TECHNICAL ADVISORY COMMITTEE MEETING

WEDNESDAY, DECEMBER 9TH, 2020 – 1:30 P.M.

ZOOM MEETING

PLEASE NOTE: Due to ongoing public health concerns related to COVID-19, and the fact that the East Grand Forks City Hall is not open to the public; the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at info@theforksmpo.org. The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item your comments addresses.

MEMBERS

Peterson/Kadrmas _____	Mason/Hopkins_____	West _____
Ellis _____	Zacher/Johnson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams _____	Sanders _____
Gengler/Halford _____	Bergman _____	Christianson _____
Riesinger _____		

1. CALL TO ORDER

2. CALL OF ROLL

3. DETERMINATION OF A QUORUM

4. MATTER OF APPROVAL OF THE NOVEMBER 12TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

5. MATTER OF MNDOT STATEWIDE MULTIMODAL TRANSPORTATION PLAN UPDATE.....MNDOT

6. MATTER OF 2021 SAFETY TARGETS.....HAUGEN
   a. Target Setting Options
   b. Safety Target

7. MATTER OF PROPOSED 2021 T.I.P. AMENDMENT – ND SIDE.....HAUGEN
   a. Public Hearing
   b. Committee Consideration

8. MATTER OF 2022-2025 NORTH DAKOTA SIDE T.I.P. CANDIDATE PROJECTS ..... HAUGEN/KOUBA
   a. Regional Roads
   b. Urban Roads
   c. Urban Grant (Main Street)
   d. Transportation Alternatives
   e. H.S.I.P.
   f. Railroad crossing
   g. FTA 5310
   h. FTA 5339

9. OTHER BUSINESS
   a. 2020 Annual Work Program Project Update
   b. NDDOT Transportation Connection Update

10. ADJOURNMENT

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

PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Thursday, November 12th, 2020
Zoom Meeting

CALL TO ORDER

Earl Haugen, Chairman, called the November 12th, 2020, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

CALL OF ROLL

On a Call of Roll the following members were present via Zoom: David Kuharenko, Grand Forks Engineering; Jason Peterson, NDDOT-Grand Forks District; Ryan Brooks, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Dale Bergman, Cities Area Transit; Wayne Zacher, NDDOT-Local Government; Ryan Riesinger, Airport Authority; and Jon Mason, MnDOT-District 2 .

Absent: Steve Emery, Brad Bail, Brad Gengler, Stephanie Halford, Jesse Kadrmas, Michael Johnson, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

Guest(s) present: Kristen Sperry, FHWA-North Dakota; Anna Pierce, MnDOT-St. Paul; and Bobbi Retzlaf, FHWA-Minnesota.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF APPROVAL OF THE OCTOBER 13TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE THE OCTOBER 13TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF DOWNTOWN TRANSPORTATION STUDY

Haugen reported that as we have been progressing the past year or so with the Downtown Transportation Study we have had several Technical Advisory Committee updates on it. He said that last month staff shared what the Steering Committee Implementation Concept was, with high priority, medium priority and low priority projects, and since then staff has also presented the study report to both City Councils. He added that the Draft Report has been available to the

Technical Advisory Committee members and the Steering Committee members, and we did ask for feedback. He stated that any comments received by the end of Mid-October have been incorporated into the final report that is available for review at www.dtforksmobility.com.

Haugen pointed out that included in the packet is a copy of the presentation that was given to the City Councils, and as you will notice it really highlighted the process that we went through, recognizing the Steering Committee membership. He commented that they focused just on the high priority projects, as identified in the study report itself.

Haugen stated that the next few slides are those high priority projects. He said that some of them address just an issue or item, solely on one side of the river, and some address joint adventures, so we do have a mixture of individual and joint high priority projects being identified. He added that they then provided them with copies of the medium and low priority projects; and with that the report has been out, they received feedback and comments and they have been incorporated into the report, so today we are seeking approval of the Downtown Transportation Study.

Kuharenko said that he had a question on the Adaptive Signal Control project; and this is one thing that was brought up, and unfortunately Ms. Williams isn't here today because she knew more about it, but how valid is this alternative with potential constant interruptions with pedestrians; one of the things she brought up was if pedestrians are constantly interrupting the adaptive signal control, it doesn't have the same kind of data that just a standard interconnected system would have, do you have any information on that. Haugen responded that he does recall that issue being brought up, he thinks at the Steering Committee meeting, and KLJ responded that it still has operability with the pedestrian interruptions, and it fashioned to work in a setting such as DeMers Avenue, where because of the variety of users, it has worked in other setting that have the pedestrian movements incorporated in with the vehicle movements, that signals are operating, so we believe it is a valid alternative to move forward with. He added that, as with all of these, when it does move forward there will be project development and further investigation and research done to further detail and validate what we have at the planning level.

Kuharenko said that he thinks the other question that came up on this was the cost estimate as well; he believes it was $28,000 as a start up for Grand Forks and then a $5,000 annual maintenance cost; how comfortable are we with that cost estimate because he thinks that is a relatively low amount. Haugen responded that the key to that dollar value is not identifying the cost to upgrade and replace the two East Grand Forks traffic signals, that would add $1 million dollars if we included those costs, but those are already programmed, and this would just be adding what we understand to be the last piece, particularly to the East Grand Forks signals. He added that there will be some that are needed on the Grand Forks side, but it is a lesser amount, so, again, we are comfortable with this cost estimate at the planning level considering that we are discounting the already cost of the two traffic signals on the East Side already being programmed and committed to being done, by 2024 or sooner.

Kuharenko said that the other question he had was on the pedestrian bridge. He stated that there was a $2.6 million dollar price tag on that one; where did that cost estimate come from again. Haugen responded that that is KLJ's cost estimate based on bridges that they have been involved

with throughout the upper mid-west, however the more focal cost estimates are resulting from some recent builds in the Fargo-Moorhead area he believes. Kuharenko asked if that included any flood mitigation, hydraulic mitigation. Haugen responded that it did not go into that level of detail; the cost are as-built costs of existing structures elsewhere, so if they required flood mitigation those costs are already in the costs they used, but he couldn't tell you if all of them did, or what level of degree they put their cost estimate together with, whether flood mitigation was X% of this $2.6 million. Kuharenko said, though, that it is incorporated in that $2.6 million. Haugen responded that, again, he would state that the cost is based off of what actual costs they have seen in similar non-motorized structures being built across rivers, with some recent examples from Fargo-Moorhead. He added that he can follow up with KLJ to get additional information on this if it is available. Kuharenko stated that he would appreciate that, and any updates would be, he is assuming, would be incorporated into this as well, or is this the final final. Haugen responded that this would be the final. He said that they would circulate the e-mail to the Technical Advisory Committee as to what response KLJ provides.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL DOWNTOWN TRANSPORTATION STUDY REPORT, PENDING FOLLOW-UP WITH KLJ ON THE PEDESTRIAN BRIDGE COST ESTIMATE, AND VALIDATION OF THE ADAPTIVE SIGNAL CONTROL COST ESTIMATE.

Voting Aye:	***Peterson, Ellis, Brooks, Mason, Zacher, Kuharenko, Bergman, and Riesinger.***
Voting Nay:	***None.***
Abstain:	***None.***
Absent:	***Noehre, Bail, Halford, Emery, Gengler, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.***

MATTER OF NDDOT FTA #5339 CANDIDATE PROJECT

Haugen reported that this agenda item deals with our North Dakota FTA #5339 solicitation that was out. He said that, as the staff report indicates, this was sort of an extra solicitation, as we currently have an open solicitation for another #5339 opportunity on the North Dakota side.

Kouba stated that we solicited for this particular grant back in September, and the NDDOT wanted a deadline of November 20th, so we are just squeaking into that deadline with an approval of this particular project. She said that the project is based off of a grant that the NDDOT specifically wrote for vehicle purchases; a lot of it was focused on the rural properties but it does include the urban properties as well to be able to put in for vehicles.

Kouba commented that Cities Area Transit put in for one vehicle replacement, and it is a replacement for one of their cut-away vehicles she believes. She said that it is a fourteen passenger vehicle.

Kouba reported that this is not following the normal 80/20 cost split; North Dakota set a split of 85/15 instead, so the federal request will be $94,816.65 and the local share would be $16,732.35 for a total project cost of $111,549.00. She stated that this project fits into our TDP by meeting the state of good repair requirement, maintaining our useful life benchmarks, so staff is looking for approval of this priority.

Haugen commented that included in the MPO Staff report was the City of Grand Forks Staff report and the application itself. He asked if Mr. Bergman had anything he wished to add.

Bergman reported that they are getting rid of a high floor 12 passenger vehicle and going with a low floor, New England Wheels vehicle that is a 14 passenger or three wheelchair vehicle compared to the other one which is a 12 passenger or 2 wheelchair vehicle.

MOVED BY BROOKS, SECONDED BY KUHARENKO, APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FTA #5339 GRANT APPLICATION IN THE PRIORITY ORDER GIVEN.

Voting Aye:	***Peterson, Ellis, Brooks, Mason, Zacher, Kuharenko, Bergman, and Riesinger.***
Voting Nay:	***None.***
Abstain:	***None.***
Absent:	***Noehre, Bail, Halford, Emery, Gengler, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.***

MATTER OF ADOPTION OF FHWA PERFORMANCE TARGETS

Haugen reported that we have opportunity to address all three of the main categories; PM1, PM2, and PM3.

Haugen stated that included in the packet are separate staff reports for each of these. He stated that the first one deals with our Annual Safety Target. He referred to a slide presentation (a copy of which is included in the file and available upon request) and went over the information briefly.

Haugen commented that this is looking at what we would be using for our FY2021 Calendar Year Targets. He stated that we have been through this three previous times so this would be our fourth opportunity to create a target. He said that included in the staff report are the recent decisions by both the NDDOT and MnDOT; the targets that they are setting, they are highlighted in the table he is showing on the screen. He pointed out that for the most part you can see that there is, from a safety standpoint, a downward trend. He added that just in our Grand Forks only, we have been adopting a Metropolitan Area Target, and we are recommending we do the same. He said that our data also results in these targets; we are using five years of five year rolling targets or data to create these target recommendations, and so as we have discussed in the past, as MPO staff we are showing decimal points and the Technical Advisory Committee and ultimately the MPO Executive Policy Board have, at times, determined to use whole numbers

rather than decimal points, in particular with the ones that aren't rates per 100 million vehicle miles, so if the Technical Advisory Committee wishes to make a decision to round these up or down it should be included in your motion. He explained that last year we did not do this for the number of traffic fatalities, as you can see in the table, but we did for the number of non-motorized fatalities and/or the number of non-motorized serious injuries.

Haugen stated that with this we also did a comparison of what our 2019 Target was versus the actual 2019 Data, and that is highlighted; and for comparison we are showing what the actuals and targets were for 2018, and again we see some favorable trends; and lastly in the staff report we have provided you with the raw data that comprised how we reached the recommended targets.

Haugen commented that both States have established their targets; the MPO does have up to 180 days to establish its Safety Targets. He said that we feel that, just as last year, there is no need to wait the full 180 days, and this would assist us in actually programing our next T.I.P. projects since we are having to include now in each T.I.P. document how we are progressing towards performance.

a. Safety (MP1) Annual Targets

Haugen stated that MPO staff is recommending that the Technical Advisory Committee forward a recommendation to the MPO Executive Policy Board that they adopt these 5 Safety Targets for FY2021.

Kuharenko commented that he knows that with COVID, and changing traffic patterns that we have kind of seen, he knows that the City has some concerns that with the shifting traffic patterns, there may be some uncertainty as to how these crash records may be seen, so he would almost be inclined to carry over the targets for FY2020 into FY2021, but he doesn't know what other members of the Technical Advisory Committee think of that as well, if anyone else wants to speak to that, or express their thoughts. Haugen responded that it might be pertinent if either State DOT or Federal Highway could provide some context to the COVID. He stated that that was not a topic that came up as the State presented and discussed with they were citing as their Safety Targets, a concern about how COVID might be affecting or impacting their targets.

Pierce said that she could speak to this, but she has a couple of questions as well. She explained that these numbers are based on a 5 year rolling average; so, although COVID may have an impact, she thinks it is the general assumption right now that because it is one fifth of the total calculation, because it is an average, that it would probably even out almost, or not be as major of an impact, but if we were looking at a year to year comparison she thinks that were be a much higher concern, but to her understanding, on the MnDOT side when they look at these numbers, her question to MPO staff is, can you elaborate on why your serious injury rate is so much higher than either State DOT's number, and why you have chosen to set your own instead of aligning with even just North Dakota's numbers.

Haugen responded that the second half of the answer is that we can't just align ourselves with one State's target on Safety Performance; the option only available to us is to wholeheartedly adopt each State's targets without any MPO adjustments or to adopt MPO targets that aren't necessarily reflecting one state or the other.

Haugen referred to a slide and explained that you will see what both Minnesota and North Dakota are showing for their rates of serious injuries; the raw data would be reflective in what is classified as "A" here and we are basing it on an estimated vehicle miles traveled of the MPO Study Area that is generated primarily through our travel demand model, and it has been held static, it has not shown an increase or decrease.

Pierce said that, just to follow up on some of your first part of the response there is you can choose to adopt for each portion of your MPO if you so choose, so if you wanted to adopt for the North Dakota portion the safety targets from North Dakota, some or all of them you could, and you can set your own, and the same for the Minnesota side, if you wanted to adopt some or all you could also do that as well, she was just curious. Haugen responded that the rule has changed on that; when we established the Safety Targets it was one of those unique ones for Bi-States, where it you either adopt each State, for MPOs some of the PM2s and PM3s there is more of that flexibility, and you will see that in our PM2s and PM3s, so he would defer to our Federal Highway Representatives to clarify this.

Pierce stated that she works intimately on the MnDOT side with these ones, as well as when she was working at a Bi-State agency, so it was her full understanding, and that is what occurred at that agency, but she lets you, as the MPO, chose how you want to set your targets, she just wanted to clarify that, but she would be happy, if Ms. Sperry or Ms. Retzlaf disagree with that assessment, she would be happy to learn more about that.

Sperry commented that she would agree with what Ms. Pierce has said, but she can look into this further and get back to you if you would like. Haugen responded that that would be appreciated because since Day 1 that is how the MPO has been approaching, particularly the PM1 Targets, is that it was either adopt the States or adopt your own and you can't have one side different than the other side, and that is how we have been proceeding in processing these, and this would be our fourth time, so this is the first time that it has been called out that we can do it differently.

Kuharenko asked if, because of this confusion, would it be beneficial to table this item until we have more information and clarification. Haugen responded that that would be fine, we have time until our deadline for adoption.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE TABLING APPROVAL OF THE PM1 – SAFETY ANNUAL TARGETS TO THE DECEMBER 9, 2020 TECHNICAL ADVISORY COMMITTEE MEETING FOR FURTHER REQUIREMENT CLARIFICATION.

Voting Aye: Peterson, Ellis, Brooks, Mason, Zacher, Kuharenko, Bergman, and Riesinger.

Voting Nay: ***None.***
Abstain: ***None.***
Absent: ***Noehre, Bail, Halford, Emery, Gengler, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.***

b. Bridge/Pavement Condition (PM2) 2-Year Adjustment
c. Reliability (PM3) 2 Year Adjustment

Haugen reported that PM2 deals with the condition of pavement or bridges. He stated that this one we have, as we understood, had more flexibility as a Bi-State MPO. He said that normally this is a four-year target for MPOs, however the States had to do a look-at after two years to see if they wanted to make adjustments.

Haugen said that these targets are just for our NHS facilities, or National Highway System Network facilities; included in the staff report we recently participated in and provided feedback to both Minnesota and North Dakota on potential adjustments that they are doing, and this table sums up the adjustments that are being done.

Haugen referred to a table and pointed out that on the Minnesota side there is one adjustment for for the PM2 measure and none on the North Dakota side; and there is one adjustment for both States for the PM3 measure.

Haugen reported that the PM3 adjustment for Minnesota it was the percent of reliable person miles on the non-interstate NHS and for North Dakota it was their truck travel time reliability.

Haugen stated that based on that the MPO, as you can see in the Resolution, for the percent of bridges in good condition and poor condition we did adopt each States target; with this Resolution we would be acknowledging Minnesota adjusting theirs to 30% of bridge condition being rated good, otherwise, because there is no Interstate on the Minnesota side, we are adopting, as the MPO target, the North Dakota actual target, but for the other categories we are identifying both States targets as the MPOs.

Haugen referred to a table and pointed out that when it comes to the PM3, the reliability, again we are using the North Dakota one as the MPO target for Interstate, for the same reason; and for the Non-Interstate we were using just North Dakota, but it came back up to this, this is the table line that this target is set at. He said that, as we indicated the North Dakota was higher than what we were providing as a result of our results; now Minnesota has gone to even a higher mark than North Dakota and in the Resolution we are then just identifying, if the Technical Advisory Committee and the MPO Executive Policy Board decide to adopt each States for reliability on non-interstate, and then for truck travel time for reliability we adopted an MPO target of 1.5, and Minnesota had that originally, North Dakota is now adjusting theirs to 1.5, so we would not have to do any adjustment if we want; the one thing we could do is to remove it as being an MPO target, per se, and just use each States as the line instead of 1.5 if that is how this wants to go.

Kuharenko referred to Resolution for Bridge Condition and pointed out that it shows that Minnesota is adjusting it to 35 but he thinks in the Resolution you are only showing it as 30. Haugen responded that he would make that change. Kuharenko asked if it would be suitable to just call that "States", would that clear that language up. Haugen responded that in the end it would but he just wanted to make sure that everybody remembered what was actually being done, that we were adjusting on the Minnesota side to reflect their adjustment, so this should be changed to 35%.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE ADOPTION OF THE RESOLUTIONS FOR THE PM2 – BRIDGE/PAVEMENT AND PM 3 – TRAVEL RELIABILITY TARGETS SUBJECT TO CHANGING THE PERCENTAGE OF NHS BRIDGES IN GOOD CONDITION TO 35% AND THE TRUCK TRAVEL RELIABILITY TO MATCH BOTH STATES.

Voting Aye:	***Peterson, Ellis, Brooks, Mason, Zacher, Kuharenko, Bergman, and Riesinger.***
Voting Nay:	***None.***
Abstain:	***None.***
Absent:	***Noehre, Bail, Halford, Emery, Gengler, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.***

MATTER OF FUTURE BRIDGE TRAFFIC IMPACT STUDY

Haugen commented that, as you know, the MPO Executive Policy Board, in our Work Program, has been identifying that we will engage in a Future Bridge Traffic Impact Study; part of that was on hold while the Hydraulic Analysis was being processed and presented to both City Councils. He stated that that was done in August, and since then the MPO Executive Policy Board has discussed this item a couple of times; most recently at their October meeting, and the Chair of the Board had requested prior to that meeting to have a Staff Report bring this item back, and during the discussion at the meeting they asked that the Technical Advisory Committee provide them with some recommendations on two key questions, so the Staff Report included the information that was presented at the October board meeting, and also provided ways to get more information, if you desired, on the Hydraulic Study.

Haugen stated that the two questions that came up were: 1) Should a third corridor be included in the RFP for the Future Bridge Traffic Impact, with that third corridor being the 17th Avenue Corridor; and 2) How the public participation should be scoped.

Haugen said that as far as the Hydraulic Analysis, he isn't aware if the Technical Advisory Committee itself had been briefed, but during the analysis the big takeaway is that they looked at three locations: 1) Elks Drive, 2) 32nd Avenue, and 3) 47th Avenue; and it was determined that it is possible to build a bridge at all of those locations, but it also looked at three different bridge heights; 1) low – meaning that it would be floodable more frequently than the other two heights,

2) a height more in line with perhaps the Kennedy Bridge flood frequency, and 3) top of dike to top of dike.

Haugen stated that during the Hydraulic Analysis there was contemplation of a different alignment of how 32nd Avenue could enter into Minnesota, or exit Minnesota. He referred to a graphic and explained that it shows what has been historically in the planning documents of this northeast to southwest alignment.

Haugen commented that during the discussion of the results of the flood mitigation impact that 47th would have, because most of the property, particularly on the Minnesota side that would be impacted, is outside the flood protection system, it creates all sorts of additional items that would have to be worked out, there seems to be a general agreement that 47th Avenue would be dropped from further consideration; and those same issues are prevalent with the south alignment of 32nd, so the RFP draft that was presented would utilize this northerly route. He explained that the main difference on the Minnesota side would be whether it aligns with what would be a four legged intersection or a three legged intersection with initial results; there is still some discussion taking place about whether the landing or the three legged intersection would be as shown in these conceptual drawings or shifted to be on top of the dike alignment, but that is something that further project development would detail out. He added that being a three legged intersection at one location versus the other location wouldn't change the traffic geometrics of the intersection or operations too much.

Haugen stated, again, the question is should 17th Avenue Corridor be added into the mix. He said that the Hydraulic Study did not look at 17th Avenue, but again the Hydraulic Study found that all three of the locations that were studied seemed to have a possible chance of being construction, the major difference being mitigation costs, and at what level, so should 17th be added; from and MPO staff perspective we looked at the benefits from our Metropolitan Transportation Plan for each of these bridge locations, and the table shown comes from the Hydraulic Study, with and updated and more detailed cost estimate that includes mitigation costs. He pointed out that he highlighted in yellow just what our estimated benefit would be of those river crossings, and then he notes at the bottom that we are finding out that the bridge costs are generally higher than they were in the Metropolitan Transportation Plan, but the benefits won't change dramatically because they are looking at primarily transportation, they aren't looking at the mitigation items.

Haugen commented that with 17th Avenue already having a higher bridge cost, it is unlikely that a benefit cost ratio of 1 or better would be achieved. He pointed out that, as you can see, with 32nd Avenue the benefit is still higher than the cost for all three bridge heights; for Elks Drive the benefit is within reason of a total cost of two of the bridge heights, and therefore through further project development and refinement it is possible that a benefit cost ratio of 1 or higher could be achieved. He said that the first question, from an MPO Staff's perspective, is that there seemed to be little value of furthering a corridor that had not a very stout benefit cost likelihood of being developed on it.

Haugen stated that the Draft RFP Scope Of Work, you should have seen this and be familiar with it because it is our basic scope of work that we have used in our more recent corridor studies that we have processed and have finalized and approved. He said that the only exception would be that we have altered and provided nothing for the public involvement process.

Haugen said that included in the packet was just a brief item that we have available to help people understand our public involvement process, and typically we would engage in a steering committee of the corridor, and as you have perhaps seen in recent corridor studies, that is the method that we have been using; on this study there are several corridors in play so we are seeking additional input and guidance on how to frame a public engagement process; and also with COVID-19, in-person limitations on a study like this requires we seeking some insight on that issue as well.

Haugen reiterated that those are the two basic questions that the MPO Executive Policy Board is requesting the Technical Advisory Committee provide feedback to them on, concerning this Future Bridge Impact Study.

Kuharenko commented that in regard to the public input; this is a topic that he knows that some neighborhoods have been more vocal about than others. He said that they also heard from politicians or policy makers that public input is going to be a very big deal on this particular study, so with that in mind his thought on how to make a robust public input process for this would probably consist of sending out postcard mailers with invitations to a Zoom meeting link, or whatever the mechanism being used would be for these public input meetings, or ways on how people can weigh in. He stated that the costs associated with this will obviously be higher than past studies, but he definitely thinks that postcard mailers would be a good way to get the information out to the public and he would say that at least on the Grand Forks side he would include properties between Washington Street to the Red River. He added that he doesn't know where a good point or section would be for East Grand Forks, but he thinks for the Grand Forks side from Washington to the River would be a good place to start to send out those postcard mailers. Haugen asked if there was any idea on a north/south perimeter. Kuharenko responded that he isn't 100% sure on, just because he isn't as familiar with this Hydraulic Study, and the traffic impacts, so he doesn't know what a good north/south boundary would be; maybe from DeMers to 62nd, if you want to be as inclusive as possible.

Haugen asked if anyone from Grand Forks knows if there is a way to piggy-back on utility invoices anymore. Kuharenko responded that that would be a question for Finance, but the question would be how many people even look at their utility billings, he would think an independent mailer would be better.

Mason commented that as far as the RFP you are preparing goes out, he is guessing you are going to get a lot of consultants that come up with different ideas and different platforms that they are utilizing for on-line engagement; different survey tools, active websites, those types of things, some will be more interesting or useful than others, but he thinks that can be an area, maybe a little bit of gray area, but encouraging consultants to explain their public outreach process during COVID times. Haugen responded that we usually, in our RFP, provide them with

at least a minimum parameter identifying whether source or form a steering committee, or what type of process structure that they would be working through; how many meetings, minimum, and whether we are going to do a mailing as Mr. Kuharenko described, which would be different than simply utilizing our normal public notices, social media websites, etc. He stated that, hopefully, just as Mr. Kuharenko struggled with trying to identify the project limits for the mailing, that is appreciable to how the MPO staff was looking at how to fashion some public engagement.

Haugen asked if there were any thoughts on the Minnesota side, if there were a mailing to go out, would it entail the whole Point properties, or just those properties west of 14th. Ellis responded that she would go with the whole Point.

Kuharenko commented that as he thinks about this he thinks the north and south limits would probably be DeMers and 62nd, and then everything east of Washington within that area, that would be as inclusive as possible.

Haugen asked, just out of curiosity, particularly at the State level, with the virtual opportunity of having that many participants is there a limitation, there must be some sort of limitation of capability on-line. Zacher responded that it all depends on what platform they are on; he has one consultant that has an outside entity for a public hearing up in Williston, and it didn't sound like it would have much of an issue with anything, as far as people in attendance. He said that again, if you are going to hold it as a Zoom meeting like this, he doesn't think you are limited, but at the same time you can't really silence everyone and talk through stuff, you wouldn't be able to stop them from taking over your meeting; so that is one thing they would have to look into. Kuharenko commented that, to Mr. Zacher's point, he knows that they have had similar discussions and there is a way that you can do it in Zoom, you can use the webinar aspect, and that allows you to silence the participants so you don't have issues in that regard. He said that they have had one public input meeting so far, where they essentially just had people raise their hand and then they could unmute their mike, but unfortunately he doesn't know what the limitations are on Zoon, or what other issues you may have. Zacher stated that what he noticed is that it all depends upon, each platform has their own levels or tiers, if you will, so the cost may be different; where one might cost $100 and some other might be free, but he knows that the talking version that they were using in Williston, is something like $4,800.00, but that is to allow them to have the outside source as the IT people to make sure that nothing from and IT standpoint is holding them up, it is something on their end to do all that leg work. He said that, again, it all depends on how many people are expected; just by looking at this map it looks pretty densely populated east of Washington, so there could be quite a few, but at the same time, what they have also done is to have a pre-recorded meeting available on line where they have the consultant give the presentation, record it, and then post it on-line on their events calendar, and people can watch it and then post comments for 15 days, which they have to do via e-mail, which isn't the end of the world, especially for an input meeting. Haugen commented that that is very similar to the last public input done for the Downtown Transportation Study.

Kuharenko commented that with the interest we have seen on the bridge, he could see at that public meeting if you have one person speaking at a time you could get a very long meeting, so

he does like the concept of possibly a pre-recorded meeting and then they can e-mail comments over that 15 day period or whatever length of period is determined, but he does still like the idea of sending out a mailer so that people get the website they can go to and they get notified individually as to where that is because one thing we don't want to have happen with this is to have people come in and say they didn't know about it, and they didn't have a chance to make comments and give their input. Zacher said that he agrees. He added that one other thing they are looking at on a corridor study up in Minot is, and he doesn't know all the specifics on it yet, but they have billboard space, for the digital billboards, and so they are looking at putting the website on there with some information. He said that he knows that in Williston he did use the DMS signs, they had to jump through some hoops for that, but digital billboards are an option that you may want to look at, just to get the location out there where people can go to look at the information and pre-recorded meeting. Haugen responded that we did use those DMS for their 32nd Avenue timing update a few years back. Zacher said that the thing with the DMS signs though is you have to be careful because they do have a policy or process in place on them so if they are the trailer mounted ones you can't put the website on it, but he was thinking about those big colorful ones that seem like they are in the middle of nowhere, but light up the night sky, if there are some of those around Grand Forks/East Grand Forks, maybe those can be used, but the DMS we have to be pretty careful because we only have eight characters that we can use, and we also don't necessarily want to just start using those for broadcasting and putting websites on, etc.

Haugen asked if anyone had any input on the Steering Committee membership, or do we use existing committees that already exist in both communities and the MPO. Zacher asked what the MPO's thought is on this, is it you thought that we just use whoever was on those previous bridge studies. Haugen responded that the previous bridge studies were always in connection with the Metropolitan Transportation Plans. He added that it is primarily just on the specific corridor that we would focus down to have representatives from that specific corridor; in this case we have potentially 6 to 8 corridors that are going to be impacted one way or another. Kuharenko commented that he thinks it would probably be beneficial on a Steering Committee to have both people who are technical as well as policy makers just because this is such a political issue.

Peterson said that he would suggest maybe sending this question out to get some background information from Les Noehre on this, just so if he has some bullet points he wanted him to share as far as what the District feels in regard to this topic, with it being political it might be useful to see where the District stands on this topic a little bit.

Haugen asked, again, what the Technical Advisory Committee's thoughts are on including 17th Avenue; you reviewed the RFP, it is identifying 32nd and Elks, and the do-not build as alternatives to pursue, are there any thoughts on adding 17th even though 17th does not have any hydraulic work done on it. Zacher asked if 17th were added would that mean that we have to go back and redo everything that has been done already to bring it up to par with 32nd and Elks. Haugen responded that that is a great question. He explained that the reason the Hydraulic Study was done was because at that time there were questions as to whether or not we can even add a bridge at any of these locations; the way the study came back was that there is no location precluded from having a potential bridge across it, so that would make one reasonably assume

that 17th would have a similar result, so do we need to have it brought up and have it added to the Hydraulic Study already done to come up with a similar conclusion that it is probable that it could be there. He said that the Hydraulic Study would provide a more up to date cost estimate, that is the one thing that it did, it introduced the mitigation costs to the other locations, so that would be the value of perhaps having the hydraulics studied, whether that needs to be done in order to get to the mitigation cost.

Zacher said, again, and maybe he is thinking too much on the project, or on the NEPA standpoint, which he shouldn't be doing, but he doesn't know how you can have apples to apples comparison if it isn't on par; like you said it is already giving the mitigation costs, so, not being familiar with this area it seems like this is a different area so the cost is going to be different, he doesn't know how much extra excavation there would be, would there be as much or less, but he knows that they weren't able to do a large portion of these studies on the hydraulic side due to the engineering nature of them, but again, to him it seems like it is setting us back, but, again, not familiar with the project or the process and what has been done to get to this point, he is just wondering. Haugen responded that if you will recall, in the staff report, the MPO staff is at least suggesting that the 17th Avenue Corridor should not be added, and our primary rationale was just that it is likely that the cost would be higher than what is in the MTP and the benefit, based on the way we are calculating benefits, it isn't likely we would be at a BC of 1 or more. He added that, perhaps we would fall back to there was a reason why the Hydraulic Study excluded 17th, it seemed to be not a sight that had a lot of favor to it, and so it was deliberately excluded as part of the Hydraulic Study sights.

Haugen asked if there was anyone that wished to talk about why 17th should be included. There was no one present that wished to do so.

Kuharenko asked, just as a point of clarification, 17th Avenue was brought up by the MPO Executive Policy Board, is that correct. Haugen responded that 17th Avenue got brought up by a specific Councilmember on the Grand Forks side during the presentations, and so it was voiced by one out of 14 City Council members from both sides, and two Mayors, so one out of 16 members.

Discussion only.

OTHER BUSINESS

a. 2020 Annual Work Program Project Update

Haugen reported that this is our monthly progress report. He said that the only things we haven't discussed in any detail would be the Land Use Plans.

Haugen stated that the Grand Forks Land Use Plan RFP is out, and we are soliciting and it is due at the end of November. He said that he knows there are several interested firms that state they will be submitting, so we should have some choice then, hopefully.

Ellis reported that for the East Grand Forks Land Use Plan they are just moving forward on the wikimapping and the current state of the city, so just kind of putting a lot of information together.

Information only.

b. NDDOT Statewide Long Range Transportation Plan

Haugen reported that included in the packet was an update on the North Dakota Statewide Long Range Transportation Plan. He said that they are in the middle of the survey that they highlighted last month, particularly on the financial side of things, so because there is still an ongoing survey we felt that just providing you with the power point they would have done if they were formally presenting, it would give you an idea of where the progress is at; some of the early indications of what is being said, and again this is just early indications, they aren't by any means finalized.

Haugen said, if you haven't already done so, please go to the Transportation Connections website at: http://www/transportationconnection.org, and participate.

Information only.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE NOVEMBER 12TH, TECHNICAL ADVISORY COMMITTEE MEETING AT 2:46 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Update on MnDOT Statewide Long Range Transportation Plan.

Matter of the Update for MnDOT Statewide Long Range Transportation Plan.

Background: The MPO staff has previously informed its MPO members of the MnDOT's updating its statewide transportation plan – titled the Statewide Multi-modal Transportation Plan (SMTP). MnDOT staff will be presenting before the MPO TAC and Board.

From MnDOT:

> MnDOT is updating the Statewide Multimodal Transportation Plan, which provides policy guidance for all modes of travel and for all transportation partners. Public engagement is key to ensuring the final plan reflects Minnesotans' transportation priorities. MDOT expects to adopt the final plan in early 2022.
>
> The SMTP combines with the Minnesota GO vision to provide policy direction to transportation partners and MnDOT's other plans. The Minnesota GO vision outlines what Minnesotans desire from the state's transportation system and identifies guiding principles for MnDOT to achieve. The SMTP shares objectives, performance measures and strategies for transportation decisions over the next two decades.

MnDOT shall coordinate its planning with the MPO's transportation planning activities.

There are many similarities to the MPO planning process. There are two major differences that need to be pointed out. First, the Forks MPO must coordinate with two statewide long range transportation plan to craft a Metropolitan Transportation Plan. The results of these two state efforts requires the Forks MPO to meld together the similarities and differences between these two efforts. Some things the MPO addresses may not be incorporated at the same level within the MnDOT plan.

Second, the MPO has very specific fiscal planning and fiscal constraints on its plan. MnDOT is also required to have this same from State Law. However, MnDOT provides the fiscal constraint for road projects in its Minnesota Statewide Highway Investment Plan (MnSHIP) and typically does not be project specific beyond a 10 year period. Instead, MnDOT produces an annual CHIP document that serves in some similar fashion as a TIP except it covers 10 years instead of 4 four. The MnDOT plan will include discussion of future revenues, alternative funding sources, and potential future funding needs to meet customer expectations.

Further information can be found at: http://www.minnesotago.org

NDDOT has also been engaging us with its statewide long range transportation plan. Their effort has started sooner and is close to being done.

At some point, the MPO staff has indicated to both states that it would be ideal if both state efforts

could be discussed at the same TAC and Board meetings.

ANALYSIS AND FINDINGS OF FACT:

- The MPO and MnDOT must cooperatively work together in finalizing their respective transportation plans.
- A website specific to the MnDOT Statewide Transportation Plan update has been created.

SUPPORT MATERIALS:

- MnDOT Presentation

MINNESOTA GO

2022 STATEWIDE MULTIMODAL TRANSPORTATION PLAN UPDATE

WHAT IS THE SMTP?

The Minnesota Department of Transportation is updating the Statewide Multimodal Transportation Plan. When complete, the SMTP will lay out the state's transportation objectives and strategies for the next 20 years. The SMTP combines with the Minnesota GO vision to provide policy direction to transportation partners and MnDOT's other plans.

The Minnesota GO vision outlines what Minnesotans desire from the state's transportation system and identifies guiding principles for MnDOT to achieve. The SMTP sets objectives, performance measures and strategies for transportation decisions over the next two decades.

PART OF A SET

The 2022 SMTP will be the third of a trio of plans completed under the Minnesota GO vision. The update will provide MnDOT with deep understanding of key topics and trends shaping transportation in the state. Context from the updated SMTP will set the stage for a refresh of the Minnesota GO vision after the SMTP is adopted. Minnesota GO is an ongoing planning effort and MnDOT periodically revisits the vision to reflect Minnesotans' priorities for transportation.

Visit **www.minnesotago.org** to learn more.

WHAT IS OUR VISION?

In 2011, MnDOT launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment. Thousands of Minnesotans weighed in to craft the vision:

A TRANSPORTATION VISION FOR GENERATIONS

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

Read full vision at www.minnesotago.org

WHAT ARE OUR OBJECTIVES?

Minnesota is facing many changes. These shifts—in demographics, technology, environment, economy and travel behavior —will affect how people and goods move throughout the state. The SMTP is how we proactively plan to address these changes so we can achieve our vision.

The SMTP provides direction related to:

- **Open decision making**
- **Transportation safety**
- **Critical connections**
- **System stewardship**
- **Healthy communities**

WHO IS THIS FOR?

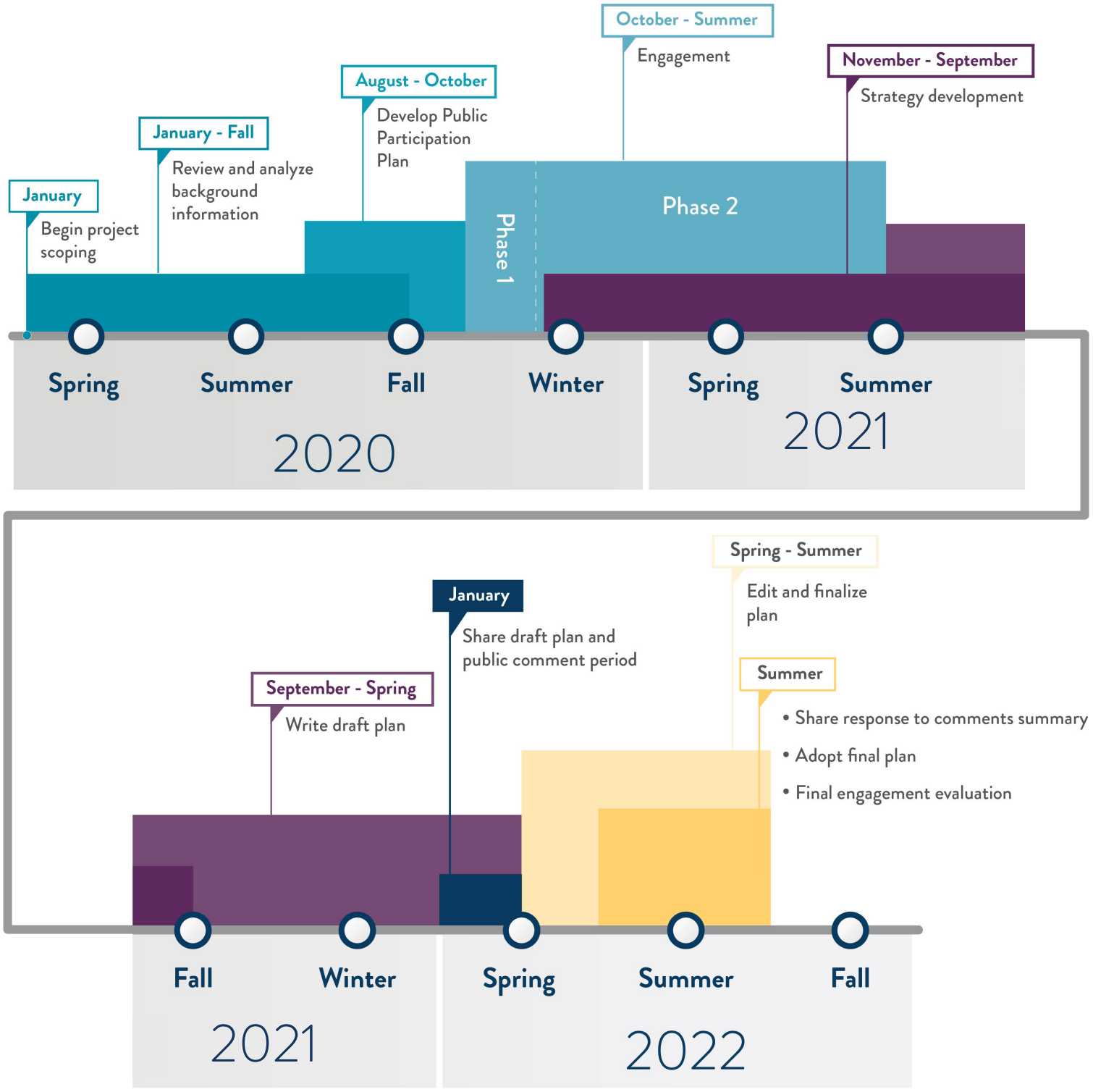
The SMTP is for all Minnesotans, but different groups will likely use it in different ways.

THE PUBLIC The public is a key audience and the ultimate beneficiary of the outcomes of the SMTP. Minnesotans will be involved throughout the plan update process to make sure the updated SMTP reflects their priorities for transportation.

STAKEHOLDERS A stakeholder is a person, group or organization with a specific interest in a project, but not necessarily in a decision-making role. This includes community and special interest groups. These groups will be involved throughout the process to make sure their interests are reflected in the updated plan.

PARTNERS Minnesota has a range of partners working on transportation. Like MnDOT, there are agencies and organizations that play a key role in advancing transportation in Minnesota. MnDOT will include partners in the plan update process to make sure the SMTP coordinates with other plans and all partners know their role in implementing the updated SMTP direction.

WHAT IS THE SCHEDULE?



WHO SHOULD I CONNECT WITH?

We encourage you to get involved. Visit **www.minnesotago.org** to learn more and find opportunities to provide input.

CONNECT WITH THE PROJECT TEAM:

HALLY TURNER
Project Manager
Hally.Turner@state.mn.us
651-366-3901

DEPARTMENT OF TRANSPORTATION

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Approval of proposed Safety Targets for CY 2021

Matter of the Approval of Proposed Safety Targets for CY 2021.

Background: At the November TAC meeting, there was discussion about target setting. Particularly what options are available for bi-state MPOs such as the Grand Forks – East Grand Forks MPO.

The question was what, if any, are the differences between the PM1 option versus the PM2/3 options. The legislation and corresponding guidance didn't provide straight forward answers.

The answer came from FHWA-HQ to clarify the nuances. There is a difference between PM1 versus PM2/3. In essence, there are more option available to a bi-state MPO under the PM2/3 target setting options.

MnDOT prepared the attached table showing the options that exist for each target. The MPO prepared the attached powerpoint to provide the same information in a different format. This should provide the information in formats that different learner types can understand easily depending upon their learning styles.

The November staff report is attached and is not changed from the staff recommendations. MPO staff still recommend adopting a target that is MPO specific for each of the Safety Targets. This is consistent with what we have done the previous three times we adopted our safety targets,

Findings and Analysis:

- There is a difference for bi-state MPOs on the options available when adopting performance targets.
- The PM1 (Safety) Target options are different than the option available for PM2/3 (Condition/Reliability).
- For PM1, for each target it is either adopt the state's for each state or one MPO wide target.

SUPPORT MATERIALS:

- **November Staff Report on Safety Targets**
- **MnDOT Table on Target Setting Options**
- **MPO Powerpoint on Target Setting Options**

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

November 12, 2020

MPO Executive Board:

November 18, 2020

RECOMMENDED ACTION: Approval of proposed Safety Targets for CY 2021

Matter of the Approval of Proposed Safety Targets for CY 2021.

Background: This report submits for your consideration and approval the following items:

I. Proposed MPO's Safety Targets for CY 2020

II. Presents a comparison between targets set for CY 2018 and the actual attained results

Performance Measures and Performance Target regulations and requirements emanate from the enacted FAST (*Fixing America Surface Transportation*) (2015) Act. *FAST* encourages a performance-driven and outcome-based transportation planning process. MPOs are required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to adopt targets for defined performance measures.

MPOs establish Performance Targets for the following measures:

(**1**) Safety
(**2**) Transit asset management
(**3**) System performance
(**4**) Bridge condition and
(**5**) Pavement condition
(6) Transit Safety

The specific targets being presented in this staff report are the Safety Targets. Current rules require MPOs to either: **a)** adopt the State targets for all five measures; or **b)** choose an MPO target for all five measures. Bi-state MPOs must adopt either both State targets or an MPO specific targets.

The Federal Highway Administration (FHWA) suggests that a methodology that could be used to set targets is a trend line analysis of using a number of sets of 5 year rolling averages. The FHWA example indicated a reasonable number of sets as being 5.[1]

The examination of the Safety Measures discussed on this report is based on crash data provided by MN DOT and NDDOT. In addition, the following elements are considered during the analysis:

- Serious Injury Analysis (*A: Incapacitating Injury, MN; Coded A: Incapacitating Injury, ND*)
- Calculation of the 5-Years Rolling Average
- Vehicle Miles Traveled (VMT) (*327 000 000*)

ANALYSIS AND FINDINGS OF FACT:

I. Proposed MPO's Safety Targets for CY 2021

Safety Targets for CY 2020 are proposed by MPO staff by using the FHWY suggested 5 sets of 5-Years Rolling Average Methodology.

The attached resolution reflects the proposed Safety Targets for 2021. The table below reflects the history of the Safety Targets and includes the targets set by both states.

