



**TECHNICAL ADVISORY
COMMITTEE MEETING
MAY 13TH, 2020 – 1:30 P.M.**

**CONFERENCE CALL:
(218) 399-3432**

Please Note that due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically and no public will be able to participate in person - but are able to call the above conference number.

MEMBERS

Kadrmass/Peterson _____
Ellis _____
Bail/Emery _____
Gengler/Halford _____
Riesinger/Audette _____

Mason/Hopkins _____
Zacher/Johnson _____
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 APRIL 15TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF FY2019 ANNUAL LISTING OF OBLIGATION..... HAUGEN
6. MATTER OF APPROVAL OF RFP FOR EGF LAND USE PLAN UPDATE..... KOUBA
7. MATTER OF DRAFT NORTH DAKOTA SIDE FY2021-2024 T.I.P. HAUGEN
8. MATTER OF DISCUSSION ON T.I.P. PROGRAM SPECIFIC SCORING SHEETSMAHMOOD/HAUGEN
9. OTHER BUSINESS
 - a. 2020 Annual Work Program Project Update
 - b. Downtown Transportation Study Update
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 ISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE**

Wednesday, April 15th, 2020

East Grand Forks City Hall Training Conference Room – Teleconference Call

CALL TO ORDER

Earl Haugen, Chairman, called the April 15th, 2020, meeting of the MPO Technical Advisory Committee to order at 1:30p.m.

CALL OF ROLL

On a Call of Roll the following members were present via teleconference call: Jason Peterson, NDDOT-Grand Forks; David Kuharenko, Grand Forks Engineering; Jon Mason, MnDOT-District 2; Stephanie Halford, Grand Forks Planning; Richard Audette, Airport Authority; Brad Gengler, Grand Forks Planning; Dale Bergman, Cities Area Transit; and Wayne Zacher, NDDOT-Local Government.

Absent: Brad Bail, Steve Emery, Nancy Ellis, Jane Williams, Jesse Kadrmas, Patrick Hopkins, Michael Johnson, Ryan Riesinger, Ryan Brooks, Ali Rood, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

Guest(s) present: Mohammed Smadi, NDSU-A.T.A.C. and Kristen Sperry, FHWA-Bismarck.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

**MATTER OF APPROVAL OF THE MARCH 11TH, 2020, MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE**

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE THE MARCH
11TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

MOTION CARRIED UNANIMOUSLY.

**MATTER OF ADOPTION OF AMENDMENT TO THE METROPOLITAN
TRANSPORTATION PLAN – TRANSIT DEVELOPMENT ELEMENT**

Kouba reported that staff is looking for the adoption of the amendment to the Transit Development Plan alternatives and financial chapters.

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Kouba referred to the document included in the packet and explained that with the recently approved take-over of the UND Campus Shuttle Service by CAT, there were some changes that needed to be made. She said that these changes have been included in the Chapters.

Kouba stated that the last time that they presented this there were only a couple of changes; the biggest being an emphasis that it was just the Campus Shuttle, and then there was also some wording adding into Table 7-12.

Zacher asked if the Resolution had gone forward for approval yet, because he noticed a couple of typos. Haugen suggested that unless there were any substantial changes needed it would work best if Mr. Zacher sent an email with his corrections.

Haugen stated that we did advertise this meeting as an opportunity for the public to comment on this proposed draft. He said that they also followed our Public Participation Plan and submitted it to both Cities, and you can see the letters that we got from each City included in the packet.

Haugen reported that the notice that was published and distributed on our social media indicated that written comments could be provided prior to noon today, and also that people could call in with their comments as well. He said that no written comments were received. He asked if there was anyone on the call from the public wishing to comment. There was no one on the call for comments.

MOVED BY BERGMAN, SECONDED BY GENGLER, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY ADOPT THE AMENDMENT TO THE METROPOLITAN TRANSPORTATION PLAN – TRANSIT DEVELOPMENT ELEMENT, AS PRESENTED.

Voting Aye: Zacher, Kuharenko, Gengler, Mason, Audette, Bergman, and Peterson.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Ellis, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.

MATTER OF APPROVAL OF DRAFT MINNESOTA SIDE T.I.P.

Haugen reported that as the staff report indicates we are only looking at a Draft Minnesota side T.I.P. at this time, but in the near future we hope to have a North Dakota side draft T.I.P. for consideration as well.

Haugen stated that staff has worked closely with our Transit Operator and our MnDOT staff to make sure that our draft documents are reconciled one with the other for projects and amounts.

Haugen said that as the staff report identifies, there are some changes from our current T.I.P. and this draft is identifying some projects that are tabled in the staff report and that identify that some of the Transit Capital projects are being switched around. He added that there were some

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sentences explaining what is going on with those projects and there is also an update on the traffic signal replacement on DeMers Avenue in Downtown East Grand Forks. He said that originally when this was submitted to us as a candidate project there was one cost estimate, then a second different cost estimate was submitted, and now they have agreed to a cost estimate that the Draft T.I.P. will show and what the Draft A.T.I.P. will show and ultimately what the Draft S.T.I.P. will show and that is a cost of \$1.2 million dollars. He added that they will also now show that there are federal funds participating in the cost as well. He commented that just as another note on that particular project, East Grand Forks' local match increased from \$300,000 to \$350,000.

Haugen stated that staff did publish a public notice on this Draft T.I.P., and in the packet if you look at the last couple pages of the actual listing, from the time that we published the Draft T.I.P. to putting this packet together, you will note that there are some minor modifications that we are doing; particularly dealing with an East Grand Forks Transit Project, Project #15 in their listing. He said that the total dollar amount is being lowered to \$150,000, the federal participation is being lowered down to \$128,000, the State Transit Office is providing \$15,000 for match, and the local match is being reduced to \$15,000; and then the identified funding source is Federal Highway STP dollars.

Haugen pointed out that Project #18 has some minor modifications as well. He pointed out that the total amount is correct, the federal amount is correct, but the other funds should be zero and transferred over to local dollars instead; \$36,000 local instead of State Transit Funds; and then the identified funding source should be 5307.

Haugen said that the last change would be Project #19. He stated that the only modification, this is where the 5307 previously showed up but was moved to Project #18 and this one should be Statewide Performance Program funds instead.

Haugen commented that as noted in the staff report we did publish a public hearing; according to our Public Participation Plan we gave people the option to provide written comments by noon today, but we did not receive any and we also identified that they could call in to the meeting, so he asked if anyone from the public was on the phone that wished to comment on the Draft Minnesota Side T.I.P. There was no one on the phone.

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

Voting Aye: Zacher, Kuharenko, Gengler, Mason, Audette, Bergman, and Peterson.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Ellis, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.

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Haugen asked if Mr. Zacher had any sense of when the North Dakota side might be prepared to consider a Draft T.I.P. Zacher responded that he has some preliminary numbers but he isn't sure what he is waiting for at this time. Haugen said, then, that maybe next month we can have a Draft North Dakota side T.I.P.

MATTER OF ITS REGIONAL ARCHITECTURE

Haugen reported that included in the packet was a brief staff report indicating that we have been working, as we do and have been for many years as the other MPOs and the NDDOT have, with A.T.A.C. in establishing and updating our Regional Architectures. He stated that we have worked the last year and four months with the Stakeholder Steering Committee going through documents, the draft, and other information to get feedback on, and we had our last meeting at the end of February, an in person meeting, and then we also had the e-mail exchanges on some final documents to consider.

Haugen commented that in the staff report they provided a link to the Regional Architecture website, and we have Mohammad Smadi on the line to give us a general rundown of the ITS Architecture.

Smadi stated that this is really a planning effort that guides the public transportation system, the implementation, deployment and integration in the region. He said that the federal iteration of these updates to the Technical Advisory Committee, the first time they updated the Architecture, with a lot of it being completed in 2014; the Grand Forks Regional Architecture really focuses on five main areas; traffic management, transit management, construction management, emergency and public safety, and data management.

Smadi commented that they have services that fall within these central service areas, and that represents the ITS picture for the Grand Forks/East Grand Forks region.

Smadi said that Mr. Haugen mentioned that this is a federal requirement that we have an up to date Regional Architecture in order to qualify for funding for ITS projects; the requirements also ask that the architecture be a living document that is continuously updated.

Smadi stated that they have a core group of stakeholders, and the architecture is really stakeholder driven; they identified the needs and the services are satisfying these needs based on the stakeholders feedback.

Smadi said that the Regional Architecture is based on the National ITS Architecture that is developed and maintained by Federal Highway Administration for the regional architecture it a customization of the National Architecture and the last couple of years the National ITS Architecture, underwent major changes and they reorganized the architecture and the way services are presented, so that was one of the main modifications for the update in Grand Forks/East Grand Forks, but also to account for any changes in the region and the priorities and the needs, etc.

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Smadi stated that they went through the process and now the current Regional Architecture is a product of this effort and is based on the National ITS Regional Architecture, which is now called the Architecture Reference for Cooperative and Intelligent Transportation, or ARC-IT for short, Version 8.3.

Smadi said that during this update they revisited the existing services so the number of services went from the previous architecture from 21 to 28 services currently. He added that they reorganized how we do the different stakeholders and then the elements of the architecture; they introduced the concept of having stakeholder groups and elements that can be used in a generic way for certain service to make them easier to read, and also provide different levels of detail when we look at the services, which is a nice change, and in his viewpoint makes the architecture more usable and easier to read for some of these services.

Smadi commented that they also added the concept of having different services, and they used that when there is a significant difference between how effective services performed between Grand Forks and East Grand Forks; an example would be traffic signal control is done somewhat differently, the City of Grand Forks traffic signal control on the North Dakota side is handled differently than the City of East Grand Forks signal control on the Minnesota side so they provided two different service packages. He added that another example is how they do dispatch for their emergency services because it is different between the two sides.

Smadi stated that they introduced several new services; some of them are a Regional Traffic Management service package which deals with traffic signal control, coordination between both Cities; Dynamic Roadway Warning package that accounts for a couple of different services, the one in place right now is a sign that indicates that a railroad crossing is being occupied or is being pre-empted by rail activity and then flashing beacon is activated.

Smadi commented that they did several enhancements on the deliverables; the three major deliverables of this project are the Architectural website, and a link to this was provided in the staff report; they also have report summarizing all efforts of the architecture; and they will also provide the architectural data base, which is where they have all the information that was gathered through the stakeholder meetings and other things including reviewing different plans they got from the MPO, that is all contained in one data base that can be accessed through the specialized software from Federal Highway.

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING
A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE ITS REGIONAL ARCHITECTURE, AS PRESENTED.***

Bergman asked if this was something that has to be done every five years. Haugen responded that it does, legislation requires it so unless that changes you will be doing this a minimum of every five years.

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Voting Aye: Zacher, Kuharenko, Gengler, Mason, Audette, Bergman, and Peterson.

Voting Nay: None.

Abstain: None.

*Absent: Kadrmas, Ellis, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger,
Magnuson, Sanders, and Christianson.*

**MATTER OF CANDIDATE PROJECTS FOR NORTH DAKOTA FTA #5339 AND #5310
PROGRAMS**

Kouba reported that in January, the MPO along with the NDDOT, solicited for applications for the FTA #5339 and #5310 Programs. She said that the application deadline for submittal to the NDDOT is May 1, therefore the deadline for submittal to the MPO was April 1st in order for them to go through the approval process. She stated that the only applications we received for either program was from Cities Area Transit.

Kouba said that for the #5339 Program CAT submitted an application for the following, in priority order:

- 1) Radio Infrastructure
- 2) Shop Equipment
- 3) Upgrade Fuel System
- 4) Shop Vehicle
- 5) A&E Services For Facility Expansion Phase 2
- 6) Electronic Vehicle Inspection Program
- 7) Staff Cars

Kouba stated that the total federal funding request for these projects is \$316,882.

Kouba said that for the #5310 Program CAT submitted an application for the following, in priority order:

- 1) Mobility Manager
- 2) Replacement of ADA Minivan

Kouba stated that the total federal funding request for these project is \$136,241.

Kouba reported that both of these applications were presented to, and approved by the Grand Forks City Council in the priority order shown, so staff is looking for approval of these requests.

***MOVED BY BERGMAN, SECONDED BY KUHARENKO, TO APPROVE FORWARDING
A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE #5339 AND #5310 GRANT APPLICATIONS AND GRANT THEM
PRIORITY ORDER AS PRESENTED.***

Bergman commented that he just wanted to make one point clear, that at this time we did not need any vehicles and they will be looking at one vehicle in the next go-around, otherwise they are good for the next five years. Haugen asked then if he was modifying the candidate project or

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are you still moving forward with the two vehicles you identified in the #5310 application. Bergman responded that the vehicles in the #5310 Program will stay the way they are, they have no changes on that, he is just referring to the #5339 Program funds that they would normally use for their fixed route buses. Haugen pointed out that you show a shop vehicle and also staff cars, are you moving them or are you keeping them in this application and you are telling us that the next solicitation you won't be asking for vehicles. Bergman responded that the next solicitation of #5339 funds would be the only time they would be looking for one fixed route bus otherwise the shop vehicle and the staff vehicles are the only thing they are for.

Voting Aye: Zacher, Kuharenko, Gengler, Mason, Audette, Bergman, and Peterson.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Ellis, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.

MATTER OF APPROVAL OF DRAFT SCOPE OF WORK FOR TRAFFIC COUNTING PROGRAM ADDENDUM

Haugen reported that if you recall our amended Unified Planning Work Program identified this as an activity that we would engage A.T.A.C. to do some additional work on our traffic counting program. He said that included in the packet is the proposed scope of work that involves what he will term as "maintenance". He explained that this includes instances when cameras need to be reset due to things like high winds moving the camera, or a traffic signal gets hit and the camera is moved, or if there is a power outage, or other such instances that require for A.T.A.C. to go out and reset the cameras and/or the program, as well as updating the program as well. He stated that previously they were doing that by outfitting the MPO, providing them with the ability to, when they do that work, and hopefully the other component is that there are six locations where signals are being installed or have been installed that need to be set up to start counting again, and this scope of work will allow that to happen.

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT SCOPE OF WORK FOR THE TRAFFIC COUNTING PROGRAM ADDENDUM., AS PRESENTED.

Haugen commented that the only other point of discussion he would add is that during this COVID-19 emergency situation our counting program has been utilized and accessed by the NDDOT and A.T.A.C. to give updates as to how our traffic is being impacted at several peak corridors in our City and it is showing that people are staying home, and what vehicles are out and about, so the program is being used even during this emergency time period.

Voting Aye: Zacher, Kuharenko, Gengler, Mason, Audette, Bergman, and Peterson.

Voting Nay: None.

Abstain: None.

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Absent: Kadrmias, Ellis, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.

OTHER BUSINESS

a. 2020 Annual Work Program Project Update

Haugen reported that this is our monthly work activity update report. He referred to the report and commented that in it we have our identified work activities with a status report for each. He went over it briefly.

Haugen pointed out that for the Land Use Plans, they are working on flipping the schedule. He explained that last month they said that the Grand Forks RFP would be done first, and then a month later the East Grand Forks RFP would be processed, but they believe they are in a position to flip those so in May we will be considering the East Grand Forks RFP and then will be working to get the Grand Forks RFP at a later time.

Haugen said that on the Downtown Transportation Study we were able to hold a major public input meeting, in person, prior to the COVID-19 shutdown. He stated that they had about 25 to 30 people participate in their popup event, so now the consultant is gathering and finalizing the report on the feedback received from both the public and the steering committee. He added that they are continuing to work with KJL on scheduling a future activity, but with COVID-19 we are expecting timelines and work activities to be adjusted a bit in the near future.

Bergman said he had a question about the CARE-ACT, and the funding they received, how should that be handled. Haugen responded that essentially if you are using it just for operations, if you are replacing your current operations revenue with the new CARE-ACT revenue, there is no need to do an amendment to the T.I.P., but eventually if you are doing that that will ultimately free up funds that otherwise would be going towards your operating so we will need to figure out how and where we would like to prioritize those funds to what projects, so that would be the further discussion that will need to take place later.

b. MPO Website Update

Haugen commented that the MPO hopes to roll out its new website before the TAC meets again in May. He said that hopefully you will be impressed that Peggy and Teri and the Consultant has been doing on getting our website updated. He added that he also hopes you noticed that on our staff reports we are using a new MPO Logo.

Haugen stated that in regard to our May meeting we hope that we can do some sort of proper social distancing in person meeting, but that is still to be determined at this time. He added that we are also considering if we will convert to a video option if needed, so stay tuned for more information on our May meeting.

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Sperry asked if the MPO is expecting to have the May Technical Advisory Committee meeting back to its normal schedule or will it be pushed back like this months meeting. Haugen responded that he would anticipate normal schedule of the second Wednesday of the month.

c. E-Mail On Annual Listing

Zacher said that Mr. Haugen sent out an email earlier today, and he is wondering if he was resending the original email or was that the second part to that original email. Haugen responded that it was the second part. He explained that in the past we have always combined our Annual Listing of Obligations with the Progress Report, but we are finding out that active obligations on current year projects was too soon to be able to do that, so we have now separated out the Annual Listing of Obligations, those are for 2019 Projects, which should either have had funds obligated to them by now or something else has happened where they have been moved or dropped, so it is probably going to be more complete to get the obligations identified, so that is what was in the email he sent today; obligations, where previously we were doing progress reports for the 2020 Projects as well, however as the email noted, when we were doing the adoption of the T.I.P., at that time we were still doing a combined progress report, so we did get some of the Listing of Obligations that we reported back in the fall, and those are included in the email he sent out.

ADJOURNMENT

MOVED BY BERGMAN, SECONDED BY KUHARENKO, TO ADJOURN THE APRIL 15, 2020 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:13 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager



MPO Staff Report

Technical Advisory Committee: May 13, 2020
MPO Executive Board:
May 20, 2020

<p>RECOMMENDED ACTION: Recommend the approval of FY2019 Annual Listing of Obligations</p>
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Matter of the FY2019 Annual Listing of Obligations.

Background: As the title suggests, each year the MPO is required to prepare a document which compares the programmed funds to the actual obligation of funds. Each year, the TIP identifies for each project an estimate of cost and the various funding revenues sources to cover the cost. The Listing of Obligation typically relies on a more refined project development cost estimate to derive the agreed to obligations from the various funding sources.

In simplistic terms, obligation is the federal government's commitment to provide funds towards a project. This happens after the TIP is approved. As explained within the document, one might think of this as setting up a checking account for a purchase and then making an initial deposit. In order to begin work on any phase of a federally funded transportation project, federal funds must be obligated. This means that money is set aside for that particular project (deposited in the "checking account" for the project), which can then be used to pay bills.

The TIP had programmed \$37.69 Million towards projects, with \$28.76M being from federal programs. The obligations resulted in \$23.32M being committed toward projects in 2019, with \$15.19 being from federal programs. This is a difference of \$14.37 between what was programmed versus what was obligated.

For FFY 2019, project sponsors obligated approximately \$15.19 million in federal transportation funding for a variety of state, county, and local transportation projects in the MPO. This included over \$9.58 million in FHWA funding for highway projects and over \$5.61 million in FTA funding for transit projects.

The report further details the split in funding between the two states and provides some projects that were delayed and/or changed in scope to create the significant difference between programmed funds and obligated funds.

Findings and Analysis:

- The MPO is required to prepare an Annual Listing of Obligations.
- The format has been modified to better identify the purpose and meaning of the document.
- The document must identify if any bike/ped facilities were part of any project obligation.
- The activity is consistent with the Work Program.

