• Provide an integrated network of continuous routes without stub connections (dead ends)</li> </ul>		<ul style="list-style-type: none"> <li>• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service</li> <li>• Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway</li> <li>• Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement</li> </ul>	

1- Ranges in this table are derived from 2011 HPMS data.

2- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Collectors		Local
	Major Collector <sup>2</sup>	Minor Collector <sup>2</sup>	
<b>Typical Characteristics</b>			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet	1 feet - 4 feet	0 feet - 2 feet
AADT <sup>1</sup> (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT <sup>1</sup> (Urban)	1,100 - 6,300 <sup>2</sup>		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
<b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b>			
<b>Rural System</b>			
Mileage Extent for Rural States <sup>3</sup>	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States <sup>3</sup>	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
<b>Urban System</b>			
Mileage Extent for Rural States <sup>3</sup>	3% - 16%	3% - 16% <sup>2</sup>	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13% <sup>2</sup>	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15% <sup>2</sup>	63% - 75%
VMT Extent for Rural States <sup>3</sup>	2% - 13%	2% - 12% <sup>2</sup>	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13% <sup>2</sup>	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13% <sup>2</sup>	6% - 25%
<b>Qualitative Description (Urban)</b>	<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often for significant distances</li> <li>• Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile</li> </ul>	<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often only for a short distance</li> <li>• Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile</li> </ul>	<ul style="list-style-type: none"> <li>• Provide direct access to adjacent land</li> <li>• Provide access to higher systems</li> <li>• Carry no through traffic movement</li> </ul>
<b>Qualitative Description (Rural)</b>	<ul style="list-style-type: none"> <li>• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas</li> <li>• Link these places with nearby larger towns and cities or with arterial routes</li> <li>• Serve the most important intra-county travel corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector</li> <li>• Provide service to smaller communities not served by a higher class facility</li> <li>• Link locally important traffic generators with their rural hinterlands</li> </ul>	<ul style="list-style-type: none"> <li>• Serve primarily to provide access to adjacent land</li> <li>• Provide service to travel over short distances as compared to higher classification categories</li> <li>• Constitute the mileage not classified as part of the arterial and collectors systems</li> </ul>

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

**TABLE OF CONTENTS- UPDATE AUGUST, 2019**

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES**

CODE	AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE	
200.2	Public Participation Plan	MPO staff has begun assembling reference materials on Public Participation from peer MPOs. Additionally, MPO staff attended Second Webinar in the Virtual Public Involvement Engagement Techniques Series promoted by FHWA. Ongoing activities.	15%	31-Dec-19		
3001	Functional Classification (Update)	MPO staff has made TAC recommended updates. MPO staff will provide an updated map on August 14, 2019 at Technical Advisory Committee meeting.	80%	30-Jun-19		
300.1	ITS Regional Architecture (Update)	Conducted stakeholder group meetings to capture architecture updates. Attendance to group meetings included: GF-EGF Police Departments, EMS, GF-EGF Fire Departments, Public Works and Traffic and Public Works. Meetings covered the areas pertinent to <i>Service Packages</i> for the following areas: Traffic management, transit management, and maintenance and construction management.	30%	31-Dec-19		
	CAT Route Changes	<b>COMPLETED</b>				
300.2	CORRIDOR PLANNING	US 2/US 81 Skewed Intersection Study	Had a public meeting on Aug 7th, 2019. Consultant made a presentation and held a Q&A session with Community & Business leaders. Presentation discussed: Truck turning challenges, rail induced delays, spaced traffic signals, access management and lack of accessible pedestrian and bicycle facilities. These are the key issues that various improvement alternatives are intended to address. Project team is waiting on additional comments from comment period.	60%	30-Jun-19	
		Grand Forks Downtown Parking Study	Final Steering Committee was held to review the draft report. Generally, the report is being supported and is moving forward towards approval.	90%	30-Jun-19	
		MN 220 N Corridor Study	<b>COMPLETED</b>			
		Downtown Transportation Study	Consultant has been working on the data gathering stage this past month. MPO Staff have provided them the data requested. A Steering Committee membership is being finalized.	15%	30-Jun-20	
		Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	80%	On-going	
		300.5	SPECIAL STUDIES EGF ADA Transition Plan	<b>COMPLETED</b>		
300.54	CAT/UND Shuttle Merger	Steering committee met and was updated. A meeting between City Administrator and UND Leadership is being worked out to be able to finalize if UND will have CAT run the campus shuttle.	60%	30-Jun-19		

**MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2019**