[1] Alicandri, Elizabeth (2017) Memorandum: Information: State Safety Target. Federal Highway Administration

SAFET+I8+E2:T8	DOT's STATE TARGETS								
	Minnesota, 2018	Minnesota, 2019	Minnesota, 2020	Minnesota, 2021		North Dakota, 2018	North Dakota, 2019	North Dakota, 2020	North Dakota, 2021
1. Number of Traffic Fatalities	375.0	372.2	375.4	352.4		138	127	108.3	102
2. Number of Fatalities (Per 100 M VMT)	0.62 MVMT	0.622 MVMT	0.626 MVMT	0.582 MVMT		1.34 MVMT	1.27 M VMT	1.106 MVMT	1.103 MVMT
3. Nummber of Crash Related Serious Injuries	1,935	1,711	1.714.2	1.579.8		516	486.2	413.9	382.1
4. Number of Serious Injuries(Per 100 M VMT)	3.19	2.854	2.854	2.606		5.09	4.848	4.23	4.046
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	348	267.5	317	281.2		34	34.6	33.4	30.4

	Grand Forks- East Grand Forks MPO's Targets			
MPO Planning Area, 2018	MPO Planning Area, 2019	MPO Planning Area, 2020	PROPOSED Y2021 TARGET	TREND
3 or Fewer	3 or Fewer	1.8 or Fewer	1.76 or Fewer	Decline
0.673 MVMT	0.599 MVMT	0.574	0.538	Decline
18 or Fewer	15 or Fewer	16.56 or Fewer	15.32	Decline
5.933 MVMT or Lower	5.296 MVMT or Lower	5.0642	4.685	Decline
3 or Fewer	4 or Fewer	3 or Fewer	2.96 or Fewer	Decline

A comparison between targets set for CY 2019 and the Actual attained results

Safety Targets for CY 2018 were set during the update of the 2045 Metropolitan Transportation Plan adopted in 2018. The method used 5-years rolling average data for 2007-2011 to 2011-2015 to support the target setting calculations. The analysis results provided stakeholders with 5 sets of full 5 year rolling averages.

The Table below shows the results of the 5 year rolling average for 2015-2019 with the CY 2019 Targets adopted. It also includes the previous year's data. The evaluation of performance is only to review the most current 5 year rolling average to the target.

SAFETY PERFORMANCE MEASURES	MPO Targets, 2018	MPO Actuals, 2018	MPO Targets, 2019	MPO Actuals, 2019
1. Number of Traffic Fatalities	3 or Fewer	1.8	3 or Fewer	2
2. Number of Fatalities (Per 100 M VMT)	0.673	0.55	0.599 MVMT	0.611
3. Nummber of Crash Related Serious Injuries	18 or Fewer	13	15 or Fewer	12.8
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	3.976	5.296 MVMT or Lower	3.91
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	2	4 or Fewer	2.6

SUPPORT MATERIALS:

GRAND FORKS-EAST GRAND FORKS MPO
SAFETY PERFORMANCE MANAGEMENT (SAFETY PM-1) 2015-2019

North Dakota + Minnesota

All Crashes			Non-Motorized		
Year	Fatal (K)	Incapacitating Injury (A)	Year	Fatal (K)	Incapacitating Injury (A)
2007	2	20	2007	0	2
2008	3	13	2008	0	3
2009	1	8	2009	0	1
2010	4	18	2010	0	3
2011	1	16	2011	0	5
2012	2	24	2012	0	0
2013	3	18	2013	0	4
2014	3	19	2014	0	5
2015	0	20	2015	0	2
2016	0	3	2016	0	2
2017	2	13	2017	0	4
2018	4	10	2018	1	1
2019	4	18	2019	2	1

5-Year Averages (All Crashes)

Year	Fatal	A
2007-2011	2.2	15.00
2008-2012	2.2	15.80
2009-2013	2.2	16.80
2010-2014	2.6	19.00
2011-2015	1.8	19.40
2012-2016	1.6	16.80
2013-2017	1.6	14.60
2014-2018	1.8	13.00
2015-2019	2.0	12.80

5-Year Averages (Non-Motorized Fatalities & Serious Injuries)

Year	Fatal + A
2007-2011	2.8000
2008-2012	2.4000
2009-2013	2.6000
2010-2014	3.4000
2011-2015	3.2000
2012-2016	2.6000
2013-2017	3.4000
2014-2018	3.0000
2015-2019	2.6000

Crash Rates per 100 Million Vehicle Miles Traveled (MVMT)

Year	Fatal	A
2007-2011	0.67278	4.58716
2008-2012	0.67278	4.83180
2009-2013	0.67278	5.13761
2010-2014	0.79511	5.81040
2011-2015	0.55046	5.93272
2012-2016	0.48930	5.13761
2013-2017	0.48930	4.46483
2014-2018	0.55046	3.97554
2015-2019	0.61162	3.91437

Note: VMT for 2015 used in calculation for all year ranges

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

RESOLUTION
OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the HSIP performance measures; and

Whereas, the MPO established its HSIP targets through a cooperative process with MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area for 2021.

SAFETY

Performance Measure	**Target**
Number of Fatalities	1.76 or fewer (decline in trend)
Rate of Fatalities	0.538 per VMT (decline in trend)
Number of Serious Injuries	15.32 or fewer (decline in trend)
Rate of Serious Injuries	4.685 per VMT (decline in trend)
Number of Nonmotorized Fatalities and Serious Injuries.	2.96 or fewer (decline in trend)

and

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's and NDDOT's calendar year 2021 HSIP targets.

_____ _____.

Chair Date Executive Director Date

MPO - PERFORMANCE MEASURE TARGET SETTING CHOICES

Performance Measure Target	State A Target	State B Target	MPO Specific Target*	MPO Choice in State A	MPO Choice in State B	Bi-State MPO Choices
PM 1 - Safety						
Fatalities	X	Y	Z	X or Z	Y or Z	X and Y, or Z
Rate of Fatalities / 100million VMT	X	Y	Z	X or Z	Y or Z	X and Y, or Z
Serious Injuries	X	Y	Z	X or Z	Y or Z	X and Y, or Z
Rate of Serious Injuries / 100million VMT	X	Y	Z	X or Z	Y or Z	X and Y, or Z
Non-Motorized Fatalities and Non-Motorized Serious Injuries	X	Y	Z	X or Z	Y or Z	X and Y, or Z
PM 2 – Bridge and Roadway Condition						
% of pavements of the Interstate Systems in good condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
% of pavements of the Interstate Systems in poor condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
% of non-Interstate NHS pavements in good condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state,

*MPO specific target would be for the entire Metropolitan Planning Area. For bi-state MPOs this would cover portions of the MPO in both states.

Last updated: 11/17/2020

MPO - PERFORMANCE MEASURE TARGET SETTING CHOICES

						or Z for the whole area
% of non-Interstate NHS pavements in poor condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
% of NHS bridges classified as in good condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
% of NHS bridges classified as in poor condition	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
PM3 – System Reliability						
% of person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability)	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
% of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability)	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state, or Z for the whole area
Truck Travel Time Reliability Index (Freight Reliability)	X	Y	Z	X or Z	Y or Z	X and Y, X and Z for state B, Z for State A and Y, Z for each state,

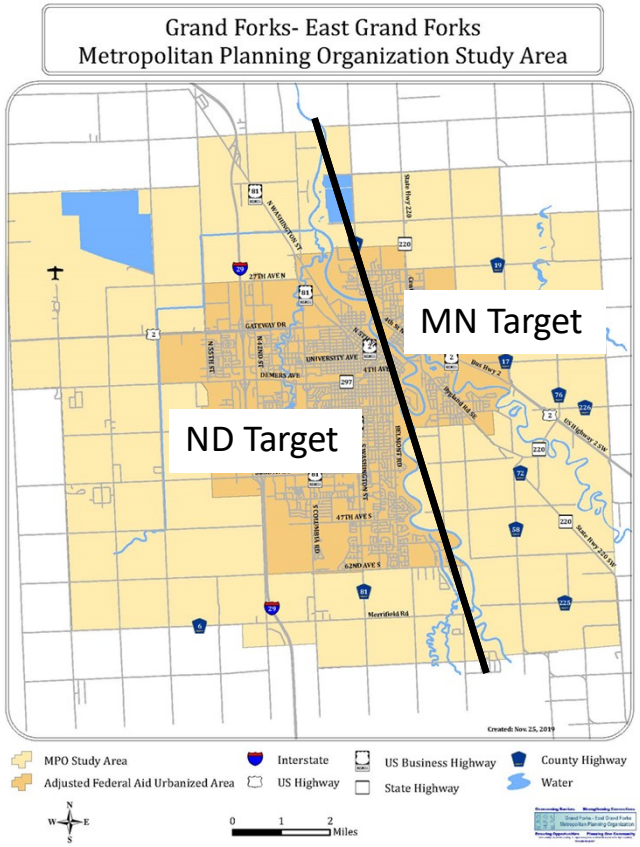
*MPO specific target would be for the entire Metropolitan Planning Area. For bi-state MPOs this would cover portions of the MPO in both states.

Question

Example Target Setting for Bi-State MPO Option A

Option A: Adopt each State Target for their respective area of the MPO in each State

notice line depicting general area of difference

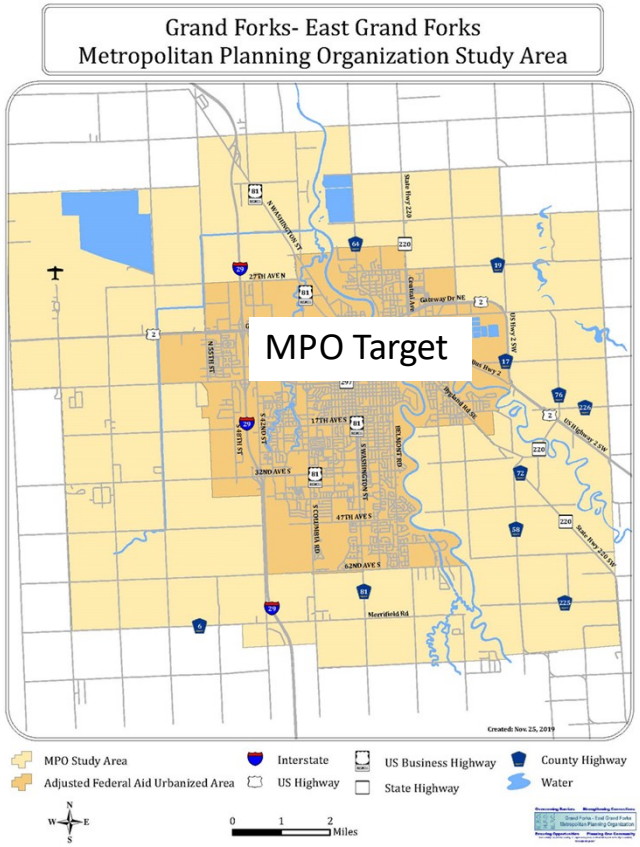


Question

Example Target Setting for Bi-State MPO Option B

Option B: Adopt MPO Specific Target for entire MPO Study Area

notice no line depicting any difference

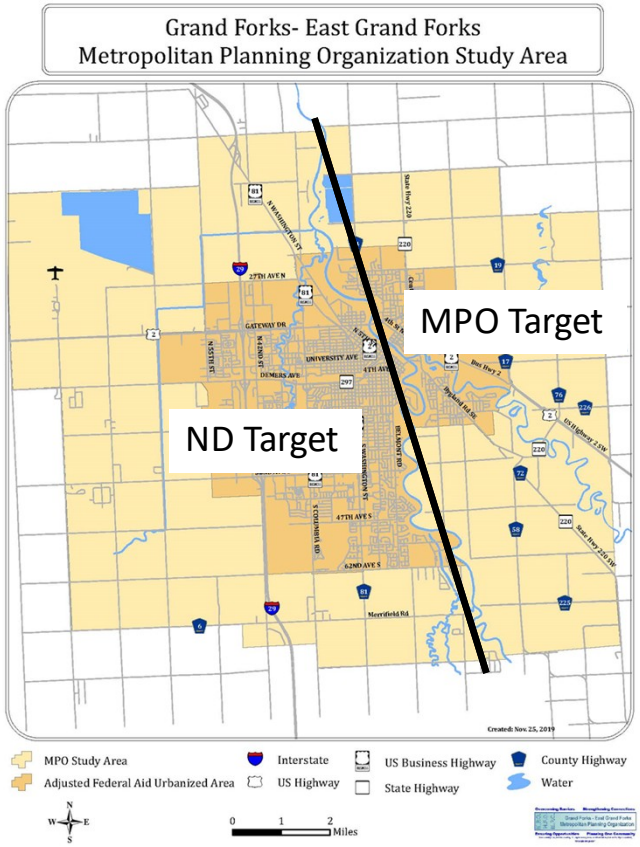


Question

Example Target Setting for Bi-State MPO Option C

Option C: Adopt one State Target for
thee respective area of the MPO of that State
and a MPO Specific Target for the remaining
MPO Study Area

notice line depicting general area of
difference



Major question: Does this option exist for all
3 of the Performance Measures?
i.e. PM 1, PM2 and PM#3

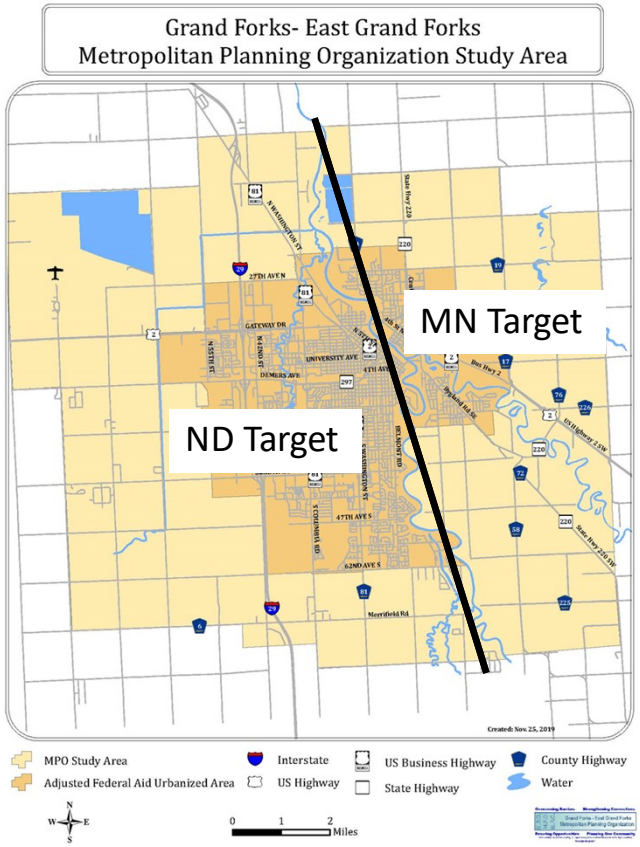
Or is PM1 not allowing this option?

Answer

Example Target Setting for Bi-State MPO Option A

Option A: Adopt each State Target for their respective area of the MPO in each State

notice line depicting general area of difference



PM1 only allows, once the decision is to use one state target, you must use the other state's target.

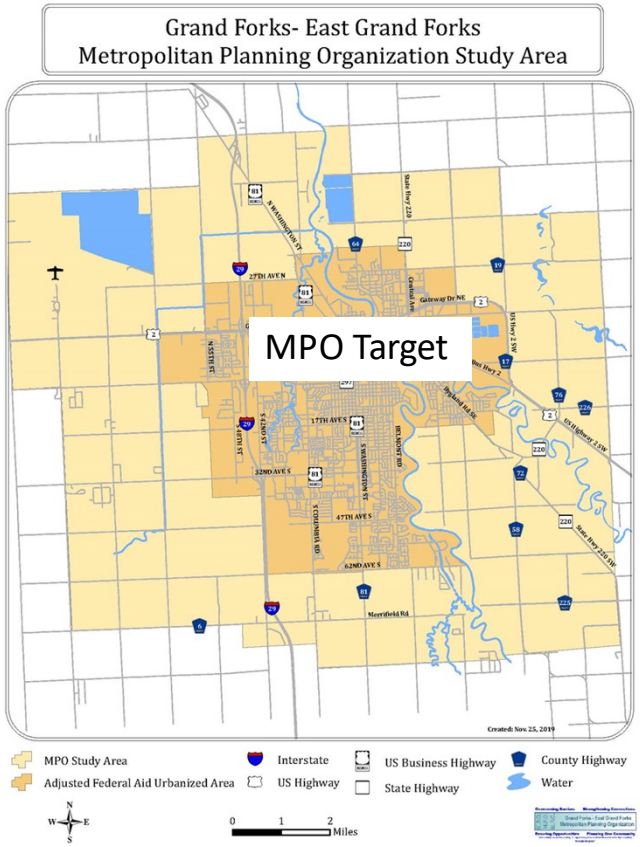
For PM2/3, see Option C

Answer

Example Target Setting for Bi-State MPO Option B

Option B: Adopt MPO Specific Target for entire MPO Study Area

notice no line depicting any difference



Answer

Example Target Setting for Bi-State MPO Option C

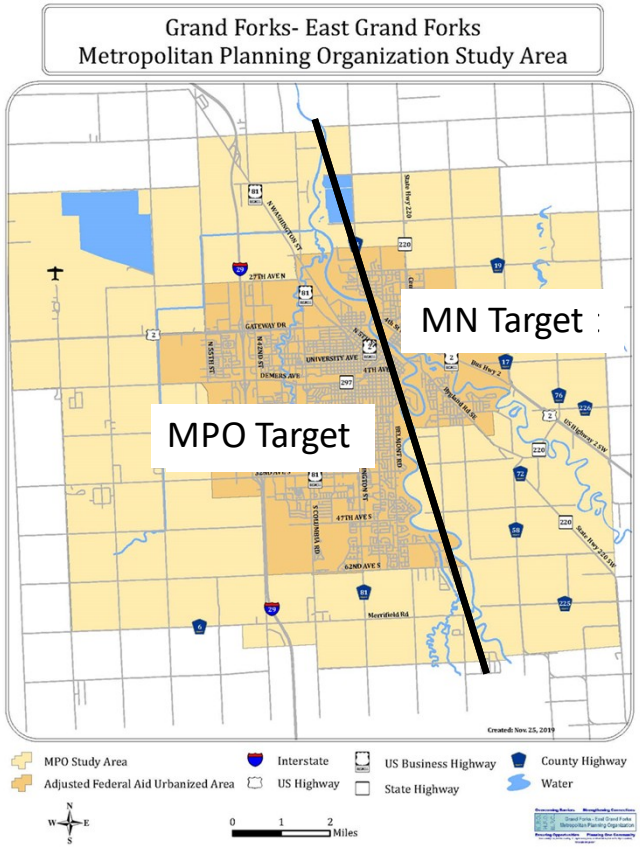
Option C: Applies only to PM2/3: Adopt one State Target for the respective area of the MPO of that State and a MPO Specific Target for the remaining MPO Study Area

notice line depicting general area of difference

Reverse is an option

PM1 does not allow this option

It is possible to have a different MPO target for each side



Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Recommend the approval of FY2021 TIP amendments to the MPO Executive Board.

Matter of the 2021 TIP Amendment.

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

The proposed amendment is to add funding to the N. 3rd St project in Grand Forks, which has been programmed with NDDOT Urban Grant (Main St) funds. From an email:

> "When N 3rd St was originally requested on December 4, 2018, the Demers Ave reconstruction project had not yet been bid. When the Demers Ave reconstruction project bids were opened on April 12, 2019, and bids came in significantly higher than the engineer's estimate (~32%), we had concerns regarding the N 3rd St project and higher than anticipated project costs. Before requesting a TIP amendment to account for these anticipated increased costs, we wanted to have a consultant on board to generate an updated project cost estimate and planned on amending the TIP around the same time the engineer's estimate was finalized and plans were ready for submittal. At a recent City Council meeting, the Council approved the Documented CATEX and concurred with the reconstruction option."

With the NDDOT Urban Grant program, the federal amount is capped when the City accepts the award. In this case, the cost increase is being funded entirely from local funds. The increase in cost is $1.2M, going from $3.45M to $4.71 yet the federal amount staying at $2.447M. The City has indicated that the increase in local funds will not affect any other TIP project fiscal constraint. The 25% increase in cost estimate triggered this proposed TIP amendment.

A public hearing notice has been published and the proposed amendment available to review prior to the December TAC meeting. Comments are able to be made up until just prior to the meeting; any comments submitted will be announced at the TAC meeting.

Findings and Analysis:

- Project changes have been identified.
- The proposed project amendment is consistent with the MPO Metropolitan Transportation Plan.
- A Public Hearing is scheduled for December 9th at the TAC meeting; written comments are being accepted until 12:00 noon on December 9th.
- These amended project does add funds so its impact to the TIP remains fiscally constrained.

Support Materials:

- Email requesting TIP amendment.
- Copy of Public Hearing Notice.
- Copy of Proposed Amendment.

RE: N 3rd Reconstruction TIP Update

From: Kuharenko, David (dkuharenko@grandforksgov.com)
To: earl.haugen@theforksmpo.org
Cc: cdanielson@grandforksgov.com; agrasser@grandforksgov.com
Date: Tuesday, November 24, 2020, 05:14 PM CST

Earl,

When N 3rd St was originally requested on December 4, 2018, the Demers Ave reconstruction project had not yet been bid. When the Demers Ave reconstruction project bids were opened on April 12, 2019, and bids came in significantly higher than the engineer's estimate (~32%), we had concerns regarding the N 3rd St project and higher than anticipated project costs. Before requesting a TIP amendment to account for these anticipated increased costs, we wanted to have a consultant on board to generate an updated project cost estimate and planned on amending the TIP around the same time the engineer's estimate was finalized and plans were ready for submittal. At a recent City Council meeting, the Council approved the Documented CATEX and concurred with the reconstruction option. As the current project cost estimate is greater than 25% over what is currently shown in the TIP, the Council also included requesting the MPO amend the TIP for this project to reflect the increased costs associated with the revised estimate. With the PS&E review completed and anticipation of submitting final plans and specifications soon, the engineer's estimate has been updated and we are prepared to request the MPO amend the TIP.

For this project the TIP currently shows

2021 Project

Total project cost $3,458.00

Federal $2,447.00

State $0

Other $0

Local $1,011.00

The scope of the project has not changed, however increased construction and engineering costs have now been incorporated into the total project cost estimate. As the federal funds are capped, the additional funding will be shown on the local side. These changes are not anticipated to impact any other project currently shown in the TIP.

The revised TIP should include the following information:

2021 Project

Total project cost $4,717.00

Federal $2,447.00

State $0

Other $0

Local $2,275.00

Please let me know if you have any questions.

Thank you,

David Kuharenko, PE

Assistant City Engineer

City of Grand Forks

Desk 701.746.2649

Cell 701.799.8267

Fax 701.787.3744

255 N 4th St

Grand Forks, ND 58203

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendment to the 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 hearing will be held at 1:30 PM on December 9th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The TIP potential amendment involves significantly increasing the cost of a programmed project; yet not increasing the federal share of the project cost. A copy of the proposed amendment is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmpo.org until noon on December 9th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2021	FUTURE EXPENDITURES 2022	2023	2024
Grand Forks #ND6 PCN	Grand Forks NDDOT Reconstruction	US #2 Principal Arterial Discretionary	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 Planning area is 4,800,000 with federal amount of $3,850,000. TOTAL 13,599.00 / FEDERAL 11,006.00 / STATE 2,594.00 / OTHER 0.00 / LOCAL 0.00 Rural National Highway Program	Operations Capital P.E. R.O.W. CONSTR. TOTAL	13,599.00 13,599.00			
Grand Forks #ND7 PCN	Grand Forks Grand Forks Reconstruction	N. Columbia Rd Principle Arterial Discrectionery	Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north o fthe University Ave. intersection	REMARKS: TOTAL 6,244.00 / FEDERAL 4,376.00 / STATE 0.00 / OTHER 0.00 / LOCAL 1,868.00 Urban Roads Program	Operations Capital P.E. R.O.W. CONSTR. TOTAL	6,244.00 6,244.00			
Grand Forks #ND8 PCN	Grand Forks Grand Forks Reconstruction	N. 3rd St Minor Arterial Discrectionery	reconstruct N. 3rd St between DeMers and University Avenue with curb bulb-outs, landscaping, aesthetic lighting and other enhancements AMENDMENT	REMARKS: Governor's Main Street Program award 4,717.00 / 2,447.00 / 0.00 / 0.00 / 2,275.00 ~~3,458.00~~ / 2,447.00 / 0.00 / 0.00 / ~~1,011.00~~ Urban Program	Operations Capital P.E. R.O.W. CONSTR. TOTAL	4,717.00 4,717.00			

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

Candidate Projects
TIP 2022-2025

Project Changes from Current TIP

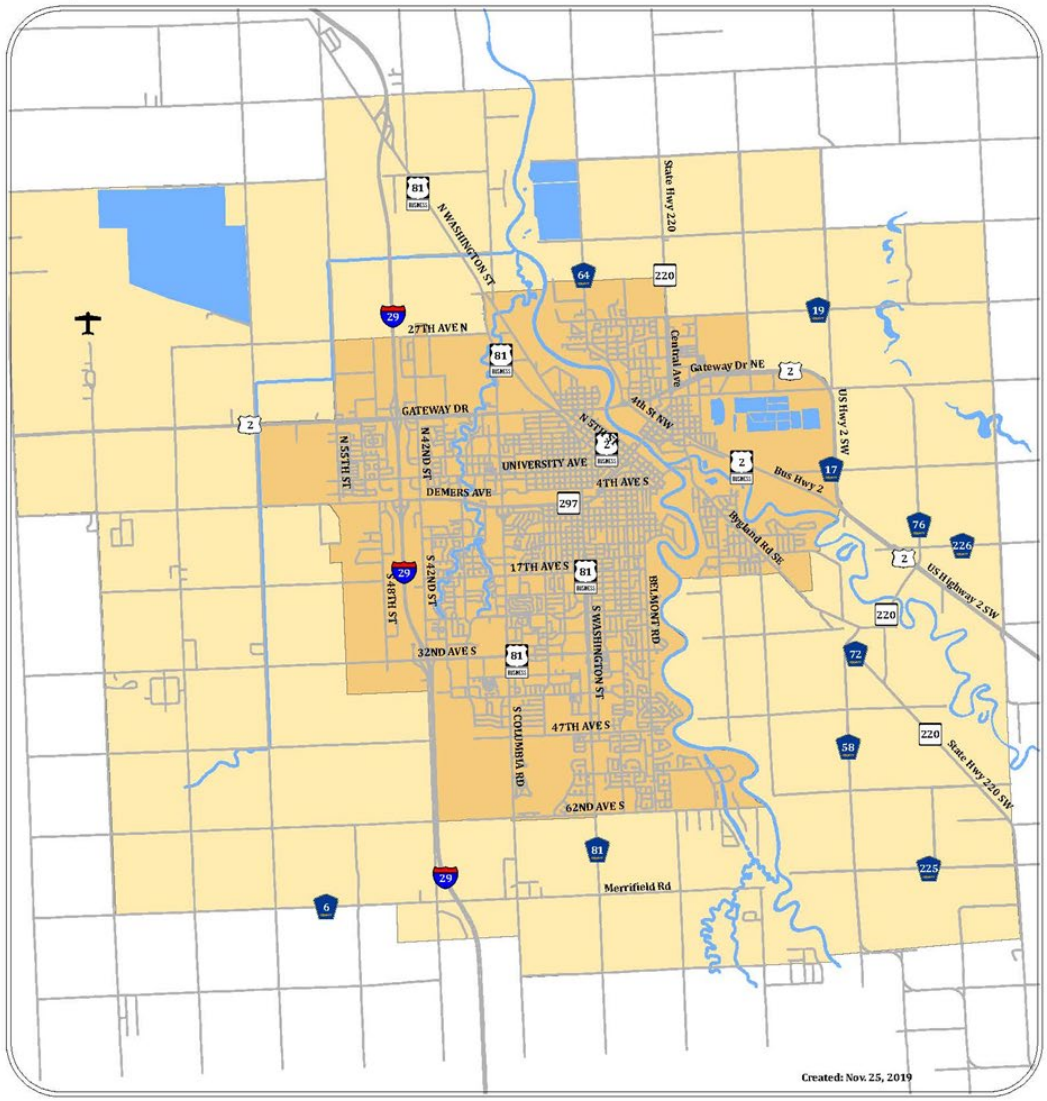
And

New Projects to TIP

MPO Responsibilities

- Ensure Project is consistent with the MPO Metropolitan Transportation Plan
  - Street/Highway Element
  - Transit Development Element
  - Bike/Ped Element
  - ITS
  - Sub-studies, i.e., Skewed Intersection, Downtown Transportation Study, US2/USB2 Intersection, etc.
- Financial Plan remains constrained
- Prioritize Projects within its proposed funding program

Grand Forks- East Grand Forks
Metropolitan Planning Organization Study Area



MPO Study Area

Adjusted Federal Aid Urbanized Area

Interstate

US Highway

US Business Highway

State Highway

County Highway

Water

N W E S

0 1 2 Miles

Grand Forks - East Grand Forks Metropolitan Planning Organization

What Projects Should be In TIP

- Projects that involved a decision of FHWA or FTA
- Any federally funded (regardless of funding source) projects that impact transportation
- Any regionally significant projects regardless of funding source

Process

- Each year develop new TIP with a 12 month process timeline
  - Revisit currently programmed projects
  - Consider new projects
  - Add one year
- Begin in September just after adopting TIP
- Encompassing more programs into process

UNKNOWNS

- FAST Implementation
  - Focus on “State of Good Repair”
  - Focus on Nation Highway System (NHS)
    - Penalties imposed if not preserving NHS
  - Funding Levels
    - Authorized v. Appropriated
  - Performance based programming
- What we do today is subject to change

ND Side Projects Presented

- Current 22-24 TIP Changes
- Regional Roads Program for FY2025
  - Plus one non TIP year FY2026
- Urban Local Roads for FY2025
- Urban (Main St) for FY2023
- Transportation Alternatives
- Highway Safety Improvement Program
- HSIP RRxings
- ND FTA 5310 and 5339

NDDOT/FORKS MPO URBAN PROGRAM
SUBMITTAL CHECKLIST

Instructions: *Review all tasks and check mark the completed items. Sign and return this checklist with your submittal.*

Tasks

1. Review the enclosed 2021-2024 Urban Program sheet. Mark any requests for revisions on the sheet and return it with your submittal.
    a. ☐ I have reviewed the enclosed 2021-2024 Urban Program sheet, including project limits, scope of work, costs, and funding year. I am requesting no changes to these projects.
    b. ☐ I have reviewed the enclosed 2021-2024 Urban Program sheet and am requesting the changes noted below.
        i. ☐ Project limits – a new map is enclosed.
        ii. ☐ Scope of work – a revised scoping worksheet is enclosed.
        iii. ☐ Costs – a detailed cost estimate and revised scoping worksheet are enclosed.
        iv. ☐ Funding year – I have marked my requested change on the Urban Program sheet.

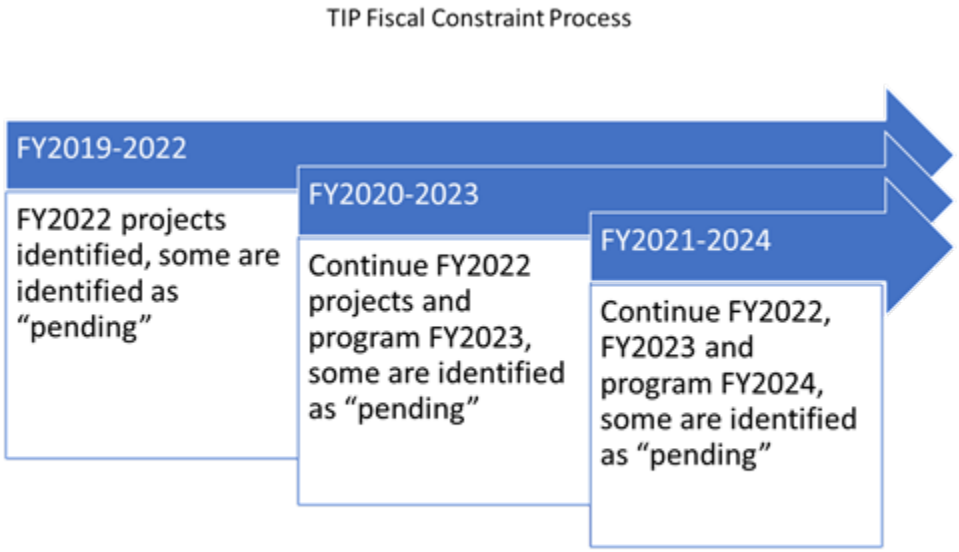
2. Submittal for Urban Regional & Urban Roads projects:
    a. ☐ I am submitting new projects ***only*** for FY 2025.
    b. ☐ I am providing a look ahead for FY 2026 – potential projects my jurisdiction is considering for future planning/budgeting purposes.
    c. ☐ I have reviewed the Urban Roads account balance and the submitted projects are within the budget shown on the balance sheet.
    d. ☐ I have reviewed my request to make sure all projects are functionally classified and on the federal-aid system.
    e. ☐ I have reviewed my request to make sure all project limits achieve logical termini (must begin and end at a functionally classified route).
    f. ☐ I have prioritized my project requests.
    g. ☐ I have prepared the Project Submittal List (table) – this table outlines my federal aid request for each project.
    h. ☐ I am submitting a signed Scoping Worksheet for each project.
        i. ☐ The District and City have signed all Urban Regional Scoping Worksheets.
        ii. ☐ The City has signed all Urban Roads Scoping Worksheets.
        iii. ☐ I have included a non-NEPA level purpose and need statement for all projects to identify why the projects are important/needed by my jurisdiction.
    i. ☐ I am submitting a Detailed Cost Estimate in year of expenditure dollars for each project. The estimate includes totals for all phases (PE, CE, construction, R/W, utilities, structures, Non-participating).
    j. ☐ I am submitting a Map of project limits for each project.
    k. ☐ I am submitting the proper FORKS MPO scoring sheet for each project.
    l. ☐ I am submitting a project consistent with the 2045 MTP.

I hereby certify that I have reviewed all tasks and that submitted materials are complete. I understand that failure to provide complete information by December 31, 2020 may make this submittal ineligible.

_____ _____
City Engineer Date

Instructions

- No new projects for 2022, 2023 or 2024



- Review Balance sheets and projects submitted are within the budget

Program by Program

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Consider Urban Regional Road Candidate Projects for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of Urban Regional Roads Candidate Projects for 2022-2025 TIP.

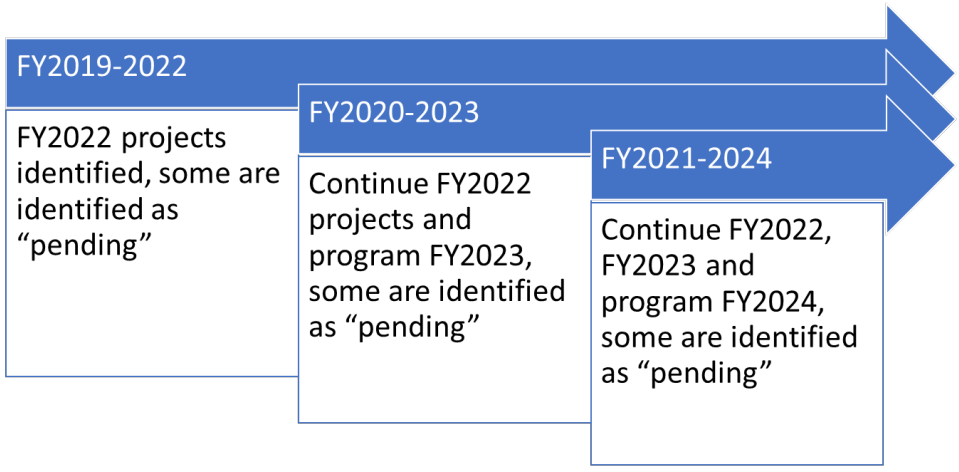
Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to "vet" the candidate projects, the project submittal deadline to the MPO was December 2nd. Projects are intended to only be projects already that are programmed and have new information, (i.e., scope change, cost change, etc.) that needs to be updated in the TIP or for projects in the new TIP year cycle – this time its FY2025.

The Urban Regional Roads program has the candidate projects submitted by the City on behalf of both the City and the NDDOT District. Both are required to concur in the project prior to it being submitted for consideration.

FY2022-24

Instructions were sent that stated not to submit any new projects for the TIP years of FY2022 – FY2024. One primary reason is that these years have been programmed to fiscal constraint and for the FY2021, this fiscal constraint has been programmed since FY2018, see diagram below.

TIP Fiscal Constraint Process



The projects listed as "pending" are those projects that will receive any funding that becomes available during the year. If funding does not become available, these projects are the first to be funding in the following year. Therefore, there already are projects in the que as projects prioritized.

One project update was submitted. The currently FY2024 "pending" project to rehabilitate the traffic signals on the Regional Road Network had is scope and cost estimated updated. When initially programmed, some signals on 32nd Ave S were included; these signals are now being done via the HSIP project next year. Therefore, the scope changed to remove these signals. There is a question on whether all the signals will meet warrants; some past studies have identified some that are listed that do not meet warrants. The cost was updated to reflect this change and to also reflect the new Year of Expenditure (YOE) since the original cost estimate reflected FY2023 YOE. The total cost changed from $6.2M to $6.7M and the federal amount changed from $4.96M to $5.33M. This project is programmed as pending so it is still being programmed for FY2024 but has the potential to be funding in FY2025 instead. Fiscal constraint is therefore still in place.

Three new projects were submitted during FY2022 and FY2024. None meet the fiscal constraint so therefore are not consistent with the MTP. The projects are by year and proposed priority:

FY2023 – 32nd Ave S between I-29 and S. Washington – to do concrete panel replacement and microseal the roadway at an estimated cost of $3.4M with federal amount of $2.68M.

FY2024 – New Interchange on I-29 likely at 47th Ave S – project in response to NEPA Project Development of 32nd Ave S congestion at an estimated cost of $50.7M with a federal amount of $40.5M.

FY2024 – S. Washington St between Hammerling and DeMers Ave – project is reconstruction of the road way with an estimated cost of $6.4M with a federal amount of $5.1M. This project was submitted last year as the candidate project for 2024 yet was not programmed for that year.

FY2025 – New TIP Cycle Year

The 2045 MTP does contain a list of prioritized projects within the fiscal constraint. That table of projects is shown below.

NDDOT State of Good Repair Financially Constrained (2023 to 2045) Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	$45,900	$5,100	$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	$5,329,800	$592,200	$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	$1,065,600	$118,400	$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	$205,000	$0	$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	$6,514,200	$723,800	$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	$570,600	$63,400	$634,000

Gateway Drive has four projects listed for the Short Range. An error exists in this list. The four projects can be considered as pairs with the pairing shown by the termini. Projects are on Gateway Dr between I-29 and N. Columbia Rd and then between N. Columbia Rd and the Red River. The projects are pavement preservation type of projects that involve concrete panel replacement and grinding. The error is that the second set of projects should be shown in the Long-Range time frame of the MTP. These second set would be the next normal maintenance cycle for the road segments identified.

One candidate project was submitted for FY2025. It is to do as one project Gateway Dr between I-29 to the Red River instead of splitting the project at N. Columbia Road intersection. There is a significant difference in the cost estimate between the MTP and the application. The MTP has the combined segments at $1.56M and the application is at $4.45M. The respective federal amounts would be $1.5M and $3.56M. The application does not state any information on the cost difference.

The application does mention some of the past studies that have identified access management changes. The application states these will be considered during project development. The application does not fully identify changes to the bike/ped absent of the intersection of N. Columbia Rd. Past studies have identified changes at the west end of this project and also at the intersection of N. Washington St. These should be included in the project description.

TIP Plus 1 – FY2026 Conceptual Candidate Project
Each TIP cycle requests for the Urban Regional System that a conceptual candidate project be submitted. The purpose of this is to provide a general sense of what the anticipated project will be during the next cycle. The project submitted is not intended to lock that project as the official project that will be submitted next cycle; rather, it is to provide a concept of what may be submitted.

One candidate project was submitted for FY2026. It is the reconstruction of N. Washington between 1st Ave N and 8th Ave N. The estimated project cost is $5.35M with a federal amount of $4.28M.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted must be consistent with the Metropolitan Transportation Plan
- Questions exist as to meeting consistency.

Support Materials:

- Applications

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:11/6/2020

PRIORITY#1 Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks Street: Signalized intersections on State Regional Roads for 2025

County: Grand Forks Length:

Proposed Improvement: Traffic Signal Rehabilitation on the Regional Road System**.**

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
556	556			5,556			6,668

Present Road: Surface Width? varies Surface Type? varies

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _____ Yr: _____
ADT Design: _____ Design year _____
Design Speed: _____
Maximum Curve: _____
Maximum Grade: _____

Travel Way Width : _____
No. of Lanes: _____
Roadway Width: _____
Min. R/W Width:_____

Right of Way

Will Additional ROW or easement be acquired? No ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: Unknown ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? None
Est. No. business to be displaced? None

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No
Will there be any impacts to 4(f) or 6(f) properties: No
Airports: No Public Hearings: _____

Environmental Classification (Cat-Ex, EA, EIS): Categorical Exclusion by Definition (CED)
Transportation Enhancements: _____
Intermodal: Updating outdated GPS Opticom system (Transit has signal priority) as needed
Pedestrian Needs: updating signals to APS pedestrian pushbuttons and signal heads as needed

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF Mill Spur 081297E	1	1 Concrete	4	0-20MPH	Flashing Lights, Signs	Same
BNSF Glasston 062505C	1	1 Concrete	2	0-25MPH	Gates, Flashing Lights, Signs	Same

Purpose and Need Statement:
This Project Scoping Worksheet is intended to update the costs associated with the existing programmed project. There is an HSIP project scheduled for a bid opening in November of 2020 with construction in 2021. This HSIP project is proposed to include significant rehabilitation and upgrade work on a number of traffic signals located on Bus US 81/32nd Ave S. As this work will not need to be completed a second time under this proposed project, these locations can be removed from the project reducing project costs. However, when this project was first proposed and programed in 2023 and later shifted to later years, the project costs were not inflated to adjust for increased project costs.

By 2025 there are anticipated to be 44 signalized intersections on the regional system in the City of Grand Forks. Of these, 50% of the signalized intersections will be over 30 years old by 2025, and five signalized intersections will be approaching or over 50 years by this time. This project is intended to rehabilitate the aging traffic signals on the regional system as needed on a signal by signal basis. This can include replacement of aged conduit and cable, upgrading pedestrian push buttons, replacement of outdated video detection and emergency detection equipment, replacing outdated controller cabinets and associated hardware, replacing aging fiber optic cable, signal heads and installation of new back plates with retroreflective borders. In the older signal systems this can also include rehabilitating the signal poles and mast arms by sandblasting them free of paint, primer, scale, rust, etc to a clean bare metal surface and applying a fresh coat of epoxy primer and paint. The rehabilitation of these signals will prolong the life of these signals systems, and reduce the downtime and maintenance of signals caused by deteriorating connections, and aging equipment.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? The street section at each of these intersections varies considerably in cross section, age, and maintenance.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? The driving lanes and turning lanes vary at each intersection. The proposed project does not include changing these widths

3. What is the condition of the pavement section? The condition of the street pavements at each of these intersections varies. The purpose of the proposed project does not include any rehabilitation or reconstruction work for the pavement at the proposed intersections.

4. Any existing geometric concerns? The existing geometrics at each intersection varies. The proposed project does not include modifying any intersection geometrics

5. Are there any access points to adjoining properties that present a special concern? The proposed project does not include any geometric or intersection modifications, therefore there should not be any access points of special concern.

6. Are there any existing sidewalks, on-road bike facility or shared use path in place? What is the condition? What is the ADA ROW Transition Plan identify for this project area? What does the 2045 MTP plan for bike/ped needs in this project area? The existing sidewalks and/or shared use paths located at the intersections vary in location and condition. During the project development, the NDDOT reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. The proposed project scope does not include any modifications to sidewalks or shared use paths.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? The condition of the existing storm sewer is unknown. No storm sewer work is anticipated with this project.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? The condition of the city water lines and sanitary sewer are unknown. No water line or sanitary sewer work is anticipated with this project.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? Existing street lights mounted on the traffic signals vary in size, length of mast arm, and luminaire. Each location will be evaluated for rehabilitation work during the project development phase.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? See the attached sheet for location, age, and anticipated level of maintenance for each traffic signals proposed with this project. Signals in this proposed project located at intersections included in the 2020 Urban High Crash Intersection Report include:
Washington & Demers #6
32nd Ave S & S Washington St #45
Turn lanes are outside the scope of this proposed project.

11. What transit routes and/or facilities are in this project area? What does the 2045 MTP plan for transit for this project area? Route 3 crosses S Washington St at 13th Ave S. Route 5 passes through the signalized intersections on Gateway Dr from N 47th St to the eastern on/off ramp intersections. Route 7 passes through the signals located in front of the Firestation on Demers Ave, the signal at Demers Ave and Washington St, and the intersection of S Washington St and 13th Ave S. Route 8 passes through the intersections of Demers Ave and the eastern Columbia Rd ramp and Demers Ave and S 20th St. Route 10 passes through the signals located in front of the Firestation on Demers Ave, the signal at Demers Ave and Washington St, and the intersection of S Washington St and 13th Ave S. Route 13 passes through the most intersections proposed on this project including the majority of the signalized intersections on US 2/Gateway Dr and Bus US 81/Washington St. The 2045 Transit Development Plan primarily discusses changing bus routes, funding options and additional/replacement transit vehicles. No additional information was found in the 2045 TDP relating to this project.

12. How does this project further the performance targets identified in the 2045 MTP? The proposed project is intended to perform rehabilitation and equipment upgrades on a number of intersections. This maintenance will help extend the life of the signals, and reduce downtime caused by failing wiring or other equipment failures.