Support Materials:

- Draft FY2019 Annual Listing of Obligations

FFY 2019

Annual Listing of Obligated Projects

The Annual Listing of Federally-funded
Transportation Projects



Disclaimer

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The opinion, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the NDDOT, MnDOT, or the FHWA/FTA

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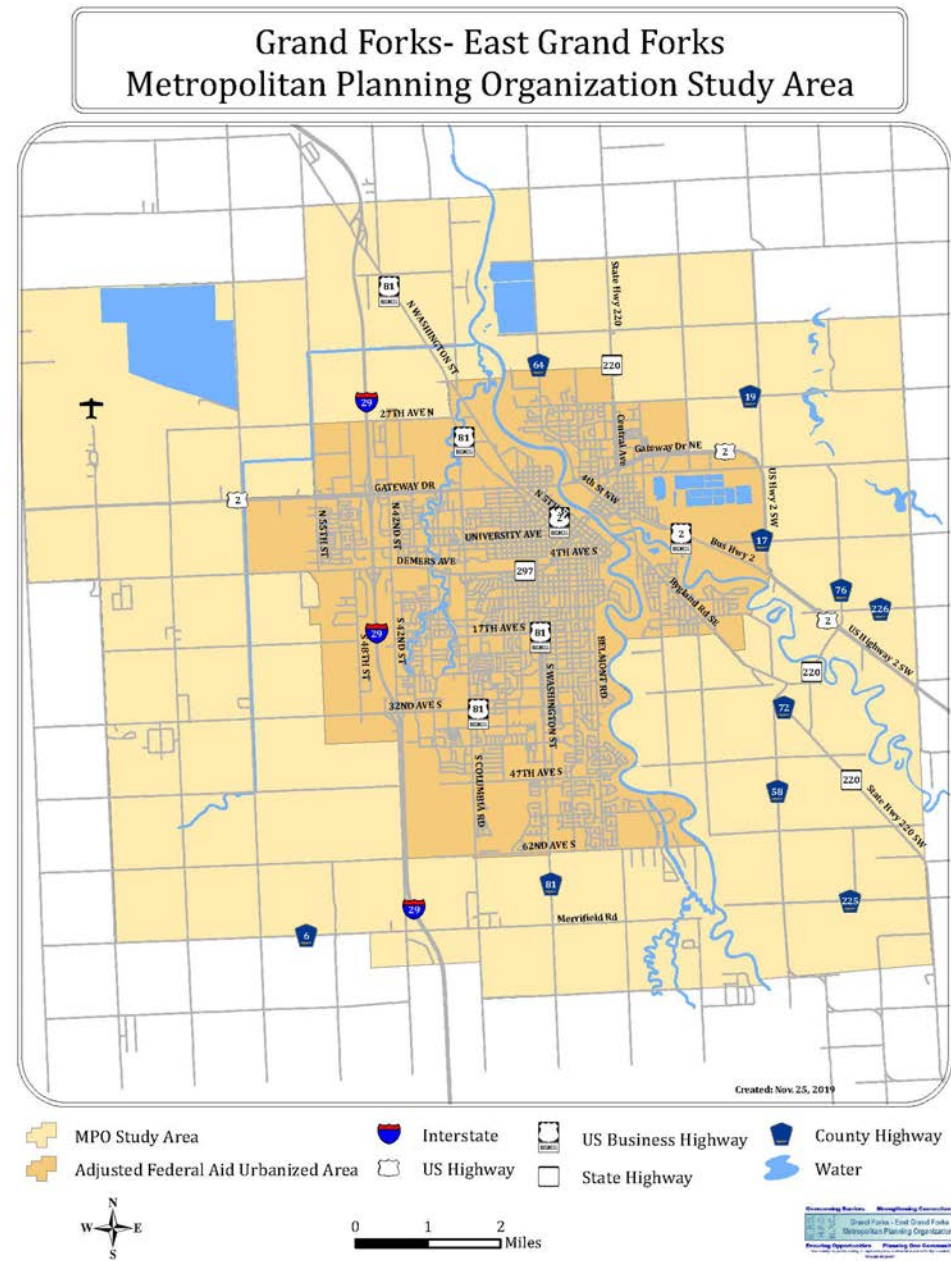
Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2019

Background

The Grand Forks – East Grand Forks MPO serves as the designated Metropolitan Planning Organization (MPO) for urbanized area of Grand Forks, North Dakota and East Grand Forks Minnesota (see map to the right). In accordance with the provisions set forth in the current federal transportation law – the [Fixing America’s Surface Transportation \(FAST\) Act](#) – and 23 U.S.C. 134 and 49 U.S.C. 5303, the MPO is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process. Federal transportation law requires that a U.S. Census-designated Urbanized Area be represented by an MPO, which is responsible for ensuring that federal highway and transit dollars are committed through a locally driven, comprehensive planning process. The MPO strives to ensure that federally funded projects are the products of a credible planning program, meeting the goals and priorities of the metropolitan area.

Purpose

The Transportation Improvement Program (TIP) serves as the four-year capital program of transportation projects that are wholly or partially paid for with funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To ensure that the public has an accurate understanding of how federal funds are spent on transportation projects, the FAST Act includes a requirement that the organizations responsible for approving the TIP publish an Annual Listing of Obligated Projects for the most recently completed fiscal year. This report covers federal obligations for Federal Fiscal Year (FFY) 2019 from the FFY



Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2019

2019-2022 TIP. The MPO approved a new 2020-2023 TIP on August , 2019, which will be the focus of next year's report on federal obligations.

The TIP documents the metropolitan region prioritization of limited transportation resources available among the various needs of the region. It is a program and schedule of intended transportation improvements (or continuation of current activities) for the next four (4) years, developed as part the regional planning process for federal funds received from the FHWA and the FTA, as well as regionally significant projects affecting the system regardless of funding source. The TIP contains a constrained financial plan that demonstrates projects are capable of implementation. Additionally, sponsors must demonstrate that funding to implement projects is reasonably available

The TIP lists the intended schedule and estimated cost for each phase of a transportation project. Project schedules and costs change on a routine basis, usually as the result of resource availability, timing of work, or the refinement of a project's scope. The TIP, though updated to reflect current project schedules and costs prior to obligating phases, does not provide accounting-level precision of actual, day-to-day project costs and schedules.

What are project obligations?

One might think of this as setting up a checking account for a purchase and then making an initial deposit. In order to begin work on any phase of a

transportation project, federal funds must be obligated. This means that money is set aside for that particular project (deposited in the "checking account" for the project), which can then be used to pay bills. The project expenses may cover invoices from a design consultant, a construction contractor, or payroll costs for agency employees working on the project.

Do project obligations mean the work is underway?

Not always. Project obligations are made to allow a project phase to begin, but it takes time to get work underway once the phase is obligated. For example, once the construction phase is obligated, the project can then be advertised for bids. The advertisement

period can vary depending on the size and complexity of the project (up to five weeks in some cases). Bids are then opened, evaluated and the project awarded to a contractor. This process can create a three to four-month lag between initial obligation and noticeable work performed by the contractor at the site.

There are instances when a project phase is obligated, but work is never started or not completed in a timely manner; these are generally due to competing priorities with the project sponsor. If there is a question on the status of a specific project, the project sponsor should be contacted.

Cooperative Process

FAST, like its predecessor legislation, requires the metropolitan planning organization (MPO), State, and public transportation operator(s) to cooperate in preparing a list of projects for which Federal funds were obligated for spending during the immediately preceding year. This cooperation is

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2019

essential because of the different responsibilities held by the organizations in planning, programming, and project implementation. The MPO presents information on the projected schedule and funding for projects contained in the transportation improvement program (TIP) based only upon what is received from implementing organizations.

Similarly, up to date information on implementation of projects in the TIP is available only from those implementing organizations. Thus, the annual report of projects for which an obligation of funds took place must be a cooperative effort.

Content and Format of Project Listing

The project listings should align with categories included in the TIP. This includes project name, location, and other descriptive information included in the TIP. The listing also should include the amount of funds programmed in the TIP, and the amount obligated in the program year.

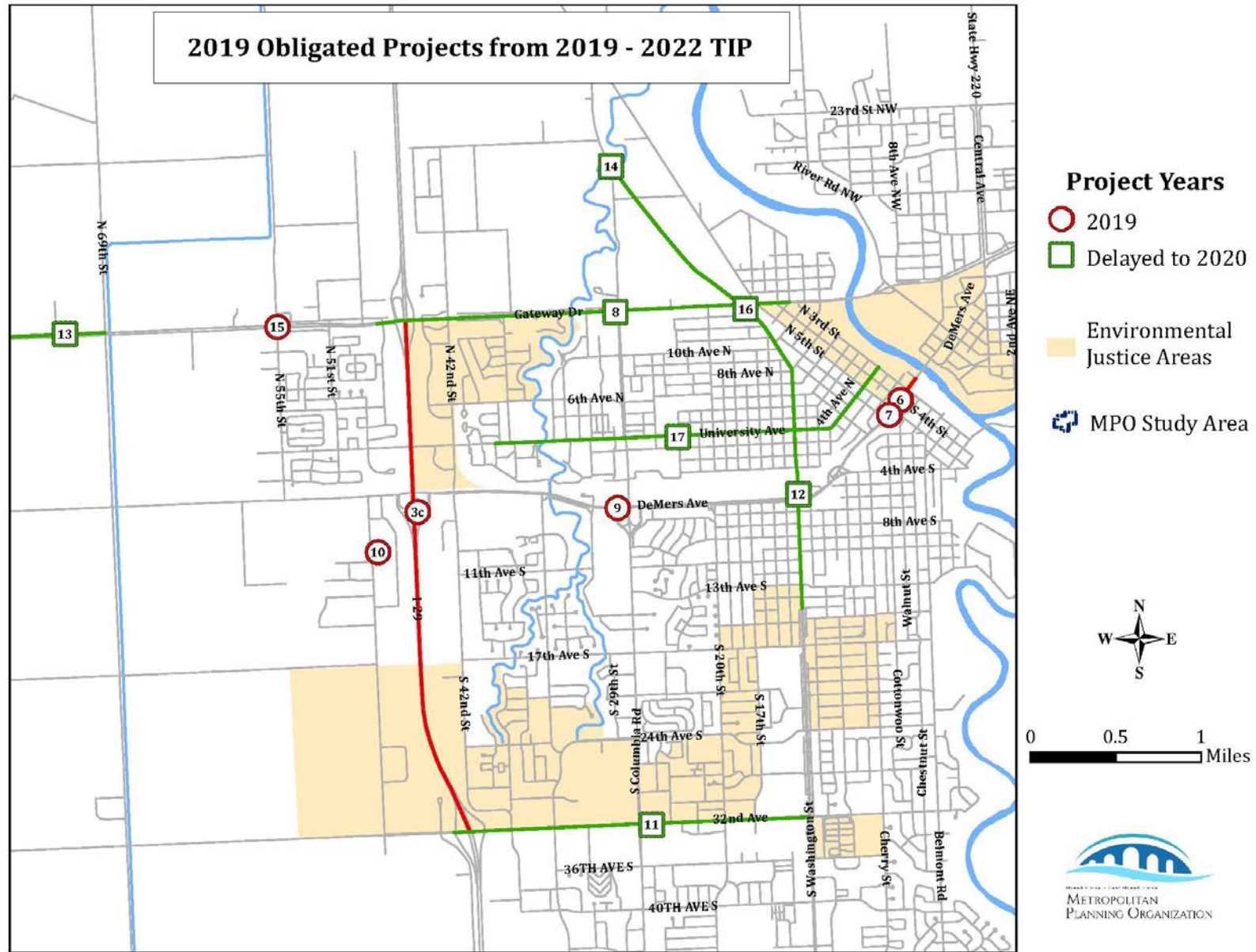
Pedestrian and Bicycle Facilities

The Annual Listing must include obligations for projects in the TIP that were specifically identified as bicycle or pedestrian projects. For projects in the TIP that include bicycle and/or pedestrian facilities as an incidental part of a larger project, a reasonable effort was made to identify the general description of these facilities in the Annual Listing.

Project Listing

The following map and tables list projects that had federal funds obligated during FFY 2019 (October 1, 2018 – September 30, 2019) and identifies the phases for which those funds were obligated.

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GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL	
Grand Forks #1	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
No PCN	Fixed-Route Transit Service	Entitlement	OBLIGATION	2,910.26	1,079.63	200.00	551.00		1,079.63	Capital		
			Excludes FTA Programs 5339 and 5310 costs	2,910.26	1,079.63	200.00	551.00	1,079.63	P.E.			
				FTA 5307					(50/50)	TOTAL	2,910.26	
Grand Forks #2	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:					Operations		NA	
No PCN	Fixed-Route Transit Service	Entitlement		OBLIGATION	13.70	10.90			2.80	Capital		15.00
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
				15.00	12.00	0.00	0.00	3.00	R.O.W.			
				FTA 5307					(80/20)	TOTAL	15.00	
				REMARKS:								
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.								

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

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2019	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.	CONSTR.	
			FUNDING SOURCE					TOTAL			
Grand Forks #3a	Grand Forks	NA	Purchase fare collection equipment, purchase computer servers, purchase generator			REMARKS: Awarded December 2018 Amended January 2019			Operations		
	Grand Forks	Capital	OBLIGATION			456.00	365.04	91.26	Capital	456.00	NA
No PCN	Fixed Route	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
			456.00	365.04			91.26	R.O.W.			
			FTA #5339 Capital					TOTAL	456.00	CONSTR.	
Grand Forks #3b			Intentionally left blank			REMARKS:			Operations		
No PCN			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
								R.O.W.			
								CONSTR.			
								TOTAL			
Grand Forks #3c	Grand Forks	I-29	Install high tension median cable guard rail between Gateway Dr and 32nd Ave S.			REMARKS: Amended in January 2019			Operations		NA
	NDDOT	Interstate	OBLIGATION			1,107.15	1,107.50	Capital			
No PCN	Safety	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
			840.00		840.00			R.O.W.			
								CONSTR.			
								TOTAL	840.00		

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.		
			FUNDING SOURCE					R.O.W.	CONSTR.	TOTAL		
Grand Forks #6	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and N. 5th St	REMARKS:								
	NDDOT	Principal Arterial							Operations			<i>Sidewalks were reconstructed; ADA curba ramps installed and curb blubl-outs for side streets incorporated</i>
			OBLIGATION	\$ 7,756.43	\$ 5,783.38	\$ 648.16	\$ -	\$ 1,324.90	Capital			
PCN 21841	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	Grand Forks	DeMers Ave	reconstruction of DeMers Ave between N. 5th St and N. 6th St (ND297)	REMARKS:								
	NDDOT	Principal Arterial							Operations			<i>Sidewalks were reconstructed; ADA curba ramps installed and curb blubl-outs for side streets incorporated</i>
			OBLIGATION	\$ 1,147.16	\$ 855.03	\$ 95.82	\$ -	\$ 195.87	Capital			
PCN 21843	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	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								
	Grand Forks	Principal Arterial	Safety projects on various corridors to install backplates and leading pedestrian timing						Operations			NA - Project Delayed to 2020
			OBLIGATION	Delayed to 2020					Capital			
PCN	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			

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GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					2019	
										Operations	
Grand Forks #9	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with Columbia Road west ramp	REMARKS:							Provision of Pedestrian and/or Bike Facilities
	NDDOT	Principal Arterial									
PCN 22164	ITS	Discretionary									
OBLIGATION					\$ 941.26	\$ 761.76	\$ 85.37	\$ -	\$ 94.13		
TOTAL					600.00	485.50	54.40		60.00	R.O.W.	
FUNDING SOURCE					Urban Regional Secondary Roads Program					CONSTR.	600.00
TOTAL										TOTAL	600.00
Grand Forks #10	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:							Ped facilities were included such as "ped heads", new ADA curb ramps
	Grand Forks	Capital		Amended October 2018						Operations	
No PCN	Fixed Route	Discretionary								Capital	
OBLIGATION					4,500.00	3,600.00			900.00	P.E.	
TOTAL					4,500.00	3,600.00			900.00	R.O.W.	
FUNDING SOURCE					FTA 5339 National Grant Award					CONSTR.	
TOTAL										TOTAL	4,500.00
Grand Forks #11	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:							NA - Project Delayed to 2020
	Grand Forks	Principal Arterial								Operations	
PCN 21884	Safety	Discretionary								Capital	
OBLIGATION					Delayed to 2020					P.E.	
TOTAL					7,373.00	6,635.00	369.00		369.00	R.O.W.	
FUNDING SOURCE					Highway safety Improvement Program					CONSTR.	7,373.00
TOTAL										TOTAL	7,373.00

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019		
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	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					Operations			
PCN 22211	NDDOT	Principal Arterial	OBLIGATION	Delayed to 2020					Capital			
	ADA Transition	Discretionary		476.00	385.00	43.00		48.00	P.E.			
				Urban Regional Secondary Roads Program					R.O.W.			
									CONSTR.	476.00		
									TOTAL	476.00		
Grand Forks #13	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					Operations			
PCN 21981	NDDOT	Principal Arterial	OBLIGATION	Delayed to 2020					Capital			
	Pavement Rehab	Discretionary		9,069.00	7,340.00	1,729.00		0.00	P.E.			
				Urban Regional Primary Roads Program					R.O.W.			
									CONSTR.	9,069.00		
									TOTAL	9,069.00		
Grand Forks #14	Grand Forks	N. Washington St	Conduct some Concrete Panel Replacement and grinding of the pavement over the flood diversion bridge	REMARKS: Obligation included in Project #16					Operations			
PCN 22180	NDDOT	Minor Arterial	OBLIGATION	see Project #16					Capital			
	Pavement Preserve	Discretionary		96.00	78.00	18.00	0.00	0.00	P.E.			
									R.O.W.			
									CONSTR.	96.00		
									TOTAL	96.00		

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					TOTAL			
Grand Forks #15	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.	REMARKS:								
	NDDOT	Principal Arterial								Operations		
PCN 22165			OBLIGATION	\$ 1,118.15	\$ 904.92	\$ 213.23	\$ -	\$ -	P.E.			
	ITS	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				600.00	486.00	114.00			CONSTR.	600.00		
				Urban Regional Primary Roads Program					TOTAL	600.00		
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								
	NDDOT	Minor Arterial								Operations		
PCN 22180			OBLIGATION	\$ 1,540.81	\$ 1,246.97	\$ 168.38	\$ -	\$ 125.46	P.E.			
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				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:								
	Grand Forks	Minor Arterial								Operations		
PCN 22515			OBLIGATION	Delayed to 2020					P.E.			
	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		

Sidewalk and ADA improvements are provided on the east side of 55th St from Gateway Drive Frontage Road S, across US 2 median, and terminates at Gateway Drive Frontage Road N. A pedestrian ramp is also provided on the SW corner of 55th ST and US 2 EB roadway.

Construction in 2020 yet generally no specific bike/ped facilities are part of the project; existing bike/ped facilities remain "as is"

NA - Project Delayed to 2020

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2019		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	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, 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 Other is MN Transit Formula Funds					Operations	360.00		
			OBLIGATION	630.00	80.00		426.30	123.70	P.E.	NA		NA
	Fixed-Route Transit Service	Entitlement	TRF-0018-19B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA	CONSTR.	NA
			FTA 5307					TOTAL	360.00			
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2019 to December 31, 2019. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service	REMARKS: Contract demand response service Estimated fare is \$13,260								
	East Grand Forks	Operations		Other is MN Transit Formula Funds					Operations	69.00		
			OBLIGATION	77.00	0.00	0.00	73.15	3.85	P.E.	NA		NA
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-19A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA	CONSTR.	NA
			State Transit Funds					TOTAL	69.00			
East Grand Forks #3			Operating subsidy for proposed East Grand Forks additional day time fixed route service and additional service for night fixed route and paratransit service. Cost reflect first year of a two year project	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$222,000 Estimated fare is \$8,800								
				Other is MN Transit Formula Funds One time state funding covering 2 years					Operations	230.00		
			OBLIGATION	funds included in Project #1 obligations					Capital	0.00		
			TRF-0018-19ZO	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA	CONSTR.	NA
			FTA #5307					TOTAL	230.00			

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Pedestrian and/or Bike Facilities				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
										FUNDING SOURCE					
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		OBLIGATION						220.00					
	Fixed-Route Transit Service	Entitlement	TRF-0018-19C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA	NA	NA	NA	NA	
				220.00	176.00	0.00	44.00	0.00	CONSTR.	NA	NA	NA	NA	NA	
										FTA 5307					
				TOTAL										220.00	
East Grand Forks #4a	East Grand Forks	NA	Purchase of a Class 300 vehicle for demand response and as back-up for fixed route.	REMARKS: Amended into FY2019 Originally FY2018 purchase											
	East Grand Forks	Capital		OBLIGATION						140.00					
	Paratransit Vehicle	Discretionary	TRF-0018-18C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				140.00	119.00	0.00	0.00	21.00	CONSTR.						
				TOTAL										140.00	
			Intentionally left blank	REMARKS:											
										Operations					
										Capital					
										P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
										CONSTR.					
										TOTAL					

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2019

Summary

For FFY 2019, project sponsors obligated approximately \$15.19 million in federal transportation funding for a variety of state, county, and local transportation projects in the MPO. This included over \$9.58 million in FHWA funding for highway projects and over \$5.61 million in FTA funding for transit projects.

The TIP had programmed \$37.69 Million towards projects, with \$28.76M being from federal programs. The obligations resulted in \$23.32M being committed toward projects in 2019, with \$15.19 being from federal programs. This is a difference of \$14.37 between what was programmed versus what was obligated.

side of the MPO Study Area. Several large cost projects were delayed until FY2020. Two of the largest were: 1)the pavement preservation on US#2 between N. 69th St westward to the Grand Forks Air Force Base; 2)the safety project on 3rd Ave S (US#81B) between S. Washington St to I-29 Interchange.

All of the obligated projects on the Minnesota side were regarding transit.

FY2019 Annual Listing Obligations (values shown in \$1,000)							
ND Side	Obligated	\$ 22,253.11	\$ 14,813.33	\$ 2,518.46	\$ 551.00	\$ 3,966.54	
		TOTAL	FEDERAL	STATE	OTHER	LOCAL	
	Programmed	\$ 36,670.16	\$ 28,373.47	\$ 4,158.15	\$ 551.00	\$ 3,587.96	
MN Side	Obligated	\$ 1,065.00	\$ 373.40	\$ -	\$ 543.05	\$ 148.55	
		TOTAL	FEDERAL	STATE	OTHER	LOCAL	
	Programmed	\$ 1,019.00	\$ 384.00	\$ -	\$ 515.00	\$ 120.00	
TOTAL	Obligated	\$ 23,318.11	\$ 15,186.73	\$ 2,518.46	\$ 1,094.05	\$ 4,115.09	
		TOTAL	FEDERAL	STATE	OTHER	LOCAL	
	Programmed	\$ 37,689.16	\$ 28,757.47	\$ 4,158.15	\$ 1,066.00	\$ 3,707.96	

A total of 25 projects were listed. 19 had funds obligated towards them; 5 were delayed one year. All of the projects delayed were from the North Dakota



MPO Staff Report
Technical Advisory Committee:
May 13, 2020
MPO Executive Board:
May 20, 2020

RECOMMENDED ACTION: Approval of the East Grand Forks Land Use Plan Update Request for Proposals (RFP).

Matter of the approval of the East Grand Forks Land Use Plan update RFP.

Background: The City of East Grand Forks and the MPO have worked cooperatively for decades on maintaining a Land Use Plan. This cooperative process allows for the City to have a Land Use Plan that plans for a future that is guided by the most current vision that the City wishes to follow. The MPO has a clearer understanding of how the City plans to grow as it updates Regional plans every five years.

An up to date Land Use Plan is vital in the process to update the MPO Metropolitan Transportation Plan (MTP). The Land Use Plan will establish the current population and the percent growth per year for the future for the MTP. The Land Use Plan will also establish the areas of the City that will be used to accommodate the growth of the City whether it is residential or employment. This vision of how and where the City grows will establish the transportation network of the City in the future. The transportation network is established in the Metropolitan Transportation Plan, which will plan how people get to and from these new areas of growth.

The current East Grand Forks Land Use Plan was adopted in March 2016. Since that time the City has grown, changes in the business community have happened, and a new vision of the future might be needed. The City and MPO has had the MN 220 Corridor Study, and the 2045 Metropolitan Transportation Plan adopted since the current Land Use Plan was adopted. All these plans are to be incorporated to some extent into the Land Use Plan update. Additionally, the update will continue the Livability Principles that were integrated into the 2040 Land use Plan but also infused into the 2045 Land Use plan with the Ladders of Opportunity federal initiative.

The tasks specified in the RFP for this Land Use Plan are:

1. Task 1: Existing Community and Background. This task is to build an understanding of the community with highlights of the past and current social and economic trends of the community.

2. Task 2: Provide future land use needs through methodology and analysis. Showing what methodology and analysis used and review plans of areas for development.
3. Task 3: Revise goals and policies by combining them into clear, more concise goals and policies.
4. Task 4: Review and update implementation tools to provide EGF with the ability to implement the vision, goals, and area concept plan. Ensure these tools are in harmony with other existing plans and studies.
5. Task 5: Produce a final report with the assistance of the MPO and City Staff.
6. Task 6: Prepare a public involvement plan based upon the MPO's public involvement process.

In addition to these tasks in the scope of work the consultant will be required to do public meetings, work with the steering committee identified in the RFP, and report to the City's Planning Commission and/or City Council to gather input and comment at various stages of the planning process.

This RFP is set to be advertised on May 22nd, with contract approval on July 15th. A draft of the plan is expected to be submitted by the consultant by July 30th, 2021 to be presented to the Public, East Grand Forks Planning Commission, East Grand Forks City Council, MPO TAC, and MPO Executive Board throughout the month of August. A copy will be sent to MNDOT, NDDOT, and FHWA for their input. The finalized plan will be submitted on Oct. 1st, 2021 and go through the process again. The deadlines mentioned are for the consultant to get documents to the MPO. The complete printed document should be to the MPO by Dec. 31, 2021. There is a not to exceed consultant budget of \$60,000 for this project. The cost will be split between the 2020 and 2021 Work Programs.

Findings and Analysis:

- East Grand Forks Planning Commission recommended approval of the scope of work at their April 23rd meeting.
- The scope of work was presented to the City Council at the April 28th Work Session. Approval happened at the May 5th Council meeting.
- In the 2020 Work Program
- Staff recommends approval of the RFP.

Support Materials:

- Draft East Grand Forks Land Use Plan RFP



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

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

**Request for Proposals
for
Transportation Planning Services**

East Grand Forks 2050 Land Use Plan
East Grand Forks, ND

June 2020

**REQUEST FOR PROPOSALS
FOR
TRANSPORTATION PLANNING SERVICES**

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) requests proposals from qualified consultants for the following project:

East Grand Forks 2050 Land Use Plan

Qualifications based selection criteria will be used to analyze technical submittals from responding consultants. Upon completion of technical ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposal of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any or all submittals. This project has a not to exceed budget of **\$60,000** dollars.

Interested firms should contact Teri Kouba, Senior Planner, at the MPO, 600 DeMers Avenue, East Grand Forks, MN 56721. Contact can also be done via phone 701.610.6582, or by email: teri.kouba@theforksmpo.org

All proposals received by **June 19, 2020**, at Noon at the MPO Office will be given equal consideration. Minority, women-owned, and disadvantaged business enterprises are encouraged to participate. The full length of each proposal should not exceed twenty-five (25) double-sided pages, including any supporting material, charts, or tables. **Electronic proposals are preferred** in Microsoft Word or Adobe Acrobat format; however they must be easily reproducible by MPO in black-and-white. If printed copies are sent, only six (6) should be sent and the MPO will not accept spiral bound proposals; consultants are encouraged to prepare proposals in a format that will ensure for efficient disposal, and are encouraged to use materials that are easily recycled. A sealed cost proposal must still be provided in hard copy by noted due date. Submittals must be received no later than **June 19, 2020** at noon (Grand Forks local time). Hard copies of technical and/or cost proposals should be shipped to ensure timely delivery to:

**Teri Kouba
Senior Planner
Grand Forks – East Grand Forks MPO
600 DeMers Avenue
East Grand Forks, Minnesota 56721
teri.kouba@theforksmpo.org**

Fax versions will not be accepted as substitutions for hard copies of proposals. Once submitted, the proposals become the property of MPO.

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Appendix A Attachments 1 and 2

Appendix B Cost Proposal Form

**REQUEST FOR PROPOSALS FOR
TRANSPORTATION PLANNING SERVICES**

I. PURPOSE OF REQUEST

The MPO requests proposals from the qualified consultants for the following project:

East Grand Forks 2050 Land Use Plan in East Grand Forks, MN

The purpose of this Request for Proposals (RFP) is to provide interested consulting firms with enough information about the professional services desired by the MPO.

A selection committee will rank submittals from responding consultants. Upon completion of the ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposals of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any and all submittals.

II. GENERAL INSTRUCTIONS

A. Any questions or comments regarding this proposal should be submitted to:

**Teri Kouba
Senior Planner
GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721

Phone: 701/610-6582
FAX: 701/787-3755
e-mail: teri.kouba@theforksmppo.org**

B. Proposals shall be submitted to:

**GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721**

C. All proposals must be clearly identified and marked as follows:

**Proposal For:
East Grand Forks 2050 Land Use Plan in East Grand Forks, MN
Firm's Name
GF/EGF MPO**

All proposals must be received by noon June 19, 2020 at which time the technical proposals will be opened for review. Cost proposals will remain sealed in a secure place until technical ranking is complete and contract negotiations begin. An electronic copy or six (6) copies of the technical proposal must be provided. One copy of the cost proposal shall be submitted in a separate, sealed, and clearly marked envelope.

D. Selection Committee

The technical proposals will be reviewed by the Selection Committee, which may include staff from local municipalities and multi-jurisdictional bodies as follows:

- City of East Grand Forks Planning Department
- City of East Grand Forks Engineering Department
- City of East Grand Forks Economic Development Department
- East Grand Forks Planning Commission Member
- MPO

Once the written proposals are received, the Selection Committee will rank the proposals. A 40 minute interview will be scheduled on **June 25, 2020** with the firms that submit the top three ranked proposals. This 40 minute interview will provide an opportunity for the selection committee members to ask questions of the submitting firms and get clarification on any information in the proposal that may not be clear. Firms chosen for interviews will be expected to make presentations, and should prepare one. The interviews may be conducted in person at the MPO Offices. Firms may be asked to verbally expand upon particular points in their written proposal and should be prepared to do so.

E. Respondent Qualifications

Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the ones required. Each respondent may also be required to show that he/she has satisfactorily performed similar work in the past and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent who is engaged in any work that would impair his/her ability to perform or finance this work.

No proposal will be accepted from, nor will a subcontract be awarded to, any respondent who is in arrears to MPO or its representative governments, upon any debt or contract; who is in default, as surety or otherwise, upon any obligation to the local partners; or who is deemed to be irresponsible or unreliable by the local representatives.

F. Disadvantaged Business Enterprise

In the performance of this agreement, the contractor shall cooperate with MPO in meeting its goals with regard to the maximum utilization of disadvantaged business enterprises, and will use its best efforts to ensure that such business enterprises shall have the maximum practical opportunities to compete for subcontract work under this agreement.

1. Policy

It is the policy of the Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this Agreement.

2. DBE Obligation

The MPO and contractor agree to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds provided under or pursuant to this Agreement. In this regard, the contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. The contractor shall not discriminate on the basis of race, creed, color, national origin, age, or sex in the award and performance of DOT-assisted contracts.

G. Equal Employment Opportunity

In connection with this proposal and any subsequent contract, the consultant shall not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. The consultant will take action to ensure that its employees are fairly treated during employment without regard to their race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising, layoff or termination; rate of pay or other forms of compensation; and selection for training, including internship and/or apprenticeship. The consultant further agrees to insert a similar provision in all subcontracts, except subcontract for standard commercial supplies or raw materials. The consultant will furnish all necessary information and reports and will permit access to its books, records, and accounts by the MPO and/or its representatives including state and federal agencies, for purposes of investigation to ascertain compliance with non-discrimination provisions or any resultant contract.

H. Ownership, Publication, Reproduction, and Use of Materials

All work products of the contractor which result from this contract are the exclusive property of MPO, local partners, and its federal/state grantor agencies. No material produced in whole or part under this agreement shall, during the life of this agreement, be subject to copyright in the United States or in any other country. Permission and approval must be obtained from the MPO before any report, handbook, cassettes, manual, interim data, or results are published. Draft copies of all deliverables must be prepared by the consultant and reviewed and approved by the MPO before publication. The consultant, subject to the approval by the MPO, shall have the authority to publish, disclose, distribute, and otherwise use in whole and part, any reports, data, or other materials prepared under this agreement.

I. Records, Access, and Audits

The consultant shall maintain complete and accurate records with respect to allowable costs incurred and manpower expended under this contract. All such records shall be maintained on a generally accepted accounting basis and shall be clearly identified and readily accessible. The consultant shall provide free access to the representatives of MPO, the US Department of Transportation, and the Comptroller General of the United States at all proper times to such data and records, and their right to inspect and audit all data and records of the Consultant relating to his performance under the contract; and to make transcripts there from as necessary to allow inspection of all work data, documents, proceedings, and activities related to this contract for a period of three (3) years from the date of the final payment under this contract.

J. Conflicts of Interest

No official or employee of the MPO, state, or any other governmental instrumentality who is authorized in his official capacity to negotiate, accept, or approve, or to take part in negotiating, accepting, or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector, or other person performing services for the MPO, state, or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest other than his employment or retention by the MPO, state, or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by the MPO, state, or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in a project unless such interest is openly disclosed upon the public records of the MPO, the NDDOT, the MnDOT, or such other governmental instrumentality, and such officer, employee, or person has not participated in such acquisition for and in behalf of the state.

K. Eligibility of Proposer, Non-procurement, Debarment and Suspension Certification; and Restriction on Lobbying

The consultant is advised that his or her signature on this contract certifies that the company/agency will comply with all provisions of this agreement, as well as applicable federal and state laws, regulations, and procedures. Moreover the consultant affirms its compliance with the federal Debarment and Suspension Certification and the Federal Restrictions on Lobbying.

L. Subcontracting

The contractor may, with prior approval from the MPO, subcontract as necessary to accomplish the contract

objectives. Subcontracts shall contain all applicable provisions of this agreement, and copies of the subcontract must be filed with the MPO.

M. *Assignments*

The contractor shall not assign or transfer the contractor's interest in this agreement without the express written consent of the MPO.

N. *Procurement - Property Management*

The contractor shall adhere to 49 CFR 18.36 when procuring services, supplies, or equipment, and to the applicable provisions of 49 CFR 18.32 and FHWA Safety Grant Management Manual, Transmittal 14, October 5, 1995 Property Management Standards, which are incorporated into this agreement by reference, and are available from the North Dakota Department of Transportation.

O. *Termination*

The right is reserved by either party to terminate this agreement with or without cause at any time if the recipient does not comply with the provisions of this agreement or its attachments.

If the MPO terminates this agreement, it reserves the right to take such action as it deems necessary and appropriate to protect the interests of the MPO, and its state/federal grantor agencies. Such action may include refusing to make any additional reimbursements of funds and requiring the return of all or part of any funds that have already been disbursed.

P. *Amendments*

The terms of this agreement shall not be waived, altered, modified, supplemented, or amended in any manner whatsoever, except by written instrument signed by the parties.

Q. *Civil Rights*

The contractor will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 STAT. 252), the regulation of the Federal Department of Transportation, 49 CFT, Part 21, and Executive Order 11246.

The contractor shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, handicap, or national origin. The contractor shall take affirmative action to insure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, age, handicap, or national origin. Such actions shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or advertising, layoff or termination, rates of pay, or other forms of compensation, and selection for training, including apprenticeship. Furthermore, the contractor agrees to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

R. *Civil Rights - Noncompliance*

If the contractor fails to comply with the federal or state civil rights requirements of this contract, sanctions may be imposed by the FHWA or the NDDOT as may be appropriate, including, but not limited to:

1. Withholding of payments to the contractor under the contract until the contractor complies, or
2. Cancellation, termination, or suspension of the contract, in whole or in part.

S. *Energy Efficiency*

The contractor shall comply with the standards and policies relating to energy efficiency which are contained in the North Dakota Energy Conservation Plan issues in compliance with the Energy Policy & Conservation Act, Public Law 94-163, and Executive Order 11912.

T. *Handicapped*

The contractor shall ensure that no qualified handicapped individual, as defined in 29 USE 706(7) and 49 CFR

Part 27 shall, solely by reason of this handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from the assistance under this agreement.

U. EPA Clean Act and Clean Water Acts

The contractor shall comply with the Clean Air Act, 42 U.S.C. 1857; the Clean Water Act, 33 U.S.C. 1251; EPA regulations under 40 CFR Part 15, which prohibits the use of nonexempt federal contracts, grants, or loans of facilities included on the EPA List of Violating Facilities, and Executive Order 11738.

V. Successors in Interest

The provisions of this agreement shall be binding upon and shall ensure to the benefit of the parties hereby, and their respective successors and assigns.

W. Waivers

The failure of the MPO or its local state/federal grantors to enforce any provisions of this contract shall not constitute a waiver by the MPO or its state/federal grantors of that or any other provision.

X. Notice

All notices, certificates, or other communications shall be sufficiently given when delivered or mailed, postage prepaid, to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

Y. Hold Harmless

The contractor shall save and hold harmless the MPO, its officer, agents, employees, and members, and the State of North Dakota and Minnesota and the NDDOT and MnDOT, its officers, agents, employees, and members from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of the contractor or its subcontractors, agents, or employees under this agreement. It is hereby understood and agreed that any and all employees of the contractor and all other persons employed by the contractor in the performance of any of the services required or provided for under this agreement shall not be considered employees of the MPO, the NDDOT, or the MnDOT and that any and all claims that may arise under the Worker's Compensation Act on behalf of said employees while so engaged and any and all claims by any third parties as a consequence of any act or omission on the part of said contractor's employees while so engaged in any of the services to be rendered under this agreement by the contractor shall in no way be the obligation or responsibility of the MPO.

Z. Compliance with Federal Regulations

The contractor is advised that his or her signature on this contract certifies that its firm will comply with all provisions of this agreement as well as applicable federal and state laws, regulation, and procedures. Moreover, the contractor affirms its compliance with the federal Debarment and Suspension Certification and the federal Restrictions on Lobbying.

III. PRELIMINARY PROJECT SCHEDULE

A. Consultant Selection

Advertise RFP to Qualified Firms	May 22, 2020
Receive Proposals	June 19, 2020
Selection Committee Activity:	
Review Proposals	June 22–June 24, 2020
Proposal Interviews	June 25, 2020
Select Finalist	June 26, 2020
Contract Negotiations Completed	July 15, 2020

MPO Policy Board Approval of Consultant Selection and Contract	July 15, 2020
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B. Project Development

Notice to Proceed	July 22, 2020
Draft Report Submittal	July 30, 2021
Final Report Submittal	October 1, 2021

IV. RFP EVALUATION CRITERIA & PROCESS

The MPO in close coordination with members of the Steering Committee will evaluate the written proposals based on, but not limited to, the following criteria and their weights:

A. Understanding the Scope-of-Work and Proposed Project Approach (25% weighted score)

1. Does the firm demonstrate an understanding of the study objectives?
2. What is the consultant's approach to performing the scope-of-work effectively and efficiently?
3. What is the proposed schedule for completing the study?
4. What is the firm's proposed public input plan?

B. Related Experience on Similar Projects (25% weighted score)

1. How familiar is the firm with this kind of work?
2. Does the firm have a history of successfully completing similar kinds of studies?

C. Past Performance (15% weighted score)

1. Does the firm routinely deliver desired products in a timely manner?
2. Does the consultant routinely demonstrate initiative, efficient use of time and resources, and reliability in completing their projects?

D. Expertise of the Technical and Professional Team Members Assigned to the Project (25% weighted score)

1. What are the technical and professional skills of each team member?
2. What will be the assigned role each member will play?

E. Recent, Current, and Projected Workloads of Persons Working on the Project (10% weighted score)

1. Can the team members devote the time and resources necessary to successfully complete this project?

Each proposal will be evaluated on the above criteria by the Selection Committee. After RFP review, the Committee will schedule oral interviews. The Committee will determine which firm would best provide the services requested by the RFP. The qualifying firm chosen by the Selection Committee will enter into a contract and fee negotiation based on the sealed cost proposal, submitted in a separate envelope.