Remarks:

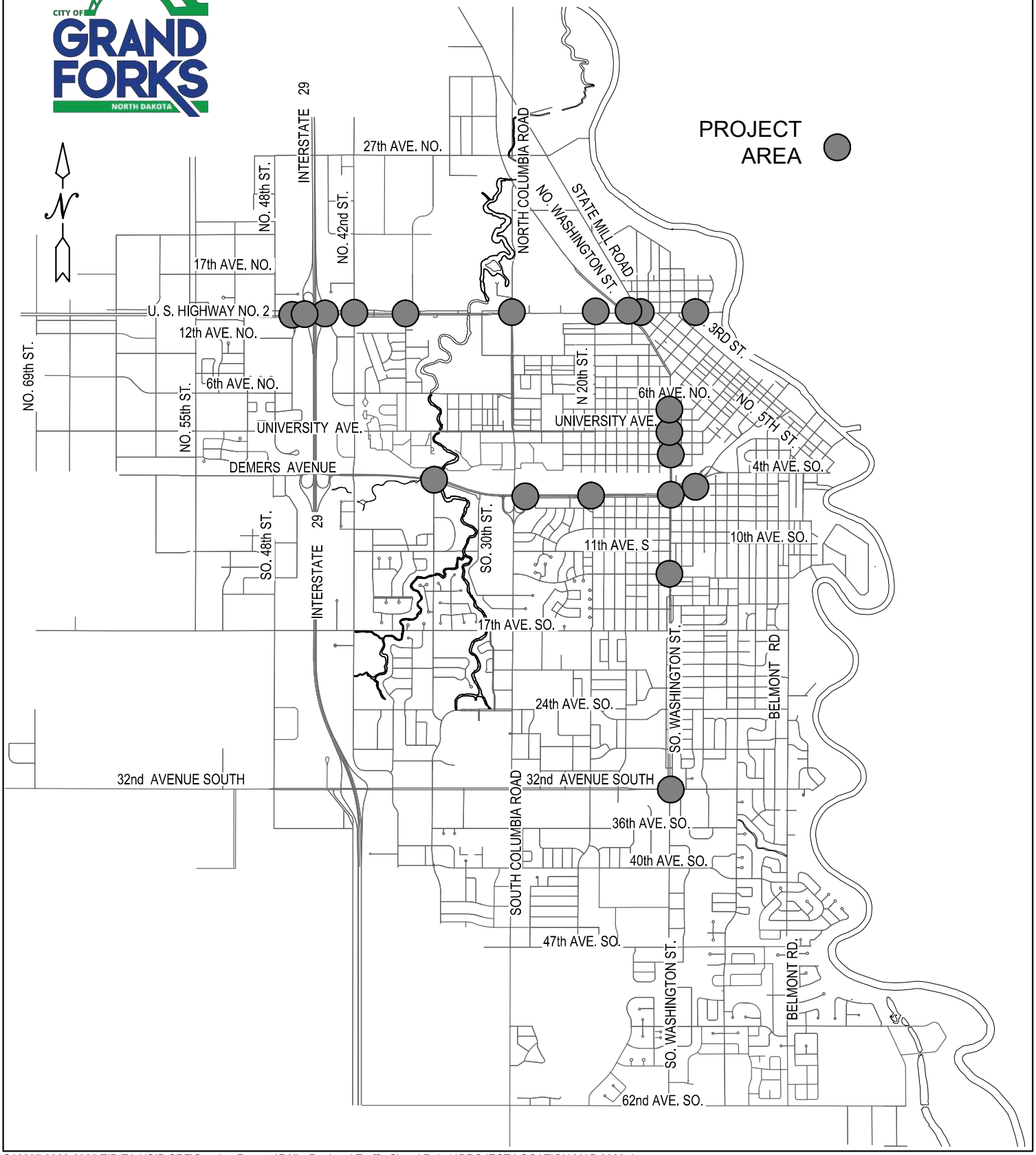
City Engineer: _____ Date: 11/12/20

District Engineer: _____ Date: 11/12/2020

Note: ***Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.***

PROJECT LOCATION MAP
GRAND FORKS, NORTH DAKOTA

Traffic Signal Rehabilitation on Primary and Secondary Regional Roads



S:\8237 2022-2025 TIP-TA-HSIP-SRF\Scoping Reports\R07 - Regional Traffic Signal Rehab\PROJECT LOCATION MAP 2020.dwg

Intersection	Road Classification	Yr of Orig Const or Major Rehab	Intermediate or Minimal Rehabilitation				Age in 2025	Primary Regional					Secondary Regional				
			Rev Yr	Rev Scope	Rev Yr	Rev Scope		Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work
Gateway (US 2) @ N 55th St	Primary Regional	2020					5					X					
Demers Ave @ W Columbia Ramp	Secondary Regional	2020					5										X
S Washington (Hwy 81) @ 17th Ave S	Secondary Regional	2014					11										X
S Washington (Hwy 81) @ 24th Ave S	Secondary Regional	2014					11										X
S Washington (Hwy 81) @ 28th Ave S	Secondary Regional	2014					11										X
S Washington (Hwy 81) @ Campbell Drive	Secondary Regional	2014					11										X
Demers Ave @ 3rd St	Secondary Regional	2012					13										X
Demers Ave @ 4th St	Secondary Regional	2012					13										X
Demers Ave @ 5th St	Secondary Regional	2012					13										X
N 5th St @ 1st Ave N	Secondary Regional	2012					13										X
N 5th St @ 2nd Ave N	Secondary Regional	2012					13										X
N 5th St @ University Ave	Secondary Regional	2012					13										X
N 5th St @ 5th Ave N	Secondary Regional	2012					13										X
32nd Ave S @ S 24th St (Walmart)*	Secondary Regional	2006	2021	Maj Rehab equivalent			19										X
32nd Ave S @ S Columbia Rd*	Secondary Regional	2003	2021	Maj Rehab equivalent			22										X
32nd Ave S @ S 31st St*	Secondary Regional	2001	2021	Maj Rehab equivalent			24										X
32nd Ave S @ S 34th St*	Secondary Regional	2001	2008	Lt Turn phase	2021	Maj Rehab equivalent	24										X
Demers Ave @ 42nd St	Secondary Regional	2001	2017	Cabinet, Ped H&B, Em & Vid Det			24										X
32nd Ave S @ S Washington (Hwy 81)	Secondary Regional	1998	2014	GPS Detection			27							X		X	
32nd Ave S @ S 20th St*	Secondary Regional	1996	2003	Vid Det	2021	Maj Rehab equivalent	29										X
32nd Ave S @ West I-29 Ramp*	Secondary Regional	1994			2021	Maj Rehab equivalent	31										X
32nd Ave S @ East I-29 Ramp*	Secondary Regional	1994			2021	Maj Rehab equivalent	31										X
32nd Ave S @ 38th St *	Secondary Regional	1994	2008	Lt turn phase & vid det	2021	Maj Rehab equivalent	31										X
Demers Ave @ Central Fire Station	Secondary Regional	1994	2017	Cabinet, Em Det			31									X	
Demers Ave @ S 20th St	Secondary Regional	1994	2017	Cabinet, Ped H&B, Em & Vid Det			31									X	
Gateway (US 2) @ East I-29 Ramp	Primary Regional	1994					31		X		X						
Gateway (US 2) @ N 47th St	Primary Regional	1994					31		X		X						
Gateway (US 2) @ West I-29 Ramp)	Primary Regional	1994					31		X		X						
Washington (Hwy 81) @ Demers Ave	Secondary Regional	1994	2017	Cabinet, Ped H&B, Em & Vid Det			31									X	
Demers Ave @ S 34th St	Secondary Regional	1993	2017	Cabinet, Ped H&B, Em & Vid Det			32									X	
Gateway (US 2) @ N 42nd St	Primary Regional	1988					37		X		X						
Gateway (US 2) @ N 20th St	Primary Regional	1987					38		X		X						
Gateway (US 2) @ N 5th St	Primary Regional	1987					38		X		X						
Gateway (US 2) @ N Washington (HWY 81)	Primary Regional	1987					38		X		X						
Demers Ave @ NB Columbia on/off loop/ramp	Secondary Regional	1984	1994	Relocated Poles/5 sec head	2017	Cabinet, Ped H&B, Em & Vid Det	41									X	
Gateway (US 2) @ N 3rd St	Primary Regional	1982	1987	Relocat Poles, new wire			43	X			X						
Gateway (US 2) @ Stanford Rd	Primary Regional	1979	1984	Det Loops	1988	new cable, 5 sec heads	46	X			X						
Washington (Hwy 81) @ 2nd Ave N	Secondary Regional	1976	1985	Controller and Loops			49						X			X	
Washington (Hwy 81) @ 5th Ave N	Secondary Regional	1976					49						X			X	
Washington (Hwy 81) @ University Ave	Secondary Regional	1976	1985	Controller and Loops			49						X			X	
Gateway (US 2) @ Columbia Rd	Primary Regional	1974	1987	Det Loops	1988	New Em Det, Cable	51	X			X						
Washington (Hwy 81) @ 13th Ave S	Secondary Regional	1972	2008	Traffic Signal Modifications	2014	New Vid and Controller	53								X	X	

Lt Turn phase = Left Turn Phase
Cabinet = Controller Cabinet
Ped H&B = Pedestrian Signal Heads and Push Buttons
Ped Heads = Pedestrian Signal Heads
Vid Det = Video Detection Cameras and equipment
Em Det = Emergency Vechile Detection equipment
Det Loops = Detection Loops
* = Included in HSIP Project HEU-6-081(094)940

	General Scope of Work
Maj Rehab	Replacement of Cabinet, Cable/Conduit, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Heads
Int Rehab	Replacement of Cabinet Equipment, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Heads
Min Rehab	Replacement of Signal Heads and Backplates, other minor work as needed
Sandblast	Sandblasting and painting of poles and mast arms (signals >25 years old)
No Work	No work is anticipated to take place at this signal

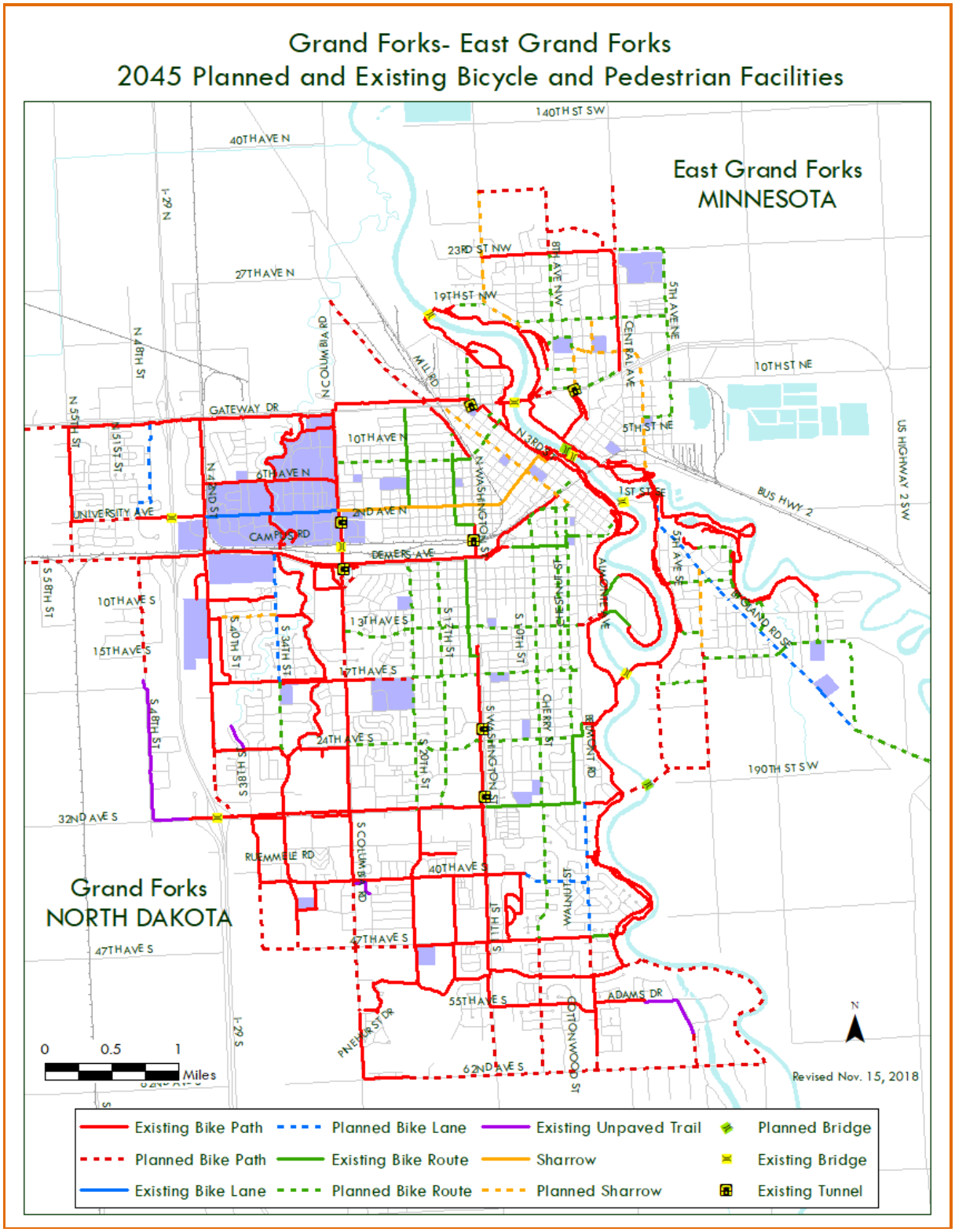
	Primary Regional					Secondary Regional				
	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work
Quantity	3	7	0	10	1	3	1	1	10	21
Cost/Unit	$325,000	$170,000	$46,000	$110,000	$0	$325,000	$170,000	$46,000	$110,000	$0
Total Cost	$975,000	$1,190,000	$0	$1,100,000	$0	$975,000	$170,000	$46,000	$1,100,000	$0
		Primary Regional Construction Subtotal			$3,265,000		Secondary Regional Construction Subtotal			$2,291,000
Total PE	$ 556,000			10% PE	$ 327,000				10% PE	$ 229,000
Total CE	$ 556,000			10% CE	$ 327,000				10% CE	$ 229,000
Total Project	$ 6,668,000		Subtotal Primary Regional		$ 3,919,000			Subtotal Secondary Regional		$ 2,749,000
Federal	$ 5,334,400			80% Federal	$ 3,135,200				80% Federal	$ 2,199,200
State	$ 1,058,700			20% State	$ 783,800				10% State	$ 274,900
Local	$ 274,900			0% Local	$ -				10% Local	$ 274,900

	General Scope of Work	2025 Unit Cost
Maj Rehab	Replacement of Cabinet, Cable/Conduit, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Heads	$ 325,000
Int Rehab	Replacement of Cabinet Equipment, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Heads	$ 170,000
Min Rehab	Replacement of Signal Heads and Backplates, other minor work as needed	$ 46,000
Sandblast	Sandblasting and painting of poles and mast arms (signals >25 years old)	$ 110,000
No Work	No work is anticipated to take place at this signal	

	2020	2025 (4%)	Maj Rehab	Int Rehab	Min Rehab
Cabinet	$50,000	$ 61,000	$ 61,000		
Conduit/Cable	$60,000	$ 73,000	$ 73,000		
Video Det	$40,000	$ 49,000	$ 49,000	$ 49,000	
Signal Heads	$32,000	$ 39,000	$ 39,000	$ 39,000	$ 39,000
GPS Opticom	$23,000	$ 28,000	$ 28,000	$ 28,000	
Ped Push Buttons	$10,000	$ 12,000	$ 12,000	$ 12,000	
Fiber	$15,000	$ 18,000	$ 18,000	$ 18,000	
		Work Item Subtotal	$ 280,000	$ 146,000	$ 39,000
		10% Mobilization	$ 28,000	$ 14,600	$ 3,900
		3% Traffic Control	$ 8,400	$ 4,400	$ 1,200
		2% Erosion Control	$ 5,600	$ 3,000	$ 800
		1% Bond	$ 2,800	$ 1,500	$ 400
		Work Item Total	$ 324,800	$ 169,500	$ 45,300
		Rounded up to the nearest $1,000	$ 325,000	$ 170,000	$ 46,000

Sand Blasting & Painting
Fargo had a project in 2012 - $60,000 per site
inflate to 2025 @ 4%
$ 100,000
add 10% contingency
$ 110,000

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	$1.50
K-12 Student	$0.75
Reduced Fare**	$0.60

10-Ride Cards

Adult	$13.00
K-12 Student	$6.50
Reduced Fare**	$5.25

*Exact fare required
**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	$5.00
14-Day Pass	$18.00
31-Day Pass	$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

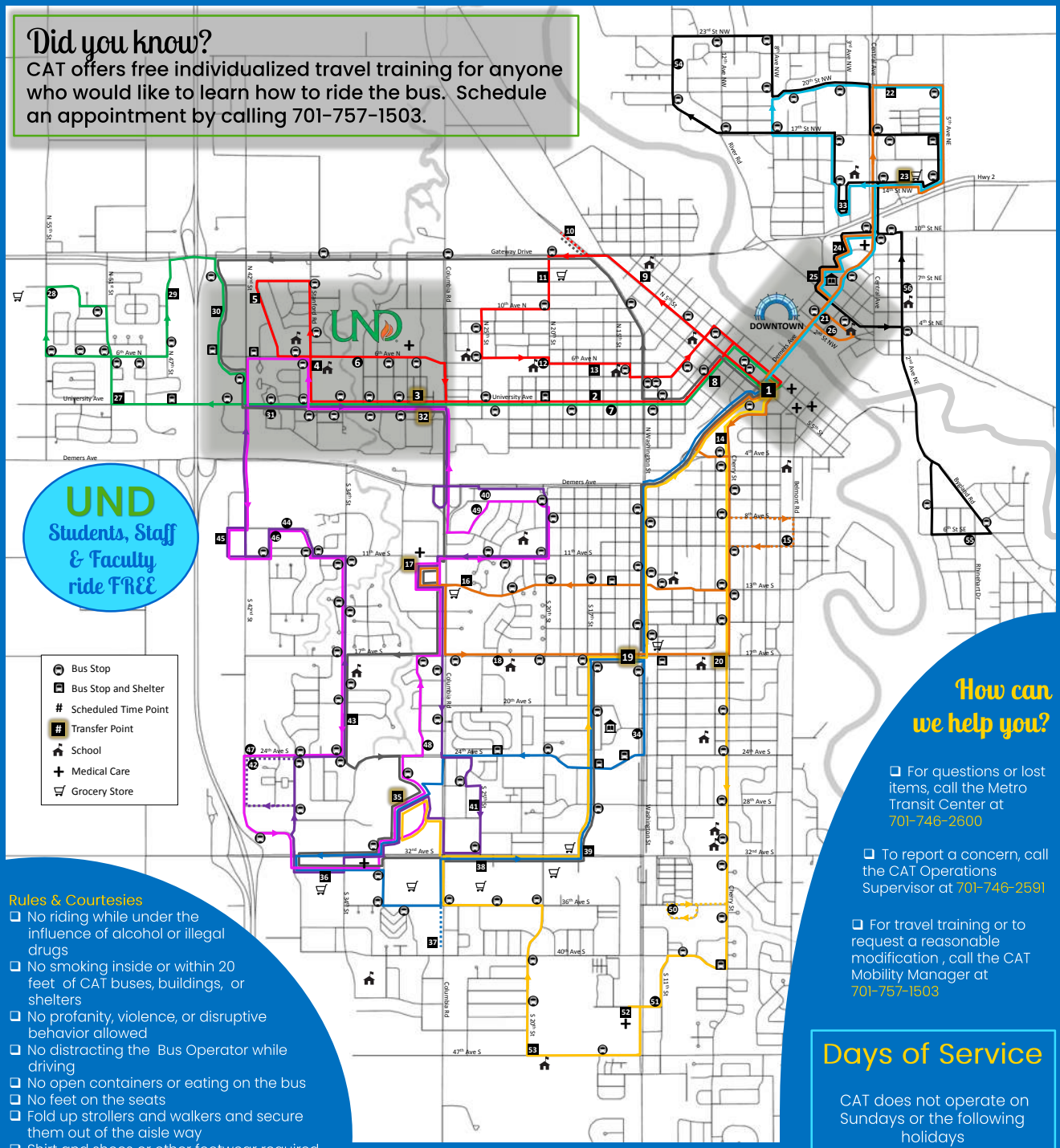
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- ❑ Call 911 in case of emergency
- ❑ Be aware of your surroundings
- ❑ Remain seated while the bus is moving
- ❑ Do not walk in front of the bus
- ❑ Stay back from the painted yellow line
- ❑ Dress appropriately for adverse weather conditions
- ❑ If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



How can we help you?

- ❑ For questions or lost items, call the Metro Transit Center at 701-746-2600
- ❑ To report a concern, call the CAT Operations Supervisor at 701-746-2591
- ❑ For travel training or to request a reasonable modification , call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

New Year's Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Rules & Courtesies

- ❑ No riding while under the influence of alcohol or illegal drugs
- ❑ No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- ❑ No profanity, violence, or disruptive behavior allowed
- ❑ No distracting the Bus Operator while driving
- ❑ No open containers or eating on the bus
- ❑ No feet on the seats
- ❑ Fold up strollers and walkers and secure them out of the aisle way
- ❑ Shirt and shoes or other footwear required
- ❑ Passengers must maintain appropriate, reasonable personal hygiene
- ❑ Limit carry-on items to one armload or the equivalent of two grocery bags
- ❑ Have your bus fare ready before boarding
- ❑ Use earphones to listen to music
- ❑ Small animals may be transported in a carrier
- ❑ Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

Track buses and plan trips with the CAT Prowler app

www.rideCAT.org

Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	$45,900	$5,100	$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	$5,329,800	$592,200	$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	$1,065,600	$118,400	$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	$205,000	$0	$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	$6,514,200	$723,800	$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	$570,600	$63,400	$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	$158,000	$0	$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	$634,000	$0	$634,000
REP-258A & REP 259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	$27,718,200	$3,079,800	$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	$256,500	$28,500	$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	$621,900	$69,100	$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	$9,000	$1,000	$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	$29,700	$3,300	$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	$262,800	$29,200	$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	$36,000	$4,000	$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	$285,300	$31,700	$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	$540,900	$60,100	$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	$1,641,600	$182,400	$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	$2,046,600	$227,400	$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	$66,600	$7,400	$74,000
REP-294	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	$8,505,000	$945,000	$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	$1,365,000	$0	$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	$1,635,000	$0	$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	$504,000	$0	$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	$1,134,000	$0	$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	$86,000	$0	$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	$32,000	$0	$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	$1,044,000	$0	$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	$1,302,000	$0	$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	$2,537,100	$281,900	$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	$99,000	$11,000	$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	$365,400	$40,600	$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	$885,600	$98,400	$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	$502,200	$55,800	$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	$144,900	$16,100	$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	$2,750,000	$0	$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	$2,475,000	$275,000	$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	$94,500	$10,500	$105,000
REP-295	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	$296,100	$32,900	$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	$399,000	$0	$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	$14,301,900	$1,589,100	$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	$2,326,000	$0	$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	$717,000	$0	$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	$122,000	$0	$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$46,000	$0	$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	$1,486,000	$0	$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
					Totals	$114,814,900	$8,583,100	$123,398,000

TIP SCORING SHEETS

State Highway

0= No 1= Yes

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

Project Number		Project Name	Regional Traffic Signal Rehabilitation

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)=	15
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future state highway network development plan***	1	2.50
	1.2	***Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas***	1	2.50
	2	***Enhance the state's economic competitiveness through the movement of goods and services***	1	2.50
	3	***Support efficient local and state highway, multimodal terminal connections for freight and rail movement***	1	2.50
	4	***Work located on identified truck route or identified in Freight Study***	1	2.50
	5	***Consistent with regional or state economic development plans***	0	0.00
			Total	12.50

Goal 2		Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street and highway system assets.***		
	1.1	***Coordinate with regional emergency/security/hazardous materials movement***	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	***Coordinate/improves Bridge Closure Management Plan***	1	0.71
	1.4	***Coordinate/improves Special Events Management Plan***	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	***Provide necessary security training and equipment to monitor the security of the transportation infrastructure***	0	0.00
	2.3	***Coordinate with safety/security agencies of the state to prevent harmful activities***	0	0.00
			Total	3.57

Goal 3		Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays***	1	1.67
	2	***Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs***	1	1.67
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	0	0.00
	4	***consistent with state access control regulations***	1	1.67
	5	***Enhances the range of freight service options available to regional business***	0	0.00
	6	***Implements recommendations in ADA, railroad or any other ROW transition plans***	0	0.00
			Total	5.00

Goal 4		Environmental/Energy/QOL	Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	***Implements context sensitive solutions***	1	1.67
	1.2	***Address EJ analysis process***	1	1.67
	1.3	***Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources***	1	1.67
	1.4	***Incorporates innovative stormwater management techniques***	0	0.00
	2	***Maintain and improve quality of life along streets and highways***	1	1.67
	3	***Maintain and improve regional air quality by promoting nonmotorized travel***	1	1.67
			Total	8.33

Goal 5		Integration and Connectivity	Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	0	0.00
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	***Invest in signage techniques to reduce excessive travel delays and traffic congestion***	1	1.67
	2.2	***Maximize direct travel trips between states***	1	1.67
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	0	0.00
	2.4	***Address last segment/link of corridor***	0	0.00
			Total	5.00

Goal 6		Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	0	0.00
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	***Improving operations without adding through capacity***	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	***Maintain and update the regional ITS architecture***		
	4.1	***Enhances interoperability among modal equipment and technologies***	1	1.25
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	***Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data***	0	0.00
			Total	7.50

Goal 7		System Preservation	Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	***Utilize pavement management system results***	0	0.00
	1.2	***Emphasizes system rehabilitation rather than expansion***	1	2.50
	1.3	***Incorporate cost-effective maintenance and technologies new to the MPO area***	1	2.50
	1.4	***Preserve railroad ROW or other existing ROW***	0	0.00
	2	***Contributes to better system maintenance***	1	2.50
	3	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	2.50
			Total	10.00

Goal 8		Safety	Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements***	1	1.11
	2	***Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways***	1	1.11
	3	***Consistent with Strategic local and regional Highway Safety Plan***		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	0	0.00
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.11
	3.3	***Improve sight distance at signalized and un-signalized intersections***	0	0.00
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	0	0.00
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	0	0.00
	4	***Enhances public safety of nonmotorized users***	0	0.00
	5	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
			Total	3.33

Goal 9		***Resiliency and Reliability***	Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce state highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable highways under all reasonable weather conditions***	1	1.25
	1.2	***Strategically design and maintain state highway system to operate under all reasonable weather conditions***	0	0.00
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction***	0	0.00
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
			Total	6.25

Goal 10		***Travel & Tourism***	Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive state highway access to major activity centers and tourist spots***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks***	1	1.00
	1.2	***Identify, coordinate, and communicate traffic plans for statewide simultaneous events***	1	1.00
	1.3	***Establish partnerships to foster tourism activities within state***	0	0.00
	2	***Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1.00
	3	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	3.00

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE: 11/6/2020

PRIORITY#2 Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks Street: US Highway 2/Gateway Dr for 2025

County: Grand Forks Length: ~2.6 miles

Proposed Improvement: Concrete Panel Repair and Grind of US Highway 2/Gateway Dr (Red River to I-29)

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
520	347	115		3,465			4,447

Present Road: Surface Width? 4 lane divided Surface Type? Concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: ~14,400-19,700 Yr: 2018 Travel Way Width : _____
ADT Design: ~23,900 – 30,800 Design year 2045 No. of Lanes: 5
Design Speed: 35/40 MPH Roadway Width: 65’
Maximum Curve: _____ Min. R/W Width:80’

Right of Way

Will Additional ROW or easement be acquired? maybe ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: Unknown ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None anticipated
Est. No. business to be displaced? None anticipated

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): None Anticipated
Will there be any impacts to 4(f) or 6(f) properties: None Anticipated
Airports: None Public Hearings: Maybe
Environmental Classification (Cat-Ex, EA, EIS):Cat-Ex
Transportation Enhancements: _____
Intermodal: _____
Pedestrian Needs: Pedestrian access and crossing is limited near US 2 /Gateway Dr and Bus US 81/N Washington St

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF 062505C	1	1 At Grade			Gates Arms Flashers Signs	Same
BNSF 081297E	1	1 at Grade			Flashers Signs	Same

Purpose and Need Statement:

This roadway has reached a point in which a rehabilitation project should be considered to extend the life of the pavement and maintain a state of good repair.
Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? Constructed originally under two projects in 1988, with repair work in 1990, 2011 and 2012.

2. How many driving lanes and turning lanes does the street section currently have and what are the widths of the driving and turning lanes? There are four through lanes approximately 12’ wide with left turn lanes and right turn lanes at various intersections.

3. What is the condition of the pavement section? The pavement is showing signs of distress comparable with its age and a scheduled rehabilitation project will likely improve the pavement condition and extend the life of the pavement delaying the need for a reconstruction project. This project is proposed to primarily include concrete panel repair and grinding for the roadway.

4. Any existing geometric concerns? The existing geometrics appear to be satisfactory for the most part, there are existing skewed intersections located at N Washington St and N 5th St/Mill Rd. There is also a minor misalignment near the intersection of US 2/Gateway Dr and N Columbia Rd.

5. Are there any access points to adjoining properties that present a special concern? There are businesses which have large or closely spaced accesses to US 2. Previous studies and their alternatives should be considered with the environmental document and preliminary engineering relative to the scope of a rehabilitation project.

6. Are there any existing sidewalks, on-road bike facility or shared use path in place? What is the condition? What is the ADA ROW Transition Plan identify for this project area? What does the 2045 MTP plan for bike/ped needs in this project area? There are sidewalks on north and south sides for the most part. There is a bike path on the north side of the businesses on the north side of the road between N 3rd St and N Columbia Rd. There is a bike path on the south side of the road from N Columbia Rd to the interstate. The condition of these facilities is unknown and will need to be determined during the project development phase. During the project development, the NDDOT reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. Per the 2045 MTP Existing Bicycle and Pedestrian Facilities Map there are no additional facilities planned for this location.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? The original storm sewer was constructed in 1985 and the condition is unknown.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? The city water line along US 2/Gateway Dr has had a number of breaks in it the past few years. The city is currently considering a project to replace/relocate the water pipe. The majority of the sanitary sewer pipe is not directly underneath the roadway.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? There are 400W HPS fixtures on 40' tall poles offset on both sides of the road.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? The following intersections along US 2/Gateway Dr have traffic signals: N 3rd St, N 5th St, N Washington St, N 30th St, N Columbia Rd, Stanford Rd, N 42nd St, east & west on/off ramps of I-29. None of these intersections were located on the 2020 Urban High Crash Intersection List. No additional turn lanes are anticipated at this time.

11. What transit routes and/or facilities are in this project area? What does the 2045 MTP plan for transit for this project area? Route 2 includes a portion of Gateway Dr from N 20th St to N 5th St. Route 5 includes a portion of Gateway Dr from N 47th St to N 43rd St. Route 13 includes a portion of Gateway Dr from N 43rd St to N Washington St. There are multiple bus stops along this corridor. The 2045 Transit Development Plan primarily discusses changing bus routes, funding options and additional/replacement transit vehicles. No additional information was found in the 2045 TDP relating to this project.

12. How does this project further the performance targets identified in the 2045 MTP? The proposed project is a rehabilitation project which seeks to maintain a state of good repair.

Remarks:

City Engineer: _____ Date: 11/12/20

District Engineer: _____ Date: 11/12/2020

Note: ***Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.***

2022-2025 TIP
Cost Estimating Basis
9/25/2020
2020 Project Cost History
Urban Projects
Base construction costs are 2020 dollars
Costs are per mile

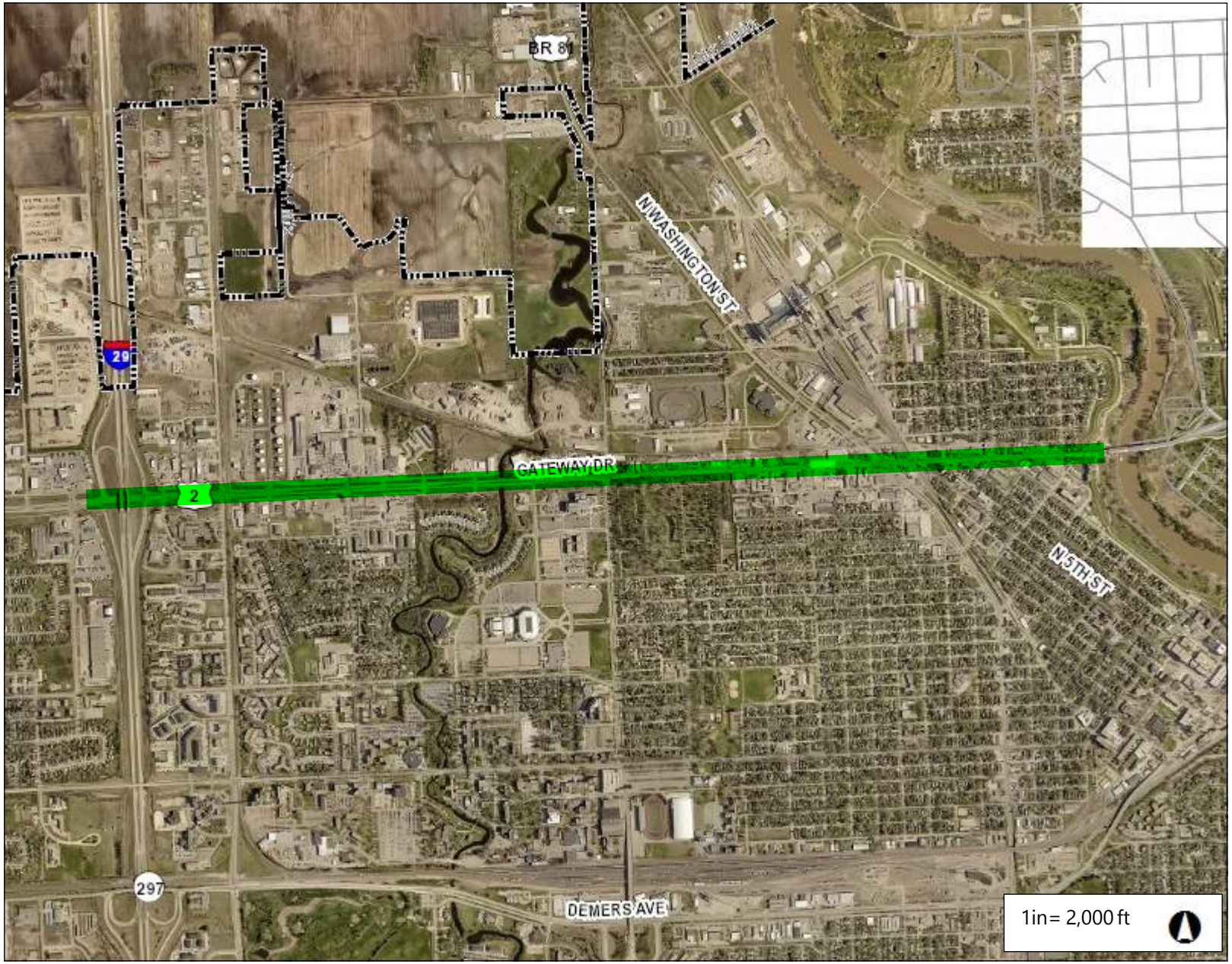
	Surfacing
Construction & CE Only	$1,200,000
Total Cost	$1,400,000
Assumption	
CE is 10% of Construction	
Base Construction	$1,090,909
Total Cost/Base Const	128.3%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Street	US 2/Gateway Dr
To/From	RedRiver to I-29
Type	CPR & Grind
Year of Expenditure	2025
Length (ft)	13,800
Length (mi)	2.61
Base Const Cost/mi	$1,090,909
Inflated Const Cost/mi 4%	$3,465,000
Const Cost	$3,465,000
Design Eng	$520,000
Const Eng	$347,000
ROW/MISC	$115,000
Total Project Cost	$4,447,000

Construction Cost Breakdown	
Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Base Const Cost Breakdown	
Contract Bond	$34,650
Mobilization	$346,500
Traffic Control	$173,250
Erosion Control	$173,250
Pavement	$2,564,100
Signing/Striping	$173,250
Const Total	$3,465,000

Gateway Dr CPR & Grind - 2025



Legend

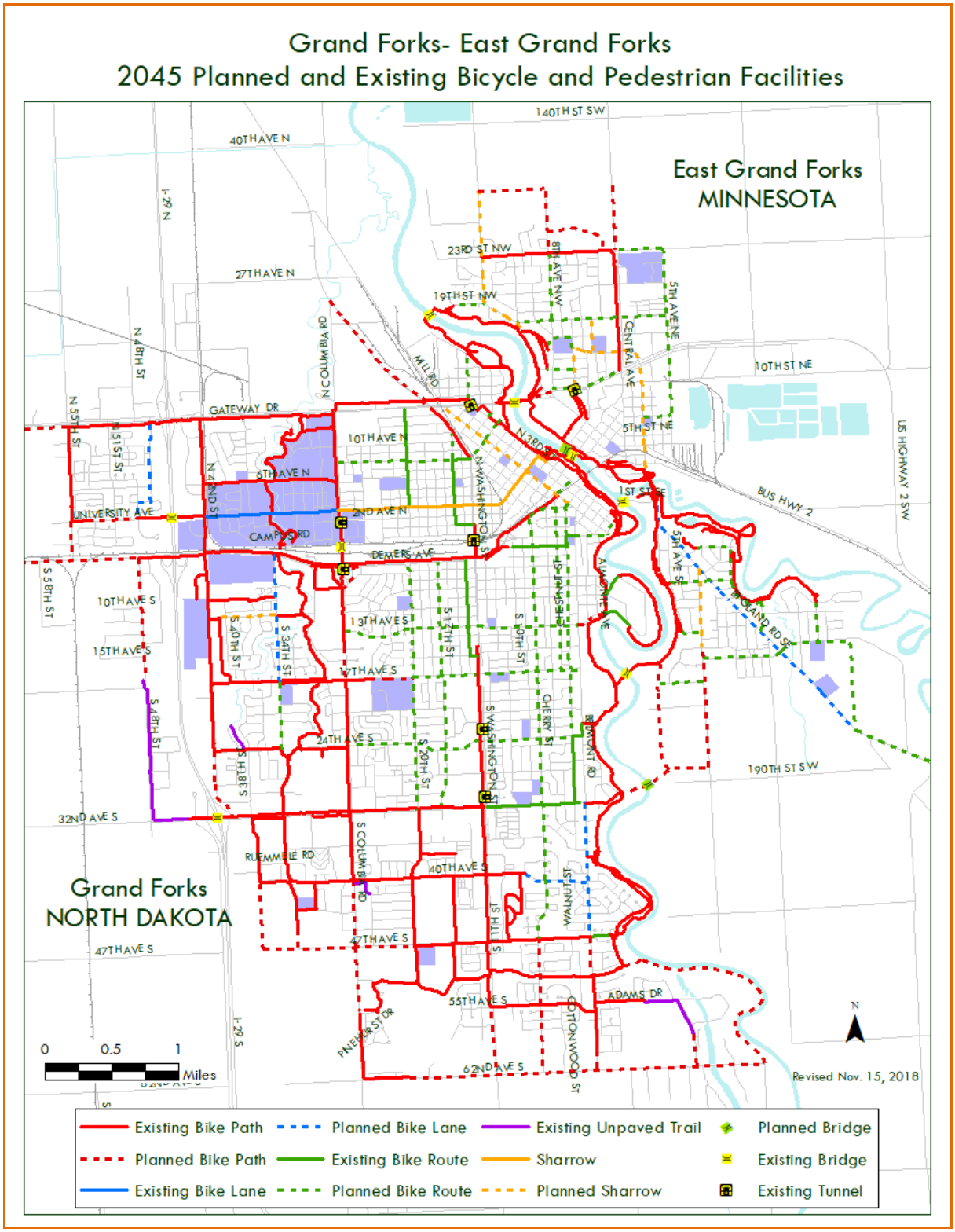
- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

Notes

4,000.0 0 2,000.00 4,000.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	$1.50
K-12 Student	$0.75
Reduced Fare**	$0.60

10-Ride Cards

Adult	$13.00
K-12 Student	$6.50
Reduced Fare**	$5.25

*Exact fare required
**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	$5.00
14-Day Pass	$18.00
31-Day Pass	$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

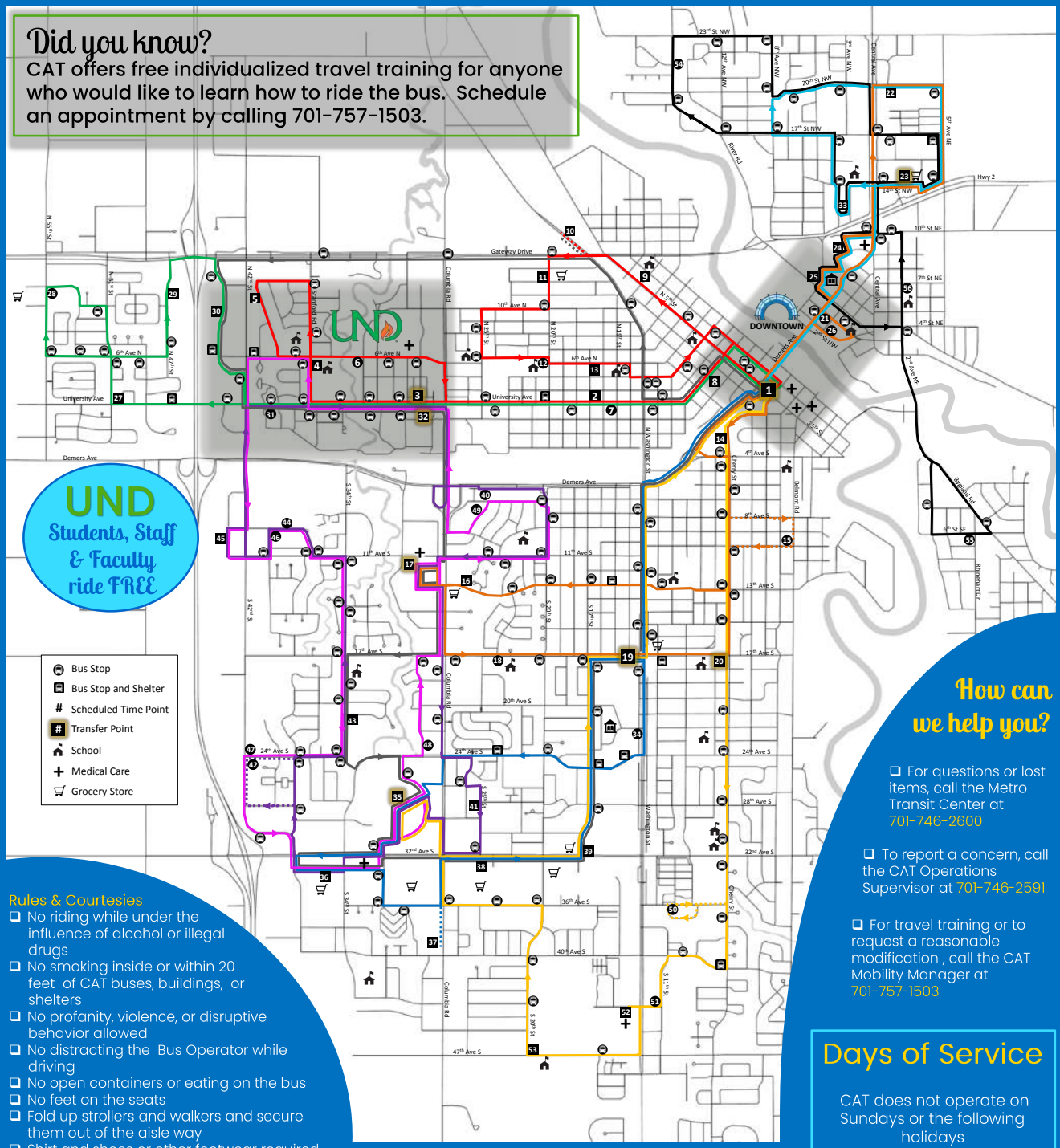
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- ❑ Call 911 in case of emergency
- ❑ Be aware of your surroundings
- ❑ Remain seated while the bus is moving
- ❑ Do not walk in front of the bus
- ❑ Stay back from the painted yellow line
- ❑ Dress appropriately for adverse weather conditions
- ❑ If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



How can we help you?