The MPO is an Equal Opportunity Employer.

V. TERMS AND CONDITIONS

- A. The MPO reserves the right to reject any or all proposals, or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal.
- B. The MPO reserves the right to request clarification of information submitted and to request additional information of one or more applicants.

- C. Any proposal may be withdrawn up until the date and time set for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of 90 days, to provide to the MPO the services set forth in the attached specifications, or until one or more of the proposals have been approved by the MPO Policy Board.
- D. If, through any cause, the firm shall fail to fulfill in timely and proper manner the obligations agreed to, the MPO shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.
- E. Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the MPO and shall contain, as a minimum, applicable provisions of the Request for Qualifications. The MPO reserves the right to reject any agreement that does not conform to the Request for Qualification and any MPO requirements for agreements and contracts.
- F. The firm shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of the MPO.

VI. PROPOSAL FORMAT AND CONTENT

Proposals shall include the following sections at a minimum:

1. Introduction and Executive Summary
2. Response to Administration Questions
3. Summary of Proposed Technical Process/Planning Process
4. Description of Similar Projects
5. Project Staff Information including breakdown of estimated staff hours by each staff class per task
6. References
7. DBE/MBE Participation
8. Sealed Cost Proposals (to be bound separately)

Detailed requirements and directions for preparation of each section are outlined below:

A. Introduction and Executive Summary

Provide the following information concerning your firm:

1. Firm name and business address, including telephone number, FAX number, and e-mail address, if available.
2. Year established (include former firm names and year established, if applicable)
3. Type of ownership and parent company, if any.
4. Project manager's name, mailing address, and telephone number, if different from Item 1. Project manager's experience.

In the Executive Summary, highlight the major facts and features of the proposal, including any conclusions, assumptions, and recommendations you desire to make.

B. Administrative Questions

Respond to each of the following questions, and please cite the question before each answer.

1. Identify the respondent's authorized negotiator.

Give name, title, address, and telephone number of the respondent's authorized negotiator. The person cited shall be empowered to make binding commitments for the respondent firm.

2. **Provide workload and manpower summaries to define respondent's ability to meet project timeline.**

C. Summary of Proposed Technical Process

Discuss and clearly explain the methodology that your firm proposes to use to satisfactorily achieve the required services on this project. The respondent must document his/her clear understanding of the RFPs entire scope of

work and project intent (see VII of RFP) for Transit Development Plan Update, data requirements, public participation process, and alternative evaluation methodology. Include all aspects of technical analysis, projections, advanced technology and software, and public participation processes. Address any unique situations that may affect timely, satisfactory completion of this project.

D. Project Staff Information

Provide a complete project staff description in the form of a graphic organization chart, a staff summary that addresses individual roles and responsibilities, and resumes for all project participants. Please provide staff information breakdown of estimated staff hours by each staff class per task. **It is critical that contractors commit to particular levels of individual staff members' time to be applied to work on this project.** Variance from these commitments must be requested in writing from the MPO and reviewed/approved in terms of project schedule impact.

The completion of the scope of work in this agreement by the contractor must be done without any adverse effect in any way on other contracts that the contractor currently has in place with the MPO.

E. Similar Project Experience

Describe similar types of studies/construction projects completed or currently under contract.

F. References

Provide references of three clients for whom similar work has been completed.

G. DBE/MBE Participation

Present the consultant's efforts to involve DBE/MBE businesses in this project. If the consultant is a DBE/MBE, a statement indicating that the business is certified by the NDDOT or MNDOT as a DBE/MBE shall be included in the proposal. If the consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the subcontractor's certification by either the NDDOT or Mn/DOT shall be included. The percent of the total proposed cost to be completed by the DBE shall be shown.

H. Cost Proposals/Negotiations

1. Cost Proposals

Submit in a separate sealed envelope a cost proposal for the project work activities. Cost proposals will be separated from technical proposal and secured unopened until the technical evaluation process is completed. Only the cost proposal from the top ranked technical proposal will be opened during the negotiation process. Cost Proposals shall be based on hourly "not to exceed" amount. Cost proposals must be prepared using the format provided in Appendix B.

2. Contract Negotiations

The MPO will negotiate a price for the project after the Selection Committee completes its final ranking of the consultants. Negotiation will begin with the most qualified consultant, based on the opening of their sealed cost proposal. If the MPO is unable to negotiate a fair and reasonable contract for services with the highest-ranking firm, negotiations will be formally terminated, and will begin with the next most qualified firm. This process will continue until a satisfactory contract has been negotiated.

The MPO reserves the right to reject any, or all, submittals.

VII. BACKGROUND AND SCOPE OF WORK

A. Background

Requests for proposals from qualified firms with proven experience to conduct an update to the 2045 East Grand Forks Land Use Plan is desired. Since the 1990s, the Grand Forks- East Grand Forks Metropolitan Planning Organization (MPO) and the

City of East Grand Forks (EGF) have partnered to prepare Land use Plans every five years. The MPO and EGF seek an updated perspective of East Grand Forks' future, particularly how its future land uses should be developed. Visioning exercise should be part of this update to excite the community to recover from losses of retail businesses recently.

The 2045 Plan updated concepts of growth management, principles of livability, and incorporated the new initiative of Ladders of Opportunity as expressed by USDOT and related agencies. The 2050 update intends to maintain these concepts. The main body of the document should be in plain language with the appendices having the detail partners need to complete their work.

The East Grand Forks Land Use Plan update will establish a baseline land use and then estimate future growth and growth areas. The estimates for future growth and growth areas are the baseline for transportation projects in the future. These future transportation projects will be established in the MPO Metropolitan Transportation Plan (MTP).

B. Scope of Work

Task 1

Community Background:

Understanding the community is a key beginning point of the Land Use Plan. EGF is a unique community in the region. A summary of how and where EGF fits into the area will need to be done.

Existing Community:

Building from the community background is an understanding of the community's history and current condition. A comprehensive understanding should include social and economic trends of the community within the context of the region.

This should include:

- Demographics
- Housing
- Economics
- Existing Zoning
- Existing Land Use

The desire is to use as much of the 2020 Census data as possible, but most will come from the American Community Survey.

Deliverable: A technical memorandum that gives details of the methodology on the analysis of the data and how it is used in estimating future needs and uses. A summary of this memorandum will be part of the main Land Use Plan document along with a brief comparison of past and current information.

Task 2: Provide future land use needs through methodology and analysis. Show what methodology and analysis you used, provide plans of areas for development.

Population/Employment Control Totals:

EGF has identified different demographic categories which the land use plan uses for future analysis and visioning. These demographics help to designate broad-brush desirable land uses. Projected population and employment totals need to be identified to quantify possible future acreage needs for the various land uses. While it is understood that there will be added acreage to the City Limits a focus on in fill land uses needs to balance the overall future needs of the City.

The consultant will be asked to provide the methodologies and analysis for these projections. A review of the population characteristics to determine whether there are pockets of EGF having either concentrations of low income and/or minority populations. New release of ACS data will be utilized to update these, and other population characteristics, that potentially lead to disadvantaged populations. The consultant should consider how these certain populations are affected by future land use designations, particularly how it impacts their opportunities towards transportation choices.

Within identified study area, work with EGF and residents to identify: 1) areas desired to be built in the very near future or that are ripe for growth within 1-10 years to common urban design consistent with the area; and 2) areas that should remain in agricultural production and not be developed for any other use.

Urban Growth Areas:

These are areas intended to be developed within ten (10) years. The consultant will need to review the current 2045 Land Use Plan to compare the needs seen at that time are matching those of more current plans and needs of the community. In the 2045 the School District and Northland Community College had different plans than they do today. These need to be taken into account.

The consultant shall further refine the land uses identified and reviewed under the current 2045 Plan. The City of East Grand Forks needs both Industrial and mixed use (combination of Commercial and Residential/multi-family) growth areas. It is anticipated that because this area is “ripe” for growth, the consultant will update focused concepts keeping complementary transportation needs mind for the area.

Future Growth Areas (within the Flood Control Area):

This area is envisioned to provide largely undeveloped land that provides land in reserve for the City to grow into the next eleven to twenty-five (11-25) years. At some point the land in the Urban Growth Area will be used; the preservation of land in the Future Growth Area provides EGF with relatively open land for future urban growth to take place. Although some development can take place, any development should have concepts in place to allow easy conversion to urban design. Land use probably will be limited to agriculture and large lot, rural residential. It is anticipated that little commercial or industrial uses will fit the vision for this area.

Review Area Concept Plans:

In the 2045 Land Use Plan three concepts were developed based on how city growth was understood at the time. The consultant is asked to review and update any concept to be sure it is still in line with the growth areas of EGF. New one(s) would be needed if a concept area will no longer grow in that area.

Task 3: Revise goals and policies by combining them into clear, more concise goals and policies.

The goals in the current plan were revised from the previous plan. These need to be reviewed to be sure that they complement current plans and still provide needed guidance. As always, goals will be expressed in terms to provide a sound foundation for regulations that will implement the vision.

The task requires both technical involvement of officials from various agencies and the general public. There are other supporting reviews that will be needed to be incorporated into the review of the goals.

Existing Plan Overview

The consultant will need to familiarize themselves with various existing Plans that the City has adopted. Recently, the 2045 Transportation Plan was adopted, which placed emphasis on preserving existing streets and implementing an expanded sidewalk and bike facilities network. Also, a downtown plan, adopted jointly with City of Grand Forks, called the River Forks Downtown Plan Update, guides the development and redevelopment of the downtown area. A downtown transportation study is currently being worked on jointly between the MPO, EGF, and Grand Forks. A Mn 220 North Corridor Study was completed that identified street beautification and design concepts to consider for safety when improvements to the corridor are done. There is a Bygland Rd study that investigated traffic issues along that corridor. The update to the EGF Land Use Plan will need to reference and work in harmony with these documents and others from the various partner agencies

Market Overview

The consultant will conduct a market overview of local and regional market needs. The Chamber has done a market capture that will need to be incorporated into the Plan. Working with a group the consultant shall come up with strategies to encourage future growth. The group will most likely consist of: The Chamber, Economic Development staff, Economic Development Commission, Planning & Community Development staff, and the Planning and Zoning Commission. There will be local, state, and federal efforts to overcome the impacts of COVID-19 to the economy. In addition to the Chamber's market overview, the Plan Update consultant should keep abreast of the work being done by the local/state/federal agencies to address the COVID-19 response. The timeline of completing this Plan Update should allow some of this work to be part of this work; some COVID-19 recovery will be work continuously beyond the timeline of the work of this Plan Update. A summary of that work should be included to the extent the timeline of the Plan Update allows. The consultant will work assist the City is developing a future land use plan that reflects the economic conditions that were shifting significantly prior to COVID-19 but possible exacerbated by the health emergency.

Deliverable: A technical memorandum that includes:

- A preliminary draft of the updated goals and policies will be in a user-friendly format that is clear, easily implemented, and can be reviewed for progress. The final will be part of the main body of the Land Use Plan.
- The market overview will include methodologies, strategies, and other important information. This will be a referenced appendix in the main body of the Land Use Plan. The steps needed to encourage new growth should be the new foundation established for economic recovery after COVID-19.

Task 4: Review and update implementation tools to provide EGF with the ability to implement the vision, goals and area concept plan. Ensure these tools are in harmony with the other existing plans and studies reviewed in Task 3.

Implementation:

The consultant will review and update the current implementation tools in the Land Use Plan. The update should include changes in the vision, goals, and policies that changed between the current Land Use Plan and this plan. Incentive methods of implementation should be included.

Deliverable: A technical memorandum describing the implementation tools that are clear, easily implemented, and can be reviewed for progress.

Task 5: Produce a final report with the assistance of MPO and EGF Staff.**Documentation**

Write a draft of the 2050 East Grand Forks Land Use Plan at a level that is understood by the general public. All technical level material will be part of appendices that are referenced in the main document. Once it is reviewed by MPO and EGF Planning Staff it will be released for comment from the public, staff, public officials, and neighboring jurisdictions. All comments will be documented and noted how they were answered in an appendix.

Rewrite draft incorporating any additional input under the direction of the EGF Planning & Community Development staff and the Planning and Zoning Commission. Finalize and deliver the document for circulation.

Deliverable: The consultant shall submit an electronic copy of the draft that can be clearly viewed from a website or download. The consultant will provide 8 printed copies of the full document and an electronic camera-ready version. The final document will include a copy of resolutions from The Planning Commission, City Council, and the MPO Executive Policy Board.

Task 6: Prepare a public involvement plan based upon the MPO's public involvement process.**Public Involvement**

Visioning requires constant consultation. The consultant will develop a public involvement plan based upon the MPO's public involvement practices, particularly at all key decision points. Development of the plan shall be supported by no less than three (3) public input meetings.

The consultant is to be responsible for:

- Preparing ADA compliant notices and public announcements and have them to the MPO one week before the announcement goes out to the public;
- Providing ADA compliant meeting schedules, agenda, meeting minutes and support materials such as maps and graphics for the public input meetings. Drafts of the meeting material need to be to the MPO two weeks before the meeting;
- A documentation of comments and how they were incorporated into the document.

The MPO is to be responsible for:

- Utilizing its website and list of interested persons, stakeholders, and targeted interest groups to distribute public input meeting information;
- Issuing notices and public announcements.

Deliverable: At the end of each public meeting a memorandum with the meeting activities and results will be provided to the MPO. These will be gathered into a public involvement appendix in the final document.

Steering Committee

The consultant will utilize the East Grand Forks Land Use Plan Steering Committee to provide input and oversight throughout the study process. The Steering Committee will meet as needed to provide input and guidance through the study process, particularly at key decision points in the study. The consultant will be responsible for providing a draft of all information (schedules, agenda, meeting minutes and support materials such as maps and graphics, etc.) to be discussed at the Steering Committee two weeks prior to the meeting. The consultant will prepare clear and concise briefings to present to the committee. The consultant should expect at least three on-site meetings with the Committee, which can be coordinated with public input meetings to make the most efficient use of any travel expenditures. Use of telecommunications can be used when coordination cannot take place. Entities or agencies that should be represented on the Steering Committee are:

- | | |
|--|-----------------------------------|
| ➤ FHWA North Dakota | ➤ NDDOT Local Government Division |
| ➤ MNDOT District 2 | ➤ Polk County Planner |
| ➤ EGF Planning & Community Development | ➤ EGF Economic Development |
| ➤ EGF Engineering | ➤ EGF Public Works |

- EGF Planning Commission Member
- The Chamber
- Northland Community College
- EGF Economic Development Board Member
- Public School District

Deliverable: At the end of each meeting a memorandum with the meeting activities and results will be provided to the MPO. This will include documentation of comments/feedback and how they are incorporated into the final document. These will be gathered into a public involvement appendix in the final document.

C. Project Deliverables

The final product will show recommendations for future transportation enhancements to the East Grand Forks northwest street intersections. It will also give recommendation as to how to make the intersection safe for all modes.

East Grand Forks 2050 Land Use Plan

1. A draft report by noon, July 30th, 2021
2. A draft final report by noon October 1st, 2021
3. The final bound report by December 31st, 2019 (10 copies)

An electronic copy of the approved final reports will be delivered to the Grand Forks-East Grand Forks MPO in PDF and Word format. The electronic copies should be complete and in order such that additional copies of either document could be printed on-demand. In addition, electronic copies of any pertinent working papers and modeling software either during the project or at its conclusion will be delivered to the MPO.

D. Estimated Project Budget

This project has a not-to-exceed budget of \$60,000. Consultants submitting proposals are asked to use their audited DOT rates when completing their Cost Proposal Form (See Appendix B).

E. Other Requirements

The consultant will update the Project Manager on an on-going basis, along with a written monthly progress report which will clearly reflect progress, timeliness, and budget expenditures. The monthly progress report will be required with the submission of each invoice.

VIII. INFORMATION AVAILABLE FOR CONSULTANT

A. General Information

The following resource data / information are available for the project:

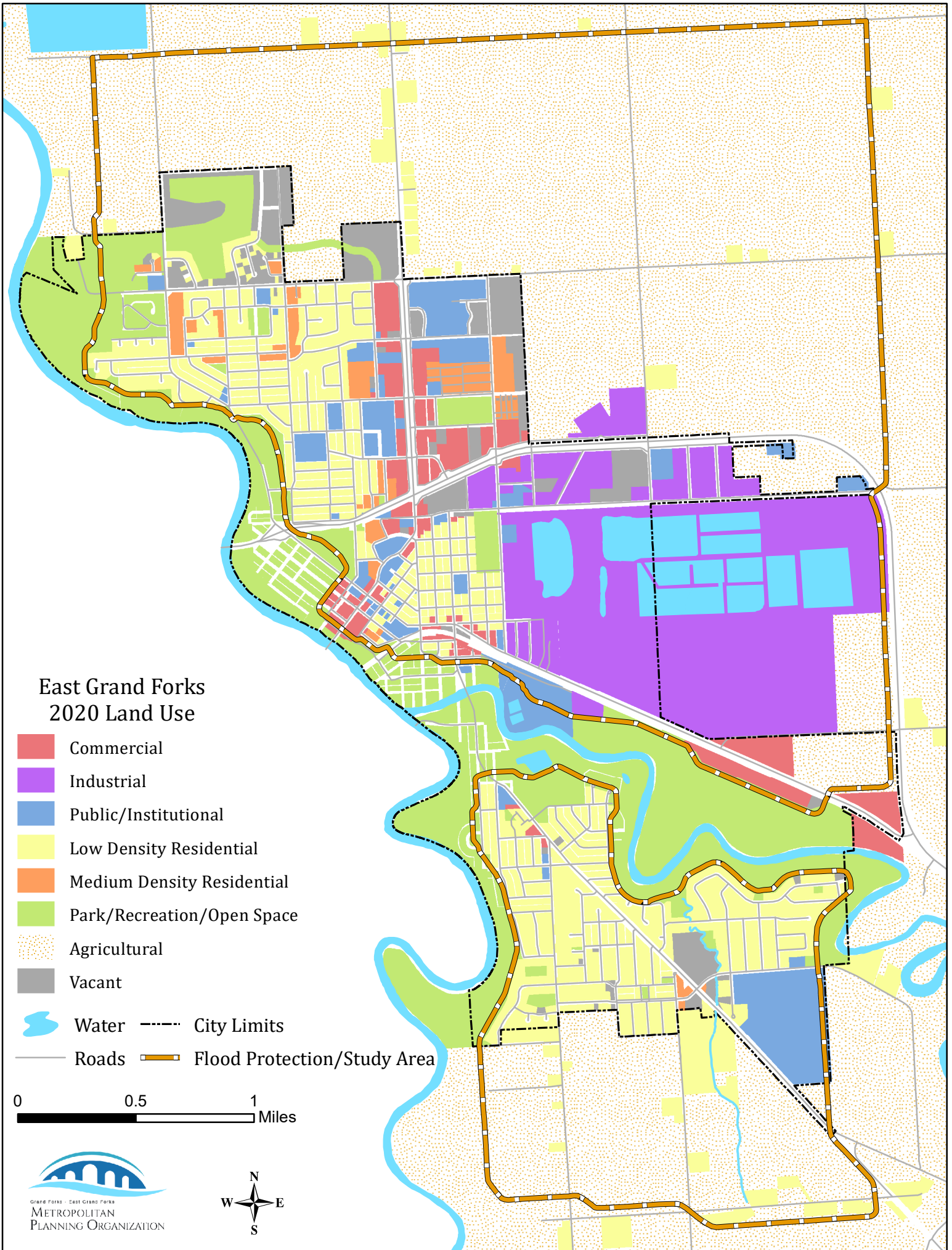
- 2045 East Grand Forks Land Use Plan: https://theforksmpo.files.wordpress.com/2017/02/east-grand-forks-2045-land-use-plan-with-appendix_feb2016.pdf
- Grand Forks/East Grand Forks 2045 Metropolitan Transportation Plan Update: <https://theforksmpo.com/metropolitan-transportation-plans-mtp/>
- GIS shapefile data
- GF-EGF MPO Public Participation Plan. *Access to plan via the GF-EGF MPO website www.theforksmpo.org*

IX. MAP OF PROJECT AREA – next page

East Grand Forks 2020 Land Use

- Commercial
- Industrial
- Public/Institutional
- Low Density Residential
- Medium Density Residential
- Park/Recreation/Open Space
- Agricultural
- Vacant
- Water
- Roads
- City Limits
- Flood Protection/Study Area

0 0.5 1 Miles



APPENDIX A
ATTACHMENTS 1 & 2

DEBARMENT OR SUSPENSION CERTIFICATION

The Participant, _____ (name of firm) certifies to the best of its knowledge and belief, that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph two (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause of default.