- ❑ For questions or lost items, call the Metro Transit Center at 701-746-2600
- ❑ To report a concern, call the CAT Operations Supervisor at 701-746-2591
- ❑ For travel training or to request a reasonable modification , call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

New Year's Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Rules & Courtesies

- ❑ No riding while under the influence of alcohol or illegal drugs
- ❑ No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- ❑ No profanity, violence, or disruptive behavior allowed
- ❑ No distracting the Bus Operator while driving
- ❑ No open containers or eating on the bus
- ❑ No feet on the seats
- ❑ Fold up strollers and walkers and secure them out of the aisle way
- ❑ Shirt and shoes or other footwear required
- ❑ Passengers must maintain appropriate, reasonable personal hygiene
- ❑ Limit carry-on items to one armload or the equivalent of two grocery bags
- ❑ Have your bus fare ready before boarding
- ❑ Use earphones to listen to music
- ❑ Small animals may be transported in a carrier
- ❑ Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

Track buses and plan trips with the CAT Prowler app

www.rideCAT.org

Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	$45,900	$5,100	$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	$5,329,800	$592,200	$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	$1,065,600	$118,400	$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	$205,000	$0	$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	$6,514,200	$723,800	$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	$570,600	$63,400	$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	$158,000	$0	$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	$634,000	$0	$634,000
REP-258A & REP 259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	$27,718,200	$3,079,800	$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	$256,500	$28,500	$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	$621,900	$69,100	$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	$9,000	$1,000	$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	$29,700	$3,300	$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	$262,800	$29,200	$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	$36,000	$4,000	$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	$285,300	$31,700	$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	$540,900	$60,100	$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	$1,641,600	$182,400	$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	$2,046,600	$227,400	$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	$66,600	$7,400	$74,000
REP-294	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	$8,505,000	$945,000	$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	$1,365,000	$0	$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	$1,635,000	$0	$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	$504,000	$0	$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	$1,134,000	$0	$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	$86,000	$0	$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	$32,000	$0	$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	$1,044,000	$0	$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	$1,302,000	$0	$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	$2,537,100	$281,900	$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	$99,000	$11,000	$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	$365,400	$40,600	$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	$885,600	$98,400	$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	$502,200	$55,800	$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	$144,900	$16,100	$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	$2,750,000	$0	$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	$2,475,000	$275,000	$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	$94,500	$10,500	$105,000
REP-295	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	$296,100	$32,900	$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	$399,000	$0	$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	$14,301,900	$1,589,100	$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	$2,326,000	$0	$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	$717,000	$0	$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	$122,000	$0	$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$46,000	$0	$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	$1,486,000	$0	$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
					Totals	$114,814,900	$8,583,100	$123,398,000

TIP SCORING SHEETS

State Highway

0= No 1= Yes

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

Project Number		Project Name	US 2/Gateway Dr (I-29 to Red River) CPR & Grind

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)=	15
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future state highway network development plan***	1	2.50
	1.2	***Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas***	1	2.50
	2	***Enhance the state's economic competitiveness through the movement of goods and services***	1	2.50
	3	***Support efficient local and state highway, multimodal terminal connections for freight and rail movement***	1	2.50
	4	***Work located on identified truck route or identified in Freight Study***	1	2.50
	5	***Consistent with regional or state economic development plans***	0	0.00
			Total	12.50

Goal 2		Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street and highway system assets.***		
	1.1	***Coordinate with regional emergency/security/hazardous materials movement***	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	***Coordinate/improves Bridge Closure Management Plan***	1	0.71
	1.4	***Coordinate/improves Special Events Management Plan***	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	***Provide necessary security training and equipment to monitor the security of the transportation infrastructure***	0	0.00
	2.3	***Coordinate with safety/security agencies of the state to prevent harmful activities***	0	0.00
			Total	3.57

Goal 3		Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays***	1	1.67
	2	***Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs***	0	0.00
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	0	0.00
	4	***consistent with state access control regulations***	1	1.67
	5	***Enhances the range of freight service options available to regional business***	0	0.00
	6	***Implements recommendations in ADA, railroad or any other ROW transition plans***	0	0.00
			Total	3.33

Goal 4		Environmental/Energy/QOL	Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	***Implements context sensitive solutions***	1	1.67
	1.2	***Address EJ analysis process***	1	1.67
	1.3	***Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources***	1	1.67
	1.4	***Incorporates innovative stormwater management techniques***	0	0.00
	2	***Maintain and improve quality of life along streets and highways***	1	1.67
	3	***Maintain and improve regional air quality by promoting nonmotorized travel***	0	0.00
			Total	6.67

Goal 5		Integration and Connectivity	Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	0	0.00
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	***Invest in signage techniques to reduce excessive travel delays and traffic congestion***	0	0.00
	2.2	***Maximize direct travel trips between states***	0	0.00
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	0	0.00
	2.4	***Address last segment/link of corridor***	0	0.00
			Total	1.67

Goal 6		Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	0	0.00
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	***Improving operations without adding through capacity***	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	***Maintain and update the regional ITS architecture***		
	4.1	***Enhances interoperability among modal equipment and technologies***	0	0.00
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	***Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data***	0	0.00
			Total	6.25

Goal 7		System Preservation	Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	***Utilize pavement management system results***	1	2.50
	1.2	***Emphasizes system rehabilitation rather than expansion***	1	2.50
	1.3	***Incorporate cost-effective maintenance and technologies new to the MPO area***	1	2.50
	1.4	***Preserve railroad ROW or other existing ROW***	1	2.50
	2	***Contributes to better system maintenance***	1	2.50
	3	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	2.50
			Total	15.00

Goal 8		Safety	Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements***	0	0.00
	2	***Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways***	0	0.00
	3	***Consistent with Strategic local and regional Highway Safety Plan***		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	0	0.00
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	0	0.00
	3.3	***Improve sight distance at signalized and un-signalized intersections***	0	0.00
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.11
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	0	0.00
	4	***Enhances public safety of nonmotorized users***	0	0.00
	5	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
			Total	1.11

Goal 9		***Resiliency and Reliability***	Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce state highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable highways under all reasonable weather conditions***	1	1.25
	1.2	***Strategically design and maintain state highway system to operate under all reasonable weather conditions***	0	0.00
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction***	0	0.00
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
			Total	6.25

Goal 10		***Travel & Tourism***	Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive state highway access to major activity centers and tourist spots***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks***	1	1.00
	1.2	***Identify, coordinate, and communicate traffic plans for statewide simultaneous events***	1	1.00
	1.3	***Establish partnerships to foster tourism activities within state***	0	0.00
	2	***Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1.00
	3	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	3.00

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE: 11/6/2020

PRIORITY#1 Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks Street: Bus US 81/S Washington St (1st Ave N to 8th Ave N) for 2026

County: Grand Forks Length: ~0.5 miles

Proposed Improvement: Reconstruction of Bus US 81/ S Washington St from 1st Ave N to 8th Ave N.

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
621	414	182		4,136			5,353

Present Road: Surface Width? 60' Surface Type? Asphalt overlay over concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: ~14,300-19,500 Yr: 2018
ADT Design: ~16,000 – 25,000 Design year 2045
Design Speed: 35MPH
Maximum Curve: _____
Maximum Grade: _____

Travel Way Width : 60'
No. of Lanes: 5
Roadway Width: 60'
Min. R/W Width: 80'

Right of Way

Will Additional ROW or easement be acquired? likely ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: likely ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated
Est. No. business to be displaced? None Anticipated

Impacts
Will there be any additional Impacts (Cultural and Environmental Resources): None
Will there be any impacts to 4(f) or 6(f) properties: None Anticipated
Airports: None Public Hearings: Maybe
Environmental Classification (Cat-Ex, EA, EIS):PCE or DCE
Transportation Enhancements: Will be determined during the NEPA phase
Intermodal: Will be determined during the NEPA phase
Pedestrian Needs: Will be determined during the NEPA phase

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement: This segment of road was originally constructed in two phases in 1924 and 1936, widened in 1970, with numerous overlays including the most recent on in 2018. The pavement is currently in relatively good condition as it was overlaid in 2018. However the underlying concrete is deteriorating which is likely the cause of accelerating the 2018 asphalt mill and overlay project from 2020 because of the rapid rate of deterioration. At the time of the proposed project, the current asphalt overlay will be eight years old.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? This portion of N Washington was originally constructed in two phases in 1924 and 1936, widened in 1970, with numerous overlays including the most recent on in 2018.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? There are four through lanes (two in each direction) and a shared left turn lane. The lanes are approximately 12’ wide.

3. What is the condition of the pavement section? Being overlaid in 2018, the pavement is still in relatively good condition, however, it should be noted that the 2018 asphalt mill and overlay was accelerated from 2020 due to the rapid deterioration of the pavement.

4. Any existing geometric concerns? This section of N Washington has a minor curve in the roadway. There are buildings that are located close to the roadway which could provide visibility issues.

5. Are there any access points to adjoining properties that present a special concern? There are multiple access points for a number of businesses adjacent to Bus US 81/N Washington St.

6. Are there any existing sidewalks, on-road bike facility or shared use path in place? What is the condition? What is the ADA ROW Transition Plan identify for this project area? What does the 2045 MTP plan for bike/ped needs in this project area? There are existing sidewalks on both sides of the road. There are a number of locations where street light poles, signs and traffic signals are located in the sidewalks. The condition of these facilities is unknown and will need to be determined during the project development phase. During the project development, the NDDOT reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. Per the 2045 MTP Existing Bicycle and Pedestrian Facilities Map there are no additional facilities planned for this location.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? Condition of the existing storm sewer is unknown. The majority of the storm sewer located on N Washington is at the end of the line consisting primarily of catch basins and catch basin leads, which then leads to a trunk storm sewer line on N 14th St which then crosses N Washington St at 7th Ave N.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? The condition of the city's sanitary sewer and watermain are unknown. The sanitary sewer typically crosses Washington at the alleys and the waterline crosses N Washington long the avenues. The water main and sanitary sewer do not parallel N Washington.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? The street lighting consists of 250W HPS mounted on 40' tall davit arm style light poles installed on both sides of the road with staggered spacing.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? The intersection of N Washington St and 2nd Ave N, the intersection of N Washington St and University Ave, and the intersection of N Washington St and 5th Ave N. All three of these signals were installed in or around 1976 and will be 50 years old at the time of the proposed project. None of the intersections in this project were located on the 2020 Urban High Crash Intersection List. If it is determined that additional turn lanes are needed at these signals, they will likely require significant expenditures for right of way acquisition.

11. What transit routes and/or facilities are in this project area? What does the 2045 MTP plan for transit for this project area? Routes 1 and 2 cross N Washington at the signals located University Ave and 5th Ave N. Route 5 crosses N Washington St at University Ave. Route 13 travels along N Washington from University Ave to Gateway Dr. The 2045 Transit Development Plan primarily discusses changing bus routes, funding options and additional/replacement transit vehicles. No additional information was found in the 2045 TDP relating to this project.

12. How does this project further the performance targets identified in the 2045 MTP? This project furthers the performance targets identified in the MTP by maintaining a state of good repair.

Remarks:

City Engineer: _____ Date: 11/12/20

District Engineer: _____ Date: 11/12/2020

Note: ***Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.***

2022-2025 TIP
Cost Estimating Basis
9/25/2020
2020 Project Cost History
Urban Projects
Base construction costs are 2020 dollars
Costs are per mile

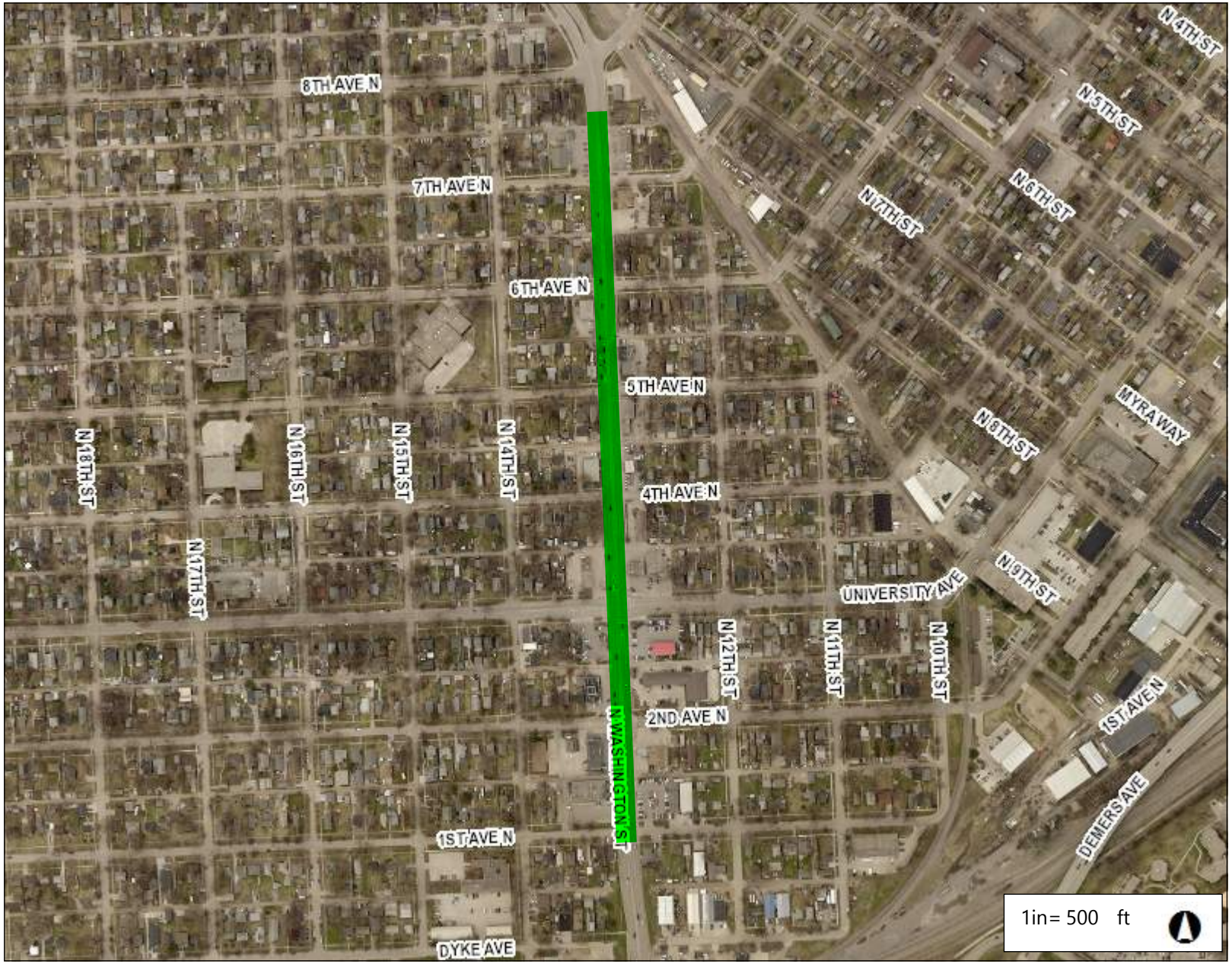
	Reconstruct
Construction & CE Only	$7,650,000
Total Cost	$9,000,000
Assumption	
CE is 10% of Construction	
Base Construction	$6,954,545
Total Cost/Base Const	129.4%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	4.4%

Street	Bus US 81/Washington St
To/From	1st Ave N to 8th Ave N
Type	Reconstruct
Year of Expenditure	2026
Length (ft)	2,500
Length (mi)	0.47
Base Const Cost/mi	$6,954,545
Inflated Const Cost/mi 4%	$4,136,000
Const Cost	$4,136,000
Design Eng	$621,000
Const Eng	$414,000
ROW/MISC	$182,000
Total Project Cost	$5,353,000

Construction Cost Breakdown	
Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Underground Utilities	9%
Pavement	65%
Signing/Striping	2%
Electrical	3%
	100%

Base Const Cost Breakdown	
Contract Bond	$41,360
Mobilization	$413,600
Traffic Control	$206,800
Erosion Control	$206,800
Underground Utilities	$372,240
Pavement	$2,688,400
Signing/Striping	$82,720
Electrical	$124,080
Const Total	$4,136,000

Reconstruct Bus US 81/N Washington St (1st Ave N to 8th Ave N) - 2025



Legend

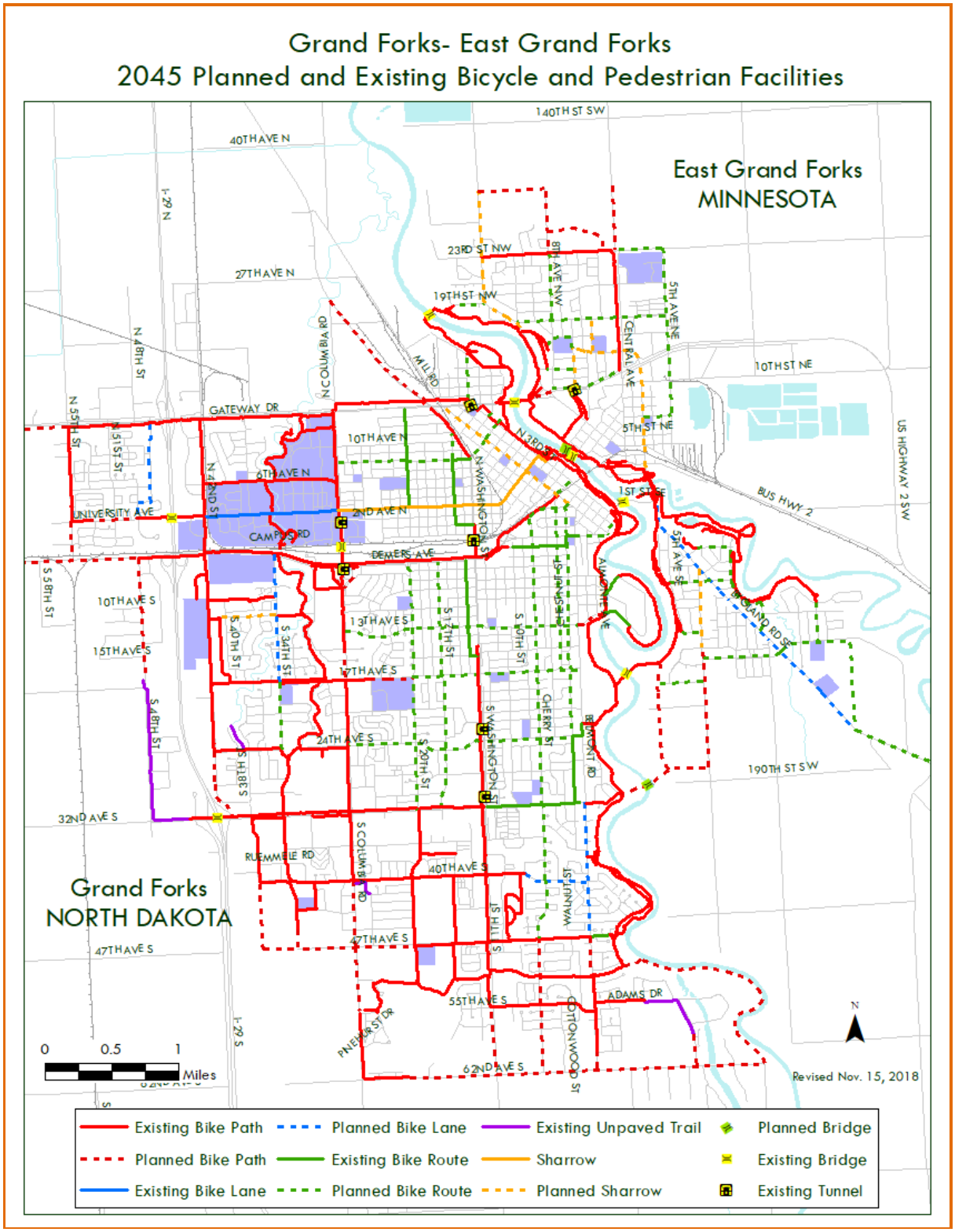
- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

Notes

1,000.0 0 500.00 1,000.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	$1.50
K-12 Student	$0.75
Reduced Fare**	$0.60

10-Ride Cards

Adult	$13.00
K-12 Student	$6.50
Reduced Fare**	$5.25

*Exact fare required
**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	$5.00
14-Day Pass	$18.00
31-Day Pass	$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

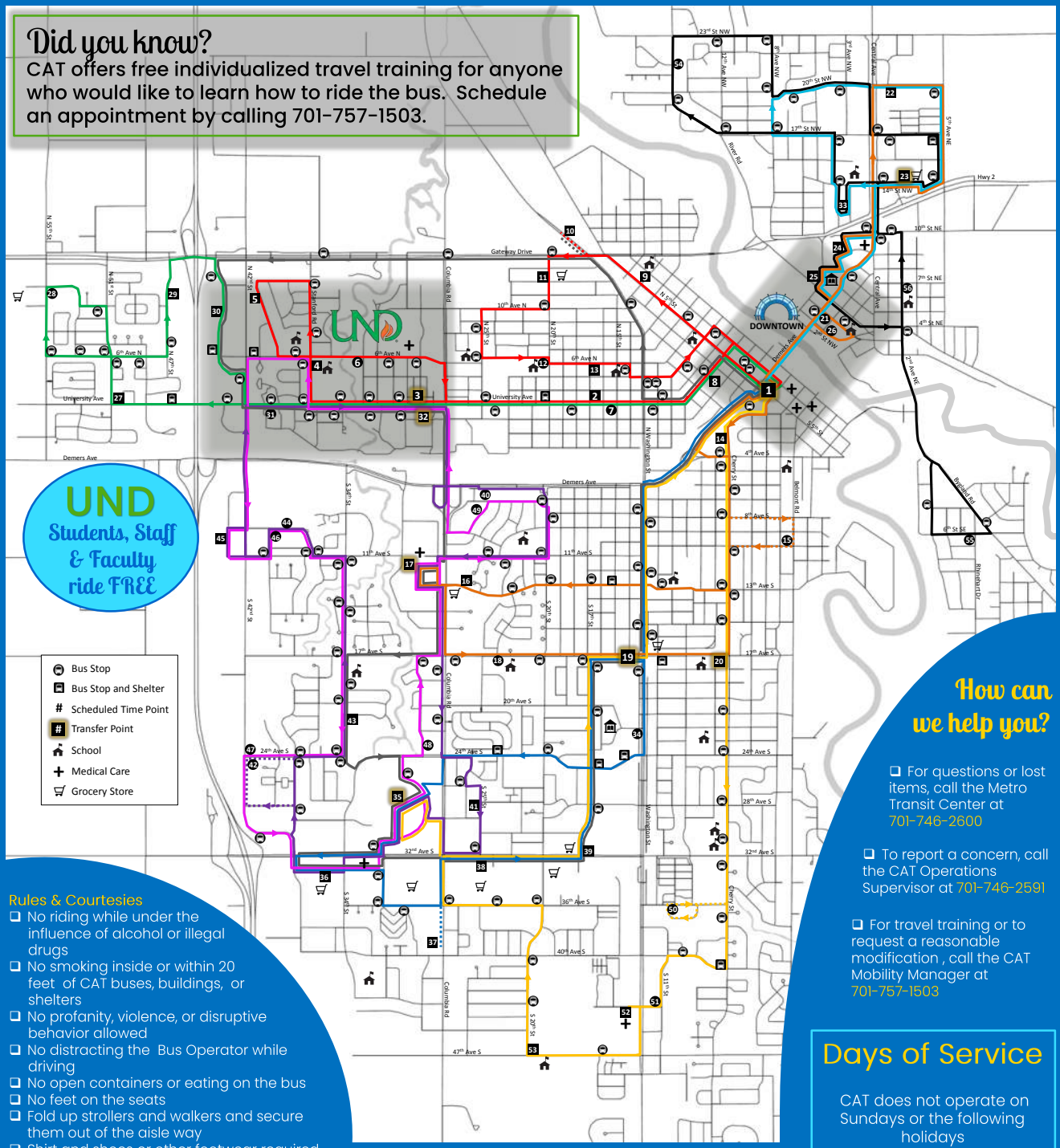
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- ❑ Call 911 in case of emergency
- ❑ Be aware of your surroundings
- ❑ Remain seated while the bus is moving
- ❑ Do not walk in front of the bus
- ❑ Stay back from the painted yellow line
- ❑ Dress appropriately for adverse weather conditions
- ❑ If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



How can we help you?

- ❑ For questions or lost items, call the Metro Transit Center at 701-746-2600
- ❑ To report a concern, call the CAT Operations Supervisor at 701-746-2591
- ❑ For travel training or to request a reasonable modification , call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

New Year's Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Rules & Courtesies

- ❑ No riding while under the influence of alcohol or illegal drugs
- ❑ No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- ❑ No profanity, violence, or disruptive behavior allowed
- ❑ No distracting the Bus Operator while driving
- ❑ No open containers or eating on the bus
- ❑ No feet on the seats
- ❑ Fold up strollers and walkers and secure them out of the aisle way
- ❑ Shirt and shoes or other footwear required
- ❑ Passengers must maintain appropriate, reasonable personal hygiene
- ❑ Limit carry-on items to one armload or the equivalent of two grocery bags
- ❑ Have your bus fare ready before boarding
- ❑ Use earphones to listen to music
- ❑ Small animals may be transported in a carrier
- ❑ Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

Track buses and plan trips with the CAT Prowler app

www.rideCAT.org

Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	$45,900	$5,100	$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	$753,000	$0	$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	$811,000	$0	$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	$5,329,800	$592,200	$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	$1,065,600	$118,400	$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	$205,000	$0	$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	$6,514,200	$723,800	$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	$1,946,000	$0	$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	$570,600	$63,400	$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	$158,000	$0	$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	$634,000	$0	$634,000
REP-258A & REP 259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	$27,718,200	$3,079,800	$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	$256,500	$28,500	$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	$621,900	$69,100	$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	$9,000	$1,000	$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	$29,700	$3,300	$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	$262,800	$29,200	$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	$36,000	$4,000	$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	$285,300	$31,700	$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	$540,900	$60,100	$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	$1,641,600	$182,400	$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	$2,046,600	$227,400	$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	$66,600	$7,400	$74,000
REP-294	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	$8,505,000	$945,000	$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	$1,365,000	$0	$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	$1,635,000	$0	$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	$504,000	$0	$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	$1,134,000	$0	$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	$86,000	$0	$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	$32,000	$0	$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	$1,044,000	$0	$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	$1,302,000	$0	$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	$2,537,100	$281,900	$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	$99,000	$11,000	$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	$365,400	$40,600	$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	$885,600	$98,400	$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	$502,200	$55,800	$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	$144,900	$16,100	$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	$2,750,000	$0	$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	$2,475,000	$275,000	$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	$94,500	$10,500	$105,000
REP-295	US 81 Business	Dyke Avenue to .05 Mi South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	$296,100	$32,900	$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	$399,000	$0	$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	$14,301,900	$1,589,100	$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	$2,326,000	$0	$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	$717,000	$0	$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	$3,790,000	$0	$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	$122,000	$0	$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	$46,000	$0	$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	$1,486,000	$0	$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	$0	$0	$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	$3,511,000	$0	$3,511,000
					Totals	$114,814,900	$8,583,100	$123,398,000

TIP SCORING SHEETS

State Highway

0= No 1= Yes

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

Project Number		Project Name	Reconstruct Bus US 81/N Washington 1st Ave N to 8th Ave N

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)=	15
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future state highway network development plan***	1	2.50
	1.2	***Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas***	1	2.50
	2	***Enhance the state's economic competitiveness through the movement of goods and services***	1	2.50
	3	***Support efficient local and state highway, multimodal terminal connections for freight and rail movement***	1	2.50
	4	***Work located on identified truck route or identified in Freight Study***	1	2.50
	5	***Consistent with regional or state economic development plans***	0	0.00
			Total	12.50

Goal 2		Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street and highway system assets.***		
	1.1	***Coordinate with regional emergency/security/hazardous materials movement***	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	***Coordinate/improves Bridge Closure Management Plan***	1	0.71
	1.4	***Coordinate/improves Special Events Management Plan***	0	0.00
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	***Provide necessary security training and equipment to monitor the security of the transportation infrastructure***	0	0.00
	2.3	***Coordinate with safety/security agencies of the state to prevent harmful activities***	0	0.00
			Total	2.86

Goal 3		Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays***	0	0.00
	2	***Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs***	0	0.00
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	0	0.00
	4	***consistent with state access control regulations***	0	0.00
	5	***Enhances the range of freight service options available to regional business***	0	0.00
	6	***Implements recommendations in ADA, railroad or any other ROW transition plans***	0	0.00
			Total	0.00

Goal 4		Environmental/Energy/QOL	Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	***Implements context sensitive solutions***	1	1.67
	1.2	***Address EJ analysis process***	1	1.67
	1.3	***Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources***	1	1.67
	1.4	***Incorporates innovative stormwater management techniques***	0	0.00
	2	***Maintain and improve quality of life along streets and highways***	1	1.67
	3	***Maintain and improve regional air quality by promoting nonmotorized travel***	0	0.00
			Total	6.67

Goal 5		Integration and Connectivity	Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	0	0.00
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	***Invest in signage techniques to reduce excessive travel delays and traffic congestion***	0	0.00
	2.2	***Maximize direct travel trips between states***	0	0.00
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	0	0.00
	2.4	***Address last segment/link of corridor***	0	0.00
			Total	1.67

Goal 6		Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	0	0.00
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	***Improving operations without adding through capacity***	0	0.00
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	***Maintain and update the regional ITS architecture***		
	4.1	***Enhances interoperability among modal equipment and technologies***	1	1.25
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	***Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data***	0	0.00
			Total	6.25

Goal 7		System Preservation	Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	***Utilize pavement management system results***	1	2.50
	1.2	***Emphasizes system rehabilitation rather than expansion***	1	2.50
	1.3	***Incorporate cost-effective maintenance and technologies new to the MPO area***	1	2.50
	1.4	***Preserve railroad ROW or other existing ROW***	1	2.50
	2	***Contributes to better system maintenance***	1	2.50
	3	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	2.50
			Total	15.00

Goal 8		Safety	Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements***	0	0.00
	2	***Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways***	1	1.11
	3	***Consistent with Strategic local and regional Highway Safety Plan***		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	0	0.00
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.11
	3.3	***Improve sight distance at signalized and un-signalized intersections***	0	0.00
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.11
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	0	0.00
	4	***Enhances public safety of nonmotorized users***	0	0.00
	5	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
			Total	3.33

Goal 9		***Resiliency and Reliability***	Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce state highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable highways under all reasonable weather conditions***	1	1.25
	1.2	***Strategically design and maintain state highway system to operate under all reasonable weather conditions***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction***	0	0.00
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
			Total	7.50

Goal 10		***Travel & Tourism***	Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive state highway access to major activity centers and tourist spots***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks***	0	0.00
	1.2	***Identify, coordinate, and communicate traffic plans for statewide simultaneous events***	1	1.00
	1.3	***Establish partnerships to foster tourism activities within state***	0	0.00
	2	***Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1.00
	3	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	2.00

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Consider Urban Road Candidate Projects for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of Urban Roads Candidate Projects for 2022-2025 TIP.

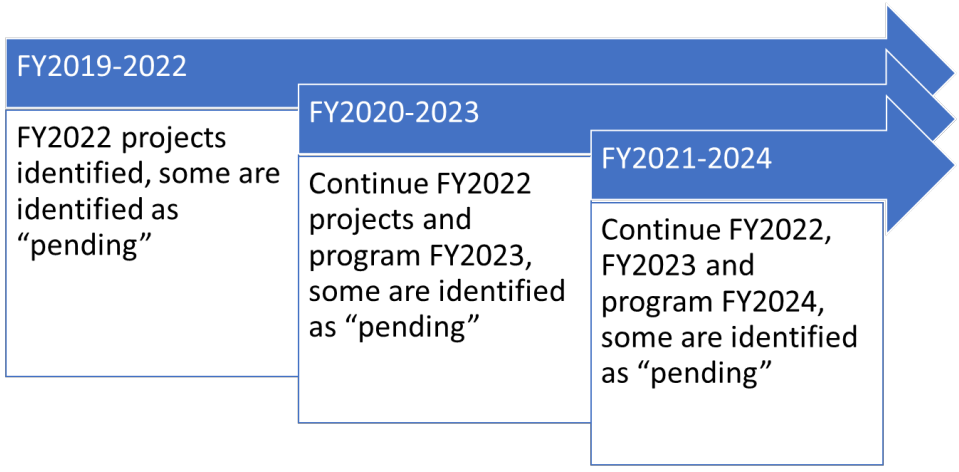
Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to "vet" the candidate projects, the project submittal deadline to the MPO was December 2nd. Projects are intended to only be projects already that are programmed and have new information, (i.e., scope change, cost change, etc.) that needs to be updated in the TIP or for projects in the new TIP year cycle – this time its FY2025.

The Urban Regional Roads program has the candidate projects submitted by the City on behalf of both the City and the NDDOT District. Both are required to concur in the project prior to it being submitted for consideration.

FY2022-24

Instructions were sent that stated not to submit any new projects for the TIP years of FY2022 – FY2024. One primary reason is that these years have been programmed to fiscal constraint and for the FY2021, this fiscal constraint has been programmed since FY2018, see diagram below.

TIP Fiscal Constraint Process



The projects listed as "pending" are those projects that will receive any funding that becomes available during the year. If funding does not become available, these projects are the first to be funding in the following year. Therefore, there already are projects in the que as projects prioritized.

One project update was submitted. The currently FY2023 project to rehabilitate the traffic signals on the Urban Road Network had its scope and cost estimated updated. When initially programmed, some signals on Columbia Rd were included; these signals are now being done via the FY2021 project next year. Therefore, the scope changed to remove these signals. There is a question on whether all the signals will meet warrants. The project is requested to be delayed one year. The original intent was for this project to be coordinated with the Regional Raods project. The Regional Roads is programmed as pending for FY2024. Therefore, the request is to push this Urban Roads project back one year to FY2023. The cost was updated to reflect this change and to also reflect the new Year of Expenditure (YOE). The total cost changed from $3.1M to $3.33M and the federal amount changed from $2.28M to $2.36M. The cost change is relatively insignificant so therefore, fiscal constraint is still in place.

FY2025 – New TIP Cycle Year

The 2045 MTP does contain a list of prioritized projects within the fiscal constraint. That table of projects is shown below.

City of Grand Forks Financially Constrained State of Good Repair (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	Federal Funds and Local Match	Additional City Funds	YOE Total
REP-043	Columbia Road	Columbia Road Railroad Overpass North of DeMers Ave.	Overpass	City of Grand Forks	Short-Range	$5,625,000	$1,856,000	$7,481,000
REP-045	Point Bridge	Bridge	Rehabilitation	City of Grand Forks	Short-Range	$1,048,000	$0	$1,048,000
REP-301	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Short-Range	$3,901,000	$250,000	$4,151,000
REP-044	North Columbia Road	8th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Short-Range	$7,994,000	$2,638,000	$10,632,000
REP-046	North Columbia Road	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	$9,724,000	$3,209,000	$12,933,000

N. Columbia Road has two projects listed. The one listed for the Short Range is between N. 8th Ave and Gateway Dr. The other is listed for the Mid Range and is between University and 8th Ave N. Both are reconstruction type projects.

One candidate project was submitted for FY2025. It is to do N. Columbia Road between University Ave and 8th Ave N. The application does highlight the MTP table as having this project in the Mid Range. There is nothing in the application that indicates reason for flipping the priority time frame. The base estimate of cost between the two projects were not that different. There is a significant difference in the cost estimate between the MTP and the application. The MTP has the project at $10.6M and the application is at $7.3M. The respective federal amounts would be $6.4M and $5.2M. The application does not state any information on the cost difference.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted must be consistent with the Metropolitan Transportation Plan
- Questions exist as to meeting consistency.

Support Materials:

- Applications

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:11/6/2020

PRIORITY#1 Regional: Y/(N) Urban Roads: (Y)/N

City: Grand Forks Street: Signalized intersections on Non- Regional Roads for 2023

County: Grand Forks Length:

Proposed Improvement: Traffic Signal Rehabilitation on the non-Regional Road System**.**

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
385	385			2,565			3,335

Present Road: Surface Width? varies Surface Type? varies

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _____ Yr: _____ Travel Way Width : _____
ADT Design: _____ Design year _____ No. of Lanes: _____
Design Speed: _____ Roadway Width: _____
Maximum Curve: _____ Min. R/W Width:_____
Maximum Grade: _____

Right of Way

Will Additional ROW or easement be acquired? No ROW acquisition by: (City) DOT
Has any ROW easements been acquired since 7-1-72: _____ ROW Condemnation by: (City) DOT
Est. No. of occupied family dwelling to be displaced? None Anticipated
Est. No. business to be displaced? None Anticipated

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): None Anticipated
Will there be any impacts to 4(f) or 6(f) properties: None Anticipated
Airports: None Public Hearings: No
Environmental Classification (Cat-Ex, EA, EIS): CED
Transportation Enhancements: _____
Intermodal: Updating outdated GPS Opticom system (transit has signal priority) as needed
Pedestrian Needs: updating pedestrian pushbuttons and pedestrian signal heads as needed

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF Glasston 062501A	1	1 at Grade Concrete	2	0-25MPH	Gates Lights Signs	Same

Purpose and Need Statement:

This Project Scoping Worksheet is intended to update the costs associated with the existing programmed project and to shift it from 2022 to 2023. Additionally this Project Scoping Worksheet provides an updated cost estimate. There is an urban roads project scheduled for a bid opening in February 2021 with construction in 2021. This project is proposed to include replacement of two signals currently listed in the programmed traffic signal rehabilitation project. As this work will not need to be completed a second time, these locations can be removed from the project reducing project costs. This project was originally proposed to take place in the year prior to the regional traffic signal rehabilitation project to reduce the possibility of electronic equipment changing between the two projects. The current regional project is programmed for 2025. To reduce the gap between these two projects the city is requesting this non-regional traffic signal rehabilitation project be delayed to 2023.

By 2023, there are anticipated to be 23 signalized intersections on the non-regional system in the City of Grand Forks. Of these, over 40% of the signalized intersections will be over 20 years old by 2022, and over 20% will be at least 35 years old by this time. This project is intended to rehabilitate the aging traffic signals on the non-regional system as needed on a signal by signal basis. This can include replacement of aged conduit and cable, upgrading pedestrian push buttons, replacement of outdated video detection and emergency detection equipment, replacing outdated controller cabinets and associated hardware, replacing aging fiber optic cable, signal heads and installation of new back plates with retroreflective borders. In the older signal systems this can also include rehabilitating the signal poles and mast arms by, sandblasting them free of paint, primer, scale, rust, etc to a clean bare metal surface and applying a fresh coat of epoxy primer and paint. The rehabilitation of these signals will prolong the life of these signals systems, and reduce the downtime and maintenance of signals caused by deteriorating connections, and aging equipment.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? The pavement at each of these intersections varies considerable in cross section, age, and maintenance.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? The number and width of through lanes and turning lanes vary at each intersection.

3. What is the condition of the pavement section? The condition of the street pavements at each intersection varies. The purpose of the proposed project does not include any rehabilitation or reconstruction work for the pavement at the proposed intersection

4. Any existing geometric concerns? The proposed project does not include modifying any intersection geometrics.

5. Are there any access points to adjoining properties that present a special concern? The proposed project does not include any changes to geometrics, striping, or changes to access.

6. Are there any existing sidewalks, on-road bike facility or shared use path in place? What is the condition? What is the ADA ROW Transition Plan identify for this project area? What does the 2045 MTP plan for bike/ped needs in this project area? The existing pedestrian and bicycle facilities vary at each intersection location in type and condition. During the project development, the City reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. Though the 2045 MTP bike/ped plan does indicate additional future facilities at some of the proposed locations it is unlikely that any additional facilities will be added under this project.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? No storm sewer work is anticipated with this project.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? No water or sanitary sewer work is anticipated with this project.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? Existing street lighting is typically mounted on the traffic signal poles which vary in height, style, length of mast arm, type. Each location will be evaluated for rehabilitation work during the project development phase.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? Please see the attached list of signal locations and anticipated level of rehabilitation anticipated for each location. None of these intersections are listed on the latest 2020 Urban High Crash List. Turn lanes are outside of the scope of this project.

11. What transit routes and/or facilities are in this project area? What does the 2045 MTP plan for transit for this project area? There are a significant number of traffic signals proposed under this project which are located on transit routes. This proposed project is anticipated to update the GPS Opticom system which also includes a transit priority.

12. How does this project further the performance targets identified in the 2045 MTP? The proposed project is intended to perform rehabilitation and equipment upgrades on a number of intersections. This maintenance will help extend the life of the signals, and reduce downtime caused by failing wiring or other equipment failures.

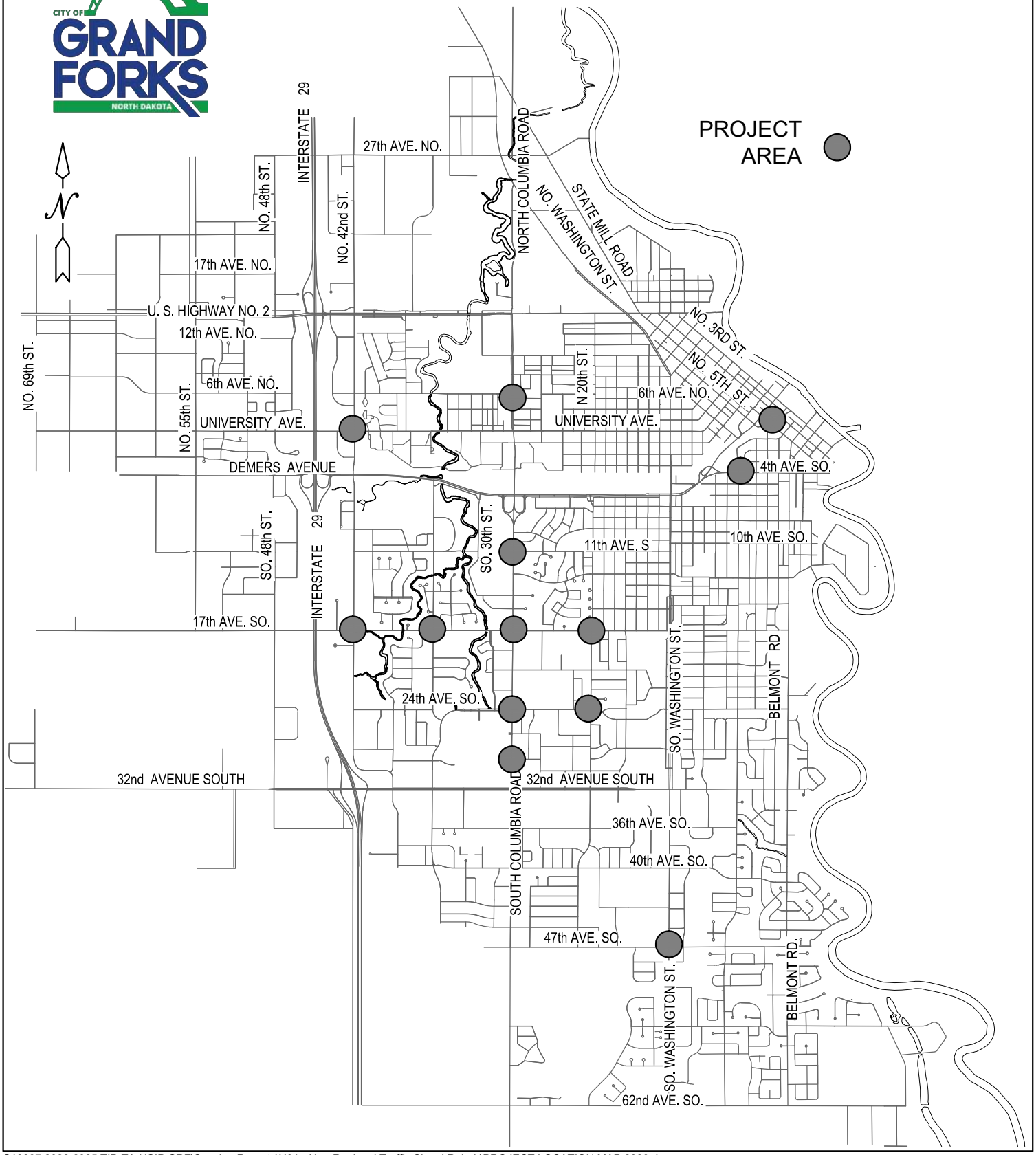
Remarks:

City Engineer: _____ Date: 11/12/20

Note: ***Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.***

PROJECT LOCATION MAP
GRAND FORKS, NORTH DAKOTA

Traffic Signal Rehabilitation on Non-Regional Roads



S:\8237 2022-2025 TIP-TA-HSIP-SRF\Scoping Reports\U01 - Non-Regional Traffic Signal Rehab\PROJECT LOCATION MAP 2020.dwg

Intersection	NHS/Non-NHS	Yr of Orig Const or Major Rehab	Intermediate or Minimal Rehabilitation		Age in 2023	NHS System					Non-NHS System				
			Rev Yr	Rev Scope		Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work
N 42nd St @ 6th Ave N	Non-NHS	2018			5										X
S Washington @ 44th Ave S	NHS	2017			6					X					
Columbia Rd @ 47th Ave S	NHS	2017			6					X					
Columbia Rd @ 13th Ave S	NHS	2016			7					X					
Columbia Rd @ 36th Ave S	NHS	2015			8					X					
Columbia Rd @ 40th Ave S	NHS	2015			8					X					
S 42nd St @ 11th Ave S	Non-NHS	2014			9										X
S Washington @ 40th Ave S	NHS	2014			9					X					
S Columbia Rd @ 11th Ave S	NHS	2013	2016	Flashing Yellow Heads	10			X							
S 5th St @ Kittson Ave	Non-NHS	2012			11								X		
S Washington @ 47th Ave S	NHS	2009			14			X							
Columbia Rd @ 24th Ave S	NHS	2008	2014	New Foundations	15			X							
Columbia Rd @ 28th Ave S	NHS	2003			20		X								
N 42nd St @ University Ave	Non-NHS	2001			22							X			
S 42nd St @ 17th Ave S	NHS	2001			22		X								
17th Ave S @ S 34th St	Non-NHS	2000			23							X			
S 20th St @ 24th Ave S	Non-NHS	2000			23							X			
Columbia Rd @ 6th Ave N*	NHS	1995			28	X			X						
Columbia Rd @ 2nd Ave N	NHS	1984	2021	Replaced with Reconstruction	39					X					
Columbia Rd @ University Ave	NHS	1984	2021	Replaced with Reconstruction	39					X					
Columbia Rd @ 17th Ave S	NHS	1979	1992	5 section heads	44	X			X						
17th Ave S @ S 20th St	Non-NHS	Pre-1979			44+						X			X	
4th Ave S @ Cherry St	Non-NHS	Pre-1979			44+						X			X	

Lt Turn phase = Left Turn Phase
Cabinet = Controller Cabinet
Ped H&B = Pedestrian Signal Heads and Push Buttons
Ped Heads = Pedestrian Signal Heads
Vid Det = Video Detection Cameras and equipment
Em Det = Emergency Vechile Detection equipment
Det Loops = Detection Loops
*Would likely be replaced with proposed 2025 Reconstruction Project

	General Scope of Work
Maj Rehab	Replacement of Cabinet, Cable/Conduit, Vid Det, Em Det, Ped Push B
Int Rehab	Replacement of Cabinet Equipment, Vid Det, Em Det, Ped Push Butto
Min Rehab	Replacement of Signal Heads and Backplates, other minor work as ne
Sandblast	Sandblasting and painting of poles and mast arms (signals >25 years old)
No Work	No work is anticipated to take place at this signal

	NHS System					Non-NHS System				
	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work	Maj Rehab	Int Rehab	Min Rehab	Sandblast	No Work
Quantity	2	2	3	2	8	2	3	1	2	2
Cost/Unit	$300,000	$157,000	$42,000	$103,000	$0	$300,000	$157,000	$42,000	$103,000	$0
Total Cost	$600,000	$314,000	$126,000	$206,000	$0	$600,000	$471,000	$42,000	$206,000	$0
				NHS Total	$1,246,000				Non-NHS Total	$1,319,000

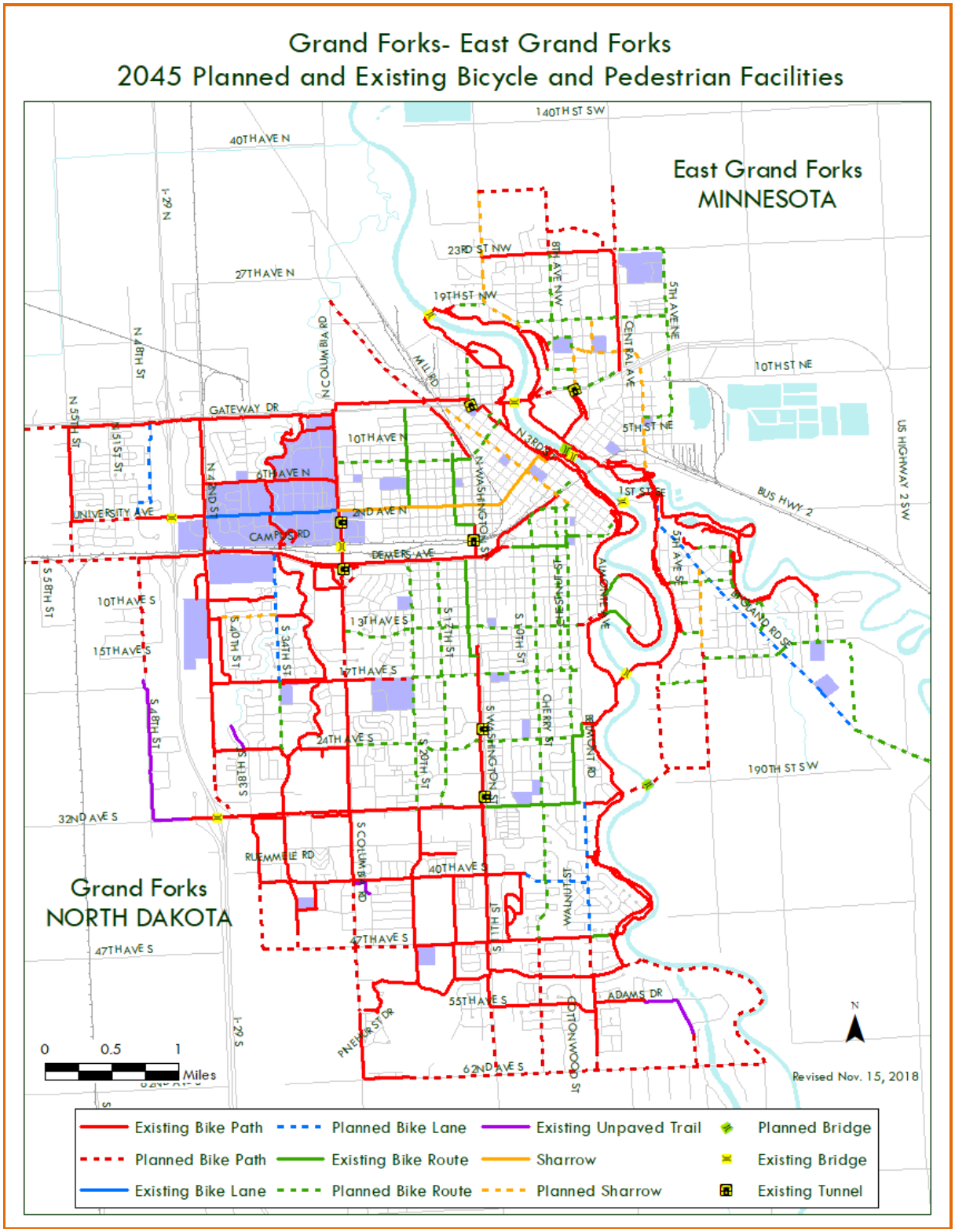
2023 Construction Total	$2,565,000
2023 Construction Engineering	$385,000
2023 Project Total	$2,950,000
80% Federal Share	$2,360,000
20% Local Share	$590,000
2023 Design Engineering 100% Local	$385,000

	General Scope of Work	2023 Unit Cost
Maj Rehab	Replacement of Cabinet, Cable/Conduit, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Hea	$ 300,000
Int Rehab	Replacement of Cabinet Equipment, Vid Det, Em Det, Ped Push Buttons, Fiber, Signal Heads	$ 157,000
Min Rehab	Replacement of Signal Heads and Backplates, other minor work as needed	$ 42,000
Sandblast	Sandblasting and painting of poles and mast arms (signals >25 years old)	$ 103,000
No Work	No work is anticipated to take place at this signal	

	2020	2023 (4%)	Maj Rehab	Int Rehab	Min Rehab
Cabinet	$50,000	$ 56,000	$ 56,000		
Conduit/Cable	$60,000	$ 67,000	$ 67,000		
Video Det	$40,000	$ 45,000	$ 45,000	$ 45,000	
Signal Heads	$32,000	$ 36,000	$ 36,000	$ 36,000	$ 36,000
GPS Opticom	$23,000	$ 26,000	$ 26,000	$ 26,000	
Ped Push Buttons	$10,000	$ 11,000	$ 11,000	$ 11,000	
Fiber	$15,000	$ 17,000	$ 17,000	$ 17,000	
		Work Item Subtotal	$ 258,000	$ 135,000	$ 36,000
		10% Mobilization	$ 25,800	$ 13,500	$ 3,600
		3% Traffic Control	$ 7,800	$ 4,100	$ 1,100
		2% Erosion Control	$ 5,200	$ 2,700	$ 800
		1% Bond	$ 2,600	$ 1,400	$ 400
		Work Item Total	$ 299,400	$ 156,700	$ 41,900
		Rounded up to the nearest $1,000	$ 300,000	$ 157,000	$ 42,000

Sand Blasting & Painting
Fargo had a project in 2012 - $60,000 per site
inflate to 2023 @ 4%
$ 93,000
add 10% contingency
$ 103,000

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	$1.50
K-12 Student	$0.75
Reduced Fare**	$0.60

10-Ride Cards

Adult	$13.00
K-12 Student	$6.50
Reduced Fare**	$5.25

*Exact fare required
**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	$5.00
14-Day Pass	$18.00
31-Day Pass	$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

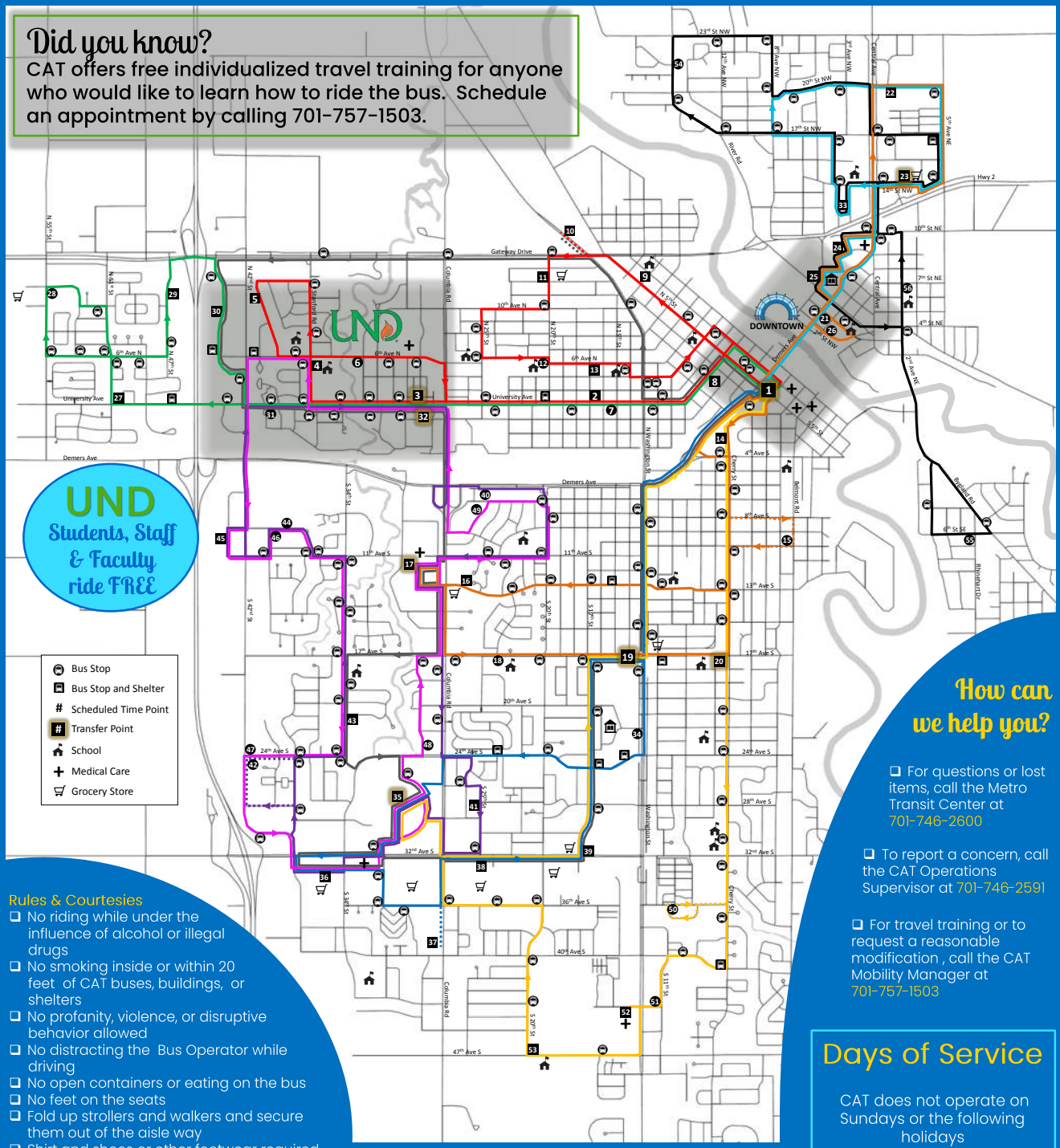
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- ❑ Call 911 in case of emergency
- ❑ Be aware of your surroundings
- ❑ Remain seated while the bus is moving
- ❑ Do not walk in front of the bus
- ❑ Stay back from the painted yellow line
- ❑ Dress appropriately for adverse weather conditions
- ❑ If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



How can we help you?

- ❑ For questions or lost items, call the Metro Transit Center at 701-746-2600
- ❑ To report a concern, call the CAT Operations Supervisor at 701-746-2591
- ❑ For travel training or to request a reasonable modification , call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

New Year's Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Rules & Courtesies

- ❑ No riding while under the influence of alcohol or illegal drugs
- ❑ No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- ❑ No profanity, violence, or disruptive behavior allowed
- ❑ No distracting the Bus Operator while driving
- ❑ No open containers or eating on the bus
- ❑ No feet on the seats
- ❑ Fold up strollers and walkers and secure them out of the aisle way
- ❑ Shirt and shoes or other footwear required
- ❑ Passengers must maintain appropriate, reasonable personal hygiene
- ❑ Limit carry-on items to one armload or the equivalent of two grocery bags
- ❑ Have your bus fare ready before boarding
- ❑ Use earphones to listen to music
- ❑ Small animals may be transported in a carrier
- ❑ Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

Track buses and plan trips with the CAT Prowler app

www.rideCAT.org

Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

City of Grand Forks Financially Constrained State of Good Repair (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	Federal Funds and Local Match	Additional City Funds	YOE Total
REP-043	Columbia Road	Columbia Road Railroad Overpass North of DeMers Ave.	Overpass	City of Grand Forks	Short-Range	$5,625,000	$1,856,000	$7,481,000
REP-045	Point Bridge	Bridge	Rehabilitation	City of Grand Forks	Short-Range	$1,048,000	$0	$1,048,000
REP-301	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Short-Range	$3,901,000	$250,000	$4,151,000
REP-044	North Columbia Road	8th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Short-Range	$7,994,000	$2,638,000	$10,632,000
REP-046	North Columbia Road	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	$9,724,000	$3,209,000	$12,933,000
REP-049	South Washington Street	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$8,428,000	$2,781,000	$11,209,000
REP-050	South Columbia Road	17th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$8,590,000	$2,835,000	$11,425,000
REP-051	South Columbia Road	DeMers Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$7,131,000	$2,353,000	$9,484,000
REP-060	S 48th Street	DeMers Avenue to 10th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	$3,241,000	$1,070,000	$4,311,000
REP-061	S 48th Street	10th Avenue South to 15th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	$3,241,000	$1,070,000	$4,311,000
REP-041	32nd Avenue South	South 10th Street to Cherry Street	Reconstruct	City of Grand Forks	Mid-Range	$1,783,000	$588,000	$2,371,000
REP-052	Columbia Road**	47th - 62nd and Washington SED - 62nd	Maintenance and Operations	City of Grand Forks	Long-Range	$6,847,000	$2,260,000	$9,107,000
REP-053B	Columbia Road	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Long-Range	$11,763,000	$3,882,000	$15,645,000
REP-302	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-303	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-304	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-307	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Long-Range	$8,937,000	$2,949,000	$11,886,000
REP-042	32nd Avenue South	Cherry Street to Belmont Road	Reconstruct	City of Grand Forks	Long-Range	$3,921,000	$1,294,000	$5,215,000
					Totals	$100,823,000	$31,888,000	$132,711,000

** Columbia Road project includes two separate termini. These projects are being packaged together by the City of Grand Forks for a future NDDOT Urban Roads Program grant funding request.

TIP SCORING SHEETS

Local Roads

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

0= No
1= Yes

Project Number		Project Name	Non-Regional Traffic Signal Rehabilitation

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%):	10
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future street network development plan***	1	1.67
	1.2	***Focus on street network expansion and prime corridors in areas that are contiguous to current and future developed areas and provide new access to jobs***	1	1.67
	2	***Enhance the area's economic competitiveness through the movement of goods and services***	1	1.67
	3	***Support efficient local street and highway, multimodal terminal connections for freight and rail movement***	1	1.67
	4	***Work located on identified truck route or identified in Freight Study***	1	1.67
	5	***Consistent with local, regional or state economic development plans***	1	1.67
			Total	10.00

Goal 2		Security	Expected Weight (%):	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street system assets.***		
	1.1	***Coordinate with regional emergency/security/hazardous materials movement***	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	***Coordinate/improves Bridge Closure Management Plan***	1	0.71
	1.4	***Coordinate/improves Special Events Management Plan***	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	***Provide necessary security training and equipment to improve the security of the transportation infrastructure***	0	0.00
	2.3	***Coordinate with safety/security agencies to prevent harmful activities***	0	0.00
			Total	3.57

Goal 3		Accessibility and Mobility	Expected Weight (%):	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion***	1	1.67
	2	***Provides acceptable LOS for all streets, intersection and facilities as recommended in LRTPs and address any existing LOS deficiency***	0	0.00
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	0	0.00
	4	***consistent with local access control regulations***	1	1.67
	5	***Enhances the range of freight service options available to local business***	0	0.00
	6	***Implements recommendations in ADA ROW or any other ROW transition plans***	0	0.00
			Total	3.33

Goal 4		Environmental/Energy/QOL	Expected Weight (%):	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	***Implements core context sensitive solutions***	***1***	1.67
	1.2	***Address EJ analysis process***	***1***	1.67
	1.3	***Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources***	***1***	1.67
	1.4	***Incorporates innovative stormwater management techniques***	***1***	1.67
	2	***Maintain and improve quality of life along streets and highways.***	1	1.67
	3	***Maintain and improve regional air quality by promoting nonmotorized travel***	0	0.00
			Total	8.33

Goal 5		Integration and Connectivity	Expected Weight (%):	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	0	0.00
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	***Invest in signage techniques to reduce excessive travel delays***	0	0.00
	2.2	***Maximize direct travel trips between major generators of metropolitan area***	1	1.67
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	0	0.00
	2.4	***Address last segment/link of corridor***	0	0.00
			Total	3.33

Goal 6		Efficient System management	Expected Weight (%):	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	0	0.00
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	***Improving operations without adding through capacity***	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	***Maintain and update the regional ITS architecture***		
	4.1	***Enhances interoperability among modal equipment and technologies***	***0***	0.00
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	***Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data***	0	0.00
			Total	6.25

Goal 7		System Preservation	Expected Weight (%):	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	***Utilize pavement management system results***	0	0.00
	1.2	***Emphasizes system rehabilitation rather than expansion***	1	3.00
	1.3	***Incorporate cost-effective maintenance and technologies new to the MPO area***	1	3.00
	1.4	***Preserve railroad ROW or other existing ROW***	0	0.00
	2	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	3.00
			Total	9.00

Goal 8		Safety	Expected Weight (%):	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements***	***0***	0.00
	2	***Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in urban areas***	***0***	0.00
	3	***Consistent with Strategic local street and Highway Safety Plan***		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	0	0.00
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.88
	3.3	***Improve sight distance at signalized and un-signalized intersections***	0	0.00
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.88
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	0	0.00
	4	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
			Total	3.75

Goal 9		***Resiliency and Reliability***	Expected Weight (%):	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce street and highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable streets and highways under all reasonable weather conditions.***	0	0.00
	1.2	***Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in w***	0	0.00
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or cha***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
			Total	6.25

Goal 10		***Travel & Tourism***	Expected Weight (%):	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive street and highway access to major activity centers***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Gr***	1	1.00
	1.2	***Identify, coordinate, and communicate traffic plans for simultaneous events.***	1	1.00
	1.3	***Establish partnerships to foster tourism activities within MPO***	0	0.00
	2	***Enhance safe/easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1.00
	3	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	3.00

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE: 11/6/2020

PRIORITY#1 Regional: Y/(N) Urban Roads: (Y)/N

City: Grand Forks Street: N Columbia Rd (University Ave to 8th Ave N) for 2025

County: Grand Forks Length: 0.32 Miles

Proposed Improvement: Reconstruct N Columbia Rd from just north of University Ave to approximately 8th Ave N. It is anticipated that the traffic signal at 6th Ave N would be rehabilitated or replaced. Street lighting is anticipated to be replaced.

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
843	843			5,616			7,302

Present Road: Surface Width? 60' Surface Type? concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: ~10,200-16,200 Yr: 2018 Travel Way Width :60'
ADT Design: ~13,000-17,800 Design year 2045 No. of Lanes: 4 +Turn Lanes
Design Speed: 40 MPH Roadway Width: 24' x 2
Maximum Curve: _____ Min. R/W Width: 100'
Maximum Grade: _____

Right of Way

Will Additional ROW or easement be acquired? No ROW acquisition by: (City) DOT
Has any ROW easements been acquired since 7-1-72: Maybe ROW Condemnation by:(City) DOT
Est. No. of occupied family dwelling to be displaced? None Anticipated
Est. No. business to be displaced? None Anticipated

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No
Will there be any impacts to 4(f) or 6(f) properties: None Anticipated
Airports: No Public Hearings: No
Environmental Classification (Cat-Ex, EA, EIS):Programmatic Cat-Ex or Documented Cat-Ex
Transportation Enhancements: Potential adjustment in grades at the intersection of 6th Ave N
Intermodal: _____
Pedestrian Needs: _____

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement: The pavement on N Columbia Rd has reached a point where reconstruction should be considered to improve the pavement condition and ride quality. The majority of the concrete panels are cracked or shattered with a fair amount of asphalt patching. It is anticipated that if insufficient funds are available that this project would be delayed to 2026.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? N Columbia Rd was constructed in 1983 making the road 42 years old at the time of the proposed project. According to record drawings, the cross section is currently 8" of concrete on 12" of lime treated subgrade. Maintenance has included annual crack sealing and asphalt patching of potholes.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? N Columbia Rd consists of four through lanes (two in each direction) with left turn lanes at intersections.

3. What is the condition of the pavement section? The majority of the concrete panels are cracked or shattered. There is a fair amount of asphalt patching where spalling has occurred. 2018 Pavement Condition Index ranging from 52 to 83 and International Roughness Index ranging from 2.92 to 5.03

4. Any existing geometric concerns? The eastern leg of the intersection of N Columbia Rd and 6th Ave N has a noticeable vertical deflection which should be considered for modification with this project.

5. Are there any access points to adjoining properties that present a special concern? No

6. Are there any existing sidewalks, on-road bike facility or shared use path in place? What is the condition? What is the ADA ROW Transition Plan identify for this project area? What does the 2045 MTP plan for bike/ped needs in this project area? There is an existing shared use path on the west side of the road and existing sidewalk on the east side of the road on the other side of the frontage road. The condition of the shared use path and sidewalk are unknown. During the project development, the City reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA Per the 2045 MTP Existing Bicycle and Pedestrian Facilities Map there are no additional facilities planned for this location.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? Condition of the existing storm sewer is unknown. It is possible that during the reconstruction project there may need to be some location adjustments of catch basins and their leads for N Columbia Rd. The mainline storm sewer is located under the frontage road which for the most part is outside of the scope of this project.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? The city water line primarily runs underneath the frontage road and has an unknown condition. No work on the water main is anticipated with this project. The sanitary sewer gravity lines are in an unknown condition, however they primarily only cross N Columbia Rd and are not anticipated to need additional work. The sanitary sewer forcemain is located underneath N Columbia Rd and it is anticipated that it will need work primarily between University Ave and 6th Ave N. This work may take place during this project, or potentially beforehand under a separate project.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? The existing street lighting consists of a mixture of 250W and 400W HPS street lighting mounted on 40' tall davit arm poles which are either installed staggered on each side of the road or are dual mounted in the center median.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? There is an existing traffic signal at the intersection of N Columbia Rd and 6th Ave N. It is anticipated that at the time of this project the pole will be approximately 30 years old. With the reconstruction of this roadway it may become necessary to replace this traffic signal pole at this intersection. If this project is programmed it is anticipated that this signal pole will be removed from the list for major rehabilitation on the non-regional traffic signal project. No intersections on this project were included on the 2020 Urban High Crash List. Additional turn lanes are not anticipated at this time.

11. What transit routes and/or facilities are in this project area? What does the 2045 MTP plan for transit for this project area? Route 1 is the only transit route which passes through the project. This route travels on N Columbia Rd from University Ave to 6th Ave N.

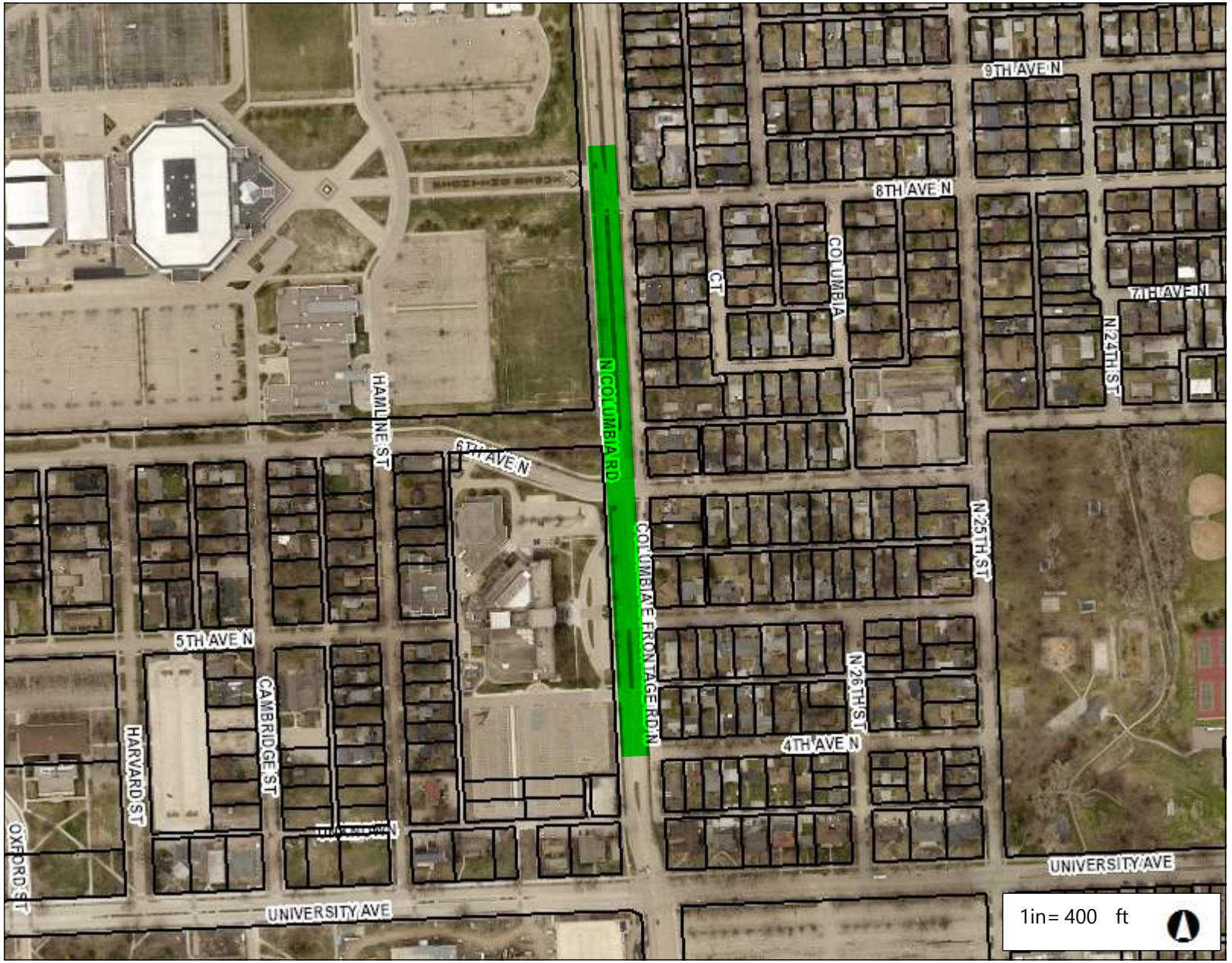
12. How does this project further the performance targets identified in the 2045 MTP? This project furthers the performance targets identified in the 2045 MTP by maintaining a state of good repair of the existing street network.

Remarks:

City Engineer: _____ Date: 11/12/20

Note: ***Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.***

Reconstruct N Columbia Rd (University Ave to 8th Ave N) - 2025



Legend

- Boundary City Limit
- Boundary Gray Area
- Parcels
- Address Labels
- Road Labels

Notes

800.0 0 400.00 800.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

Preliminary Engineer's Estimate
Pavement Reconstruction on N Columbia Rd (University to 8th Ave N)
Construction 2025
Updated: 10/7/2020
9" Concrete on 18" Salvage Base with Fabric

SPEC	CODE	ITEM	UNIT	UNIT PRICE	QUANTITIY	ITEM COST
103	100	CONTRACT BOND	L SUM	$ 32,600.00	1	$ 32,600.00
702	100	MOBILIZATION	L SUM	$ 326,000.00	1	$ 326,000.00
704		TRAFFIC CONTOL	LSUM	$ 163,000.00	1	$ 163,000.00
		EROSION CONTROL	LSUM	$ 66,000.00	1	$ 66,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	$ 8.00	12,647	$ 101,176.00
202	130	REMOVAL OF CURB & GUTTER	LF	$ 5.00	5,344	$ 26,720.00
202		REMOVAL OF PIPES ALL TYPES AND SIZES	LF	$ 15.00	600	$ 9,000.00
202		REMOVAL OF MANHOLES	EA	$ 400.00	5	$ 2,000.00
202		REMOVAL OF INLETS	EA	$ 300.00	12	$ 3,600.00
202		REMOVAL OF TRAFFIC SIGNAL	LSUM	$ 10,000.00	1	$ 10,000.00
202		REMOVAL OF TREES	EA	$ 800.00	36	$ 28,800.00
203		TOPSOIL	CY	$ 15.00	310	$ 4,650.00
203		TOPSOIL IMPORTED	CY	$ 25.00	310	$ 7,750.00
203		COMMON EXCAVATION	CY	$ 10.00	6,800	$ 68,000.00
251	300	SEEDING CLASS III	ACRE	$ 8,000.00	0.77	$ 6,160.00
253	201	HYDRAULIC MULCH	ACRE	$ 8,000.00	0.77	$ 6,160.00
302	101	SALVAGE BASE COURSE	CY	$ 45.00	6,800	$ 306,000.00
550		9IN NON-REINF CONCRETE PAVEMENT CL AE	SY	$ 130.00	10,450	$ 1,358,500.00
550		9IN REINF CONCRETE PAVEMENT CL AE	SY	$ 140.00	550	$ 77,000.00
708		GEOSYNTHETIC MATERIAL TYPE R1	SY	$ 2.00	14,100	$ 28,200.00
714		PIPE CONC REINF 12IN CL III	LF	$ 70.00	300	$ 21,000.00
714		PIPE CONC REINF 18IN CL III	LF	$ 80.00	200	$ 16,000.00
714		PIPE CONC REINF 24IN CL III	LF	$ 90.00	200	$ 18,000.00
714		UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	$ 10.00	560	$ 5,600.00
722		MANHOLE 60IN	LF	$ 800.00	48	$ 38,400.00
722		INLET-TYPE 1	EA	$ 4,500.00	14	$ 63,000.00
722		ADJUST GATE VALVE BOX	EA	$ 500.00	6	$ 3,000.00
722	6240	ADJUST UTILITY APPURTENANCE	EA	$ 750.00	6	$ 4,500.00
748	140	CURB & GUTTER-TYPE I	LF	$ 35.00	5,344	$ 187,040.00
750	100	SIDEWALK CONCRETE 4IN	SY	$ 90.00	197	$ 17,730.00
750	105	SIDEWALK CONCRETE BIKEWAY	SY	$ 100.00	783	$ 78,300.00
750	200	CONCRETE MEDIAN PAVING	SY	$ 90.00	1,072	$ 96,480.00
750	210	CONCRETE MEDIAN NOSE PAVING	SY	$ 150.00	67	$ 10,050.00
750		DRIVEWAY CONCRETE	SY	$ 80.00	67	$ 5,360.00
750	2115	DETECTABLE WARNING PANELS	SF	$ 50.00	246	$ 12,300.00
754		SIGNING	LSUM	$ 25,000.00	1	$ 25,000.00
762	118	STRIPING	LSUM	$ 60,000.00	1	$ 60,000.00
770		2IN RIDGID CONDUIT	LF	$ 10.00	3,340	$ 33,400.00
770		UNDERGROUND CONDUCTOR NO4 TYPE RHW	LF	$ 1.50	10,020	$ 15,030.00
770		UNDERGROUND CONDUCTOR NO6 TYPE RHW	LF	$ 1.50	3,340	$ 5,010.00
770		FEEDPOINT TYPE IV PAD MOUNTED	EA	$ 10,000.00	1	$ 10,000.00
770		LTD STD 6FT MA 40FT MT HT BREAKAWAY	EA	$ 3,000.00	15	$ 45,000.00
770		LED LUMINAIRE	EA	$ 1,250.00	24	$ 30,000.00
770		REMOVE LIGHT STANDARDS	EA	$ 1,000.00	15	$ 15,000.00
772		TEMPORARY TRAFFIC SIGNALS	EA	$ 50,000.00	1	$ 50,000.00
772		REVISE TRAFFIC SIGNAL SYSTEM-SITE 1	EA	$ 300,000.00	1	$ 300,000.00
772	9200	IT SYSTEM	L SUM	$ 50,000.00	1	$ 50,000.00
					Subtotal	$ 3,846,516.00

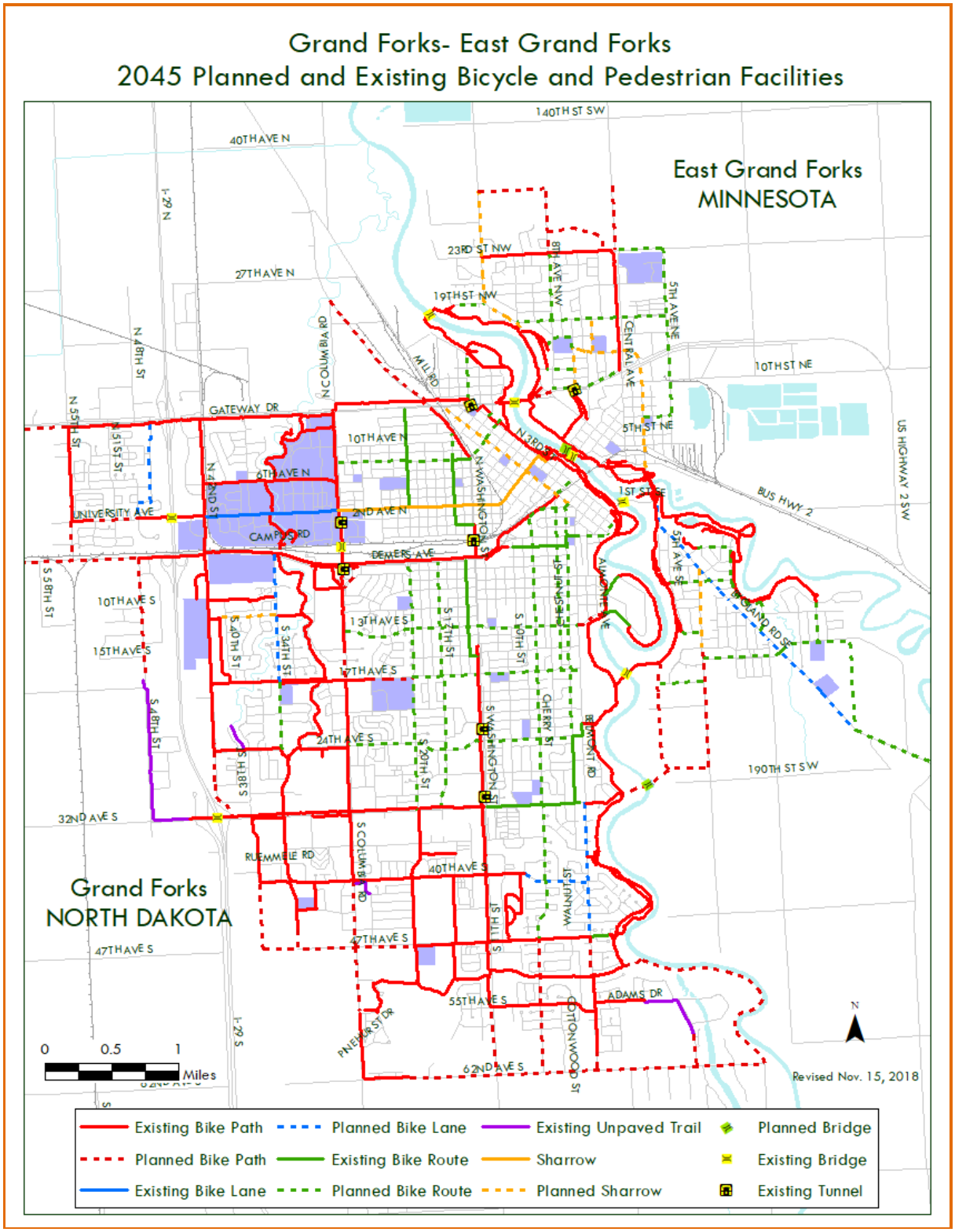
2025 Subtotal (Inflated at 4%/year)	$ 4,679,900.00
20% Contingency	$ 936,100.00
2025 Total Construction Cost	$ 5,616,000.00
15% Preliminary Engineering	$ 843,000.00
15% Construction Engineering	$ 843,000.00
Estimated Project Costs	$ 7,302,000.00

1670 **= Length of Utility**
$ 4,372 **= Cost per foot**

Federal Share	
80% Construction Costs	$ 4,492,800.00
80% Construction Engineering	$ 674,400.00
	$ 5,167,200.00

City Share	
20% Construction Costs	$ 1,123,200.00
100% Preliminary Engineering	$ 843,000.00
20% Construction Engineering	$ 168,600.00
	$ 2,134,800.00

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	$1.50
K-12 Student	$0.75
Reduced Fare**	$0.60

10-Ride Cards

Adult	$13.00
K-12 Student	$6.50
Reduced Fare**	$5.25

*Exact fare required
**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	$5.00
14-Day Pass	$18.00
31-Day Pass	$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

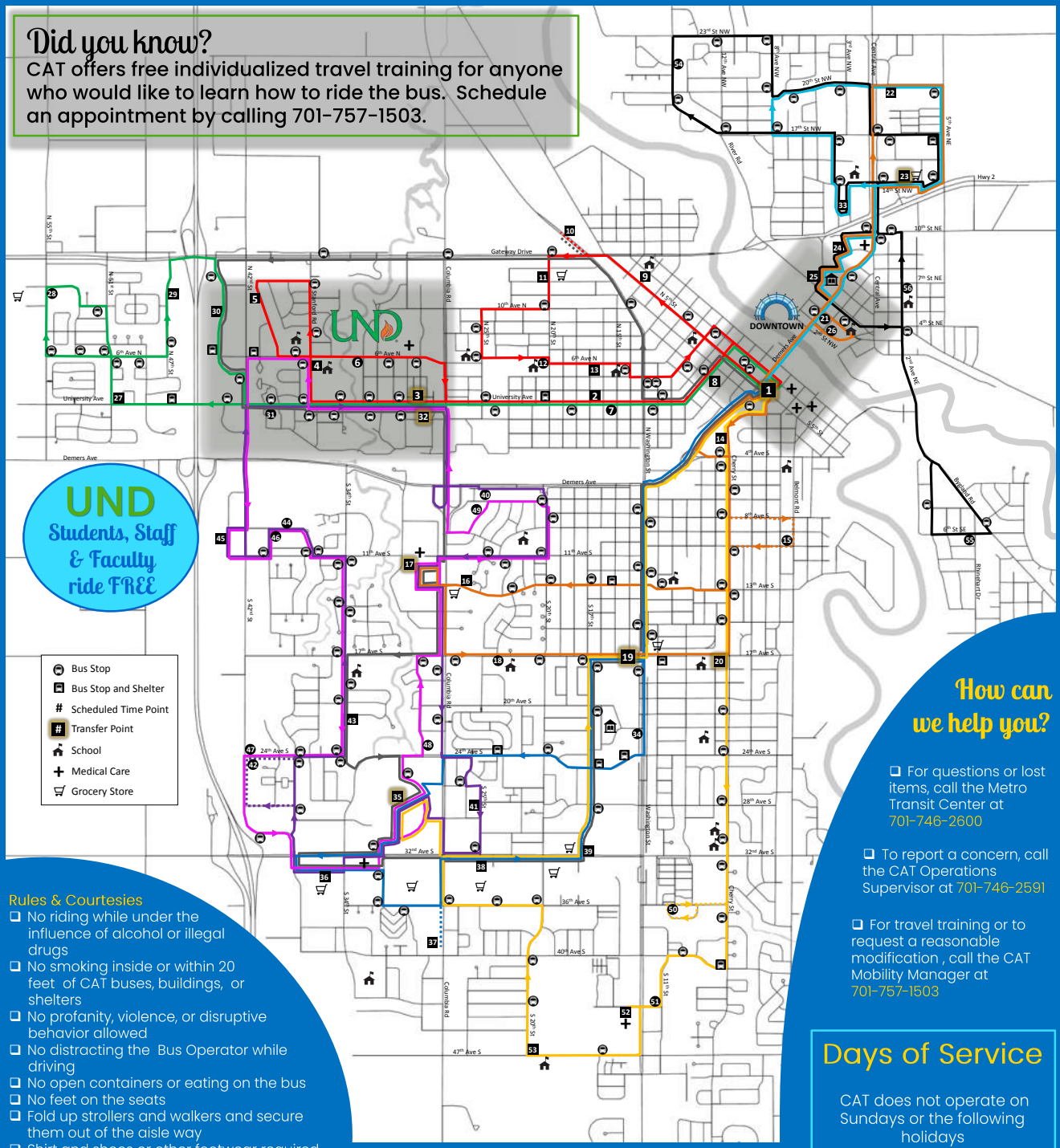
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- ❑ Call 911 in case of emergency
- ❑ Be aware of your surroundings
- ❑ Remain seated while the bus is moving
- ❑ Do not walk in front of the bus
- ❑ Stay back from the painted yellow line
- ❑ Dress appropriately for adverse weather conditions
- ❑ If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



How can we help you?

- ❑ For questions or lost items, call the Metro Transit Center at 701-746-2600
- ❑ To report a concern, call the CAT Operations Supervisor at 701-746-2591
- ❑ For travel training or to request a reasonable modification , call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

New Year's Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Rules & Courtesies

- ❑ No riding while under the influence of alcohol or illegal drugs
- ❑ No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- ❑ No profanity, violence, or disruptive behavior allowed
- ❑ No distracting the Bus Operator while driving
- ❑ No open containers or eating on the bus
- ❑ No feet on the seats
- ❑ Fold up strollers and walkers and secure them out of the aisle way
- ❑ Shirt and shoes or other footwear required
- ❑ Passengers must maintain appropriate, reasonable personal hygiene
- ❑ Limit carry-on items to one armload or the equivalent of two grocery bags
- ❑ Have your bus fare ready before boarding
- ❑ Use earphones to listen to music
- ❑ Small animals may be transported in a carrier
- ❑ Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

Track buses and plan trips with the CAT Prowler app

www.rideCAT.org

Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

City of Grand Forks Financially Constrained State of Good Repair (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	Federal Funds and Local Match	Additional City Funds	YOE Total
REP-043	Columbia Road	Columbia Road Railroad Overpass North of DeMers Ave.	Overpass	City of Grand Forks	Short-Range	$5,625,000	$1,856,000	$7,481,000
REP-045	Point Bridge	Bridge	Rehabilitation	City of Grand Forks	Short-Range	$1,048,000	$0	$1,048,000
REP-301	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Short-Range	$3,901,000	$250,000	$4,151,000
REP-044	North Columbia Road	8th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Short-Range	$7,994,000	$2,638,000	$10,632,000
REP-046	North Columbia Road	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	$9,724,000	$3,209,000	$12,933,000
REP-049	South Washington Street	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$8,428,000	$2,781,000	$11,209,000
REP-050	South Columbia Road	17th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$8,590,000	$2,835,000	$11,425,000
REP-051	South Columbia Road	DeMers Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	$7,131,000	$2,353,000	$9,484,000
REP-060	S 48th Street	DeMers Avenue to 10th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	$3,241,000	$1,070,000	$4,311,000
REP-061	S 48th Street	10th Avenue South to 15th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	$3,241,000	$1,070,000	$4,311,000
REP-041	32nd Avenue South	South 10th Street to Cherry Street	Reconstruct	City of Grand Forks	Mid-Range	$1,783,000	$588,000	$2,371,000
REP-052	Columbia Road**	47th - 62nd and Washington SED - 62nd	Maintenance and Operations	City of Grand Forks	Long-Range	$6,847,000	$2,260,000	$9,107,000
REP-053B	Columbia Road	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Long-Range	$11,763,000	$3,882,000	$15,645,000
REP-302	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-303	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-304	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	$2,883,000	$951,000	$3,834,000
REP-307	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Long-Range	$8,937,000	$2,949,000	$11,886,000
REP-042	32nd Avenue South	Cherry Street to Belmont Road	Reconstruct	City of Grand Forks	Long-Range	$3,921,000	$1,294,000	$5,215,000
					Totals	$100,823,000	$31,888,000	$132,711,000

** Columbia Road project includes two separate termini. These projects are being packaged together by the City of Grand Forks for a future NDDOT Urban Roads Program grant funding request.