THE PARTICIPANT, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. 3801 ET SEQ. ARE APPLICABLE THERETO.

(Signature of Authorized Official)

Date

(Title of Authorized Official)

CERTIFICATION
OF
RESTRICTION ON LOBBYING

I _____, hereby certify
on behalf of

(Name and title of grantee official)

_____ that:
(Name of grantee)

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this _____ day of _____, _____

By _____
(Signature of Authorized Official)

(Title of authorized official)

APPENDIX B

COST PROPOSAL FORM

(Include completed cost form from Appendix C in a separate sealed envelope - labeled "SEALED COST FORM - Vendor Name" and submit with technical proposal as part of overall RFP response.)

COST PROPOSAL FORM

The cost estimated should be based on a not to exceed cost as negotiated in discussion with the most qualified contractor. Changes in the final contract amount and contract extensions are not anticipated.

REQUIRED BUDGET FORMAT
Please Use Audited DOT Rates Only

1. Direct Labor	Hours	X	Rate	=	Total
Name, Title, Function	0.00	X	0.00	=	0.00
		X			
		X			
		X			
2. Overhead					
3. General & Administrative Overhead					
4. Subcontractor Costs					
5. Materials and Supplies Costs					
6. Travel Costs					
7. Fixed Fee					
8. Miscellaneous Costs					
Total Cost					

Certification of Final Indirect Costs

Firm Name: _____

Proposed Indirect Cost _____

Date of Proposal Preparation (mm/dd/yyyy): _____

Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy): _____

I, the undersigned, certify that I have reviewed the proposal to establish final indirect cost rates for the fiscal period as specified above and to the best of my knowledge and belief:

1. All costs included in this proposal to establish final indirect cost rates are allowable in accordance with the cost principles of the Federal Acquisition Regulations (FAR) of title 48, Code of Federal Regulations (CFR), part 31.
2. This proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR 31.

All known material transactions or events that have occurred affecting the firm's ownership, organization and indirect cost rates have been disclosed.

Signature: _____

Name of Certifying Official (Print): _____

Title: _____

Date of Certification (mm/dd/yyyy): _____



MPO Staff Report

Technical Advisory Committee: May 13, 2020
MPO Executive Board:
May 20, 2020

RECOMMENDED ACTION: Recommend the approval of draft FY2021-2024 ND Side TIP to the MPO Executive Board,

Matter of the Draft FY2021-2024 ND side TIP.

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

The North Dakota side of the draft TIP has been cooperatively developed. The North Dakota side is still pending this cooperative process. The public hearing is scheduled for May 20th Board meeting. Written comments are due by noon May 20th.

In this draft, the two "big ticket" projects remain from the current TIP: 1) the work on US 2 between N. 69th S and Grand Forks Air Force Base at \$17M+ and 2) the reconstruction of the Washington Underpass at \$17M+.

A few changes to point out. The Transportation Alternative projects are not announced yet; some Highway Safety Improvement Projects are not announced yet. Work on the DeMers Overpass is being inserted for FY2023 although no prior vetting through the MPO process took place.

Another project of note is the rehabilitation of the Regional traffic signals have slipped one year and are now pending funding in FY2024 which means could be funded in 2025.

New projects for FY2024 include rehabilitation of the Columbia Road Overpass at near \$9M.

The TAC and MPO Executive Board will be requested to adopt the ND side draft TIP for 2021-2024.

Findings and Analysis:

- The projects listed are consistent with the MPO's Metropolitan Transportation Plan.
- The projects listed are consistent with the draft ND Urban Program.
- The projects have identified funding and therefore the TIP is fiscally constrained.

Support Materials:

- Copy of draft 2021-2024 ND side TIP Submitted to Public Comment
- Copy of Public Notice



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Draft MPO 2021 to 2024 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically. This meeting will be conducted with social distancing modifications consistent with the recommendations of the CDC. The conference call number is 218-399-3432. The hearing will start at 1:30 PM on May 13th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2021 to 2024 on the North Dakota side of the Red River. A separate draft for the Minnesota side was done earlier. A copy of the draft TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the draft TIP can be submitted to the email address info@theforksmpo.org until noon on May 13th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

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



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

**NORTH DAKOTA SIDE
Draft
TRANSPORTATION
IMPROVEMENT
PROGRAM**

2021 - 2024

MAY, 2020

FISCAL YEARS 2021 - 2024
NORTH DAKOTA SIDE Draft
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

Ken Vien

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Clarence Vetter

REPRESENTING:
EAST GRAND FORKS CITY
COUNCIL

Jeannie Mock

REPRESENTING:
GRAND FORKS CITY
COUNCIL

Marc DeMers

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

Dr. 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 Fixing America’s Surface Transportation (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 2021 - FY 2024
MINNESOTA SIDE
DRAFT 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 draft Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization; and

WHEREAS, projects must be included in the draft TIP in accordance with 23 CFR 450.324 (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 draft North Dakota Side T.I.P. were developed in cooperation with the North Dakota Department of Transportation, the local public transit operator and the MPO; and

WHEREAS, the Technical Advisory Committee has recommended approval of the draft North Dakota Side TIP after having held a public hearing on the Draft TIP on May 20, 2020.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization approves the Grand Forks-East Grand Forks Metropolitan Area Draft North Dakota Side Transportation Improvement Program for the FY 2021 to FY 2024 program period as being consistent with the Long Range 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 23, 2019); and

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

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

Date

Clarence Vetter,
Chairman

Earl T. Haugen,
Executive Director

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INTRODUCTION

The draft Transportation Improvement Program (TIP) for the Grand Forks -East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The draft 2021-2024 TIP is submitted under the Fixing America's Surface Transportation (FAST). This Act was adopted in 2014.

Federal requirements stipulate each state must develop a TIP, 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. Projects may be programmed for periods beyond 4 years, provided they are prioritized, and financial funding sources dedicated to transportation uses are identified. In order to remain consistent with these requirements, projects programmed for 2021 are considered the Annual Element, and Program Years 2022, 2023 and 2024 are designated as Future Year projects.

The projects which comprise the draft 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. 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 Public Participation Plan.

The Federal Highway Administration (FHWA), and the Federal Transportation 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 II), and funded from any of the categories of federal aid to be in a MPO approved TIP.

The MPO staff worked with the local communities and State Departments of Transportation to prepare the draft FY 2021-2024 Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO utilizes the 2045 Metropolitan Transportation Plan to ensure projects are consistent with the MTP's priorities.

NORTH DAKOTA AREA PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.	TOTAL				
Grand Forks #3 No PCN	Grand Forks	NA	Purchase of radio infrastructure, shop equipment service truck, staff vehicles, upgrade fuel system, and A&E for facility expansion Phase 2	REMARKS: These are candidate projects not yet awarded funds										
	Grand Forks	Operating							Operations					
	Fixed Route	Discretionary							Capital	375.00				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				375.00	295.23			79.21	CONSTR.					
				FTA #5339 Capital					TOTAL	375.00				
Grand Forks #4 No PCN	Grand Forks	NA	Replace 2 ADA mini-vans	REMARKS: These are candidate projects no yet awarded funds.										
	Grand Forks	Operating							Operations					
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	79.60				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				79.60	63.68			15.92	CONSTR.					
				FTA #5310					TOTAL	79.60				
Grand Forks #5 No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position	REMARKS:										
	Grand Forks	Operating							Operations					
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	90.70				
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				90.70	72.56			18.14	CONSTR.					
				FTA #5310					TOTAL	90.70				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021	2022	2023	2024					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
				FUNDING SOURCE					CONSTR.									
									TOTAL									
Grand Forks #6 PCN	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																
	Reconstruction	Discretionary		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								
									Rural National Highway Program					TOTAL	17,627.00			
Grand Forks #7 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																
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				6,244.00	4,376.00	0.00	0.00	1,868.00	CONSTR.	6,244.00								
									Urban Roads Program					TOTAL	6,244.00			
Grand Forks #8 PCN	Grand Forks	N. 3rd St	reconstruct N. 3rd St between DeMers and University Avenue with curb bulb-outs, landscaping, aesthetic lighting and other enhancements	REMARKS: Governor's Main Street Program award														
	Grand Forks	Minor Arterial																
	Reconstruction	Discretionary		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								
									Urban Program					TOTAL	3,458.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024			
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 #9 PCN	Grand Forks	I29	Project entails repainting of the bridge structure of I29 north of the Gateway Dr Interchange													
	NDDOT	Interstate														
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
				432.00	389.00	43.00	0.00	0.00	CONSTR.	432.00						
				Interstate Maintenance					TOTAL	432.00						
Grand Forks #10 PCN	Grand Forks	varies	Replace school flashing beacons at various locations throughout Grand Forks													
	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 #11 PCN	Grand Forks	University Ave	Construction of multi-use trail along University Avenue between N. 48th St to mobile home park entrance													
	Grand Forks	Principal Arterial														
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
				405.00	290.00	0.00	0.00	115.00	CONSTR.	405.00						
				Transportation Alternatives Program					TOTAL	405.00						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES								
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL						
		R.O.W.																	
Grand Forks #12 PCN	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS: Project is scheduled for Fall bid; construction will take in 2021															
	Grand Forks	Principal Arterial							Operations										
	Safety	Discretionary							P.E.										
									R.O.W.										
			4,660.00	4,194.00	233.00		233.00	CONSTR.	4,660.00										
			Urban Roads Program					TOTAL	4,660.00										
Grand Forks #13	Grand Forks	S. Columbia Rd	Construction of multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S	REMARKS:															
	Grand Forks	Principal Arterial							Operations										
	New Construction	Discretionary							P.E.										
									R.O.W.										
			435.00	290.00			145.00	CONSTR.	435.00										
			Transportation Alternatives Program					TOTAL	435.00										
Grand Forks #14			Intentionally left blank	REMARKS:															
									Operations										
									P.E.										
									R.O.W.										
								CONSTR.											
								TOTAL											

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL		
		R.O.W.													
Grand Forks #17 PCN 21981	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: Approximately 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 #18 No PCN	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS:											
	Grand Forks	varies							Operations						
									Capital						
									P.E.						
	ITS Rehab	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
			3,100.00	2,280.00	0.00	0.00	820.00	CONSTR.		3,100.00					
			Urban Roads Program					TOTAL		3,100.00					
Grand Forks #19 PCN 22515	Grand Forks	N. 4th St	reconstruction of N. 4th St between DeMers Ave and 1st Ave N including streetscaping components	REMARKS: Governor's Main Street Initiative											
	Grand Forks	Minor Arterial							Operations						
									Capital						
									P.E.						
	Reconstruction	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
			2,305.00	1,631.00			673.80	CONSTR.		2,305.00					
			Urban Grant Program					TOTAL							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #20 PCN 22600	Grand Forks	US Bus2	complete a chip seal on US Bus2 (N. 5th St) between DeMe and Gateway Dr	REMARKS:										
	NDDOT	Minor Arterial							Operations					
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				100.00	81.00	9.00	0.00	10.00	CONSTR.		100.00			
Urban Regional Secondary Roads Program									TOTAL		100.00			
Grand Forks #21 No PCN			Intentionally left blank	REMARKS:										
									Operations					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #22 PCN			Intentionally left blank	REMARKS:										
									Operations					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT								
										FUTURE EXPENDITURES								
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	2021	2022	2023	2024
															R.O.W.	CONSTR.	TOTAL	
Grand Forks #25 PCN 22167	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																
	Rehabilitation	Discretionary																
	FUNDING SOURCE																	
					1,982.00	1,784.00	198.00	0.00	0.00							1,982.00		
					Interstate Maintenance Program											1,982.00		
Grand Forks #26 PCN	Grand Forks	DeMers Overpass	Structural rehabilitation of the DeMers (ND297) Overpass of BNSF and 4th Ave S	REMARKS: Listed in the STIP as 4th Ave S (BNRR Overpass) 297-2.696														
	NDDOT	Principal Arterial																
	Rehabilitation	Discretionary																
	FUNDING SOURCE																	
					834.00	675.35	75.69		83.45							834.00		
					Bridge Program											834.00		
Grand Forks #27 PCN ??	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS: portion inside the MPO Study Area														
	NDDOT	Interstate																
	Safety	Discretionary																
	FUNDING SOURCE																	
					4,100.00	3,690.00	410.00									4,100.00		
					Highway Safety Improvement Program											4,100.00		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2021	2022	2023	2024	2021	2022	2023	2024
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations							
					Capital	P.E.	R.O.W.	CONSTR.	TOTAL								
FUNDING SOURCE									TOTAL								
Grand Forks #28 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, 2024 to December 31, 2024 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other													
	Grand Forks	Operations			Operations									3,673.17			
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs		Capital									NA		
					P.E.									NA			
					R.O.W.									NA			
				CONSTR.									NA				
				TOTAL	3,673.17	1,285.16	279.02	982.50	1,126.48								
					FTA 5307 (50/50)					TOTAL					3,673.17		
Grand Forks #29 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:													
	Grand Forks	Capital			Operations									NA			
	Fixed-Route Transit Service	Entitlement		Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.		Capital								16.81			
					P.E.								NA				
					R.O.W.									NA			
				CONSTR.									NA				
				TOTAL	16.81	13.45	0.00	0.00	3.36								
					FTA 5307 (80/20)					TOTAL					16.81		
				REMARKS: A future #5310 project application is not shown at this time													
				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 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #30 PCN	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks	REMARKS: This project is pending funding in 2024 and if not will be funded in 2025.										
	NDDOT	varies							Operations					
	ITS Rehab	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				6,200.00	4,960.00	914.00		326.00	R.O.W.					
				Urban Regional Secondary Roads Program					CONSTR.				6,200.00	
									TOTAL				6,200.00	
Grand Forks #31 PCN 22167	Grand Forks	Columbia Road	Structure rehabilitation of the Columbia Road Overpass between 9th Ave S and 2nd Ave N.	REMARKS:										
	Grand Forks	Principal Arterial							Operations					
	Reconstruction	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				8,930.00	6,744.00			2,186.00	R.O.W.					
				Urban Roads Local Program					CONSTR.				8,930.00	
									TOTAL				8,930.00	
Grand Forks #32 PCN ??	Grand Forks	US 2	replacement of pipe on US 2 at N. 69th St intersection - southside+A1 (353.715 mile mark)	REMARKS: This project is pending funding in 2024 and if not will be funded in 2025.										
	NDDOT	Principal Arterial							Operations					
	Rehabilitation	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				245.00	198.28	46.72			R.O.W.					
				Urban Regional Secondary Roads Program					CONSTR.				245.00	
									TOTAL				245.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
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											
									Operations	3,410.90	3,496.17	3,583.58	3,673.17	
									Capital	560.30	16.00	16.40	16.81	
									P.E.	0.00	0.00	0.00	0.00	
									R.O.W.	0.00	0.00	0.00	0.00	
				94,130.33	68,608.08	7,962.33	3,788.55	13,771.10	CONSTR.	33,961.00	23,105.00	6,916.00	15,375.00	
									TOTAL	37,932.20	26,617.17	10,515.98	19,064.98	

APPENDIX I
FY2020 Project Status

FY 2020 PROJECT STATUS SUMMARY

The following is a general status report of North Dakota 2020 projects listed in the 2020 to 2023 Transportation Improvement Program.

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 - PROGRESS REPORT

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROGRESS REPORT				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
									R.O.W.						
									CONSTR.						
									FUNDING SOURCE	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 - PROGRESS REPORT

FY2020

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROGRESS REPORT				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
										Capital					
									P.E.						
									R.O.W.						
									CONSTR.						
									TOTAL						
									FUNDING SOURCE				TOTAL		
Grand Forks #8b 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. Amended amounts	REMARKS: Project reprogrammed from 2019 AMENDED November 2019 AMENDED March 2020											
	NDDOT	Principal Arterial		835.24	675.96	75.76		83.52	Operations				Bid awarded 2/7/20		
	ADA Transition	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				670.00	542.00	60.00		67.00	CONSTR.	835.24					
		Urban Regional Secondary Roads Program					TOTAL	835.24							
Grand Forks #8c PCN 21884	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS: Project reprogrammed from 2019 AMENDED November 2019											
	Grand Forks	Principal Arterial		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			Project is scheduled for Fall bid; construction will take place in 2021			
	Safety	Discretionary		7,373.00	6,636.00	369.00		369.00	R.O.W.						
				CONSTR.	7,373.00				CONSTR.	7,373.00					
		Urban Roads Program					TOTAL	7,373.00							
Grand Forks #8d No PCN	Grand Forks	US2	Project entails mill and overlay and a chip seal of US2 between N. 69th St and N. 55th St.	REMARKS: Project reprogrammed from 2023 AMENDED November 2019											
	NDDOT	Principal Arterial		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			This project is PCN 22680 and has a tentative bid date of 10/16/20			
	Rehabilitation	Discretionary		568.00	454.00	114.00	0.00	0.00	R.O.W.						
				CONSTR.	568.00				CONSTR.	568.00					
		Urban Regional Secondary Roads Program					TOTAL	568.00							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

0.00

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROGRESS REPORT			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
				FUNDING SOURCE					CONSTR.					
				TOTAL										
Grand Forks #8e PCN 22263	Grand Forks	17th Ave S	Construct a multi-use trail along 17th Ave S between S. 20th St and S. 25th St.	REMARKS: AMENDED November 2019										
	Grand Forks	Minor Arterial											Bid was awarded 10/11/19 and project is being scheduled	
	Multi-use Trail	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	351.00			
				Transportation Alternative Program					TOTAL	351.00				
Grand Forks #8f PCN 22180	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 Originally in 2019 but delayed to 2020 Amended March 2020										Bid awarded 11/8/19 and project being scheduled
	NDDOT	Minor Arterial												
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	1,420.00			
				Urban Regional Secondary Program					TOTAL	1,420.00				
Grand Forks #8g			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.				
				TOTAL										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT

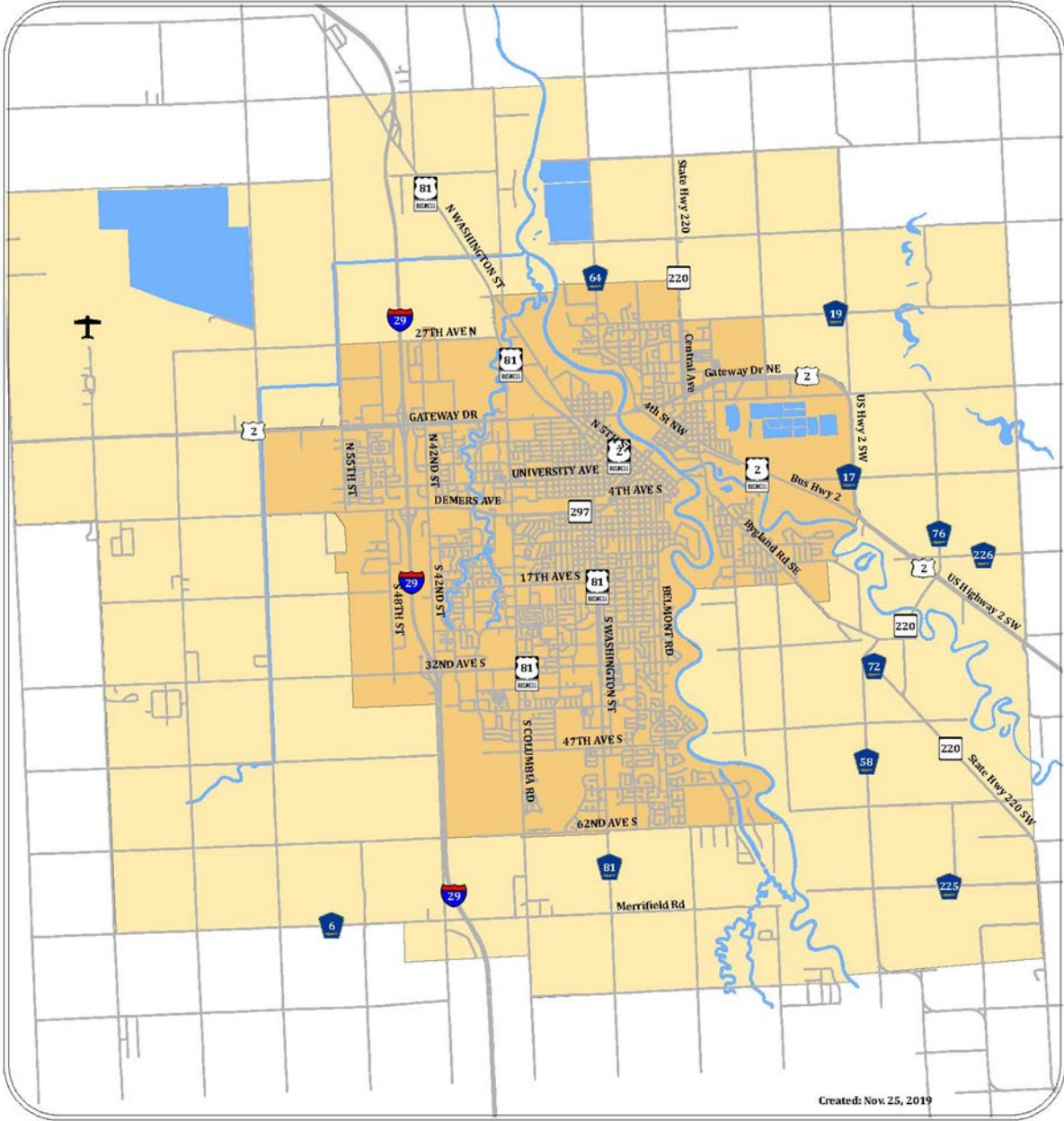
FY2020









URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	PROGRESS REPORT		
										ELEMENT			
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	AND SOURCE OF FUNDING					2020			
		PROJECT TYPE		FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
FUNDING SOURCE					CONSTR.								
							TOTAL						
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.									
	NDDOT	Principal Arterial										Bid awarded 2/21/20 and work is underway	
	Pavement Rehab	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	17,240.00		
Rural National Highway 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:									
	NDDOT	Interstate 29										Bid Date was 4/17/20 but not yet awarded.	
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	100.00		
Highway Safety Improvement Program							TOTAL	100.00					
Grand Forks #11 PCN 22566	Grand Forks	S. Columbia Rd	Construction of a multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S	REMARKS:									
	Grand Forks	Principal Arterial										Tentative Bid Date of 10/16/20	
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	435.00		
Transportation Alternative Program							TOTAL	435.00					

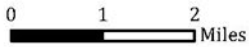
APPENDIX II

GF/EGF MPO AREA MAP

Grand Forks- East Grand Forks Metropolitan Planning Organization Study Area



- | | | | |
|---|--|---|--|
|  MPO Study Area |  Interstate |  US Business Highway |  County Highway |
|  Adjusted Federal Aid Urbanized Area |  US Highway |  State Highway |  Water |



Overcoming Barriers - Strengthening Connections
 Grand Forks - East Grand Forks
 Metropolitan Planning Organization
 Planning Opportunities - Planning One Community
 www.gfmpo.org



MPO Staff Report

Technical Advisory Committee: May 13, 2020

MPO Executive Board:

May 20, 2020

RECOMMENDED ACTION: Discussion on updated proposed scoring criteria & weight percentage of TIP to the MPO Executive Board,

Matter of the discussion on updated proposed TIP scoring sheet.

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

Part of the documentation process of TIP involves assigning scoring criteria and weight percentage for FHWA-FTA based 10 planning factors for multiple transportation programs (Urban roads, State highways, County & Bridge). This work is conducted based on the existing MPO TELUS Assisted scoring (TAS) sheets. The existing scoring was centered around a FHWA-supported TELUS program that was established to assist MPOs prioritize projects within funding programs. TELUS is no longer being updated. Therefore, the MPO maintains its framework and adds the new planning factors in the proposed TIP scoring criteria.

For each program, the 2 new scoring criteria of Resiliency/Reliability and Tourism were added. For some programs, this meant deleting the last scoring criteria (Local/Regional factors) and distributed the objectives to one of the now ten and be consistent with FHWA-FTA based 10 planning factors.

Resources used for this works are as follows-

1. Existing MPO TELUS Assisted Scoring sheets
2. Grand Forks-East Grand Forks 2045 Metropolitan Transportation Plan
3. 2045 Grand Forks and East Grand Forks Land Use Plan,
4. Grand Forks-East Grand Forks Transit Development Plan (April 2017)
5. MNDOT Project Selection Document.

Planning factors in each program of the proposed GF-EGF MPO TIP scoring sheets describe goals with multiple objectives and standards. The proposed weighting of each goal is assigned in percentage, and the weighted sum of ten goals is equal to 100%.

Findings and Analysis:

- The proposed TIP scoring sheets are based on existing MPO TELUS Assisted Scoring sheets
- The proposed TIP scoring sheets are consistent with Grand Forks-East Grand Forks 2045 Metropolitan Transportation Plan
- To be consistent with FHWA-FTA developed 10 planning factors,
 - “Local/Regional Factor” is no longer considered
 - Two additional planning factors (Resiliency & Reliability and Tourism) are considered.
- The proposed weight percentage for each goal is not consistent with existing MPO TELUS Assisted Scoring sheets because of reallocation of weight percentages due to adding and removing planning factors to keep the weighted sum of ten goals equal to 100%.

Support Materials:

- Updated TIP scoring sheets for Urban Road, State Highways, County, and Bridge

Note:

- 1 Planning factors listed in the Telus Assisted old MPO TIP scoring (TAS), are represented with normal font
- 2 Newly added planning factors are represented with italics font
- 3 References are in red bold font
- 4 Local/Regional Factors are no longer considered- are presented with strike through font
- 5 Objectives form Local/Regional Factors are included in the other planning factors



Score System

Max. Score Max. Score Max. Sc

Adjust Scoring Categories

Setup Scoring Categories & Factors

Goals		Description	TAS Scoring		Proposed MPO Scoring	
			Weight	Points	Weight	Points
<input type="text" value="1"/>	Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets (GF-EGF 2045 MTP G1)	<input type="text" value="10"/> %	<input type="text" value="10"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="2"/>	Security	Increase security of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G2)	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices (GF-EGF 2045 MTP G3)	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural (GF-EGF 2045 MTP G4)	<input type="text" value="10"/> %	<input type="text" value="10"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="5"/>	Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit (GF-EGF 2045 MTP G5)	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="6"/>	Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability (GF-EGF 2045 MTP G6)	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes (GF-EGF 2045 MTP G7)	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	Safety	Increase safety of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G8)	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="9"/>	Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (GF-EGF 2045 MTP G9)	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	Tourism	Enhance travel and tourism (GF-EGF 2045 MTP G10)	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
	Local/Regional Factors	Factors of local or regional importance	<input type="text" value="10"/> %	<input type="text" value="10"/> pts	<input type="text" value="0"/> %	<input type="text" value="0"/> pts
TOTAL			<input type="text" value="100"/> %	<input type="text" value="100"/> pts	<input type="text" value="100"/> %	<input type="text" value="100"/> pts

Note:

- 1 Planning factors listed in the Telus Assisted old MPO TIP scoring (TAS), are represented with normal font
- 2 Newly added planning factors are represented with italics font
- 3 References are in red bold font
- 4 Local/Regional Factors are no longer considered- are presented with strike through font
- 5 Objectives form Local/Regional Factors are included in the other planning factors



Score System

Adjust Scoring Categories

Setup Scoring Categories & Factors

Max. Score Max. Score Max. Sc

Existing MPO Scoring

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets (GF-EGF 2045 MTP G1)	10 %	10 pts	15 %	15 pts
2	Security Increase security of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G2)	5 %	5 pts	5 %	5 pts
3	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices (GF-EGF 2045 MTP G3)	15 %	15 pts	10 %	10 pts
4	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural (GF-EGF 2045 MTP G4)	10 %	10 pts	10 %	10 pts
5	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit (GF-EGF 2045 MTP G5)	10 %	10 pts	10 %	10 pts
6	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability (GF-EGF 2045 MTP G6)	5 %	5 pts	10 %	10 pts
7	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes (GF-EGF 2045 MTP G7)	20 %	20 pts	15 %	15 pts
8	Safety Increase safety of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G8)	15 %	15 pts	10 %	10 pts
9	Resiliency and Reliability <i>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (GF-EGF 2045 MTP G9)</i>	NA %	NA pts	10 %	10 pts
10	Tourism <i>Enhance travel and tourism (GF-EGF 2045 MTP G10)</i>	NA %	NA pts	5 %	5 pts
	Local/Regional Factors Factors of local or regional importance	10 %	10 pts	0 %	0 pts
TOTAL		100 %	100 pts	100 %	100 pts

Score System



Max. Score

Max. Score

Adjust Scoring Categories

Goals	Description	Setup Scoring Categories & Factors		Weight	Points	Weight	Points
<input type="text" value="1"/>	<input type="text" value="Economic vitality"/>	<input type="text" value="Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets."/>	<input type="text" value="0"/>	%	<input type="text" value="0"/>	<input type="text" value="5"/>	pts
<input type="text" value="2"/>	<input type="text" value="Security"/>	<input type="text" value="Increase security of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="0"/>	%	<input type="text" value="0"/>	<input type="text" value="5"/>	pts
<input type="text" value="3"/>	<input type="text" value="Accessibility and Mobility"/>	<input type="text" value="Increase the accessibility and mobility options for people and freight by providing more transportation choices."/>	<input type="text" value="15"/>	%	<input type="text" value="15"/>	<input type="text" value="10"/>	pts
<input type="text" value="4"/>	<input type="text" value="Environmental/Energy/QOL"/>	<input type="text" value="Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural."/>	<input type="text" value="10"/>	%	<input type="text" value="10"/>	<input type="text" value="10"/>	pts
<input type="text" value="5"/>	<input type="text" value="Integration and Connectivity"/>	<input type="text" value="Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit."/>	<input type="text" value="15"/>	%	<input type="text" value="15"/>	<input type="text" value="15"/>	pts
<input type="text" value="6"/>	<input type="text" value="Efficient System Management"/>	<input type="text" value="Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability."/>	<input type="text" value="5"/>	%	<input type="text" value="5"/>	<input type="text" value="10"/>	pts
<input type="text" value="7"/>	<input type="text" value="System Preservation"/>	<input type="text" value="Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes."/>	<input type="text" value="20"/>	%	<input type="text" value="20"/>	<input type="text" value="15"/>	pts
<input type="text" value="8"/>	<input type="text" value="Safety"/>	<input type="text" value="Increase safety of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="15"/>	%	<input type="text" value="15"/>	<input type="text" value="15"/>	pts
<input type="text" value="9"/>	<input type="text" value="Resiliency and Reliability"/>	<input type="text" value="Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation."/>	<input type="text" value="0"/>	%	<input type="text" value="0"/>	<input type="text" value="10"/>	pts
<input type="text" value="10"/>	<input type="text" value="Tourism"/>	<input type="text" value="Enhance travel and tourism."/>	<input type="text" value="0"/>	%	<input type="text" value="0"/>	<input type="text" value="5"/>	pts
TOTAL			<input type="text" value="80"/>	%	<input type="text" value="80"/>	<input type="text" value="100"/>	pts
<input type="text" value=""/>	<input type="text" value="Local/Regional Factors"/>	<input type="text" value="Factors of local or regional importance"/>	pts	<input type="text" value="20"/>	%	pts	<input type="text" value="0"/>



Score System

Max. Score

Max. Score

Adjust Scoring Categories

Goals

Description

Setup Scoring Categories & Factors

Weight

Points

Weight

Points

<input type="text" value="1"/>	<input type="text" value="Economic vitality"/>	<input type="text" value="Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="2"/>	<input type="text" value="Security"/>	<input type="text" value="Increase security of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	<input type="text" value="Accessibility and Mobility"/>	<input type="text" value="Increase the accessibility and mobility options for people and freight by providing more transportation choices."/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	<input type="text" value="Environmental/Energy/QOL"/>	<input type="text" value="life by valuing the unique qualities of all communities – whether urban, suburban, or rural."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="5"/>	<input type="text" value="Integration and Connectivity"/>	<input type="text" value="Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit."/>	<input type="text" value="25"/> %	<input type="text" value="25"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="6"/>	<input type="text" value="Efficient System Management"/>	<input type="text" value="Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	<input type="text" value="System Preservation"/>	<input type="text" value="Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes."/>	<input type="text" value="25"/> %	<input type="text" value="25"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	<input type="text" value="Safety"/>	<input type="text" value="Increase safety of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="9"/>	<input type="text" value="Resiliency and Reliability"/>	<input type="text" value="Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation."/>	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	<input type="text" value="Tourism"/>	<input type="text" value="Enhance travel and tourism."/>	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
			TOTAL	<input type="text" value="95"/>	<input type="text" value="100"/> %	<input type="text" value="100"/> pts
<input type="text" value=""/>	<input type="text" value="Local/Regional Factors"/>	<input type="text" value="Factors of local or regional importance"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="0"/> %	<input type="text" value="0"/> pts



Score System

Max. Score Max. Score

Adjust Scoring Categories

		Setup Scoring Categories & Factors			
Goals	Description	Weight	Points	Weight	Points
<input type="text" value="1"/>	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="2"/>	Security Increase security of the transportation system for motorized and non-motorized uses.	<input type="text" value="5"/> %	<input type="text" value="5"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="5"/>	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="6"/>	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	Safety Increase safety of the transportation system for motorized and non-motorized uses.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="9"/>	Resiliency and Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	Tourism Enhance travel and tourism.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
TOTAL		<input type="text" value="95"/> %	<input type="text" value="95"/>	<input type="text" value="100"/> %	<input type="text" value="100"/> pts
<input type="text" value=""/>	Local/Regional Factors Factors of local or regional importance	<input type="text" value="5"/> %	<input type="text" value="5"/>	<input type="text" value="0"/> %	<input type="text" value="0"/> pts

MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2020

TABLE OF CONTENTS- UPDATE MAY, 2020

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Public Participation Plan	COMPLETED			
ITS Regional Architecture (Update)	COMPLETED			
US 2/US 81 Skewed Intersection Study	COMPLETED	100%		
Grand Forks Land Use Plan Update	Due to Covid-19, the timeline presented in March will be delayed at least one month	5%	31-Dec-20	31-Dec-21
East Grand Forks Land Use Plan Update	Draft RFP is on TAC/Board agenda seeking approval and to be released this month	18%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Delayed until results of the Hydraulic Study	2%	31-Dec-20	
Downtown Transportation Study	Released the results of the Pop-up Event; KLJ is working on alternative concepts to present to the Steering Committee	70%	30-Jun-20	
Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	60%	On-going	

Grand Forks-East Grand Forks

Downtown Transportation Study

Public Input Meeting #1 Summary

March 2020



ENGINEERING, REIMAGINED

PUBLIC INPUT MEETING #1: WHAT WE HEARD

The first public input meeting for the Downtown Grand Forks – East Grand Forks Transportation Study was held at Riverwalk Centre on March 12th, 2020 from 4:30 PM to 7:00 PM. This open-house style meeting included interactive boards for multiple topics, including the Value Profile to balance modal needs throughout downtown, DeMers Avenue safety and delays, bicycles, pedestrians, transit, and other issues. The activities were also posted online through a survey and an issues map.

The public input opportunity was marketed through a variety of means, including a press release in the Grand Forks Herald and social media posts through the Downtown Development Association, which serves businesses in both Grand Forks and East Grand Forks. The public was incentivized to participate with free popcorn from River Cinema, which attracted multiple movie-goers to provide feedback. In total, 25 people attended the meeting with three more providing feedback online.

In addition to the general public, this feedback summary includes input from the project's Steering Committee. This committee is made up of representatives from the City of Grand Forks (staff and elected officials), City of East Grand Forks (staff and elected officials), the Downtown Development Association, Economic Development Corporation, the Grand Forks – East Grand Forks Metropolitan Planning Organization, Minnesota Department of Transportation, North Dakota Department of Transportation, Federal Highway Administration, Options: Interstate Resource Center for Independent Living, two business owners, and a member of the public representing bicycle and pedestrian users.

SUMMARY OF FEEDBACK

Below is a summary of the feedback received through the Steering Committee, the public open house, and the online feedback opportunities.

VALUE PROFILE

This study's value profile asked the public and the Steering Committee to place a priority on vehicles, pedestrians, bicycles, transit, parking, and costs for five different areas of downtown including DeMers Avenue in Grand Forks, north of DeMers Avenue in Grand Forks, south of DeMers Avenue in Grand Forks, DeMers Avenue in East Grand Forks, and off DeMers Avenue in East Grand Forks. These value profiles guide the development of alternatives, so that they better reflect the community's priorities. This exercise lets the participants detail their preferred balance of the various modes balanced with costs.

Both the steering committee and public prioritized cars and pedestrians highest in each area. Generally, the public prioritized pedestrians highest, whereas the Steering Committee deviated by area. Specifically, the Steering Committee mostly agreed that DeMers Avenue's top priority was the movement of vehicles over all other modes, whereas the other segments showed a more equal balance. The public actually increased the pedestrian weight on DeMers Avenue versus the other areas. Eleven members of the Steering Committee and eight members of the public completed value profiles. The value profiles are shown in Figure 1 and Figure 2.

PEDESTRIANS

The public and Steering Committee were asked to provide feedback on locations where walking was uncomfortable or challenging for a variety of reasons, including high speeds, difficult crossing, missing amenities, and uncomfortable to walk. Generally, the feedback centered on the following locations:

- » 3rd Street north and south of DeMers Avenue received a total of 37 comments, 23 of which noted difficult crossings.
- » DeMers Avenue west of 5th Street received a total of 16 comments. The wide cross-section, high speeds, and lack of traffic control make crossing here challenging.
- » DeMers Avenue in East Grand Forks east of 4th Street NW received a total of eight comments, noting the difficult crossings and high speeds.
- » The former bridge pier across the Red River received seven comments.

The feedback is summarized in Figure 3 and Table 1. There were a few comments made that were not location specific (University Drive, around Central High School, etc. These comments were not included in the map.

Figure 1: Public's Value Profile

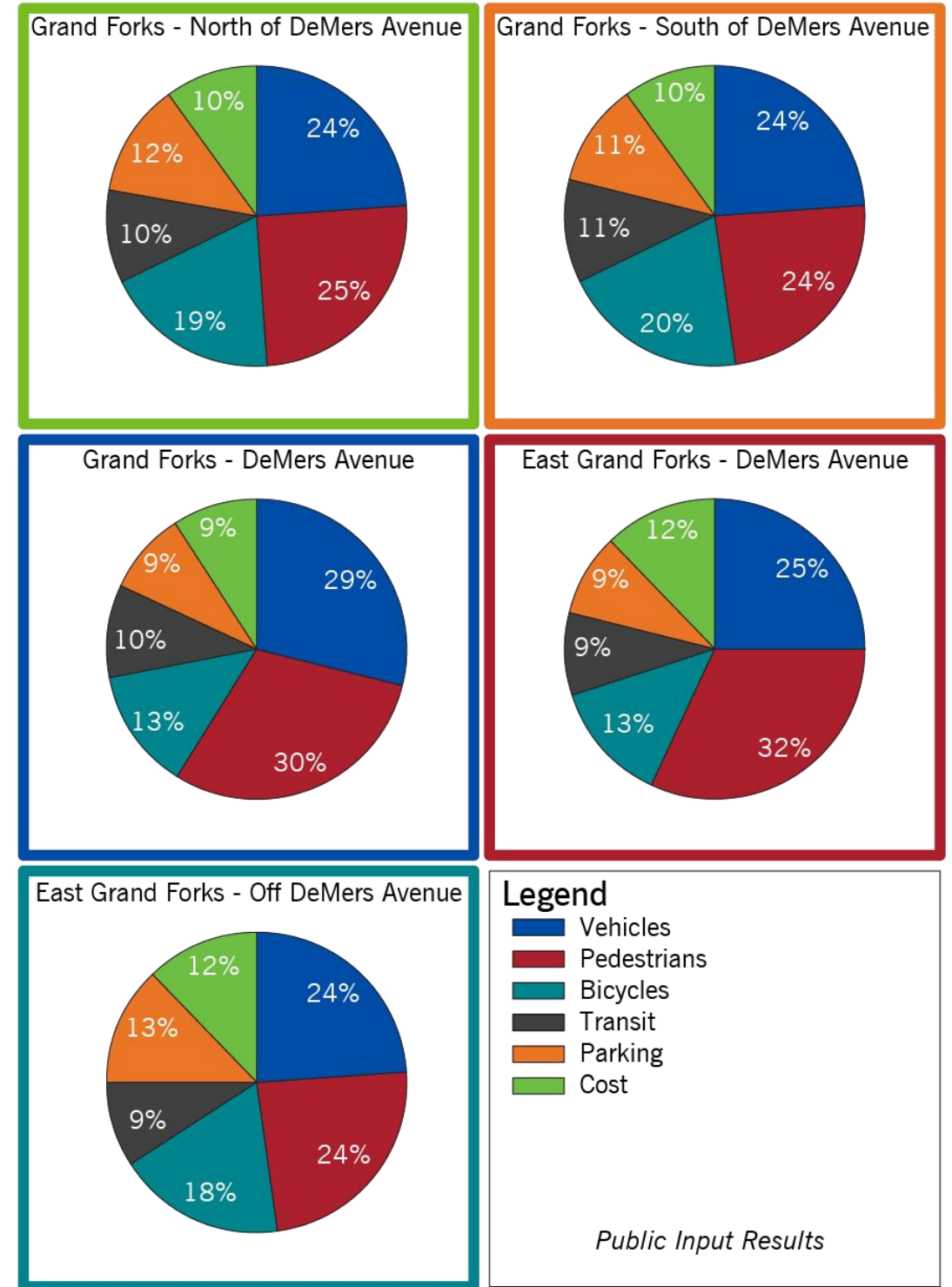
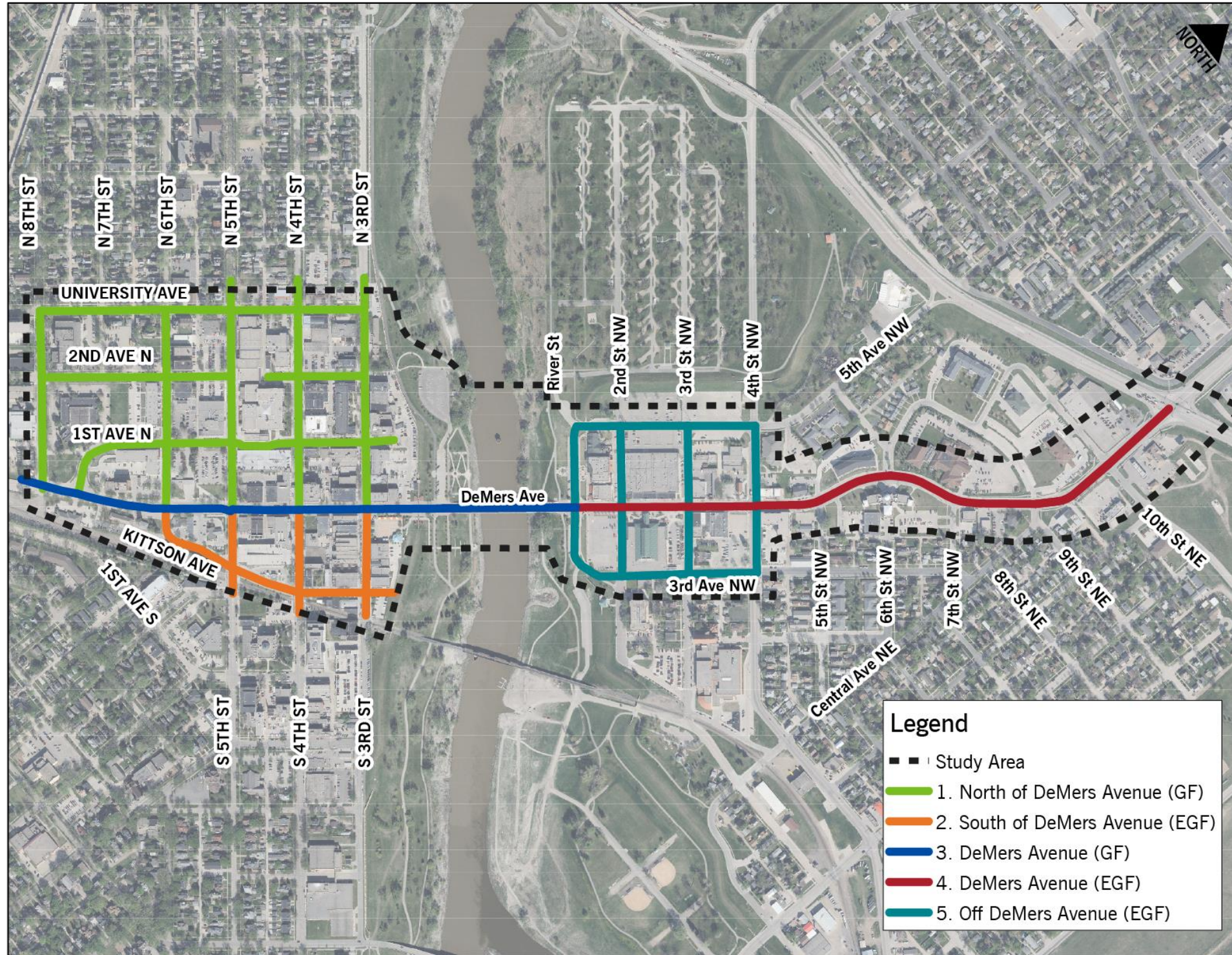


Figure 2: Steering Committee's Value Profile

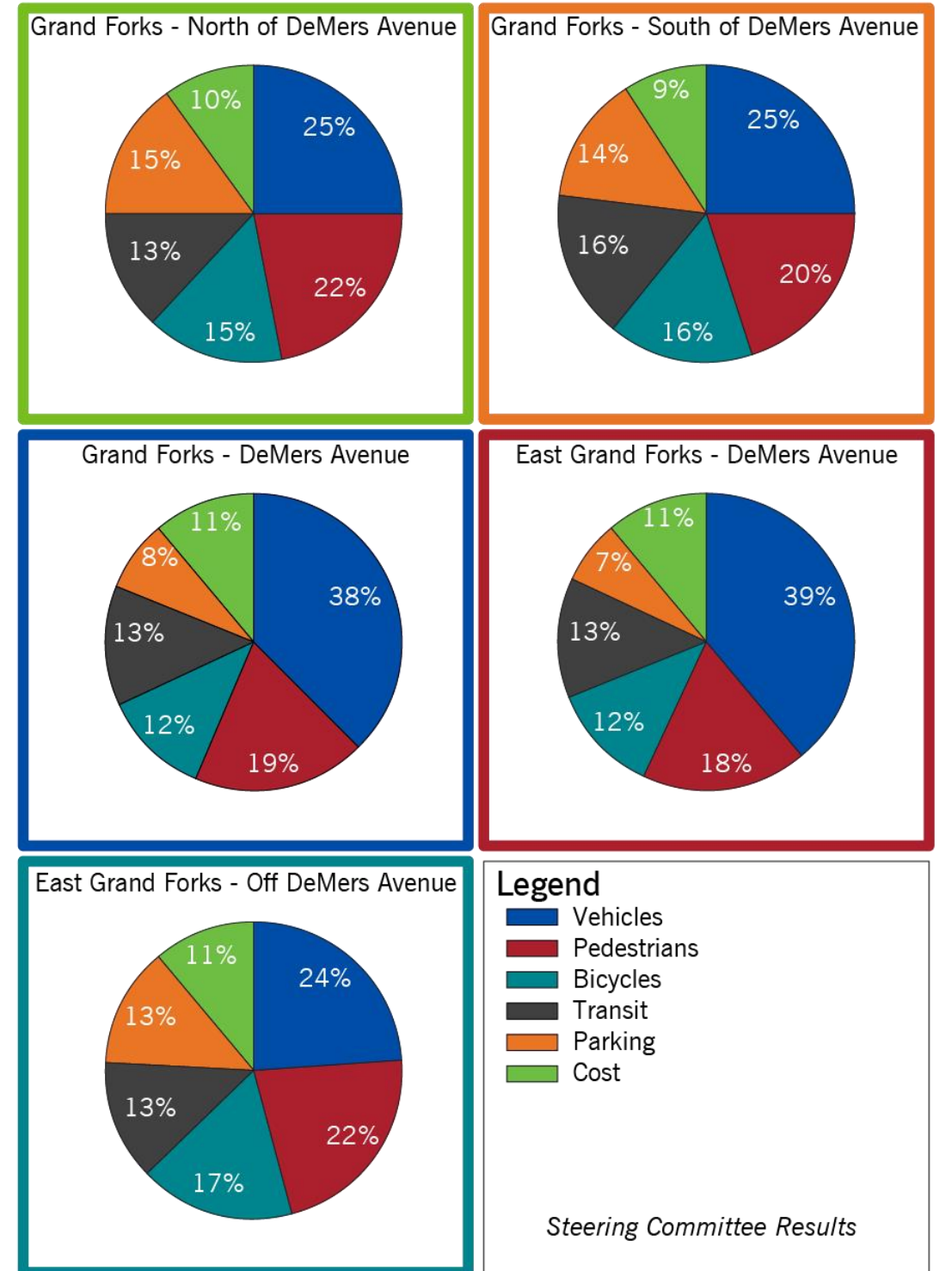
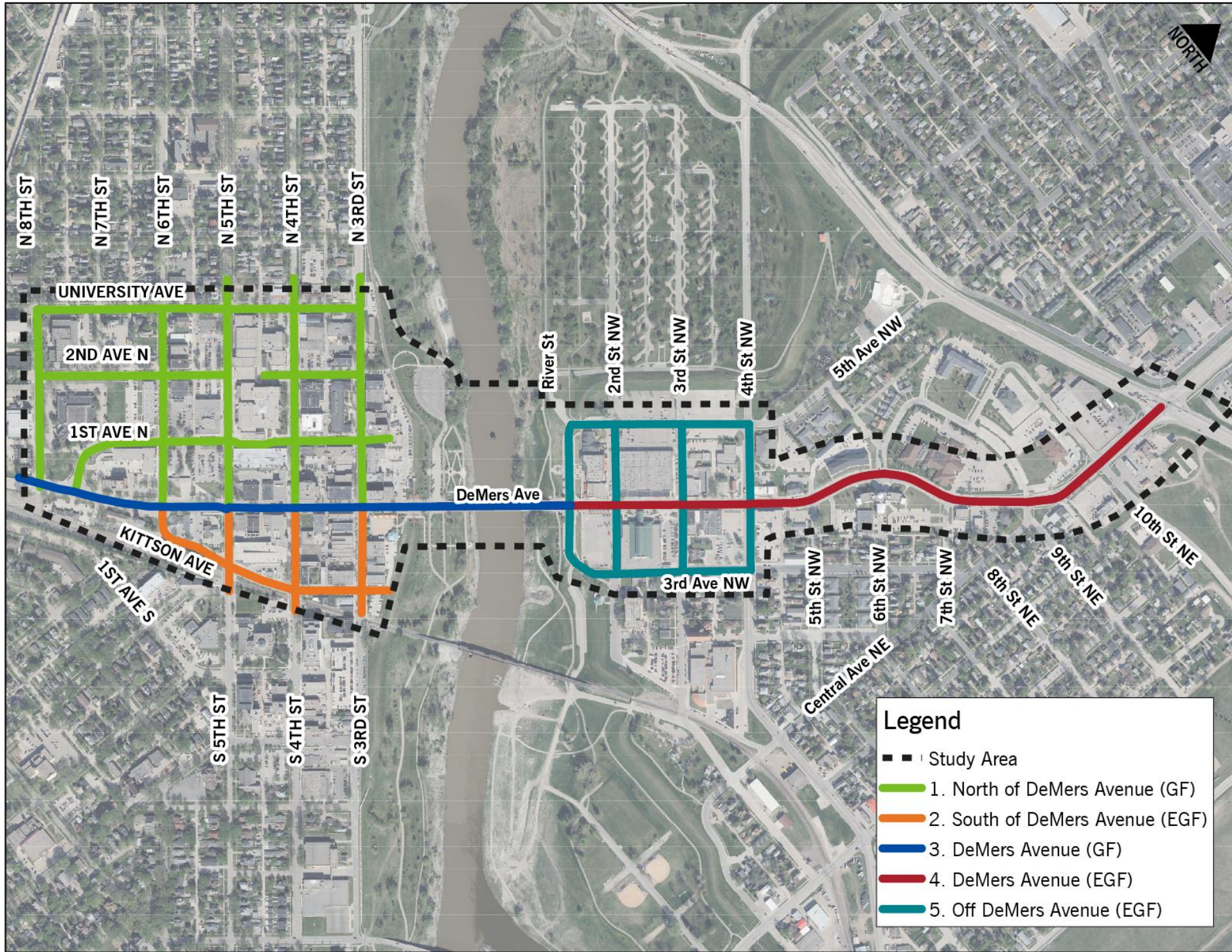


Figure 3: Public and Steering Committee Pedestrian Comments

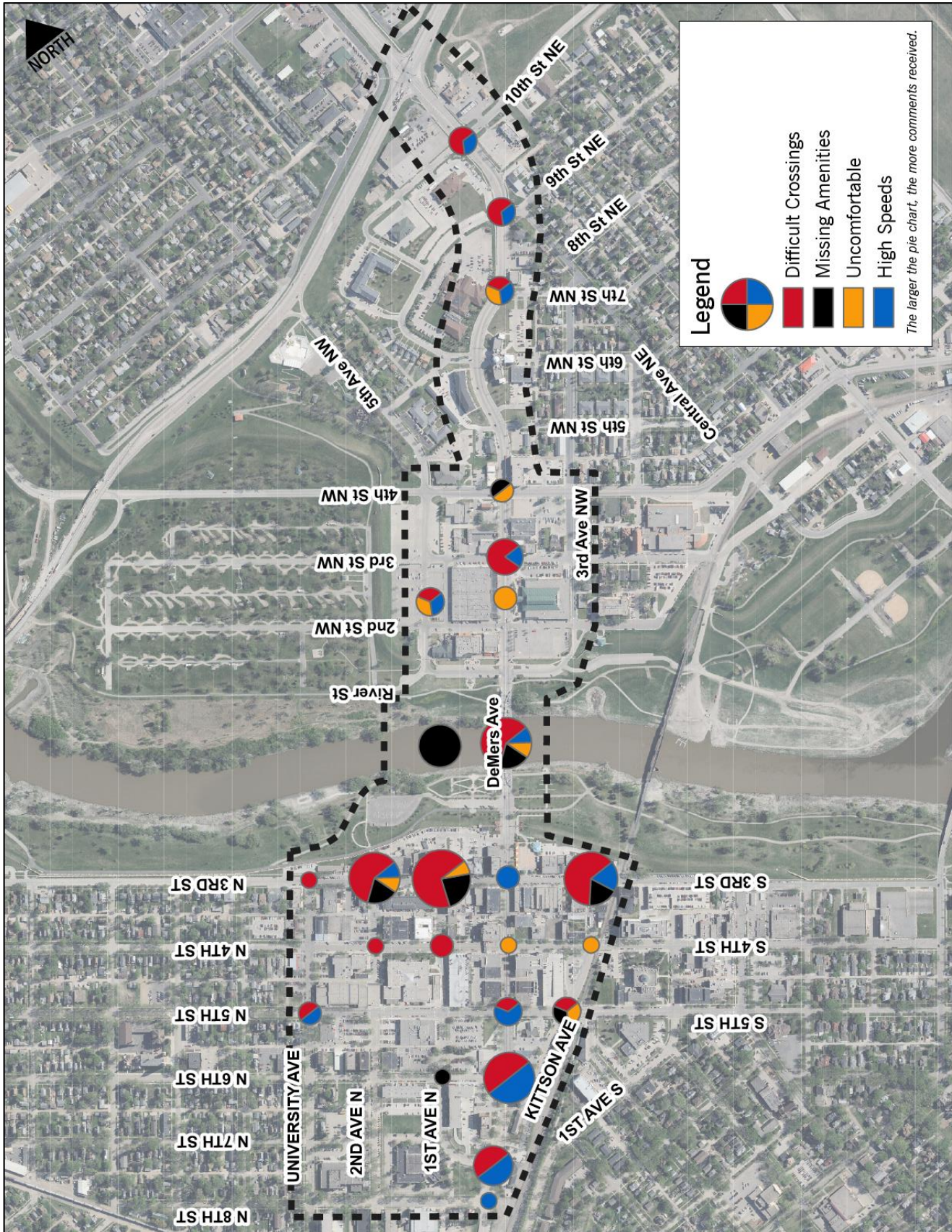


Table 1: Summary of Pedestrian Comments

Location	Difficult Crossings			Missing Amenities			Uncomfortable			High Speed			Total
	SC	Public	Total	SC	Public	Total	SC	Public	Total	SC	Public	Total	
1sts Avenue and 3rd Street	5	4	9		3	3		1	1				13
Kittson Avenue and 3rd Street	5	2	7	2		2				1	1	2	11
2nd Avenue and 3rd Street	3	3	6		2	2		1	1	1		1	10
DeMers Avenue and 6th Street	5		5							3	2	5	10
Sorlie Bridge	5	1	6	1	2	2		1	1	2		1	10
Bridge Pier					7	7							7
DeMers Avenue and 1st Avenue	3		3	1						2	1	3	6
DeMers Avenue and 3rd Street NW	3	1	4							1		1	5
DeMers Avenue and 10th Street NW	1	1	2								1	1	3
DeMers Avenue and 5th Street	1		1							1	1	2	3
DeMers Avenue and 7th Street NW		1	1					1	1		1	1	3
DeMers Avenue and 9th Street NW	2		2							1		1	3
Kittson Avenue and 5th Street		1	1		1	1		1	1				3
River Walk Centre Parking	1		1					1	1		1	1	3
1st Avenue and 4th Street	1	1	2										2
DeMers Avenue and 3rd Street											2	2	2
DeMers Avenue Midblock Crossing								2	2				2
University Avenue and 5th Street	1		1							1		1	2
1st Avenue and 6th Street					1	1							1
2nd Avenue and 4th Street		1	1										1
DeMers Avenue and 4th Street								1	1				1
DeMers Avenue and 8th Street				1						1		1	1
Kittson Avenue and 4th Street								1	1				1
University Avenue and 3rd Street		1	1										1
DeMers Avenue and 4th Street NW				1		1	1		1				2

BICYCLES

The public and Steering Committee were asked to provide feedback for three bicycle items:

- » What connections should be prioritized? Northwest-Southwest Grand Forks, connectivity between the two downtowns, connections to the Red River Greenway, connections to East Grand Forks, or something else.
- » What's the best route to connect north and south downtown Grand Forks? 3rd Street, 4th Street, or 5th Street.
- » What type of bicycle facilities would you use? In-roadway (no facilities), shared lanes, bike lanes, buffered bike lanes, two-way cycle track, one-way raised cycle track, shared-use path.

The results are summarized below.

PRIORITY CONNECTIONS

The public was asked to identify the bicycle connection(s) they would most like to see. The public overwhelmingly preferred an improve connection between the two downtowns. At the public input meeting, most people identified the previous river crossing as an opportunity for this connection. Figure 4 shows the public's bicycle connections preference.