TIP SCORING SHEETS

Local Roads

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

0= No
1= Yes

Project Number		Project Name	N Columbia Rd Reconstruct (University Ave to 8th Ave N)

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%):	10
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future street network development plan***	1	1.67
	1.2	***Focus on street network expansion and prime corridors in areas that are contiguous to current and future developed areas and provide new access to jobs***	1	1.67
	2	***Enhance the area's economic competitiveness through the movement of goods and services***	1	1.67
	3	***Support efficient local street and highway, multimodal terminal connections for freight and rail movement***	0	0.00
	4	***Work located on identified truck route or identified in Freight Study***	0	0.00
	5	***Consistent with local, regional or state economic development plans***	0	0.00
			Total	5

Goal 2		Security	Expected Weight (%):	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street system assets.***		
	1.1	***Coordinate with regional emergency/security/hazardous materials movement***	0	0.00
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	***Coordinate/improves Bridge Closure Management Plan***	0	0.00
	1.4	***Coordinate/improves Special Events Management Plan***	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	***Provide necessary security training and equipment to improve the security of the transportation infrastructure***	0	0.00
	2.3	***Coordinate with safety/security agencies to prevent harmful activities***	0	0.00
			Total	2

Goal 3		Accessibility and Mobility	Expected Weight (%):	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion***	1	1.67
	2	***Provides acceptable LOS for all streets, intersection and facilities as recommended in LRTPs and address any existing LOS deficiency***	1	1.67
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	0	0.00
	4	***consistent with local access control regulations***	1	1.67
	5	***Enhances the range of freight service options available to local business***	0	0.00
	6	***Implements recommendations in ADA ROW or any other ROW transition plans***	0	0.00
			Total	5

Goal 4		Environmental/Energy/QOL	Expected Weight (%):	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	***Implements core context sensitive solutions***	***1***	1.67
	1.2	***Address EJ analysis process***	***1***	1.67
	1.3	***Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources***	***1***	1.67
	1.4	***Incorporates innovative stormwater management techniques***	***0***	0.00
	2	***Maintain and improve quality of life along streets and highways.***	1	1.67
	3	***Maintain and improve regional air quality by promoting nonmotorized travel***	0	0.00
			Total	7

Goal 5		Integration and Connectivity	Expected Weight (%):	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	0	0.00
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	***Invest in signage techniques to reduce excessive travel delays***	1	1.67
	2.2	***Maximize direct travel trips between major generators of metropolitan area***	1	1.67
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	1	1.67
	2.4	***Address last segment/link of corridor***	0	0.00
			Total	6.666666667

Goal 6		Efficient System management	Expected Weight (%):	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	0	0.00
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	***Improving operations without adding through capacity***	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	***Maintain and update the regional ITS architecture***		
	4.1	***Enhances interoperability among modal equipment and technologies***	***0***	0.00
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	***Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data***	0	0.00
			Total	6.25

Goal 7		System Preservation	Expected Weight (%):	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	***Utilize pavement management system results***	1	3.00
	1.2	***Emphasizes system rehabilitation rather than expansion***	1	3.00
	1.3	***Incorporate cost-effective maintenance and technologies new to the MPO area***	1	3.00
	1.4	***Preserve railroad ROW or other existing ROW***	1	3.00
	2	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	3.00
			Total	15

Goal 8		Safety	Expected Weight (%):	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements***	***0***	0.00
	2	***Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in urban areas***	***1***	1.88
	3	***Consistent with Strategic local street and Highway Safety Plan***		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	0	0.00
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.88
	3.3	***Improve sight distance at signalized and un-signalized intersections***	0	0.00
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.88
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	0	0.00
	4	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
			Total	5.625

Goal 9		***Resiliency and Reliability***	Expected Weight (%):	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce street and highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable streets and highways under all reasonable weather conditions.***	1	1.25
	1.2	***Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in w***	1	1.25
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or cha***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
			Total	8.75

Goal 10		***Travel & Tourism***	Expected Weight (%):	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive street and highway access to major activity centers***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Gr***	1	1.00
	1.2	***Identify, coordinate, and communicate traffic plans for simultaneous events.***	1	1.00
	1.3	***Establish partnerships to foster tourism activities within MPO***	0	0.00
	2	***Enhance safe/easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1.00
	3	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	3

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Consider Urban Candidate Project for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of Urban Candidate Project for 2022-2025 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to "vet" the candidate projects, the project submittal deadline to the MPO was December 2nd. Projects are requested for FY 2023. The Urban Program is the NDDOT's part of the Governor's Main Street Initiative. The intent of this program is to go beyond the normal, car centric transportation investments in the downtown areas.

FY2023

The 2045 MTP does contain a list of prioritized projects within the fiscal constraint. That table of projects is shown below.

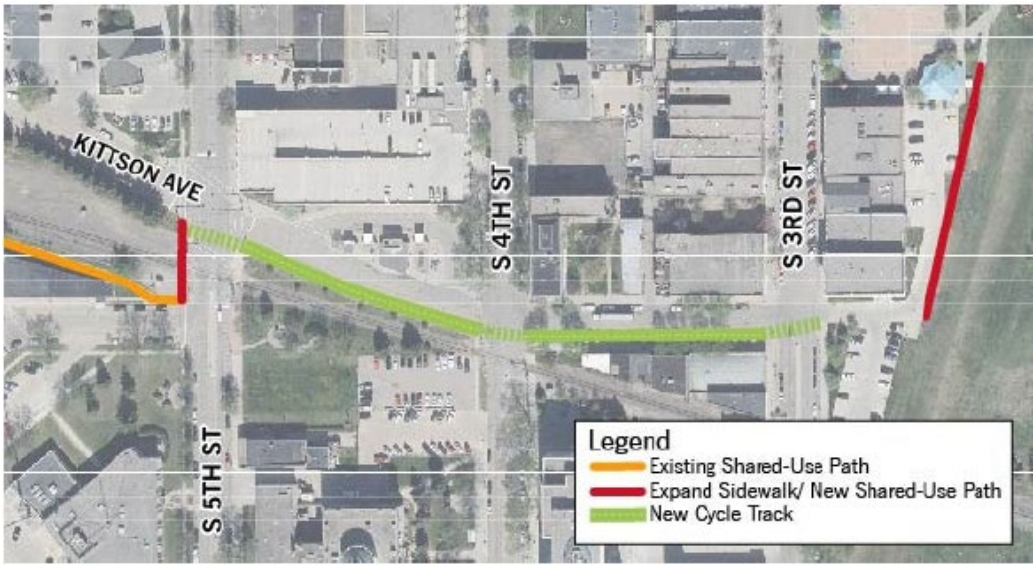
City of Grand Forks Main Street Financially Constrained (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	YOE Total Federal/City Match
MUL-006	Eastern Downtown Area	Eastern Downtown Area	Revitalization	City of Grand Forks	Short-Range	$1,000,000
MUL-018	N 3rd Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	Short-Range	$1,776,385
MUL-019	N 3rd Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	Short-Range	$1,776,385
MUL-020	N 3rd Street	2nd Avenue North to University Avenue	Reconstruct	City of Grand Forks	Short-Range	$1,776,385
MUL-005	Northern Downtown Area	Northern Downtown Area	Revitalization	City of Grand Forks	Mid-Range	$1,000,000
MUL-023	N 4th Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	Mid-Range	$2,431,056
MUL-024	N 4th Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	Mid-Range	$2,431,056
MUL-025	N 4th Street	2nd Avenue North to University Avenue	Reconstruct	City of Grand Forks	Mid-Range	$2,431,056
MUL-007	Southern Downtown Area	Southern Downtown Area	Revitalization	City of Grand Forks	Long-Range	$1,000,000

Three of the four Short Range projects have been programmed. One of the Mid-Range has also been programmed.

One candidate project was submitted for FY2023. It is to do mill and overlay of a variety of streets within the eligible area. There is nothing in the application that indicates why prioritized projects are not being submitted nor why the project does not fit within the vague revitalization of Eastern Downtown Area. The project does not intend to go beyond a car centric mill and overlay of the existing roadway.

The recent Downtown Transportation Study does have some multi-modal facilities identified for the Kittson segment of this application. The application does not address these multi-modal facilities. The MPO Board had expressed that the Downtown Transportation Study provide the how to implement a multi-modal network. This program is specifically designed to implement the facilities. et this application is silent.



Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration

- The projects submitted must be consistent with the Metropolitan Transportation Plan
- Questions exist as to meeting consistency.

Support Materials:

- Applications

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200

CITY OF GRAND FORKS
NORTH DAKOTA

ENGINEERING DEPARTMENT
(701) 746-2640
Fax# (701) 787-3744

November 17, 2020

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: Urban Grant Program Application

Dear Mr. Haugen:

Attached please find the City of Grand Forks' Urban Grant Program project application. Please forward this application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Please provide any comments or requested revisions to us by Tuesday December 1, 2020.

1. 2023 – Mill and Overlay Downtown Streets

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

Cc: Mark Walker
David Kuharenko
Ed Liberman

Urban Grant Program Application

Coversheet

LPA
City of Grand Forks

Contact Person
Allen Grasser

Title
City Engineer

Address
255 N 4th St P.O. Box 5200 Grand Forks, ND 58206

Telephone
701-746-2640

Email
agrasser@grandforksgov.com

Project Name
Asphalt Mill & Overlay Downtown Streets

LPA Applicant Signature (Highest Elected Official)

_____

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted

Application Attachment Checklist (check all that have been attached)

☒Relevant excerpts from adopted plans ☒Map(s) depicting project location ☒Cross Section of Roadway/facility

☐Pictures, Graphics, and/or other visual aids ☒Relevant supporting data

☐Other Attachments (describe)

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ No☐

General Project Information

Project Description (including location and scope of work for which funding is requested)

Project Location: South 3rd Street (Kittson Avenue to Division Avenue), South 4th Street (Demers Avenue/State Highway 297 to Minnesota Avenue), Kittson Avenue (South 3rd Street to South 4th Street), and North 8th Street (1st Avenue North to 2nd Avenue North)

Project Scope: Mill and overlay the existing asphalt road surfaces with a new asphalt section including spot full-depth concrete pavement repairs under the existing section and new ADA ramps. See Exhibits A and B for maps of the proposed project locations.

Total Project Cost

$2,950,000

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$2,360,000

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

   South 3rd Street and South 4th Street serve as primary streets through the center of downtown Grand Forks. The proposed mill and overlay of South 3rd Street, South 4th Street, Kittson Avenue, and North 8th Street will provide improvements to the roadways on the south side of Demers Avenue for both vehicles and bicyclists.

   The City of Grand Forks hired RDG Planning and Design to complete a Downtown Action Plan for Grand Forks. The mill and overlay of the proposed streets are intended to compliment the continuation of the action plan and serve as an opportunity to strengthen the community's downtown core. The downtown action plan identifies Demers Avenue as the central corridor of the downtown. South 3rd Street, South 4th Street, Kittson Avenue and North 8th Street serve as primary connection points to Demers Avenue, and their improvement strengthens the connectivity to the entire downtown transportation network. See Exhibit C for an excerpt from the Downtown Action Plan.

   Demers Avenue was reconstructed in 2019 and North 3rd Street and North 4th Street are planned to be reconstructed in 2021 and 2022 respectively. The mill and overlay of the proposed streets continues the improvement of downtown roadways, providing a strategic opportunity for continued growth and investment in downtown Grand Forks.

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

   a) **Preserve existing transportation assets**

   The proposed project will rehabilitate a deteriorating roadway, minimizing costly maintenance activities in the downtown corridor and strengthening the current multi-modal network so that it can continue to serve the community into the future. The project will also bolster the walkability of the streets by incorporating

new ADA ramps.

b) Ensure safety of all users of the transportation system
The proposed project will improve the safety of the system for all users. The new asphalt overlay will provide a safer surface for vehicular and bicycle traffic. Pedestrians will benefit from the installation of new ADA curb ramps.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation
The proposed project is intended to maintain and strengthen the existing bicycle and sidewalk network while improving safety. Bicycle users will be provided with a new road surface to improve rider safety and sidewalk ramps will be updated to meet all ADA requirements.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities
The proposed investment in downtown Grand Forks through this project would provide longevity for existing transportation assets and support future development of the area. The proposed project is adjacent to the current Water Treatment Plant Site on the 500 Block of South 4th Street. The City of Grand Forks is in the process of transitioning water treatment activities to the new Water Treatment Plant. The Downtown Action Plan indicates goals for the existing Grand Forks Water Treatment Plant to be demolished in 2021 or 2022 and redeveloped as a residential district in the future. The project is also within the Grand Forks Renaissance Zone as shown in the attached map (Exhibit D). The statewide goals of the Renaissance Zone Program are to focus on renewal, investment, and redevelopment. The proposed project would provide transportation assets to support those goals.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services
By improving the roadway, this project will provide consistent connectivity of the roadways south of Demers Avenue to Demers Avenue which serves as the core of Downtown Grand Forks. Improving the roads that interconnect the downtown will likely encourage all forms of traffic to utilize the corridors within downtown Grand Forks.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

   The proposed project supports the Grand Forks Downtown Action Plan by including improvements to the roads that serve as the core of the downtown. Some of the goals presented in the action plan are to "improve access to and around downtown" and "spur development in key emerging areas." This project will strive to achieve these goals by providing new pavement surfaces to currently developed downtown areas and future downtown developments. See Exhibit C for an excerpt from the Grand Forks Downtown Action Plan.

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type)

   This proposed project is within the urban core and program focus area as identified on the attached Urban Roads System map for Grand Forks (Exhibit E).

5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

   The improved usability of the streets is anticipated to positively impact the businesses adjacent to the proposed streets. Improvement of the road also promotes bicycle travel on downtown streets, further positively impacting adjacent business. Updated pedestrian facilities are expected to encourage continued development adjacent to the project.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

South 3rd Street – Collector Roadway

South 4th Street – Collector Roadway

Kittson Avenue – Collector Roadway

North 8th Street – Collector Roadway

Current AADT (including source)

South 3rd Street – 1570 (NDDOT, 2018)

South 4th Street – 2495 (NDDOT, 2018)

Kittson Avenue – 1530 (NDDOT, 2018)

North 8th Street – 1955 (NDDOT, 2018)

Forecasted AADT (including source)

South 3rd Street – 2325 2045 MPO 2045 LRTP

South 4th Street – 2645 2045 MPO 2045 LRTP

Kittson Avenue – 4262 2045 MPO 2045 LRTP

North 8th Street – 3887 2045 MPO 2045 LRTP

Posted or Statutory Speed Limit

South 3rd Street – 25 mph

South 4th Street – 25mph

Kittson Avenue – 25 mph

North 8th Street – 25 mph

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

South 3rd Street – See Exhibit F, Roadway is 51' Wide

South 4th Street – See Exhibit F, Roadway is 51' Wide

Kittson Avenue – See Exhibit F, Roadway is 47' Wide

North 8th Street – See Exhibit F, Roadway is 51' Wide

Pavement rating or condition

South 3rd Street – PCI 55, IRI 274, 2018 ICON data

South 4th Street – PCI 37, IRI 277, 2018 ICON data

Kittson Avenue – PCI 51, IRI 167, 2018 ICON data

North 8th Street – PCI 34, IRI 193, 2018 ICON data

Year of Last Federal Investment at this Location

South 3rd Street, South 4th Street, and Kittson Avenue

1999 Project SER-6-986(050)053 Mill and Overlay

North 8th Street

None known

When was the current section built?

South 3rd Street

- Concrete Resurfacing in 1933
- Asphalt Overlay between 1933 and 1999

South 4th Street

- Reconstructions in 1949 (Demers to Kittson), 1950 (Kittson to Division), 1964 (Division to Minnesota)

Kittson Avenue

- Reconstruction in 1949

North 8th Street

- Original Construction date unknown

Year last surfaced or received maintenance?

South 3rd Street – Seal Coat in 2007

South 4th Street – Selective Curb and Gutter Replacement and Asphalt Mill & Overlay in 1999

Kittson Avenue – Selective Curb and Gutter Replacement and Asphalt Mill & Overlay in 1999

North 8th Street – Mill & Overlay in 1972

Lighting

This project is not proposed to include any lighting.

Crash Rate or Number of Crashes?

South 3rd Street – 14 crashes in the past 3 years

South 4th Street – 15 crashes in the past 3 years

Kittson Avenue – 8 crashes in the past 3 years

North 8th Street – 0 crashes in the past 3 years

Other Known Safety Concerns?

There are two railroad crossings within the project limits. One just southeast of the South 3rd Street and Kittson Avenue intersection and the other at the southeast leg of the South 4th Street and Kittson Avenue intersection

Intersections (how many, type, control, etc.)

S 3rd St & Kittson Ave – 1-way stop controlled at Kittson Ave

S 4th St & Kittson Ave – 2-way stop controlled at Kittson Ave

S 4th St & Bruce Ave – 2-way stop controlled at Bruce Ave

S 4th St & Division Ave – 2-way stop controlled at Division Ave

S 4th St & Gertrude Ave – 2-way stop controlled at Gertrude Ave

S 4th St & Franklin Ave – 1-way stop controlled at the northeast leg of Franklin Ave

Is parking allowed and what type?

South 3rd Street – Yes; Parallel on both sides of the road from Kittson Ave to the north corner of the County Building Parking Ramp; Parallel parking on the west side of the road and diagonal parking on the east side of the road from the north corner of the County Building Parking Ramp to Division Ave

South 4th Street – Yes; Diagonal parking on the west side of the road between Division Avenue and Bruce Avenue, Parallel parking on both sides of the road in all other locations

Kittson Avenue – Yes; Parallel parking on the north side of the road and diagonal parking on the south side of the road

North 8th Street – Yes; Parallel parking allowed in selective areas

Are there any bridges, box culverts, etc. within the project corridor?

No

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

The storm sewer servicing S 3rd St was constructed in 1998, the storm sewer serving S 4th St from Bruce Ave to Demers was constructed in 1976, the sewer servicing S 4th St from Bruce Ave to Minnesota Ave was constructed between 1998 and 2000, and the storm sewer servicing Kittson Ave was constructed in 1976. Storm sewer on N 8th St was installed in 1971. All storm sewer for this project should be considered for replacement inlet castings where necessary due to its condition.

The sanitary sewer on S 3rd St, S 4th St, and Kittson Ave ranges from 12” to 15” of VCP constructed between the years 1997 and 2003. On N 8th St, the sanitary sewer is 8” VCP installed in 1972.

The water main on S 3rd St, S 4th St, and Kittson Ave varies between PVC, Ductile Iron Pipe, and Cast Iron Pipe with sizes ranging from 8” to 24” and installation dates from 1998 to 2000. On N 8th Ave, the watermain is 10” ACP installed in 1972.

Are there any Access points to adjoining property that present a special concern?

None are known at this time

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

South 3rd Street – There are wide sidewalks on both sides of the road from Kittson Ave to the rail road tracks. The wide sidewalk continues to Division Ave on the west side of the road. There are also two striped crosswalks at Kittson Ave and Division Ave.

South 4th Street – There are wide sidewalks on both sides from Demers Ave to Bruce Ave. The wide sidewalk continues on only the east side of the road from Bruce Ave to Division Ave. There are striped crosswalks at the north side of Kittson Ave, the County Building, the north and south sides of Bruce Ave, the north and south sides of Division Ave, the north and south sides of Gertrude Ave, and the north side of Franklin Ave. The crosswalks at the County Building and the north side of Division Ave are also signed crosswalks.

Kittson Avenue – There are wide sidewalks on both sides of the road.

North 8th Street – There are standard sidewalks on both sides of the road.

Is there an existing transit or other public transportation facility located within the project limits?

No, however City Area Transit (CAT) Metro Transit Center (MTC) located adjacent to the west of the S 4th Street and Kittson Ave intersection. See Exhibit A for the MTC location.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

City Area Transit (CAT) operates two transit routes along S 4th St between Demers Ave and Kittson Ave.

Does a RRX or RR facility exist within the project limits?

Yes, there is a railroad crossing on S 3rd St immediately south of the Kittson Ave intersection and on S 4th St immediately south of the Kittson Ave intersection.

Other existing conditions that are not listed identified above?

None are known at this time.

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

Mill and overlay S 3rd St from Kittson Ave to Division Ave, S 4th St from Demers Ave to Minnesota Ave, Kittson Ave from S 3rd St to S 4th St, and N 8th St from 2nd Ave N to 1st Ave N in order to improve the ride quality of the road as well as extend its life into the future. The proposed improvements will also include installing new ADA ramps at all existing ramp locations within the project that are out of compliance. Compliant ramps are proposed to remain.

Proposed Length

South 3rd Street – 860’

South 4th Street – 2330’

Kittson Avenue – 315’

North 8th Street – 360’

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

South 3rd Street – Mill and overlay 51' roadway

South 4th Street – Mill and overlay 51' roadway

Kittson Avenue – Mill and overlay 47' roadway

North 8th Street – Mill and overlay 51' roadway

Proposed Surfacing Type

Hot Mix Asphalt (HMA) roadway, with new concrete ADA sidewalk ramps

Proposed Lighting, if applicable

This project is not anticipated to include any lighting.

Proposed Traffic Control changes

Traffic control is expected to remain as it currently exists.

Proposed Safety Improvements

Pedestrian sidewalk ramps will be updated as part of this project to meet current ADA standards. Existing crosswalks will also be restriped to re-establish faded pedestrian crossing locations.

Proposed Intersection Improvements

Faded pedestrian crossing striping will be repainted as part of the project to re-establish crosswalks for pedestrian travel. Stop bars are also proposed to be included in the striping to add additional pedestrian safety measures.

Proposed Traffic Calming Measures

Encourage reduced speeds and pedestrian safety by installing stop bars and re-establishing lane striping and pedestrian crossing striping.

Will parking be allowed and type?

Yes, parking striping will be installed to match existing conditions which are both parallel and diagonal on S 3rd St and Kittson Ave and parallel parking on both sides of S 4th St and N 8th St.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

Storm sewer inlet castings should be replaced. Private utilities have not been coordinated with at this time. It is likely that no private utilities will be affected by this project

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No

Will a Sidewalk or shared use path be installed or replaced?

Yes, the existing sidewalk crossing ramps will be replaced as required to meet ADA requirements.

What ADA improvements will need to be made on this project?

Curb ramps at intersections will be reconstructed to fully comply with ADA requirements.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

Detour routes for transit vehicles and school buses during construction will be necessary.

Proposed Railroad Crossing Work

The approaches to the railroad crossings on S 3rd St and S 4th St will be included in the mill and overlay.

Other Proposed Improvements

None

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

Yes. The project is located in the Downtown Historic District.

The project is also adjacent to the following historic properties:

Street Name	Site Name	Site Number
405 Bruce Ave	Lystad's	32GF03261
311 Kittson Ave	Hoffman Clothing	32GF01517
312 Kittson Ave	Johnson & Gillander Builders	32GF01519
313 Kittson Ave	Unknown	32GF01518
314 Kittson Ave	Edgar Building	32GF01520
317 Kittson Ave	Unkown	32GF01522
321 Kittson Ave	GF Floral	32GF01523
21 S 3rd St	Dakota Block	32GF01314
28 S 3rd St	Plunketts/JC Penney Building	32GF01263
102 S 3rd St	Red Owl Grocery	32GF01265
106 S 3rd St	Unkown	32GF01266
116 S 3rd St	Metropolitan Opera House	32GF01268
120 S 3rd St	Unkown	32GF03253
216 S 3rd St	Boomtown Building	32GF03254
218 S 3rd St	Juntunen Attorneys	32GF03255
220 S 3rd St	Speed Printing	32GF01281
13 S 4th St	Kloster Block/GF Federal Savings & Loan	32GF03256
23-25 S 4th St	Odd Fellows Block	32GF01315
124 S 4th St	Grand Forks County Courthouse	32GF00020
151 S 4th St	Unkown	32GF03257
201 S 4th St	First Federal Savings & Loan	32GF03258
211 S 4th St	American Building	32GF01319
212 S 4th St	Deaconess Hospital	32GF03259
215 S 4th St	Hook & Ladder No 1	32GF01320
217 S 4th St	Unknown	32GF01321
221 S 4th St	Grand Forks Clinic	32GF03260
324 S 4th St	Unkown	32GF01323
401 S 4th St	Unkown	32GF01324
404 S 4th St	Unkown	32GF01326
405 S 4th St	Unkown	32GF01327
408 S 4th St	Unkown	32GF01328
416 S 4th St	Unkown	32GF01332
420 S 4th St	Unkown	32GF01334
504 S 4th St	Unkown	32GF01336

Lakes, waterways, floodplains Wetland

No

Stormwater management

Unknown

Hazardous materials sites

Unknown

Hazardous materials on existing structure

Unknown

Upland habitat

No

Endangered/threatened/migratory species

No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

No

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*

No

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

Temporary Construction Easements may be required for sidewalks.

Proposed Traffic Control during Construction

Road Closures/Detours

Ineligible Project Items

None

Additional comments on Miscellaneous Issues section

None

Cost Estimate

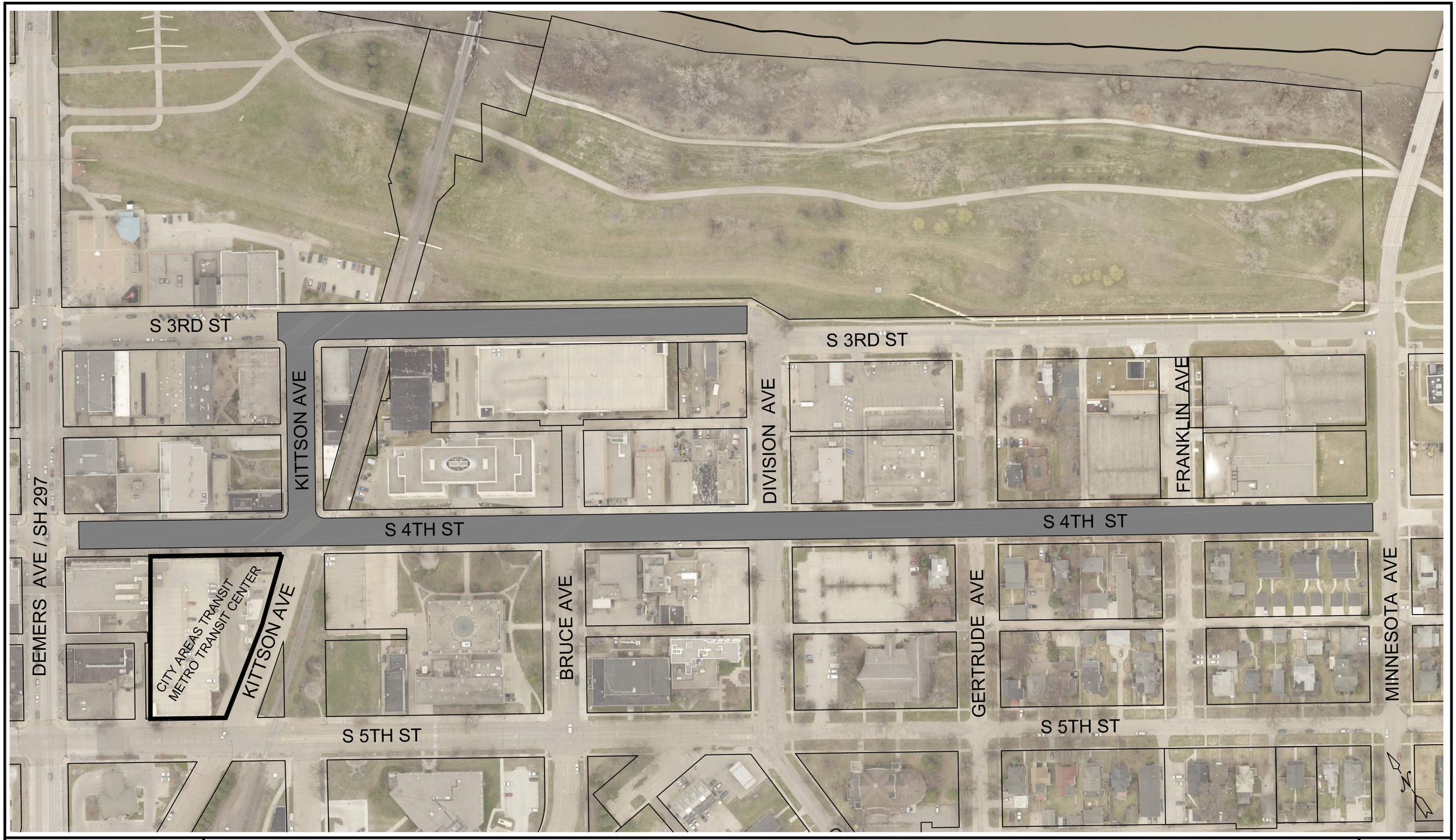
Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

***Please See Exhibit G For the Detailed Cost Estimate**

Item	Total	Federal	State	Local
Contract Bond & Railroad Insurance	$ 23,000	$ 18,400		$ 4,600
Removals & Milling	$ 95,150	$ 76,120		$ 19,030
Strom Sewer and Utility Adjustments	$ 158,155	$ 126,524		$ 31,631
Mobilization	$ 150,000	$ 120,000		$ 30,000
Traffic Control	$ 50,000	$ 40,000		$ 10,000
Paving & Misc	$ 1,122,810	$ 898,248		$ 224,562
Signing & Striping	$ 41,120	$ 32,896		$ 8,224
Landscaping	$ 39,440	$ 31,552		$ 7,888
Subtotal Inflated for 2023 (4% Int, Rounded)	$ 1,890,000	$ 1,512,000		$ 378,000
20% Contingencies	$ 378,000	$ 302,400		$ 75,600
15% Design Engineering (Rounded)	$ 341,000	$ 272,800		$ 68,200
15% Construction Engineering (Rounded)	$ 341,000	$ 272,800		$ 68,200
Totals	**$ 2,950,000**	**$ 2,360,000**		**$ 590,000**

What is the source of the local funds?

Fund 4815 Street/Infrastructure



CITY OF GRAND FORKS ENGINEERING DEPARTMENT

S 3RD ST, S 4TH ST, & KITTSON AVE
MILL & OVERLAY
EXHIBIT A - PROJECT OVERVIEW

DATE
10/13/2020

SCALE
NTS

S:\8237 2022-2025 TIP-TA-HSIP-SRF\Urbans Grant Program\Potential Project\Mill & Overlay Downtown Streets\Supporting Files\Quantities for 3rd 4th and Kittson.dwg

CITY OF
GRAND FORKS
ENGINEERING
DEPARTMENT

N 8TH ST
MILL AND OVERLAY
EXHIBIT B - PROJECT OVERVIEW

DATE
10/13/2020

SCALE
NTS

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EXHIBIT C

INTRODUCTION

The purpose of this Downtown Action Plan is to advance the vision from the Mayor's Vibrancy Initiative, which was launched by the City of Grand Forks in 2016. This initiative outlined a vision for future generations, recognizing the role of a vibrant downtown as a differentiator and its importance in workforce attraction and retention. The intent of the action plan is to build on the vision and:

- Identify priorities and strategic opportunities to encourage appropriate development, improve underutilized spaces, and activate civic assets to their highest and best use.
- Identify best practices for continued efforts to make downtown Grand Forks a more livable, walkable and thriving urban center.
- Drive investment to Grand Forks, and maximize return on both public and private-sector investments.
- Integrate and synchronize the aesthetics and amenities of anticipated public- and private-sector projects.
- Develop high-impact action steps that provide an ongoing roadmap to the future.
- Encourage broad public engagement and support throughout the community.

Vibrancy Initiative

BIG IDEAS

- Create bold public spaces.
- Animate street life downtown.
- Improve access to and around downtown.
- Spur development in key emerging areas.
- Mobilize the right community policies, partners, and resources to improve downtown.

Photos courtesy of Grand Forks Herald

DEMERS AVENUE EXPERIENCE

The character and makeup of DeMers Avenue has subtle transitions from block-to-block, yet are more noticeable when walking than driving.

Drivers approaching downtown on DeMers Avenue travel over an overpass to land near 8th Street. The driver's line-of-sight starts with the industrial railroad then shifts to a tree-lined street with a mid-rise office buildings in the distance. Drivers continue along the broad four-lane street passing by several financial institutions and can see more multi-story buildings. Traffic begins to slow down near 5th Street, if not sooner, where through traffic is funneled to a single-lane and the the right-lane becomes a turn only lane. At this point, drivers sense that they have arrived to downtown and know that they are leaving once they reach the Sorlie Memorial Bridge.

Pedestrians walking along DeMers Avenue have a relatively brief experience for their sense of belonging between 3rd and 5th Streets. Here, buildings line the street and sidewalks extend from the building to the curb. Beyond these two blocks, the sidewalks remain next to the curb, and create begin to feel more uncomfortable with increased traffic speed and relative proximity to moving vehicles.

DeMers Avenue Overpass Bridge — Sorlie Memorial Bridge

The Arrival
Hospitality
Offices
Railroad

Lifestyle
Arrival
Financial
Housing
Future Grocery

Learning + Creativity
Offices
Restaurants
The Arts
Education
Government Services

Attractions
Events
Nightlife
History
Restaurants + Bars
Offices + Housing

Nature and Health
Arrival
River
Recreation

DeMers Avenue has subtle sub-themes from block-to-block and originate from the patterns spurring from its surroundings. These themes could be reinforced through small details in the streetscape concept.

Grand Forks Renaissance Zone

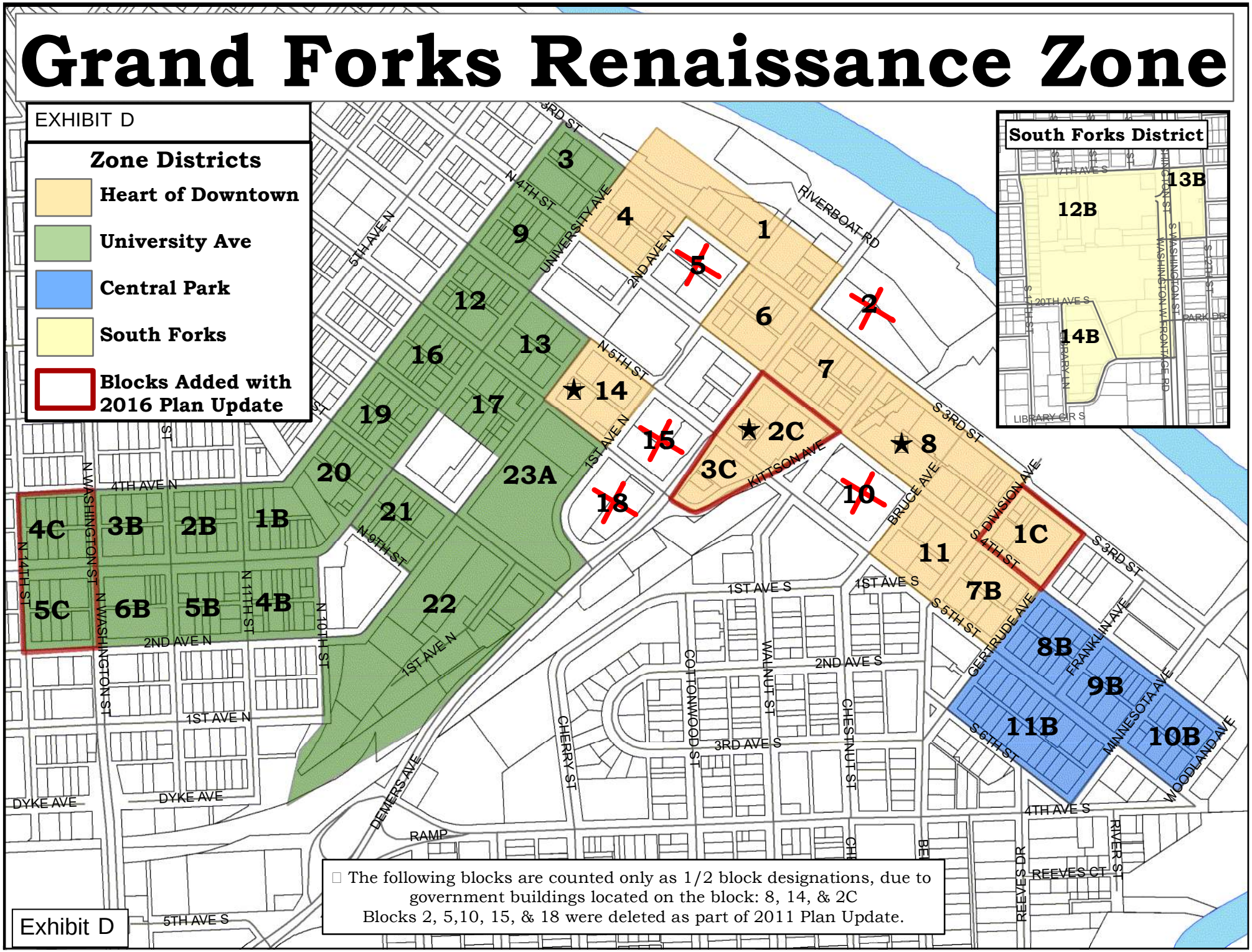

Exhibit E

SEGMENT NO. 1
MATCH POINT

2004 URBAN ROAD SYSTEM MAP

Legend	Existing	Proposed
Interstate		
Primary Regional System		
Secondary Regional System		
Urban Roads		
2002 Urban Area Limits		
Corporate Limit		

REVISED 05/30/2006
UPDATE 08/26/11 FHWA, MPO, & NDDOT

Notice of Disclaimer

The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

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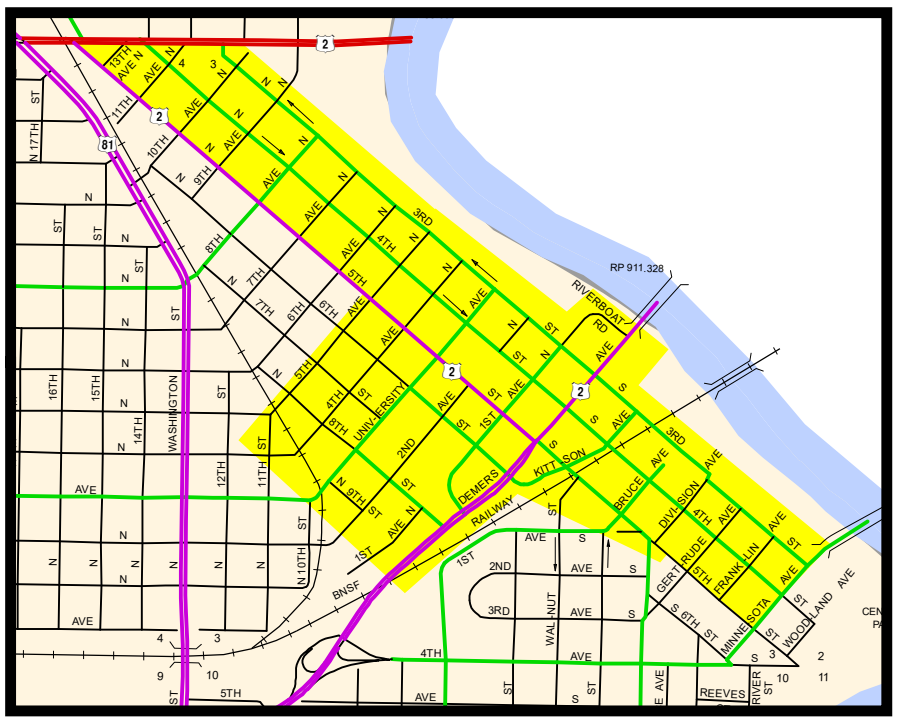
MAP SALES, ND DEPARTMENT OF TRANSPORTATION, 608 E. BLVD. AVE., BISMARCK, N.D. 58505-0700

PROGRAM FOCUS AREA



2004
URBAN ROADS SYSTEM
2010 POPULATION 52,838

GRAND FORKS
GRAND FORKS COUNTY
NORTH DAKOTA

PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
0 1,750 3,500 7,000 Feet

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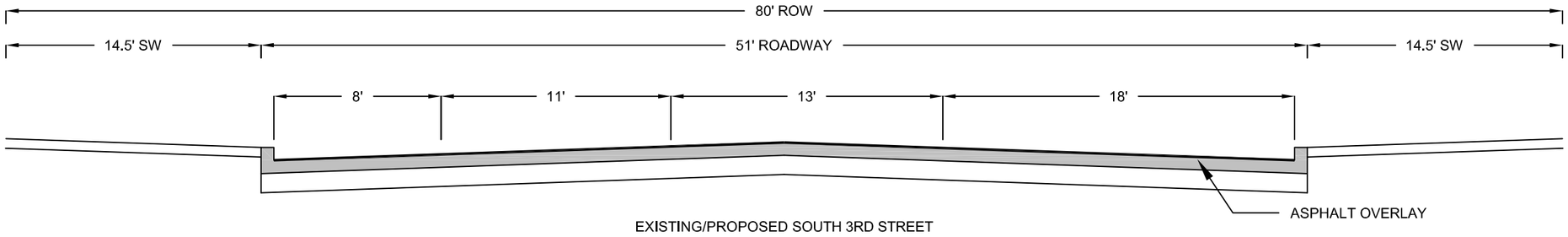
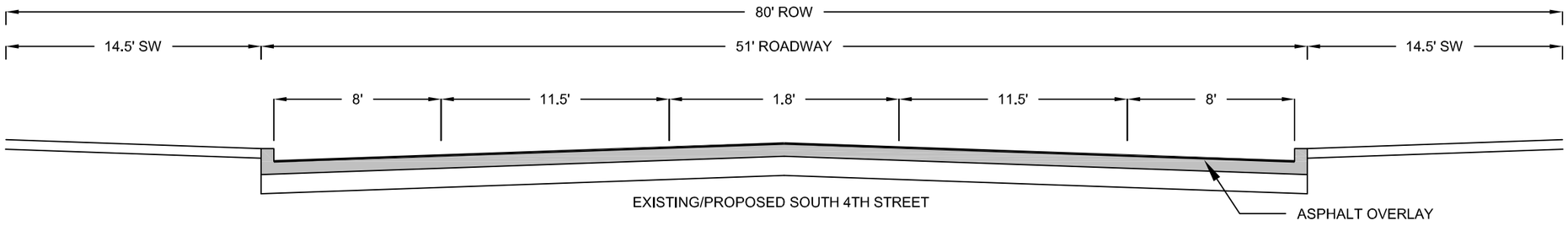
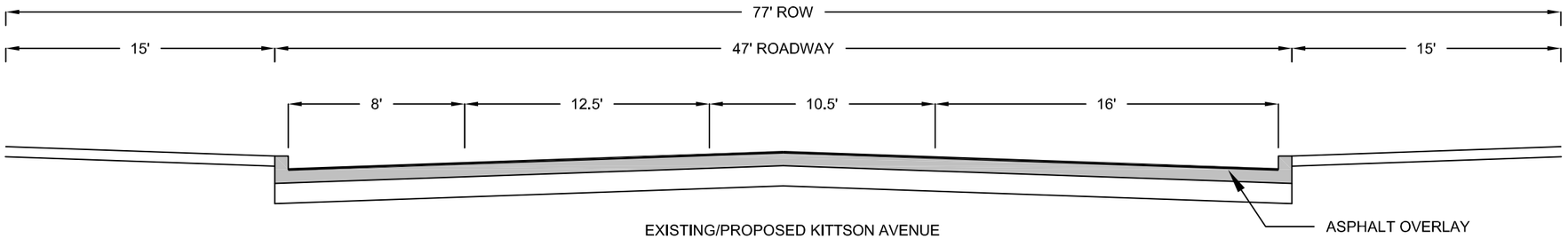
GRAND FORKS, NORTH DAKOTA



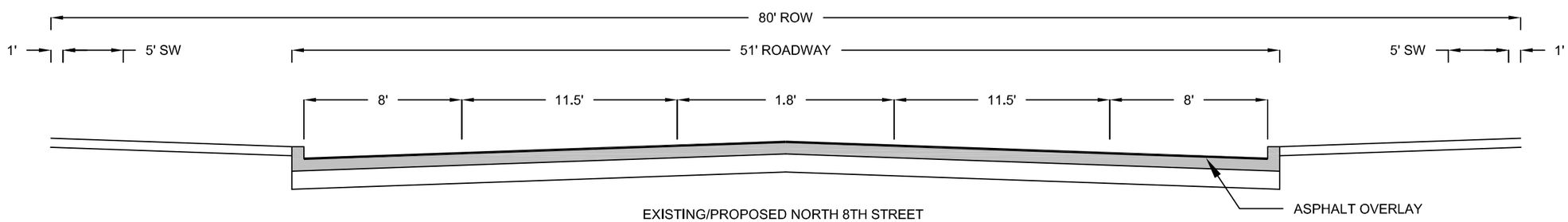
EXISTING/PROPOSED SOUTH 3RD STREET



EXISTING/PROPOSED SOUTH 4TH STREET



EXISTING/PROPOSED KITTSON AVENUE



EXISTING/PROPOSED NORTH 8TH STREET

CITY OF GRAND FORKS ENGINEERING DEPARTMENT

ASPHALT MILL & OVERLAY DOWNTOWN STREETS
EXHIBIT F - CROSS SECTIONS

DATE
10/13/20

SCALE
NTS

S:\8237 2022-2025 TIP-TA-HSIP-SRF\Urbans Grant Program\Potential Project\Mill & Overlay Downtown Streets\Supporting Files\3rd 4th and Kittson Cross Sections.dwg

EXHIBIT G

Estimate

Mill & Overlay for Downtown Streets

Project No.: NA
Prepared by: CITY OF GRAND FORKS
Date: 11/12/2020

Spec	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL ITEM PRICE
MILL & OVERLAY					
103	CONTRACT BOND	LSUM	1	$15,000.00	$15,000.00
107	RAILWAY PROTECTION INSURANCE	LSUM	1	$8,000.00	$8,000.00
202	REMOVAL OF CONCRETE PAVEMENT	SY	2870	$25.00	$71,750.00
202	REMOVAL OF CURB & GUTTER	LF	1300	$18.00	$23,400.00
251	SEEDING CLASS III	ACRE	0.35	$8,000.00	$2,800.00
253	HYDRAULIC MULCH	ACRE	0.35	$8,000.00	$2,800.00
401	TACK COAT	GAL	1600	$4.00	$6,400.00
411	MILLING PAVEMENT SURFACE	SY	21320	$3.00	$63,960.00
430	SUPERPAVE FAA 45	TON	3478	$80.00	$278,240.00
430	CORED SAMPLE	EA	23	$70.00	$1,610.00
430	PG 58E-34 ASPHALT CEMENT	TON	209	$800.00	$167,200.00
550	6IN NON-REINF CONCRETE PAVEMENT CL AE	SY	1000	$120.00	$120,000.00
702	MOBILIZATION	LSUM	1	$150,000.00	$150,000.00
704	TRAFFIC CONTROL	LSUM	1	$50,000.00	$50,000.00
706	BIUMINOUS LABORATORY	EA	1	$5,000.00	$5,000.00
706	CONTRACTOR'S LABORATORY	EA	1	$5,000.00	$5,000.00
708	INLET PROTECTION-SPECIAL	EA	58	$140.00	$8,120.00
708	REMOVE INLET PROTECTION-SPECIAL	EA	58	$20.00	$1,160.00
722	MANHOLE CASTING	EA	8	$2,600.00	$20,800.00
722	CASTING INLET-TYPE 1	EA	35	$2,400.00	$84,000.00
722	ADJUST GATE VALVE BOX	EA	23	$475.00	$10,925.00
722	ADJUST MANHOLE	EA	46	$650.00	$29,900.00
722	ADJUST MONUMENT BOXES	EA	5	$650.00	$3,250.00
748	CURB & GUTTER-TYPE 1	LF	1300	$65.00	$84,500.00
750	SIDEWALK CONCRETE 4IN	SY	1970	$115.00	$226,550.00
750	CONCRETE MEDIAN PAVING	SY	130	$175.00	$22,750.00
750	CONCRETE MEDIAN NOSE PAVING	SY	20	$150.00	$3,000.00
750	DRIVEWAY CONCRETE	SY	750	$140.00	$105,000.00
750	DETECTABLE WARNING PANELS	SF	560	$60.00	$33,600.00
754	SIGNING	LSUM	1	$10,000.00	$10,000.00
762	EPOXY PVMT MK MESSAGE	SF	150	$16.00	$2,400.00
762	EPOXY PVMT MK 4IN LINE	LF	5500	$1.50	$8,250.00
762	EPOXY PVMT MK 6IN LINE	LF	800	$2.00	$1,600.00
762	EPOXY PVMT MK 8IN LINE	LF	135	$6.00	$810.00
762	EPOXY PVMT MK 24IN LINE	LF	288	$20.00	$5,760.00
762	EPOXY PVMT MK CURB TOP & FACE	LF	320	$15.00	$4,800.00
762	SHORT TERM 4IN LINE-TYPE NR	LF	7500	$1.00	$7,500.00
970	LANDSCAPE PREPARATION	SY	1692	$20.00	$33,840.00
				TOTAL	**$1,679,675.00**

2023 Construction Inflation	$1,890,000.00
20% Contingencies	$378,000.00
Subtotal	$2,268,000.00
Design Engineering (15%)	$341,000.00
Construction Engineering (15%)	$341,000.00
Total	**$2,950,000.00**

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Consider TA Candidate Projects for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking and Begin Process to Consider a Plan Amendment.