The Steering Committee was asked to prioritize the four different bicycle connections. Figure 5 shows the Steering Committee's priority. The highest total number a bicycle connection could receive was four. The Steering Committee prioritized the connection between the two downtowns, followed by an improved connection to the rest of Grand Forks.

Figure 4: Public Preference for Bicycle Connections

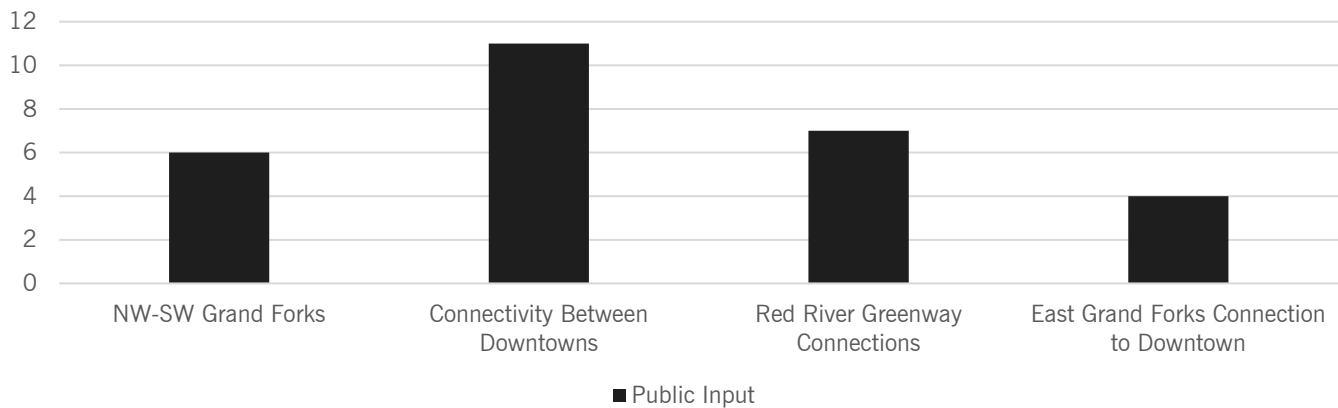
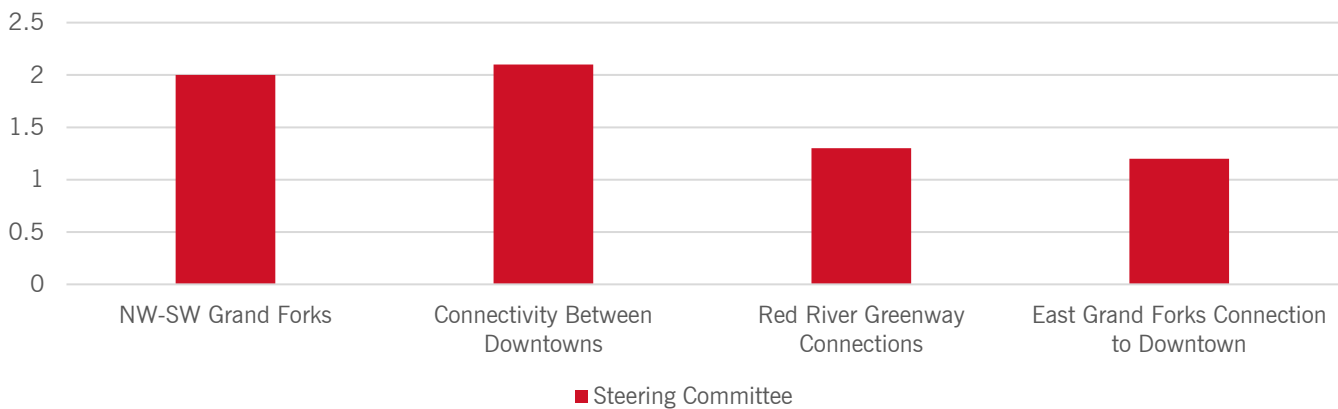


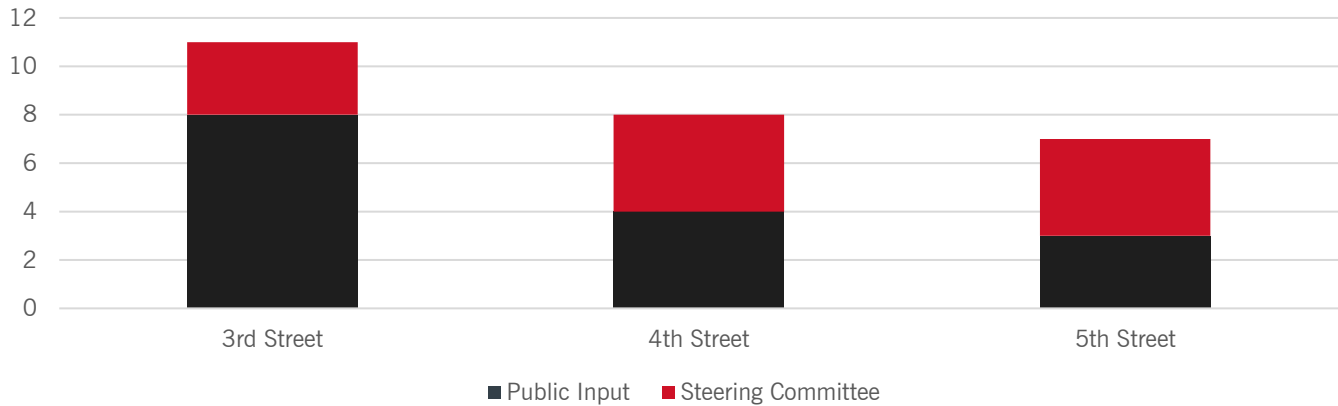
Figure 5: Steering Committee Priority for Bicycle Connections



DOWNTOWN GRAND FORKS ROUTING

The public and Steering Committee were asked to select a preferred north-south connection through Downtown Grand Forks. The public preferred a 3rd Street connection while the Steering Committee was nearly evenly split between the three corridors, as shown in Figure 6.

Figure 6: Public and Steering Committee Preference for Downtown Grand Forks Bicycle Routing

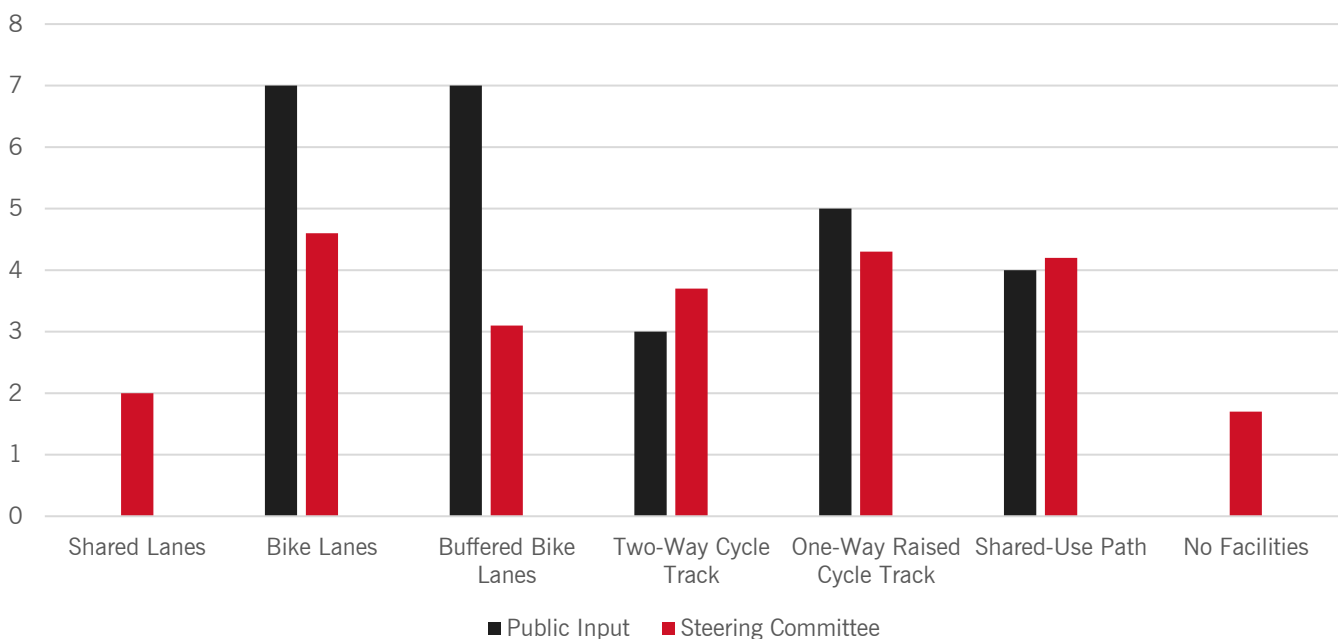


PREFERRED BICYCLE FACILITIES

The public was asked to identify the types of bicycle facilities they would prefer to ride on ranging from no facilities and sharrows to buffered bike lanes, cycle tracks, and shared-use paths. No one from the public selected shared lanes. Bike lanes and buffered bike lanes received the highest number of votes, followed by a one-way raised cycle track.

The Steering Committee was asked to prioritize the types of facilities on which they would prefer to ride. Figure 7 shows the Steering Committee preference for the different bicycle facility types. The highest total number a facility could receive was seven. The Steering Committee preferred bike lanes, one-way raised cycle track, and shared-use paths. Ultimately, the public and Steering Committee prefers bicycle facilities with buffers or higher protection from vehicle traffic.

Figure 7: Public and Steering Committee Preference for Bicycle Facility Types



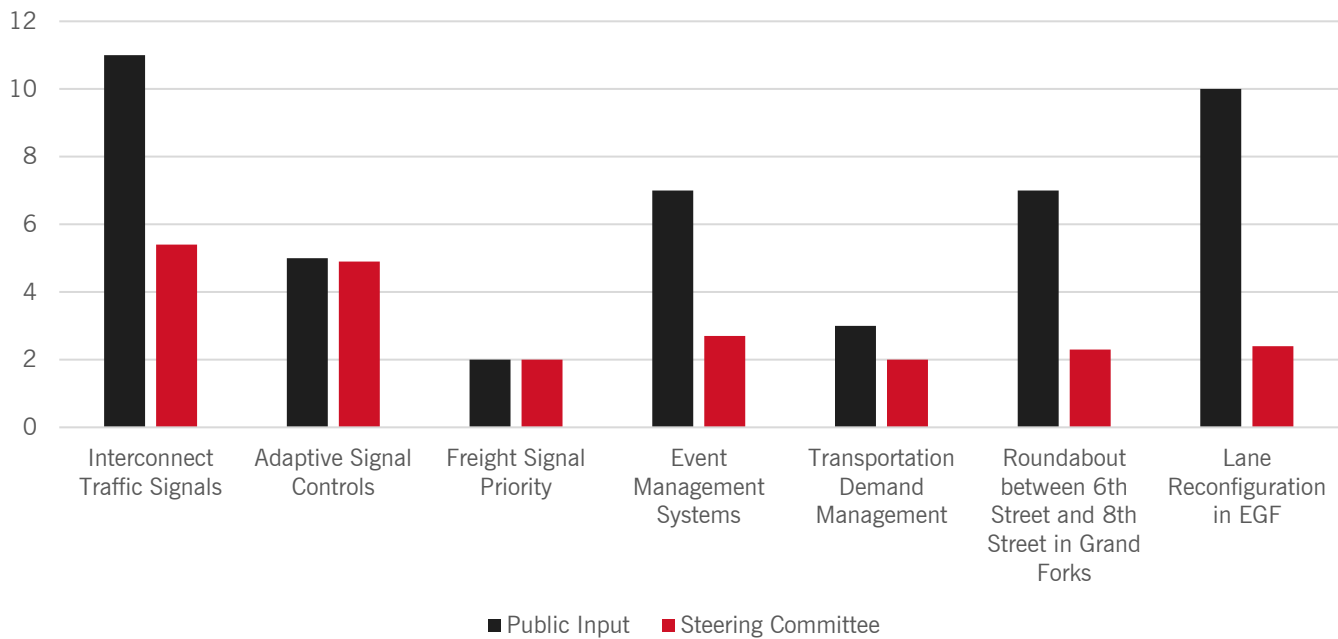
DEMERS AVENUE

DeMers Avenue was recently reconstructed, but existing and future conditions analysis identified a variety of operational and crash issues along DeMers Avenue in both Grand Forks and East Grand Forks. The public and Steering Committee were asked to provide feedback on potential solutions that would minimize construction impacts including: interconnected traffic signals, adaptive signal controls, freight signal priority, event management systems, transportation demand management, roundabout west of 5th Street in Grand Forks, and lane reconfiguration in East Grand Forks.

The public was asked which solutions they think should be considered along DeMers Avenue. Interconnect traffic signals, event management, a roundabout around 6th Street in Grand Forks, and lane reconfiguration in East Grand Forks were the most popular solutions.

The Steering Committee was asked to prioritize the solutions along DeMers Avenue. Interconnect traffic signals and adaptive signal controls were the most preferred solutions.

Figure 8: Public and Steering Committee Preference for DeMers Avenue Traffic Management Solutions



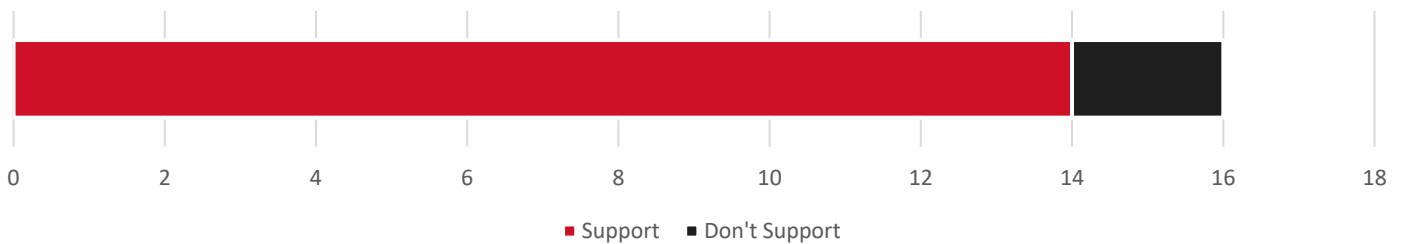
CRASH ISSUES

Two locations were found to have critical crash rates, indicating something at the site may be contributing to higher instances of crashes: 3rd Street and 6th Street.

3RD STREET

At 3rd Street, there were 35 total crashes. Of these crashes, 37 percent of crashes directly involved park cars and most others appear to either directly or indirectly related to a motorist trying to park. One solution that was presented to the public and Steering Committee was back-in angle parking, which provides better sight lines for vehicles and bicycles when leaving and the ability to load the vehicle on the curb instead of in the roadway. Both the public and Steering Committee were highly supportive of considering this alternative, as shown in Figure 9. No other alternatives were suggested by the public or Steering Committee.

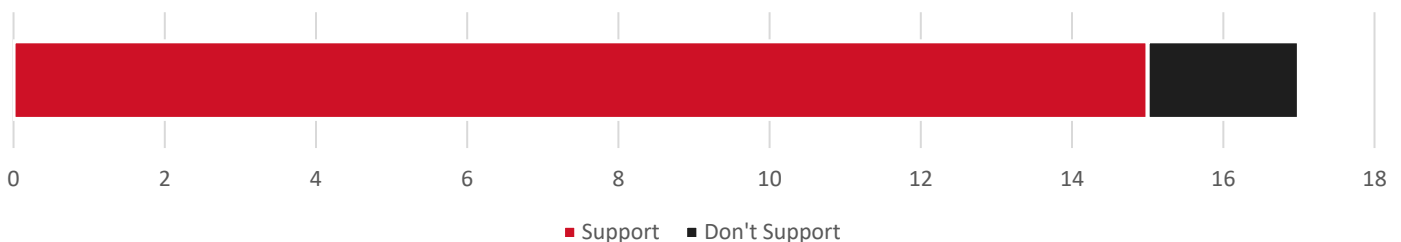
Figure 9: Back-In Angle Parking Public and Steering Committee Support



6TH STREET

More than half the crashes at the intersections of 1st Avenue and 2nd Avenue with 6th Street were angle crashes, including one fatality at 6th Street and 2nd Avenue. One solution that was presented to the public and Steering Committee was curb bulb-outs, which provides better sight-lines to improve stopping compliance, reduce pedestrian crossing exposure, and slow traffic speeds. Both the public and Steering Committee were highly supportive of considering this alternative, as shown in Figure 10. One member of the Steering Committee suggested mini roundabouts may be an appropriate alternative to consider.

Figure 10: Curb Bulb-Outs Public and Steering Committee Support



TRANSIT

The public and Steering Committee were asked to provide feedback on transit issues including areas that would benefit from increased service, improved stop amenities, or difficult transit movements. The public provided no feedback on transit. The Steering Committee identified the need for service along 3rd Street and improved stop amenities throughout both downtowns.

TRAINS

While trains were not explicitly included, conversations with the public and Steering Committee indicated train activity south of DeMers Avenue and train noise in East Grand Forks are a concern.

ONLINE COMMENTS

The project website included an issues map. While the comments were generally integrated into the feedback summarized above, they have been listed in Table 2. These comments are directly from the individuals who posted and have not been altered for spelling or clarity. For reference, MUP is also known as a shared-use path (SUP), where both pedestrians and bicyclists can use the space.

Table 2: Comments from Issues Mapping

Type	General Location	Comment
Bicycle	US 2 and DeMers Avenue	Plan alternative bikeway/MUP after crossing from north to south from 10th St NW toward Hardware Hank. Either put in MUP to get toward Sherlock Park, or route people toward Terrace Drive or similar. I wish there was a way to fit in protected bike lanes along Central going south toward the river, but I doubt engineers will say there is enough room here.
Traffic	DeMers Avenue near 5 th Street	Physical median to keep people in lanes through this curve, and allow pedestrians a place to stop mid-crossing.
Traffic	1 st Avenue near TownHouse Hotel	Work with hotel to open up 1st Ave N all the way to N 8th St and allow development on the empty space.
Traffic	University Avenue and 5 th Street	Suggestion for all traffic signals: Allow people on bicycles to "Idaho stop" and proceed on red when there is no cross-traffic.
Bicycle	3 rd Street	I understand that angled parking makes more parking available, but it also makes it hard to feel safe when cycling because people in cars can't see people as easily while backing out. This applies to all angled parking downtown.
Bicycle	1 st Avenue and Riverboat Road	Add access to Greenway MUP from street/parking lot here.
Pedestrian	DeMers Avenue and Riverboat Road	Missed an opportunity to put in a raised crosswalk or at least bumpouts here. Hard to cross when cars are parked.
Transit	2 nd Avenue and 7 th Street	Would like bus shelter cleaned more often. Walk by one by Hugos on S 13th. Lots of time trash.
Pedestrian	3 rd Street and Kittson Avenue	No way for pedestrians to cross tracks when train is there.
Bicycle	Between Parking lot and 2 nd Avenue	Define path through Central HS as an official MUP connector for 2nd Ave N and provide signage to that effect.
Bicycle	5 th Avenue NW	Add direct access from parking lot to Greenway MUP rather than requiring riders to go through parking on river side and dodge around fountain.
Bicycle	4 th Street NW North of Drain	Lights don't function all the time.
Pedestrian	SUP through Sherlock Park	Low spot floods during rain/spring melt.
Bicycle	SUP under US 2	Adding this even though it's outside of the study area because it's a key connector from NW EGF to downtown.
Bicycle	DeMers Avenue and 5 th Street	Better connection from this MUP to Greenway.
Bicycle	Kittson Avenue	Better connection from Greenway to crosstown/DeMers MUP that starts on Walnut. Maybe connecting with protected bike lane along Kittson?
Bicycle	3 rd Street	Remove parking and add protected bike lane on DeMers.
Pedestrian	SUP under US 2	Underpass floods during rain.
Bicycle	SUP under US 2	Underpass has uneven concrete, making it hard to ride through safely.
Bicycle	Bridge Pier	make this happen