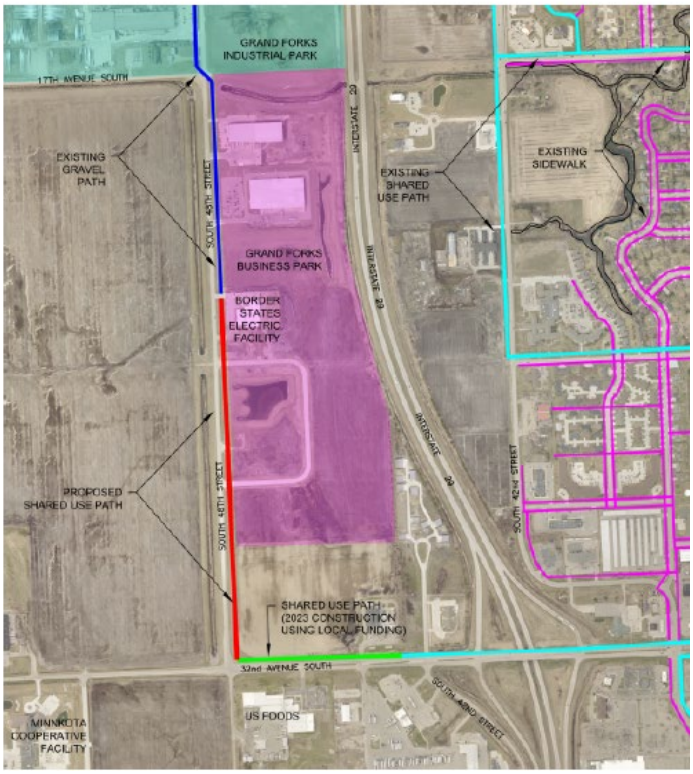
Matter of Transportation Alternative Candidate Projects for 2022-2025 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2022-25 TIP/STIP. The deadline for the MPO to provide candidate projects to NDDOT is December 31st. This TIP cycle, the solicitation is for two years: FY2023 and FY2024. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to "vet" the candidate projects, the project submittal deadline to the MPO was December 2nd.

One application was submitted by the City of Grand Forks; it is for FY 2024. The candidate project is very similar to the candidate project submitted last TIP cycle that was not awarded funds. It involves converting an existing gravel multi-use trail into a concrete surface. Past practices have been to install the "footprint" of a multi-use trail so that the fact that a future path will be present is known. In this case, it was the installation of a gravel surfaced path. The difference are the termini. The past project was to be along 32nd Ave S west of I29 and have termini of S. 42nd St and S. 48th St. This segment will now be completed with local funds in 2023.

S 48th St (22nd Ave S to 32nd Ave S)

Figure #1



The current Candidate project is to convert the gravel path along S. 48th St. The temini would be 32nd Ave S and 17th Ave S. This will connect to FY2023 locally funded project and provide access to the expanding Industrial Park. The total cost estimate is $541,000 with a maximum available request of federal funds at $290,000.

Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure is the statement of the MPO's 2045 Metropolitan Transportation Plan's System Preservation Goal.

Additionally, Object #2 under the MPO's 2045 MTP Environmental/Energy/Quality of Life Goal states: Improve walking and cycling conditions on the existing bicycle system and pedestrian. The gravel path

was installed, in part, to establish a connection. The gravel was installed as a temporary surface treatment with the intent to convert to the more typical surface treatment later. The City has determined that now is the time to make that conversion.

When looking at the Bike Plan, one will find that not much is specifically stated concerning this conversion and how to plan for the when, how, and financing. It was likely a simple overlook and not an intentional reflection that the gravel would remain in place past the horizon of the Plan. The map of the Planned and Existing Bike Network shows this as an existing gravel surfaced multi-use trail. The map does not indicate any planned future paved multi-use trail. There are also a couple of other existing gravel paths that some follow-up discussion is needed to have the future reflect the truer future surfaces for these paths.

The identified table of future multi-use trails also does not reflect the conversion of any of these gravel paths to have a paved surface. The table below identifies what the Bike Plan has identified as the Short Term multi use trail facilities. Again, further discussions need to be made to better describe what the future intent is of these facilities.

Grand Forks "*Carried Over*" Bicycle & Pedestrian Facilities (2040)						ESTIMATED COST 2018-2045 (4% INFLATION)
TERM	CORRIDOR	FROM	TO	DISTANCE (Miles)	PROPOSED FACILITY TYPE	Estimated Cost (2020-2025) MID-POINT SHORT TERM (5-Years)
SHORT-TERM						
2020-2025	Belmont Rd	47th Ave. S	South Floodway Trail	0.27	Multi-use Path	$ 237,004.53
2020-2025	Cherry St.	South Floodway Trail	55th Ave. S	0.205	Multi-use Path	$ 179,947.88
2020-2025	Demers Ave.	Amtrak Station	N55th Street	0.15	Multi-use Path	$ 131,669.18
2020-2025	Demers Ave.	N 48th Street	Amtrak Station	0.355	Multi-use Path	$ 311,617.07
2020-2025	Gateway (Walmart Path)	DeMers Ave	N 62nd Street	0.5	Multi-use Path	$ 438,897.27
2020-2025	Lincoln Dr.	Belmont Rd	Lanark Ave	0.19	Multi-use Path	$ 166,780.96
2020-2025	S. 42nd St.	24th Ave. S	29th Ave. S	0.32	Multi-use Path	$ 280,894.26
2020-2025	University Ave.	Technology Circle	N53th Street.	0.3175	Multi-use Path	$ 278,699.77
						$ 2,025,510.92

Regardless of whether this project is awarded funds or not, the process to consider how to better address these gravel paths should be done during the next year.

The candidate project calculated 38 out of 100 in the Transportation Alternative scoring.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan System Preservation and Environmental/Energy /Quality of Life Goals
- One project should be given high priority ranking.

Support Materials:

- Application

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200

CITY OF GRAND FORKS NORTH DAKOTA

ENGINEERING DEPARTMENT
(701) 746-2640
Fax# (701) 787-3744

November 17, 2020

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: TA Applications

Dear Mr. Haugen:

Attached please find the City of Grand Forks' TA Project Application. Please forward the application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Please provide any comments or requested revisions to us by Tuesday December 1, 2020.

1. 2024 - Shared Use Path – S 48th St (32nd Ave S to 22nd Ave S)

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

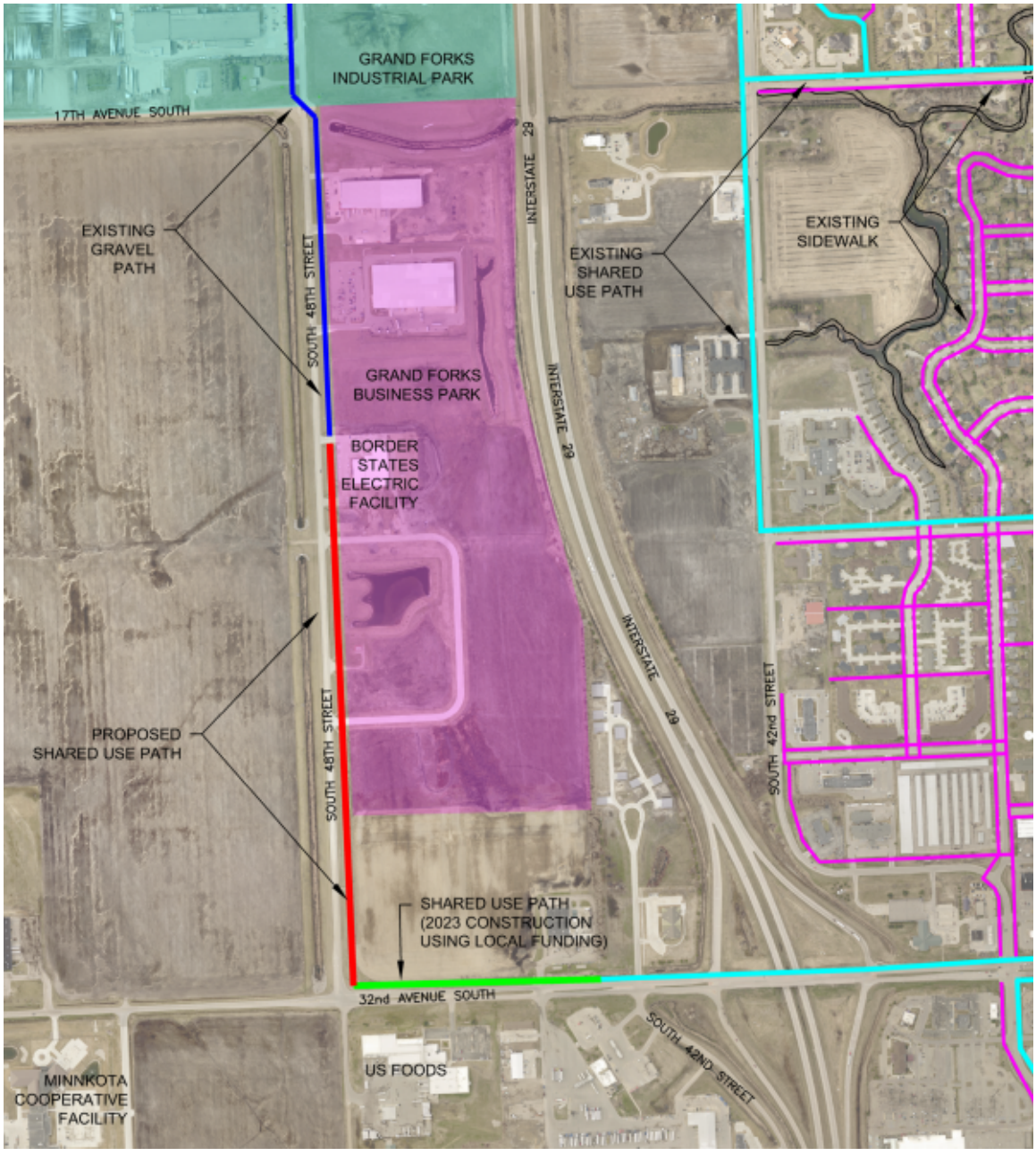
Cc: Mark Walker
David Kuharenko
Ed Liberman

2021 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

S 48th St (22nd Ave S to 32nd Ave S)

Figure #1



1. PROJECT NAME

S 48th St Shared Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 18}; Beginning at the Border States Electric North Driveway to 32nd Ave S

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City over 5,000 population

6. SPONSORING OFFICIAL

Mayor Brandon Bochenski
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would convert an existing gravel path along the east side of S 48th St to a concrete shared-use path. It will begin at the shared-use path that will be constructed in 2023 with local funding at the intersection of 32nd Ave S and S 48th St and extending to the driveway at the north side of Border State Electric's facility. The path will likely be located on the east side of the road in the same location as the existing gravel path and reusing the existing gravel as a base for the shared-use path within the existing right-of-way and easements.

S 48th St is classified as a minor arterial street and has a posted speed limit of 35 mph. Based on the 2015 traffic counts, S 48th St sees approximately 2,510

vehicles per day. The Metropolitan Planning Organization's 2045 Long Range Transportation Plan indicates that this segment of 32nd Ave S will see between 5,025 to 5,515 vehicles per day in 2045. A gravel bike path currently exists on the east side of S 48th St. from the Border States Electric northern Driveway to 32nd Ave S.

The existing gravel path is located in front of Border States Electric and connects the city's business park and industrial park to the shared-use path along 32nd Ave S. Minnkota Power Cooperative facilities are also located west of the S 48th St and 32nd Ave S intersection. There has been continued development in recent years in this area and this path will connect the residential areas east of Interstate-29 to the business areas west of Interstate-29.

As development continues with large employment centers, bicyclists and pedestrians will prefer a more direct route to reach their destinations. 32nd Ave S is one of four crossings over Interstate-29 and the proposed path will act as one component for more direct access for workers east of the interstate to access these employment centers. Currently there are no bus routes which extend to the industrial or business parks in this portion of town.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, the business park, industrial park, and specific nearby businesses. In addition to providing improved bicycle and pedestrian facilities, the proposed path would:

a. Provide the second phase of bicycle and pedestrian accommodations to the intersection of 32nd Ave S and S 48th St.
b. Provide a paved trail facility to directly connect the residential areas to the developing employment centers.
c. Provide an additional improved segment to the overall bike path network for the City.

Improvements included in this path would be the following:

a. 5-inch thick, 10-foot wide concrete path (will accommodate periodic maintenance vehicles)
b. Reusing the existing gravel base for stability and cost savings
c. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
d. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= $541,000
Ineligible costs (Easements, Testing, etc.)	= $10,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= $531,000

9. WHAT ACTIVITIES ARE ELIGIBLE UNDER TAP?

A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

10. SUPPORTING DATA

1. **Is this project part of an identified tourism, recreational or transportation plan and if so explain?**
   This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a gravel path that could be upgraded to a concrete Shared-Use Path.

2. **Is your project tied to another project? If so, please explain.**
   No.

3. **How does your project fit with similar projects in your community and/or region?**
   This shared use path remains consistent with other paths that have been installed in the community. The path also continues the effort of installing shared-use paths to new developments in order to serve them with alternate methods of transportation.

4. **Provide documentation of support, if any, from the general public, other groups, and organizations.** ***Attach documentation from all those affirming this support.***
   The Bicycle, Pedestrian and Greenway User Advisory Group, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

13. WILL RIGHT OF WAY FOR THIS PROJECT BE NEEDED?

No additional Right-of-way is anticipated for this project. Right of Way will be provided by the City of Grand Forks

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY

City of Grand Forks

15. ENVIRONMENTAL IMPACTS

a. Land Use – The proposed path is located adjacent to S 48th St in existing City right of way. It will provide access to the City's residential areas to the existing and development employment centers in the Business Park and Industrial Park. There will be no negative impact. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
b. Farmland – no farmland will be taken as a result of this project.
c. Social Impacts – This path will positively impact the community by providing residents with a path that encourages bicycling and walking to work, as well as recreation.
d. Section 4(f) & 6(f) – the existing gravel path will be removed and replaced with a paved surface, no other impact to 4(f) or 6(f) properties are anticipated.
e. Economic – This path would provide a direct connection from existing bike/ped infrastructure to the adjacent employment and business centers, creating easier access for anyone commuting into this area.
f. Relocation – No relocations are anticipated at this time.
g. Wetlands –No fill material is anticipated to be placed in wetlands at this time.
h. Flood Plain – no.
i. Threatened or endangered species – the proposed project is replacing a gravel path with a paved surface. This area is regularly mowed and is not anticipated to provide a habitat for any threatened or endangered species.
j. Cultural Resources – no.
k. Hazardous Waste – at this time we are unaware of any hazardous wastes in the area.

16. SIGNATURES

Allen Grasser, City Engineer	11/16/20 DATE
Mayor Brandon Bochenski	11/17/2020 DATE
MPO OFFICIAL	DATE

2021 TA Application (Fiscal Year 2024)
48th (22nd to 32nd) - Estimate
10' Wide Shared Use Path
11/12/2020

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	$ 3,500.00	$ 3,500.00
202	130	REMOVAL OF CURB & GUTTER	80	LF	$ 40.00	$ 3,200.00
203	113	COMMON EXCAVATION WASTE	450	CY	$ 30.00	$ 13,500.00
251	300	SEEDING CLASS III	1.3	ACRE	$ 8,000.00	$ 10,400.00
253	201	HYDRAULIC MULCH	1.3	ACRE	$ 7,000.00	$ 9,100.00
302	121	AGGREGATE BASE COURSE CL 5	90	CY	$ 50.00	$ 4,500.00
702	100	MOBILIZATION	1	LSUM	$ 30,000.00	$ 30,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	$ 10,000.00	$ 10,000.00
722	6200	ADJUST MANHOLE	8	EA	$ 500.00	$ 4,000.00
722	6201	ADJUST MANHOLE SPECIAL	12	EA	$ 2,000.00	$ 24,000.00
748	140	CURB & GUTTER-TYPE 1	80	LF	$ 50.00	$ 4,000.00
750	125	SIDEWALK CONCRETE 5IN	3350	SY	$ 75.00	$ 251,250.00
750	2115	DETECTABLE WARNING PANELS	80	SF	$ 50.00	$ 4,000.00
-	-	EROSION CONTROL	1	LSUM	$ 7,000.00	$ 7,000.00

Length	3000
$/ft	$ 177.09

Notes
Existing gravel path
Access to jobs

Contrustction Total	$ 378,450.00		
Inflation (2024)	$ 442,732.97		
Contingencies (20%)	$ 88,546.59	Federal	
Subtotal	$ 531,279.57	$ 290,000.00	54%
Testing	$ 10,000.00	Local	
Total	**$ 541,279.57**	$ 251,279.57	46%

724 North 47th Street
PO Box 5200
Grand Forks, ND 58206-5200

CITY OF GRAND FORKS NORTH DAKOTA

PUBLIC WORKS DEPARTMENT
WATER WORKS DIVISION
(701) 738-8740

November 16, 2020

Christian Danielson
Engineering Department
City of Grand Forks
PO Box 5200
Grand Forks, ND 58206-5200

Re: Shared-use path along

Dear Christian,

The Bicycle, Pedestrian & Greenway Advisory Group would like to express its support for installing a shared-use path along South 48th Street from approximately 22nd Avenue South to 32nd Avenue South.

The project is an opportunity to provide a protected, non-motorized connection between the community and the growing industrial park. South 48th Street has significant traffic from semi-trucks and other heavy equipment bringing supplies to and from the industrial park. This path also offers people living in the northwest quadrant of the city to access south Grand Forks via a shared-use path.

The Bicycle, Pedestrian & Greenway Advisory Group is for local citizens who share an interest in the development and use of the Greenway and bikeway system in Greater Grand Forks. The committee supports a commitment to a robust and well-planned bikeway system.

Thank you for considering this recommendation.

Sincerely,

Kim Greendahl

Kim Greendahl
Greenway Specialist

TIP SCORING SHEETS

Transportation Alternative

0= No 1= Yes

Project Number

Project Name: Shared Use Path S 48th St (22nd Ave S to 32nd Ave S)

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%) =	5
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.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Consistent with local, regional or state nonmotorized economic development plans***	1	1
	2	***Serves access to school, jobs, business and opportunities for nonmotorized users***	1	1
		Advance smart growth objectives	1	1
	3	***Improves connection to intermodal transportation system***	1	1
	4	***Attract/retain quality resident and commerce by providing efficient recreational trail system***	1	1
			Total	5

Goal 2		Security	Expected Weight (%) =	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objective	1	***Consistent with local/regional emergency and security planning system (ITS Regional Architecture)***	0	0.00
	2	***Provide necessary security training and equipment***	0	0.00
	3	***Coordinate with safety/security agencies to prevent harmful activities***	0	0.00
			Total	0

Goal 3		Accessibility and Mobility	Expected Weight (%) =	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Provides acceptable LOS for facility as recommended in LRTP***	1	2.00
	2	***Provide a complete bicycling and pedestrian network that connects to schools, destinations and other transportation modes and facilities***	1	2
	3	***Improve existing infrastructure to address current needs in local neighborhoods/communities***	1	2
	4	***Provide easy access to Greenway Trail System and the Red River State Recreation Area***	0	0
	5	***Implements recommendations in ADA, railroad and pedestrian/bicycle ROW plans***	1	2
			Total	8

Goal 4		Environmental/Energy/QOL	Expected Weight (%) =	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implements context sensitive solutions***	1	1.67
	2	***Address EJ analysis process***	1	1.67
	3	***Promote nonmotorized travel to reduce greenhouse gases***	1	1.67
	4	***Avoids or minimize impacts to wetlands or other natural habitats***	1	1.67
	5	***Seek to control sun-off pollution***	1	1.67
	6	***Incorporates innovative stormwater management techniques***	0	0.00
			Total	8

Goal 5		Integration and Connectivity	Expected Weight (%) =	15
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Invest in signage/signal techniques and routes to help pedestrian and bicyclist***	0	0.00
	2	***Maximize direct travel trips by improving pedestrian and bicycle network system between community and commercial destinations***	0	0.00
	3	***Improves the integration/connectivity between nonmotorized and motorized transportation system***	0	0.00
	4	***Improve sidewalks and walkways around transit stops, designated on-road and off-road bike routes***	0	0.00
	5	***Provides a connection to transit facilities or transit stops***	0	0.00
	6	***Support first and last mile connections to improve access to the transit for pedestrian and bicyclist***	1	2.50
			Total	2.5

Goal 6		Efficient System management	Expected Weight (%) =	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Provide an efficient and cost effective nonmotorized transport system***	1	1.67
	2	***Identify potential source of budget for year round maintenance***	1	1.67
	3	***Demonstrates commitment to year round maintenance***	1	1.67
	4	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	0	0.00
	5	***Demonstrates analysis of project risk in implementation***	0	0.00
	6	***Includes specific evaluation method to provide a measurement of effectiveness***	0	0.00
			Total	5

Goal 7		System Preservation	Expected Weight (%) =	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Preserve, maintain and improve the existing safe school route, bicycle and sidewalk network systems***	1	2.50
	2	***Emphasizes system rehabilitation rather than expansion***	0	0.00
	3	***Incorporates new technologies***	0	0.00
	4	***Maintain and improve existing Greenway Trail System and the Red River State Recreation Area***	0	0.00
	5	***Incorporate cost-effective maintenance and preservation of the existing pavement***	0	0.00
	6	***Balance between railroad, ADA or pedestrian/bicycle ROW network systems***	0	0.00
			Total	2.5

Goal 8		Safety	Expected Weight (%) =	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Provide safety education components for pedestrian and bicyclist***	0	0.00
	2	***Enhances safe and well-designed route to school zones and college campuses***	0	0.00
	3	***Incorporates appropriate traffic control devices***	1	3.00
	4	***Enhances public safety for nonmotorized users***	0	0.00
	5	***Reduces frequency and severity of points of conflict between traffics/intersections and pedestrian/bicyclist***	0	0.00
			Total	3

Goal 9		Resiliency and Reliability	Expected Weight (%) =	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Achieve resiliency and reliability of transportation services/facilities to the current and future impacts of extreme weather***	1	2.00
	2	***Maintain on-time project performance and implementation***	1	2.00
	3	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	0	0.00
	4	***Response efficiently to severe weather and other stresses on the nonmotorized transportation system***	0	0.00
	5	***Maintain sidewalks, school and bicycle routes promptly to ensure that pedestrian and bicycle facilities remain usable for all***	0	0.00
			Total	4

Goal 10		Travel & Tourism	Expected Weight (%) =	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Establish partnerships to foster pedestrian and bicycle tourism activities within MPO***	0	0.00
	2	***Enhance safe and easy access to tourist spots, Greenway Trail System and the Red River State Recreation Area for nonmotorized travelers and tourists***	0	0.00
	3	***Conserve historical sites and recreational trails (bicycle/walking trails)***	0	0.00
	4	***Aquire/enhances scenic/historic properties***	0	0.00
	5	***Provides landscaping/streetscaping or similar amenities***	0	0.00
			Total	0

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Consider HSIP Candidate Projects for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking

Matter of HSIP Candidate Projects for 2022-2025 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2021-24 TIP/STIP. In order for the MPO to give both the local agencies as much time as possible yet still allow MPO staff to "vet" the candidate projects, the project submittal deadline to the MPO was December 2nd.

The 2045 MTP does contain a list of prioritized projects within the fiscal constraint. That table of projects is shown below. Further, the 2045 MTP states: Safety projects included in the Current Revenue Scenario were derived from the North Dakota Local Road Safety Plan, recent studies and local capital improvement programs. It is important to note that this Plan is in need of updating and efforts should be made in the future to include a short-term listing of projects that can be implemented.

Safety/Operations Financially Constrained Project List - North Dakota Portion of MPO (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	YOE Total Federal/State/Local
PS0-004	Various	Various	Install Red Light Confirmation Indicators for the Through Lane Traffic	City of Grand Forks	Short-Range	$101,000
PS0-006	Various	Various	Advanced Walk Timer Bicycle/Pedestrian Upgrade	City of Grand Forks	Short-Range	$357,000
PS0-003	Various	Various	Rural Intersection and Segment Safety Upgrades	Grand Forks County	Short-Range	$466,000
PS0-005	Various	Various	Install Red Light Confirmation Indicators for the Through Lane Traffic	NDDOT/City	Short-Range	$13,000
PS0-007	Various	Various	Advanced Walk Timer Bicycle/Pedestrian Upgrade	NDDOT/City	Short-Range	$171,000
PS0-012	DeMers Avenue	at 16th Street Northeast	Rural Intersection Safety Upgrades	Grand Forks County	Short-Range	$105,000
PS0-013	Gateway Drive	at Airport Drive	Intersection Reconfiguration and ITS Improvements	NDDOT/City/County	Short-Range	$2,266,000

As per NDDOT staff, non-priority items can still be submitted for consideration.

Two applications were submitted by the City of Grand Forks. Neither are included in the list above. The first is to conduct a Road Safety Review of the intersection of DeMers (ND297) and Washington St (US81B). Normally, these program funds would be spent on actual infrastructure; however, FAST allows for some non-infrastructure use such as safety planning or road safety audits. This candidate project would be a good project for the MPO's Consolidated Planning Funds; however, we have identified that we are not likely having any available for this study. A similar study was done on the 32nd Ave Corridor using HSIP funds.

The Local Road Safety Plan only identified rather low cost improvements. For this particular intersection it is red light running (blue lights) and ped interval. The document does identify that a high cost capital improvement is necessary to implement additional safety features associated with access control. This intersection was studied extensively as part of the Washington St Study referenced in the application. Prior to that, it has been subject to numerous studies and particularly

at each update to the MTP since it is one of the most critical intersection in the Metro Area.

The second candidate project is to install speed minders near various schools. A total of five (5) signs would be installed at the locations identified in the application. Again, this is not a specific identified project within the MTP.

It is a standard under the MPO's 2045 Metropolitan Transportation Plan's Safety Goal. It is an eligible activity under the HSIP. Neither the ND Strategic Highway Safety Plan nor the Local Road Safety Program identify this strategy as a priority strategy. Non-priority items can still be submitted for consideration.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan Safety Goal;
- One project should be given high priority ranking.

Support Materials:

- Applications

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200

CITY OF GRAND FORKS
NORTH DAKOTA

ENGINEERING DEPARTMENT
(701) 746-2640
Fax# (701) 787-3744

November 17, 2020

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: HSIP Application

Dear Mr. Haugen:

Attached please find the City of Grand Forks' HSIP Project Applications. Please forward the applications to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Please provide any comments or requested revisions to us by Tuesday December 1, 2020.

1. Road Safety Review of the intersection of Demers Ave and Washington St
2. Speed Minder Signs (Materials Only)

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

Cc: Mark Walker
David Kuharenko
Ed Liberman

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

23 USC § 409 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name		NDDOT District
City of Grand Forks		Grand Forks
Contact Name		**Current Date**
David Kuharenko		
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
dkuharenko@grandforksgov.com	701-746-2649	100,000

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
The intersection of Demers Ave (SH 297) and Washington St (Bus US 81)	☒ State ☐ County ☐ City ☐ Tribe	☐ Younger Drivers ☐ Speeding or Aggressive Drivers ☐ Alcohol-Related ☐ Unbelted Vehicle Occupants ☐ Lane Departure ☒ Intersections	☐ Local Road or Street ☐ Minor Collector ☐ Major Collector ☐ Minor Arterial ☒ Principal Arterial

Improvement Category (check all that apply)

☐ Access Management	☒ Intersection Geometry	☐ Parking	☐ Roadway Delineation
☐ Advanced Technology & ITS	☒ Intersection Traffic Control	☐ Pedestrians & Bicyclists	☐ Roadway Signs & Traffic Control
☐ Alignment	☐ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☒ Miscellaneous	☐ Roadside	☐ Speed Management
☐ Interchange Design	☒ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

This intersection has been listed on the Urban High Crash Intersections Reports for a number of years and most recently was ranked #6 in the 2020 report for 2017-2019 crashes. A total of 91 crashes were identified within this period of time. Of these crashes 41 (45% of the crashes) were rear end, and 23 crashes were left turn crashes. There was one fatality (DUI) at this intersection. Currently there is project NHU-6-081(098)943 addressing the condition of the pavement and bridge at the Washington St railroad underpass located just north of this intersection. This intersection was identified in the 2014 Local Road Safety Program, and projects identified this intersection included the installation of red light confirmation indicators and leading pedestrian interval timing. This intersection was previously studied in 2012 by the Grand Forks/East Grand Forks Metropolitan Planning Organization as part of the Washington St Corridor Study, which included the recommendation of the construction of a partial continuous flow intersection and reducing a number of access points along Washington St.

Describe Proposed Safety Improvements

The City is requesting a Road Safety Review (RSR) be completed for this intersection. It is anticipated that this RSR will provide a fresh review of the intersection and identify a range of potential projects to reduce the number and severity of crashes at this intersection. These identified projects will likely vary in cost and safety impact, and allow for incremental improvements at this intersection. Low cost and low impact projects could be implemented relatively quickly whereas projects with higher costs and significant property impacts like the partial continuous flow intersection would likely take several years to program.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

Prepared by the North Dakota Department of Transportation
Programming Division, Traffic Operations Section, April 2020
Sorted By Rank

2017-2019 Urban High Crash Locations

23 USC § 409 Documents
NDDOT Reserves All Objections

City	Location	Crash Severity					Total By Year	Total Crashes	Weighted Total	Rank 2017-2019	Prior Rank	Trends	Related Studies / Projects
		Fatal	InjA	InjB	InjC	PDO							
Grand Forks	32nd Ave S & 34th St	1	1	8	13	24	2017 = 20 2018 = 13 2019 = 14	47	445	**1**	1	There were 18 EB/WB left turn crashes, including 1 fatal. The fatal involved a WB vehicle that was waiting for a gap, made a WB to SB left turn at end of yellow, and was hit by an EB motorcyclist that attempted to "beat the light" (entered on red).	In 2021 PCN 21884 plans to re-align the negative offset left turn lanes and install FYA left turn heads. In 2017 PCN 21004 installed countdown pedestrian signal heads.
Fargo	13th Ave S & 45th St	0	3	10	4	58	2017 = 15 2018 = 34 2019 = 26	75	433	**2**	13	Total crashes peaked in 2018, but all 3 InjA crashes occurred in 2019 (no patterns). Both ped/bike crashes occurred in 2019 (1 InjB, 1 InjC) and involved drivers who were watching cross traffic for a gap and then attempted to make a right turn.	---
Bismarck	State St & Century Ave	0	1	5	19	85	2017 = 39 2018 = 37 2019 = 34	110	415	**3**	8	There were 66 rear end crashes (no predominant direction). 39% of total crashes occurred during non-dry conditions. There were 8 WB to SB left turn crashes.	In 2018 PCN 21817 installed law enforcement confirmation lights. In January 2020 traffic signal timings were revised. PCN 20098 is a planned safety project.
Fargo	45th St & 23rd Ave S	0	2	8	12	49	2017 = 29 2018 = 23 2019 = 19	71	415	**3**	11	There were 30 NB rear end crashes and 16 NB to WB left turn crashes, but both decreased in 2019 (only 5 NB rear end and 3 NB to WB left turn crashes).	---
Grand Forks	32nd Ave S & 31st St	0	2	8	13	34	2017 = 19 2018 = 20 2019 = 18	57	410	**5**	35	There were 31 EB/WB left turn crashes. Total left turn crashes decreased in 2019, but both InjA left turn crashes occurred in 2019.	In 2021 PCN 21884 plans to re-align the EB/WB left turn lanes and install FYA.
Grand Forks	Washington St & Demers Ave	1	0	7	11	72	2017 = 36 2018 = 37 2019 = 18	91	401	**6**	9	Total crashes dropped in half in 2019. There were 20 NB/SB left turn crashes (steady all 3yrs). The fatal was a NB driver (DUI) who went off the east side of the road and hit a street light in the intersection's SE corner.	In 2022 PCN 22167 plans to reconstruct the railroad bridge just north of this intersection.
Bismarck	State St & Interstate Ave	0	1	8	13	67	2017 = 25 2018 = 36 2019 = 28	89	388	**7**	2	There were 58 rear end crashes (22 NB, 16 SB, 15 WB, 5 EB). 55% of all crashes occurred during non-dry conditions.	In 2018 PCN 21817 installed law enforcement confirmation lights. In January 2020 traffic signal timings were revised. PCN 20098 is a planned safety project.
Bismarck	Main Ave & 7th St	0	2	7	9	52	2017 = 23 2018 = 23 2019 = 24	70	371	**8**	24	There were 21 sideswipe same direction crashes where a vehicle attempted to make a SB to EB left turn from the wrong lane. There were 3 ped/bike crashes, but 2 of 3 involved a bicylist attempting to cross on red. There were 17 SB+EB right angle crashes (8 EB red light runners, 3 SB red light runners, 6 unknown).	In 2018 PCN 21817 installed law enforcement confirmation lights. In 2020 PCN 22259 plans to install permanent pavement markings (road diet to west of here).
Fargo	45th St & 17th Ave S	1	0	4	16	38	2017 = 20 2018 = 21 2019 = 18	59	366	**9**	21	There were 20 SB rear end crashes, but only 4 in 2019. There were 7 WB to SB left turn crashes, with 5 of 7 during non-dry conditions. The fatal crash involved a bicyclist who attempted to cross on red.	---
Fargo	13th Ave S & 38th St	0	2	7	9	33	2017 = 18 2018 = 17 2019 = 16	51	352	**10**	---	There were 28 rear end crashes, no predominant direction. No other crash patterns were identified.	---

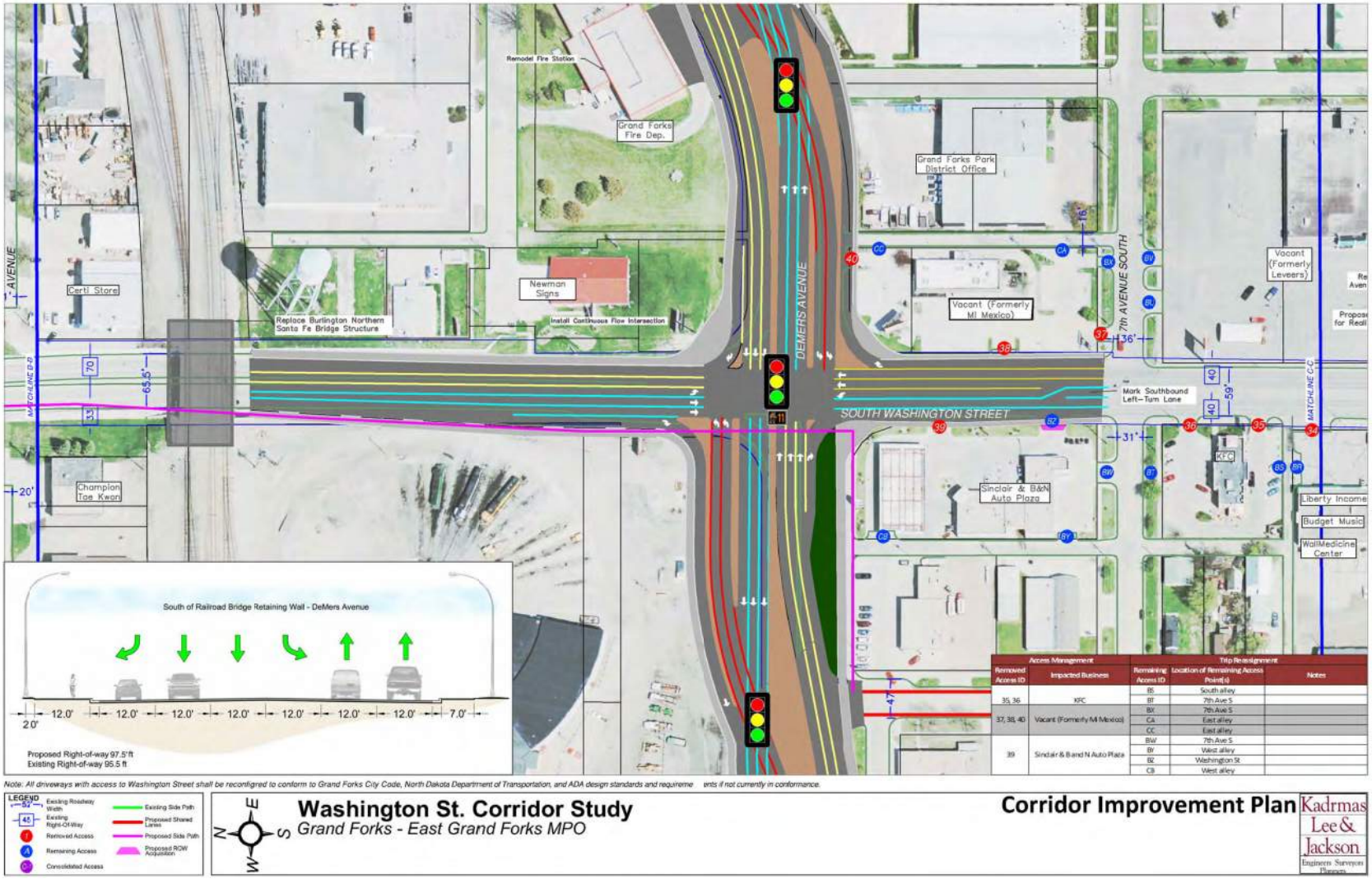
City of Grand Forks Right Angle Project Summary

Intersection Count	Segment #	Local Name	Cross Street	Projects		
				Access Management	Confirmation Lights	Intersection Project Cost
1	803.02	S 42nd St	24th Ave S	0	0	$0
2	803.02	S 42nd St	17th Ave S	0	1	$1,200
3	803.03	S 42nd St	11th Ave S	0	1	$1,200
4	803.03	S 42nd St	DeMers Ave/ND 297	0	1	$1,200
5	803.03	N 42nd St	University Ave	0	1	$1,200
6	803.03	N 42nd St	6th Ave N	0	1	$1,200
7	803.04	N 42nd St	US 2/Gateway Dr	0	1	$1,200
8	804.01	Stanford Rd	US 2/Gateway Dr	0	1	$1,200
9	805.01	S 34th St	DeMers Ave/ND 297	0	1	$1,200
10	807.02	Columbia Rd	24th Ave S	0	1	$1,200
11	807.02	Columbia Rd	20th Ave S	0	0	$0
12	807.02	Columbia Rd	17th Ave S	0	1	$1,200
13	807.02	14th Ave S	Columbia Rd	0	0	$0
14	807.02	Columbia Rd	13th Ave S	0	1	$1,200
15	807.03	Columbia Rd	University Ave	0	1	$1,200
16	807.04	Columbia Rd	6th Ave N	0	1	$1,200
17	807.04	Columbia Rd	8th Ave N	0	0	$0
18	807.04	Columbia Rd	US 2/Gateway Dr	0	1	$1,200
19	809.02	S 20th St	DeMers Ave/ND 297	0	1	$1,200
20	809.03	N 20th St	US 2/Gateway Dr	0	1	$1,200
21	810.02	S Washington St	47th Ave S	0	1	$1,200
22	810.02	S Washington St	40th Ave S	0	1	$1,200
23	810.02	S Washington St	32nd Ave S	0	1	$1,200
24	810.03	S Washington St	28th Ave S	0	1	$1,200
25	810.03	S Washington St	Frontage Road	0	0	$0
26	810.03	S Washington St	24th Ave S	0	1	$1,200
27	810.03	S Washington St	Campbell Dr	0	1	$1,200
28	810.03	S Washington St	17th Ave S	0	1	$1,200
29	810.03	S Washington St	Hammerling Ave & Frontage Road	0	0	$0
30	810.04	S Washington St	13th Ave S	0	1	$1,200
31	810.04	S Washington St	8th Ave S	0	0	$0
32	810.04	S Washington St	DeMers Ave/ND 297	0	1	$1,200
33	810.05	N Washington St	University Ave	0	1	$1,200
34	810.05	N Washington St	8th Ave N	0	0	$0
35	810.06	N Washington St	US 2/Gateway Dr	0	1	$1,200
36	811.02	Cherry St	4th Ave S	0	1	$1,200
37	812.02	Belmont Rd	32nd Ave S	0	0	$0
38	812.02	Belmont Rd	4th Ave S	0	1	$1,200
39	812.03	S 5th St	Kittson Ave	0	1	$1,200
40	812.04	S 5th St	DeMers Ave	0	1	$1,200
41	812.04	S 5th St	1st Ave N	0	1	$1,200
42	812.04	N 5th St	2nd Ave N	0	1	$1,200
43	812.04	N 5th St	5th Ave N	0	1	$1,200
44	812.05	N 5th St	US 2 / Gateway Dr	0	1	$1,200
45	816.01	N 3rd St	US 2/Gateway Dr	0	1	$1,200
46	822.01	32nd Ave S	I-29 South Ramp	0	1	$1,200
47	822.02	32nd Ave S	I-29 North Ramp	0	1	$1,200
48	822.02	32nd Ave S	S 31st St	0	1	$1,200
49	822.02	32nd Ave S	S 25th St	0	1	$1,200
50	822.02	S 38th St	32nd Ave S	0	1	$1,200
51	822.02	S 34th St	32nd Ave S	0	1	$1,200
52	822.02	Columbia Rd	32nd Ave S	0	1	$1,200
53	822.02	S 20th St	32nd Ave S	0	1	$1,200
54	830.01	DeMers Ave (ND 297)	Columbia Rd North Ramp	0	1	$1,200
55	838.01	Gateway Dr (US 2)	N 47th St	0	1	$1,200
56	838.01	Gateway Dr (US 2)	I-29 South Ramp	0	1	$1,200
57	838.01	Gateway Dr (US 2)	I-29 North Ramp	0	1	$1,200

23 USC 409
NDDOT Reserves All Objections

City of Grand Forks Ped/Bike Corridor Project Summary

Intersection Count	Segment #	Local Name	Cross Street	Projects				Intersection Project Cost
				Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge	
1	803.01	S 38th St	32nd Ave S	1	0	0	0	$2,400
2	803.02	S 42nd St	24th Ave S	0	0	0	0	$0
3	803.02	S 42nd St	17th Ave S	1	0	0	0	$2,400
4	803.03	S 42nd St	11th Ave S	1	0	0	0	$2,400
5	803.03	S 42nd St	DeMers Ave/ND 297	1	0	0	0	$2,400
6	803.03	N 42nd St	University Ave	1	0	0	0	$2,400
7	803.03	N 42nd St	6th Ave N	1	0	0	0	$2,400
8	803.04	N 42nd St	US 2/Gateway Dr	1	0	0	0	$2,400
9	804.01	Stanford Rd	University Ave	0	0	0	0	$0
10	804.01	Stanford Rd	6th Ave N	0	0	0	0	$0
11	805.01	S 34th St	17th Ave S	1	1	0	0	$14,400
12	807.02	Columbia Rd	32nd Ave S	1	0	0	0	$2,400
13	807.02	Columbia Rd	24th Ave S	1	0	0	0	$2,400
14	807.02	Columbia Rd	20th Ave S	0	0	0	0	$0
15	807.02	Columbia Rd	17th Ave S	1	0	0	0	$2,400
16	807.02	14th Ave S	Columbia Rd	0	0	0	0	$0
17	807.02	Columbia Rd	13th Ave S	1	0	0	0	$2,400
18	807.02	Columbia Rd	11th Ave S	1	1	0	0	$14,400
19	807.03	Columbia Rd	University Ave	1	0	0	0	$2,400
20	807.03	Columbia Rd	2nd Ave N	1	1	0	0	$14,400
21	807.04	Columbia Rd	6th Ave N	1	0	0	0	$2,400
22	807.04	Columbia Rd	8th Ave N	0	0	0	0	$0
23	807.04	Columbia Rd	US 2/Gateway Dr	1	0	0	0	$2,400
24	809.01	S 20th St	47th Ave S	0	0	0	0	$0
25	809.01	S 20th St	40th Ave S	0	0	0	0	$0
26	809.01	S 20th St	32nd Ave S	1	0	0	0	$2,400
27	809.02	S 20th St	24th Ave S	1	0	0	0	$2,400
28	809.02	S 20th St	20th Ave S	0	0	0	0	$0
29	809.02	S 20th St	17th Ave S	1	0	0	0	$2,400
30	809.02	S 20th St	13th Ave S	0	0	0	0	$0
31	809.02	S 20th St	DeMers Ave Frontage Road (South)	0	0	0	0	$0
32	809.02	S 20th St	DeMers Ave/ND 297	1	1	0	0	$14,400
33	810.02	S Washington St	47th Ave S	1	1	0	0	$14,400
34	810.02	S Washington St	40th Ave S	1	1	0	0	$14,400
35	810.02	S Washington St	32nd Ave S	1	0	0	0	$2,400
36	810.03	S Washington St	28th Ave S	1	1	0	0	$14,400
37	810.03	S Washington St	Frontage Road	0	0	0	0	$0
38	810.03	S Washington St	24th Ave S	1	0	0	0	$2,400
39	810.03	S Washington St	Campbell Dr	1	1	0	0	$14,400
40	810.03	S Washington St	17th Ave S	1	0	0	0	$2,400
41	810.03	S Washington St	Hammerling Ave & Frontage Road	0	0	0	0	$0
42	810.04	S Washington St	13th Ave S	1	0	0	0	$2,400
43	810.04	S Washington St	8th Ave S	0	0	0	0	$0
44	810.04	S Washington St	DeMers Ave/ND 297	1	0	0	0	$2,400
45	810.05	N Washington St	2nd Ave N	1	1	0	0	$14,400
46	810.05	N Washington St	University Ave	1	0	0	0	$2,400
47	810.05	N Washington St	5th Ave N	1	1	0	0	$14,400
48	810.05	N Washington St	8th Ave N	0	0	0	0	$0
49	810.06	N Washington St	US 2/Gateway Dr	1	0	0	0	$2,400
50	811.02	Cherry St	4th Ave S	1	1	0	0	$14,400
51	812.02	Belmont Rd	4th Ave S	1	1	0	0	$14,400
52	812.03	S 5th St	Kittson Ave	1	1	0	0	$14,400
53	812.04	S 5th St	DeMers Ave	1	1	0	0	$14,400
54	812.04	S 5th St	1st Ave N	1	1	0	0	$14,400
55	812.04	N 5th St	2nd Ave N	1	1	0	0	$14,400
56	812.04	N 5th St	University Ave	1	0	0	0	$2,400
57	812.04	N 5th St	5th Ave N	1	1	0	0	$14,400
58	812.04	N 5th St	8th Ave N	0	0	2	0	$72,000
59	815.01	S 4th St	Minnesota Ave	0	0	0	0	$0
60	815.01	Bruce Ave	S 4th St	0	0	2	0	$72,000
61	815.01	S 4th St	DeMers Ave	1	0	0	0	$2,400
62	815.01	N 4th St	1st Ave N	1	0	0	0	$2,400
63	815.01	N 4th St	University Ave	0	0	1	0	$36,000
64	815.01	N 4th St	8th Ave N	0	0	2	0	$72,000
65	815.01	N 4th St	10th Ave N	0	0	1	0	$36,000
66	815.01	N 4th St	US 2/Gateway Dr	0	0	0	0	$0
67	821.02	S 34th St	32nd Ave S	1	0	0	0	$2,400
68	822.01	32nd Ave S	I-29 South Ramp	1	1	0	0	$14,400
69	822.02	32nd Ave S	I-29 North Ramp	1	1	0	0	$14,400
70	822.02	32nd Ave S	S 31st St	1	1	0	0	$14,400
71	822.02	32nd Ave S	S 25th St	1	1	0	0	$14,400
72	830.02	S 34th St	DeMers Ave/ND 297	1	1	0	0	$14,400
73	830.02	DeMers Ave (ND 297)	Columbia Rd North Ramp	1	1	0	0	$14,400
74	830.02	S 20th St	DeMers Ave/ND 297	1	1	0	0	$14,400
75	838.01	Gateway Dr (US 2)	N 47th St	1	1	0	0	$14,400
76	838.01	Gateway Dr (US 2)	I-29 South Ramp	1	1	0	0	$14,400
77	838.01	Gateway Dr (US 2)	I-29 North Ramp	1	1	0	0	$14,400
78	838.01	Gateway Dr (US 2)	Frontage Rd (East of 42nd St)	0	0	0	0	$0
79	838.01	Stanford Rd	US 2/Gateway Dr	1	1	0	0	$14,400
80	838.01	Gateway Dr (US 2)	Frontage Rd (East of Stanford Rd)	0	0	0	0	$0
81	838.01	Gateway Dr (US 2)	Frontage Rd (West of Columbia Rd)	0	0	0	0	$0
82	838.02	N 20th St	US 2/Gateway Dr	1	1	0	0	$14,400
83	838.02	N 5th St	US 2 / Gateway Dr	1	1	0	0	$14,400
84	838.02	N 3rd St	US 2/Gateway Dr	1	1	0	0	$14,400



Access Management		Trip Reassignment		
Removed Access ID	Impacted Business	Remaining Access ID	Location of Remaining Access Point(s)	Notes
35, 36	KFC	BS	South alley	
		BT	7th Ave S	
		BX	7th Ave S	
37, 38, 40	Vacant (Formerly Mi Mexico)	CA	East alley	
		CC	East alley	
		BW	7th Ave S	
39	Sinclair & B and N Auto Plaza	BY	West alley	
		BZ	Washington St	
		CB	West alley	

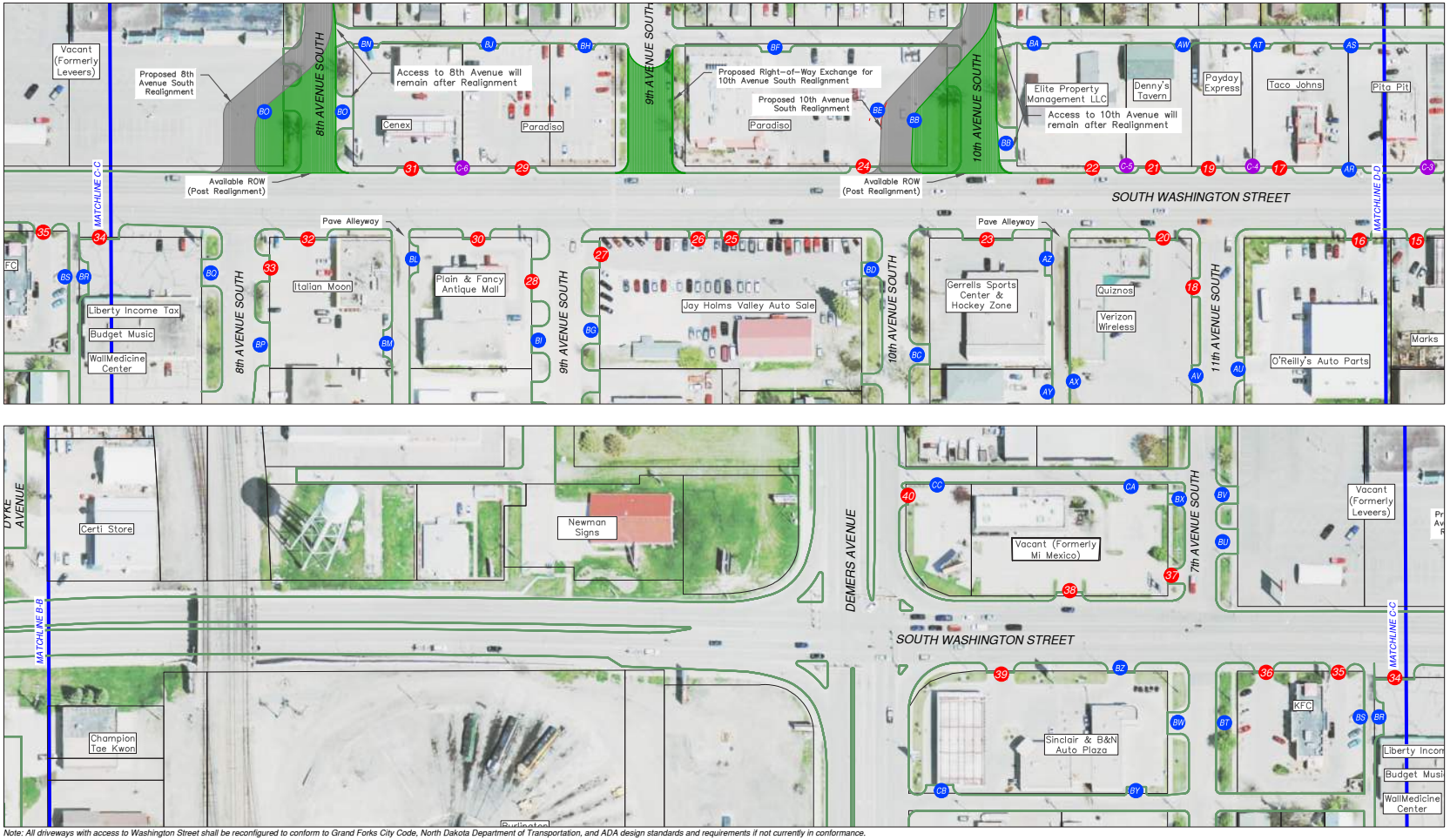
FIGURE 7.31 D – Corridor Improvement Plan

5th Avenue South to 7th Avenue South - Full Reconstruct (750 Feet) November 22, 2011					
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Removal of Pavement	5250	SY	$11	$57,750
2	Removal of Curb and Gutter	15000	LF	$5	$67,500
3	Removal of Sidewalk	420	SY	$11	$4,620
4	24" Base Material For Street	22100	CY	$30	$663,000
5	10" PCC Pavement (Roadway)	30900	SY	$65	$2,008,500
6	4" PCC Sidewalk	6700	SY	$45	$301,500
7	PCC Curb and Gutter	23850	LF	$26	$620,100
8	Median Concrete	5950	SY	$35	$208,250
9	Mobilization	1	L SUM	$500,000	$500,000
10	Contract Bond	1	L SUM	$30,000	$30,000
11	Seeding/Erosion Control	1	L SUM	$15,000	$15,000
12	Pavement Markings and Signage	1	L SUM	$50,000	$50,000
13	Lighting	1	L SUM	$80,000	$80,000
14	Traffic Control	1	L SUM	$25,000	$25,000
15	Storm Sewer	1	L SUM	$70,000	$70,000
16	Utilities Adjustment	1	L SUM	$170,000	$170,000
17	Water Main	1	L SUM	$40,000	$40,000
18	Signals	3	EA	$200,000	$600,000
19	Right-of-way(Railroad)[1]	1	L SUM	$1,200,000	$1,200,000
20	Remodel Fire Station[1]	1	L SUM	$1,800,000	$1,800,000
21	6th Avenue	1	L SUM	$250,000	$250,000
22	Signals	1	L SUM	$250,000	$250,000

Sub-Total	$9,011,220
[1]Contingencies @ 25%	$1,502,805
[1]Engineering @ 20%	$1,202,244
Total 2011 Cost	$11,716,269
Planning Term	2023-2035
1st Year Cost (2023)	$18,758,124
Mid-Point Cost (2029)	$23,735,011
Final Year Cost (2035)	$30,032,361

[1]Engineering and Contingencies factored into lump sum cost for ROW acquistion and Fire Station Remodel.

Note: Forecasted costs assume a 4% inflation rate.



Note: All driveways with access to Washington Street shall be reconfigured to conform to Grand Forks City Code, North Dakota Department of Transportation, and ADA design standards and requirements if not currently in conformance.

LEGEND
- R — Removed Access
- A — Remaining Access
- C-1 — Consolidated Access

Washington St. Corridor Study
Grand Forks - East Grand Forks MPO

Access Management Plan

Kadrmas Lee & Jackson Engineers Surveyors Planners

FIGURE 7.2 B – Access Management Plan

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

23 USC § 409 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name		NDDOT District
City of Grand Forks		Grand Forks
Contact Name		**Current Date**
David Kuharenko		11/6/20
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
dkuharenko@grandforksgov.com	701-746-2649	40,000

Location Description
S 20th St & 8th Ave S,
40th Ave S & Dakota Dr,
43rd Ave S & S 30th St,
Belmont Rd & 3rd Ave S,
Belmont Rd & 5th Ave S

Roadway Ownership
- ☐ State
- ☐ County
- ☒ City
- ☐ Tribe

Vision Zero Emphasis Area (check all that apply)
- ☐ Younger Drivers
- ☐ Speeding or Aggressive Drivers
- ☐ Alcohol-Related
- ☐ Unbelted Vehicle Occupants
- ☐ Lane Departure
- ☐ Intersections

Functional Class
- ☐ Local Road or Street
- ☐ Minor Collector
- ☐ Major Collector
- ☒ Minor Arterial
- ☐ Principal Arterial

Improvement Category (check all that apply)

☐ Access Management	☐ Intersection Geometry	☐ Parking	☐ Roadway Delineation
☒ Advanced Technology & ITS	☐ Intersection Traffic Control	☐ Pedestrians & Bicyclists	☒ Roadway Signs & Traffic Control
☐ Alignment	☐ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☒ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

In recent years there have been some bike/ped crashes and speeding related citations near a number of schools. City staff has continued to receive a number of concerns from residents regarding speeding vehicles in school zones and the concern for the safety of students walking and biking to and from school.

Describe Proposed Safety Improvements

This proposed project is for the purchase of five (5) solar powered speed minder signs (Materials Only). These signs would then be installed by city staff on major roadways near three elementary schools. The intent of these dynamic signs is to notify drivers who may be unintentionally speeding of their speed to they can slow down to the posted speed limit.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

Ben Franklin Elementary School

Legend

- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

Notes

1 Ped/Bike Crash near S 20th St and 11th Ave S

666.7 0 333.33 666.7 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

Discovery Elementary School

Legend

- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

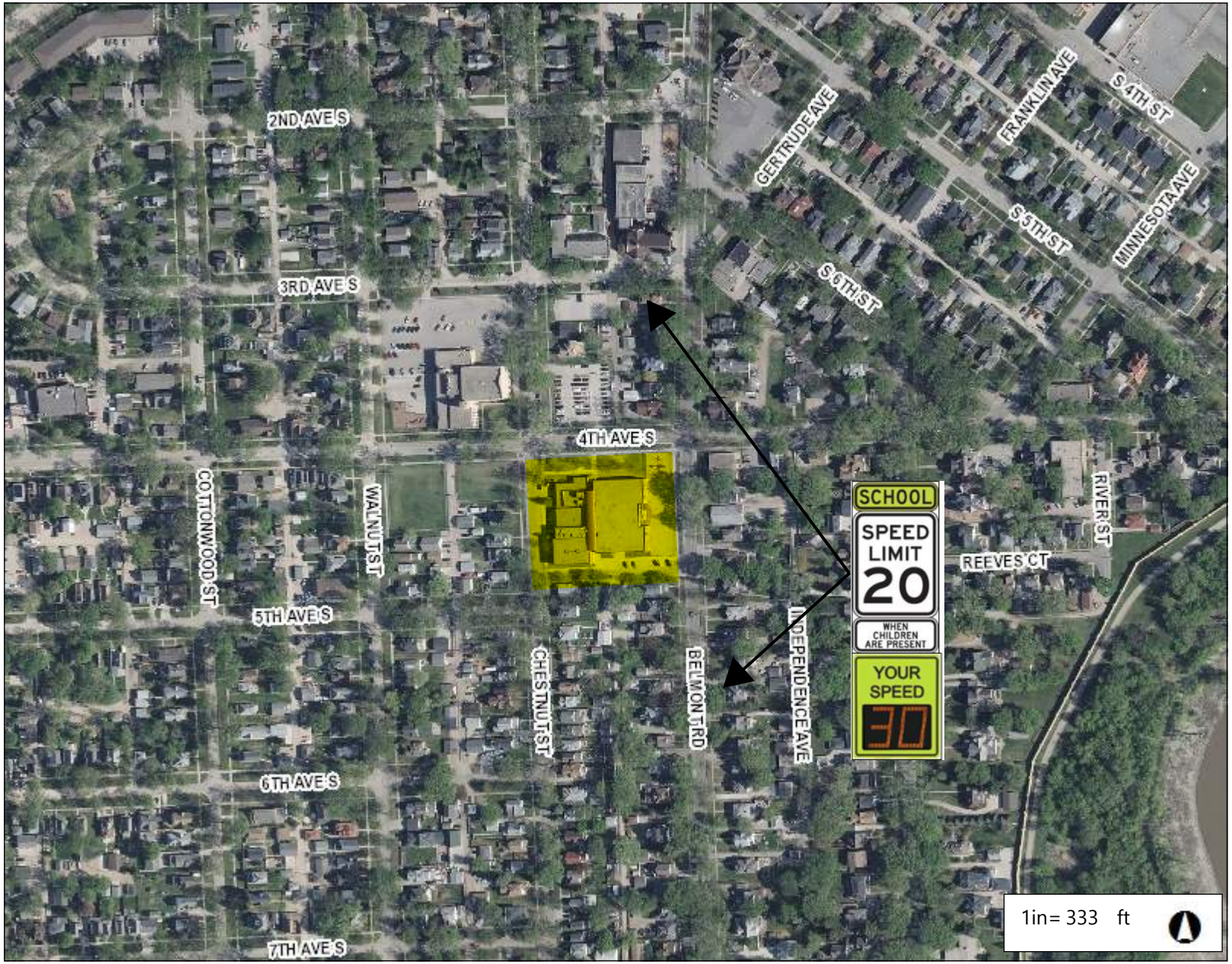
Notes

1 Ped/Bike Crash near S Columbia Rd and 40th Ave S

666.7 0 333.33 666.7 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

Phoenix Elementary School



Legend

- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

Notes

666.7 0 333.33 666.7 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

2020 HSIP Application (Fiscal Year 2025)
Speed Minder - Estimate

11/6/2020

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
-	-	SPEED MINDER SIGN	5	EA	$ 6,600.00	$ 33,000.00

Materials Total	$ 33,000.00
Inflation 4% (2025)	$ 40,000.00
Federal Share (90%)	$ 36,000.00
Local Match (10%)	$ 4,000.00

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

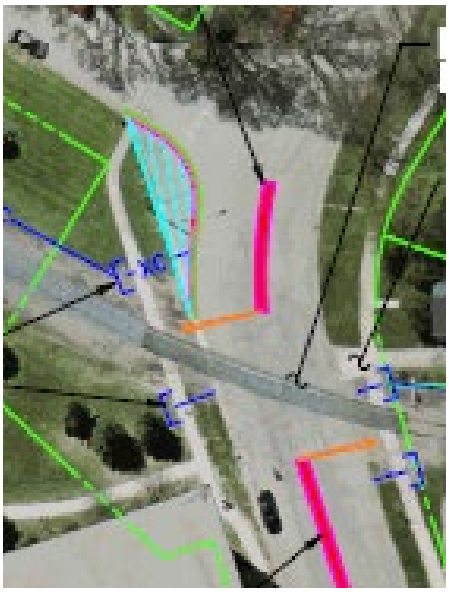
December 16, 2020

RECOMMENDED ACTION: Consider HSIP - RRxing Candidate Projects for the FY2022-2025 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking.

Matter of HSIP-RRxing Candidate Projects for 2022-2025 TIP.

Background: The MPO and NDDOT formally solicited candidate projects for the 2022-25 TIP/STIP. The deadline for the MPO to provide candidate projects to NDDOT is December 31st. One of the unique funding programs takes a set-a-side of Highway Safety Improvement Program funds towards improving railroad crossings. This program is unique in that it doesn't provide enough funding to reasonably forecast future funding to support projects identified in a fiscally constrained Metropolitan Transportation Plan. Also unique is that there is not an "official" application; rather general instruction are provided on what information should be submitted.

During this TIP cycle, the City of Grand Forks submitted an application for improvements at the railroad crossing of University Avenue along the Mill Spur line. The project indicates it will install active warning devices, crossing signs, and other miscellaneous safety improvements. The anticipated cost is $300,000 with a federal amount of $270,000.



The Mill Spur Railroad Crossing Safety Study recommended the active warning and crossing signs. As other safety improvements it included a raised median, narrowing street pavement and upgrading the pedestrian crossings. The improvements would go towards making the crossing possible for quiet zone status that would still require improvements at other crossings along the Mill Spur prior to becoming a quiet zone under the current rules. The Study had a cost estimate of $380,000.

The crossing is recommended as a way to get to and from school on two separate school safe route to school maps. The schools are Wilder Elementary and the Valley Middle School.

Findings and Analysis:

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan Safety and Environmental/Energy /Quality of Life Goals
- One project should be given high priority ranking.

Support Materials:

- Application

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200

CITY OF GRAND FORKS
NORTH DAKOTA

ENGINEERING DEPARTMENT
(701) 746-2640
Fax# (701) 787-3744

November 17, 2020

Mr. Earl Haugen
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: Rail/Highway Crossing Safety Program Application

Dear Mr. Haugen:

The City of Grand Forks is requesting a rail/highway safety project to install active warning devices, crossing signs and other miscellaneous safety improvements for the crossing located at University Ave and the Mill Spur, Crossing Number 081287Y. Based on conversations with Jim Styron it is anticipated that this project will cost $300,000. In preparation for this project, the City of Grand Forks has purchased the property located at 1002 University Ave. Enclosed you will find a project location map, an aerial image of the proposed project location, the U.S. DOT Crossing Inventory Form for this crossing, and a copy of the letter from the North Dakota Department of Transportation soliciting projects for this program. Please forward this request to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Please provide any comments or requested revisions to us by Tuesday December 1, 2020.

Sincerely,

Allen R. Grasser, P.E.
City Engineer

ARG/djk

Cc: Mark Walker
David Kuharenko
Ed Liberman

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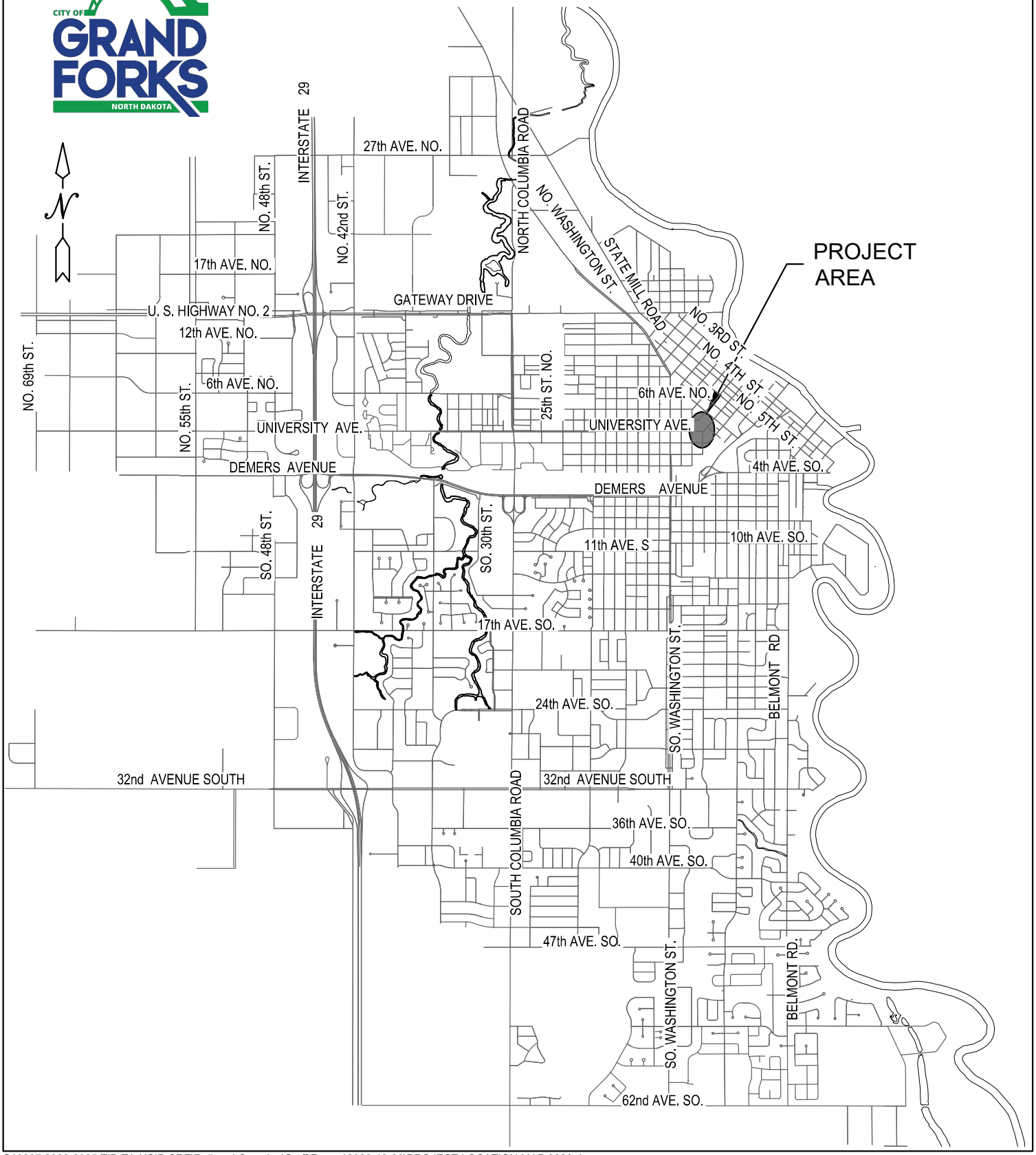
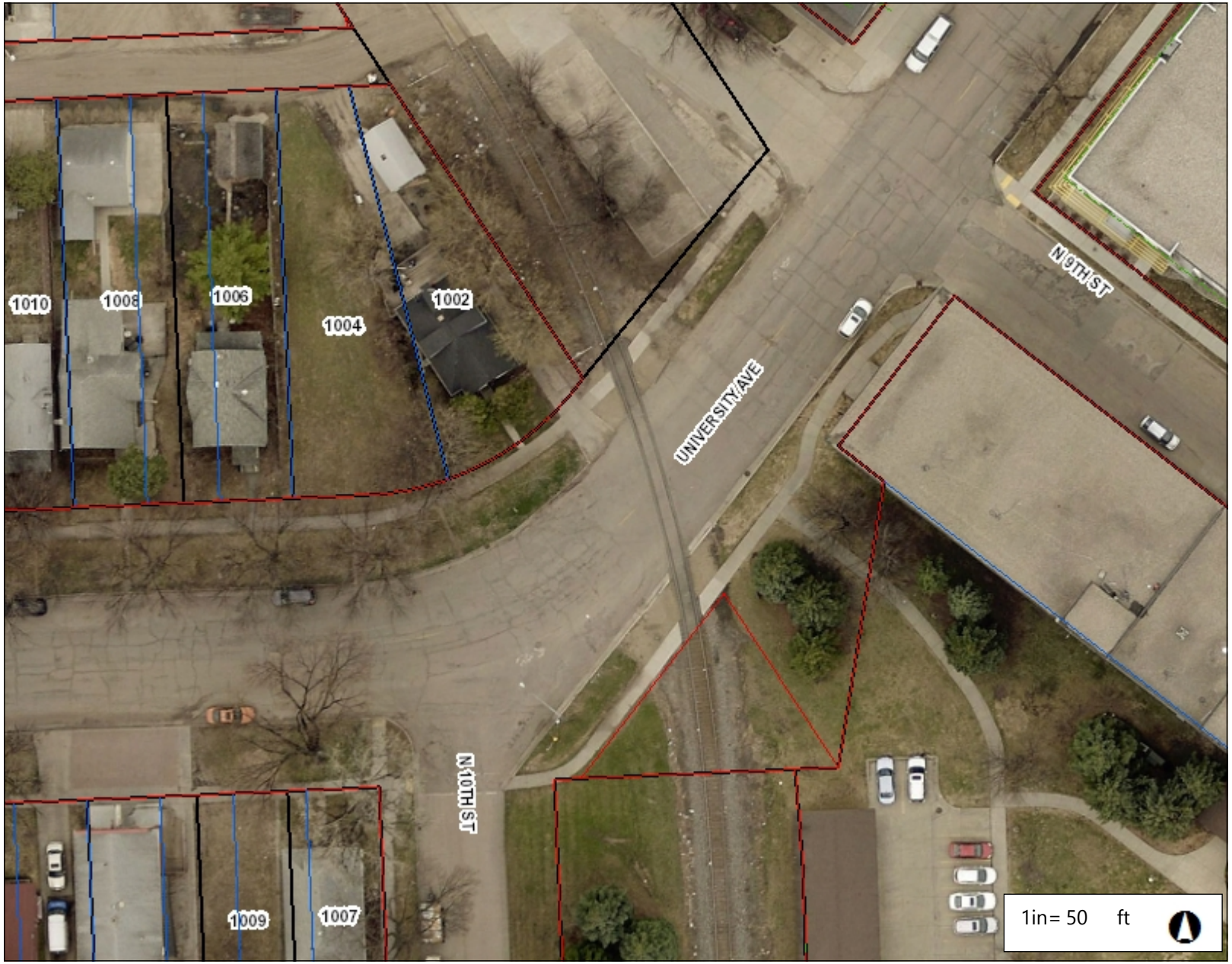
PROJECT LOCATION MAP
GRAND FORKS, NORTH DAKOTA
RAIL/HIGHWAY CROSSING SAFETY ENHANCEMENT PROJECT



S:\8237 2022-2025 TIP-TA-HSIP-SRF\Railroad Crossing\Staff Report\2020-10-26\PROJECT LOCATION MAP 2020.dwg

Rail/Highway Crossing Safety Program - Crossing Number 081287Y



Legend

- Easment Lines
- Block and Lot Lines
  - PLAT-BLOCK-LINE
  - PLAT-LOT-LINE
- Arrows
- Boundary City Limit
- Boundary Gray Area
- Parcels
- Address Labels
- Road Labels

Notes

100.0 0 50.00 100.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 23 / 2020	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	081287Y

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	NORTH DAKOTA	GRAND FORKS

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near GRAND FORKS	UNIVERSITY AVE (Street/Road Name) | * (Block Number)	MINOR ART URBAN

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TWIN CITIES	☐ None GRAND FORKS	☐ None MILL SPUR	(prefix) | 0107.707 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
32	GRAND FORKS PA	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 47.9223800	(WGS84 std: -nnn.nnnnnnn) -97.040260	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	701-328-4409

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	4	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 1 to 20

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
01/23/2020		081287Y

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0	2	☒ W10-1 2 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2018 AADT 004510	02 %	☒ Yes ☐ No Average Number per Day 6	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

NORTH Dakota | Transportation
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September 14, 2020

North Dakota Urban Cities

The North Dakota Department of Transportation (NDDOT) is requesting your assistance to identify locations within your jurisdiction where rail/highway crossing safety could be improved. The information provided should contain the location of the grade crossing by street or road name and the distance and direction to the nearest town(s). Please be specific about your concern or suggestion for improvement.

NDDOT has annual federal funds available for safety enhancement projects at rail/highway at-grade crossings. These funds are used for the installation of active warning devices (e.g. flashing light signals with gates), crossing signs, and crossing surface improvements. The funding breakdown for the actual cost of a crossing project is 90% Federal funds and 10% road authority match.

All projects within the jurisdiction of a Metropolitan Planning Organization (MPO) need to be submitted to the MPO by their respective deadline for MPO approval and submittal to the NDDOT.

Please remit your concerns or suggestions before **December 31, 2020**, so they can be included in the annual review process. Be assured past concerns have been incorporated in the statewide pool of prioritized crossings.

Crossing concerns or suggestions can be forwarded via email to: jstyron@nd.gov

Thank you in advance for your cooperation and supporting rail/hwy crossing safety.

JIM STYRON – RAIL/HIGHWAY CROSSING SAFETY MANAGER

17/sas

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit 5339 & 5310 Grant application with the priority order given and Address Capital Investment Schedule during next years Transit Development Plan update.

TAC RECOMMENDED ACTION:

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5339 & #5310 Grant applications.

Background: In October, the MPO, together with NDDOT, solicited applications for FY 2022 FTA 5339 & 5310 projects. The NDDOT has a deadline of December 21, 2020. All applications from the MPO area need to have MPO submittal to NDDOT through Black Cat; applications were due to the MPO by December 2nd. This ensured the candidate projects could be vetted through the MPO in time to meet the NDDOT deadline. The only applications that the MPO received were for 5339 & 5310 projects was from Cities Area Transit (CAT). This staff report will list each FTA program separately below. There is a total of $11 million in funding available for 5339, 5310, and 5311 combined.

The 5339 program focuses funding to replace & upgrade equipment and to start work on expanding the bus facilities. CAT is looking at a funding request of $441,200.

CAT 5339 funding request includes the following projects in priority order:

1. **Scheduling and Dispatching Software:** The funding request is for the replacement of the current scheduling and dispatching which is currently 11 years old and more expensive for operations. The replacement software is a 5-year project plan and is more efficient with the annual fees being much lower and will provide a yearly savings of approximately $50,000. The total cost of the project is $165,000. CAT is requesting $132,000 in Section 5339 funding; the 20% match of $33,000 will be paid out of the Grand Forks City Public Transportation budget.

2. **Bus Shelter Replacement:** The funding request is for the replacement of three bus shelters with amenities along the University Ave corridor. This would provide comfort in the winter and safety and security of the passengers awaiting the bus. The total cost of the project is $115,000. CAT is requesting $92,000 in

Section 5339 funding; the 20% match of $23,000 will be paid out of the Grand Forks City Public Transportation budget.

3. **Data Management System:** The funding request is to procure a Data Management System for management reporting as well as supporting National Transit Database (NTD) and Federal Transit Administration (FTA) reporting. The data management system will efficiently aggregate data from multiple sources for enhanced monitoring and reporting and provide a single solution capable of consolidating, displaying, and reporting key performance statistics of CAT bus and paratransit service in one area. The total cost of the project is $238,000. CAT is requesting $187,200 in Section 5339 funding; the 20% match of $46,800 will be paid out of the Grand Forks City Public Transportation budget.

ND FTA #5339 Summary Table

5339 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Scheduling & Dispatch Software	$165,000	$132,000	$33,000
2	Bus Shelter Replacement	$115,000	$92,000	$23,000
3	Data Management System	$238,000	$187,200	$46,800

The 5310 program focuses funding to Elderly and Individuals with Disabilities. Projects can be submitted by public transit providers, nonprofit agencies, social service agencies and others. All projects must show consistency with the locally adopted Human Services Public Transportation Coordination Plan in the current TDP. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of $134,148.

CAT 5310 funding request includes the following projects in priority order:

1. **Mobility Manager:** The Mobility Manager serves as a regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is $67,811. CAT is requesting $54,248 in Section 5310 funding; the 20% local match of $13,563 will be paid out of the Grand Forks City Public Transportation budget.

2. **Replacement of ADA Minivan:** 2015 Dodge Grand Caravans #152 and #151 have exceeded their useful life of 4 years or l 00,000 miles. The vehicles are still

being utilized in the CAT fleet due to increased service demand. The vehicles are scheduled to be replaced at a cost of $47,000 each. CAT is requesting $79,900 in Section 5310 funding for two replacement vehicles: the 15% local match of $14,100 will be paid out of the Grand Forks City Public Transportation budget.

ND FTA #5310 Summary Table

5310 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Mobility Manager	$67,811	$54,248	$13,563
2	Replacement of 2 ADA Minivans	$94,000	$79,900	$14,100

Findings and Analysis:

2019 TDP Capital Investment Schedule- Grand Forks

Grand Forks							
Item	Status	2017	2018	2019	2020	2021	2022
Fixed Route Vehicles	Programmed	$784.0	$480.0	$490.0	$160.0		
Paratransit Vehicles	Programmed		$107.0	$110.0			
Safety & Security	Programmed -5307	$35.0	$15.0	$15.0	$15.0	$15.0	$15.0
Fixed Route Video System	Programmed		$60.0				
Shop Mtce. Software	Programmed		$100.0				
Shop Tools/Equipment	Programmed			$16.0			
Digital Way Signs	Programmed			$25.0			
Destination Signs	Programmed			$20.0			
Transit Admin/Garage Upgrades	Programmed		$387.0	$4,784.4			
Bus Stops/Buildings Improvements/Maintenance	Programmed			$10.0			
Fare Collection Vault/Software & Servers	Programmed			$106.3			
Transit Admin/Garage Upgrades	Programmed			$150.0			
Fixed Route Vehicles- Expansion	Programmed			$1,521.0			
Capitalized Vehicle Maintenance	Programmed				$80.0		
Paratransit Vehicles	Candidate - 5310/Illustrative						$80.0
Fixed Route Vehicles- Replacement	Candidate - 5339/Illustrative					$1,060.0	$1,250.0
Non-Revenue Vehicles	Candidate - 5339/Illustrative			$63.0		$30.0	
Shop Tools/Equipment	Candidate - 5339/Illustrative			$20.0		$80.0	
Bus Fare Boxes	Candidate - 5339/Illustrative			$200.0			
Bus Stops/Buildings	Candidate - 5339/Illustrative			$186.0	$20.0	$45.0	$20.0
Programmed		*$819.0*	*$1,149.0*	*$7,247.7*	*$255.0*	*$15.0*	*$15.0*
Candidate/Illustrative		*$0.0*	*$0.0*	*$469.0*	*$20.0*	*$1,215.0*	*$1,350.0*
Total - Grand Forks		**$819.0**	**$1,149.0**	**$7,716.7**	**$275.0**	**$1,230.0**	**$1,365.0**

- The TDP does list priority on State of Good Repair and Transit Asset Management. Meeting Federal Guidelines for transit service is always part of the State of Good Repair.
- The TDP has listed buses, safety & security, and Bus stops/buildings listed for the 2022 #5339 funding focus. There has been a focus previously on vehicle replacement by NDDOT.
    - There were additional applications:

        - For FY 2019 at the end of 2018
        - For a competitive award of FY2018 funds at the end of 2018/beginning of 2019
        - For an additional award of FY2021 funds in fall 2020
    - According to CAT all the buses in service meet useful life requirements. There is no need to the buses in the 2019 Capital Investment schedule for FY2022. An update to the Capital Investment is needed and will be done during next years Trans Development Plan update.
- With no need for buses the funding request for the scheduling & dispatching software is looking to update software that has met its useful life. The update will be more efficient and reduce costs.
- The Data Management System will create efficiencies in the running of the transit system.
- The TDP has replacement vehicles listed for the 2022 #5310 funding focus. The requested vehicles will be are specifically in the TDP.
- In the TDP, the Coordinated Human Service Transportation section emphasizes the need for marketing and education. This work falls under the Mobility Manager's responsibilities.
    - This is a reduction from previous years requests due to a change in personnel.
- Staff recommends approval of the FTA #5339 & #5310 applications.

Support Materials:

- CAT Staff reports
- Section 5339 & 5310 Applications
- Definitions:
    - **Useful Life Benchmark**: Measured in years and defined as the expected lifecycle of an asset based on frequency of maintenance service, weather resiliency, local geography, passenger load, etc.
    - **Useful Life:** Measured in years and defined as the threshold that needs to be met before the asset can be requested to be replaced.

City of Grand Forks
Staff Report
Committee of the Whole – November 23, 2020
City Council – December 7, 2020

Agenda Item: North Dakota Section 5339 Funding Application for 2022 Funds

Submitted by: Dale Bergman, Public Transportation Division Director

Staff Recommended Action: Approve Cities Area Transit (CAT) application for North Dakota Section 5339: Bus and Bus Facilities funding in the amount of $411,200 and any budget amendments needed upon award.

February 24, 2020 – Committee Recommended Action:	Motion by Mock, second by Weigel,to refer to City Council with a recommendation to approve. Motion carried unanimously.
March 2, 2020 – Council Action:	

BACKGROUND:
The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5339: Bus and Bus Facilities program. Staff recommends approval of the Section 5339 funding request of $441,200 and budget amendments needed upon award.

ANALYSIS AND FINDINGS OF FACT:
The Section 5339 funding request includes the following projects in priority order:

1. Scheduling and Dispatching Software
This project involves bidding out and replacing the current scheduling and dispatching software which is currently 11 years old and more expensive for operations. The replacement software is a 5 year project plan and is more efficient with the annual fees being much lower and will provide a yearly savings of approximately $50,000.

2. Bus Shelter Replacement
This project would be the replacement of three bus shelters with amenities along the University Ave corridor. This would provide the comfort for the winter and the safety and security of the passengers awaiting for the bus.

3. Data Management System
Cities Area Transit has a desire to procure a Data Management System for management reporting as well as supporting National Transit Database (NTD) and Federal Transit Administration (FTA) reporting. The data management system will efficiently aggregate data from multiple sources for enhanced monitoring and reporting and provide a single solution capable of consolidating, displaying and reporting key performance statistics of the Cities Area Transits bus and paratransit service in one

area.

SUPPORT MATERIALS:

- Section 5339 Funding Application

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FY2022 - Section 5339 Bus Grant Program		
Agency Name	**City of Grand Forks Cities Area Transit (CAT)**	
Agency Contact	**Dale Bergman**	**Phone: 701-746-2590**
DUNS #	**071347249**	

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct or rehab bus-related facilities.

NDDOT was awarded a competitive Section 5339 grant to fund new ADA vehicle purchases on August 10, 2020. **The federal share of eligible project costs may not exceed 85% of the cost of the project.**

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in FTA Circular 9300.1B, located on the FTA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_C_9300_1_Bpub.pdf .

Please Note:

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- **Farebox revenue cannot be used as Local Match**.
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below $5,000.
- If you receive $750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- All applications are due **December 21, 2020, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, jsmall@nd.gov or conelson@nd.gov.

GENERAL INFORMATION

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total active and spare vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is $1.50, $0.75 for students, and $0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is $3.00. CAT plans to begin operating additional services on the University of North Dakota campus this year. This, along with restructured routing, will serve to increase ridership over the next five years.

2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service.

This request is important to bring assets to a state of good repair, reduce operating costs, and improve safety. Projects are identified on page 10-1 of the 2017 Transit Development Plan.

3. What percentage of change in ridership has your agency experienced in the past year? Provide a brief explanation of the reason for the change in ridership.

☐ Increase
X Decrease Ridership decreased during the first part of 2020 due to the Covid-19 problems as experienced by other agencies. Since July 15 the ridership has steadily been increasing.

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year:
Make/Model:
Seating Capacity:
Lift/Ramp: ☐ Yes ☐ No
Gas/Diesel/Other:

5. What type of vehicle are you requesting?

☐ Replacement Vehicle
☐ Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:
d. Current Mileage:
e. Vehicle In Service Date:
f. Has this vehicle information been updated in BlackCat Inventory? ☐ Yes ☐ No
7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).
8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. ***See sample timeline below, add or remove lines as needed.***
Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award/Order Date:
Vehicle Deliver Date:
Final Payment Submitted to DOT:
9. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): Federal Funds Requested Amount: Local Match Amount: Source(s) of Local Match:
10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.
☐ Yes List section and page number(s): ☐ No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - $64,800 - $88,000	6 - 9
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - $50,000 - $65,000	3 - 6
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - $109,500 - $111,000	6 - 9
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - $40,000	1 - 4
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - $96,720 - $110,000	6 - 9
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30	7 years or 200,000 miles	

passenger	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

TRANSIT FACILITY PROJECT

NOTE: This request MUST first be created as a project in the Black Cat Transit Data Management System.

REHABILITATION/RENOVATION OF A TRANSIT FACILITY
11. Do you currently have a transit facility?
☐ Yes ☐ No
12. If yes, provide information on the current facility.
Federally Funded: ☐ Yes ☐ No ☐ Other Year Constructed: Square Footage: Parking spots: Has this facility been renovated in the past? ☐ Yes ☐ No If Yes - Describe
13. Give a detailed description and justification of the proposed project. Include the need for rehabilitation, improvements, or remodeling, necessary repair work, cost estimates, temporary or permanent repair, and other details that you deem relevant to assist NDDOT in making a project determination.
14. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. See sample timeline below, add or remove lines as needed.
Request for Proposal (RFP)/Invitation for Bid (IFB) Issue Date:
Contract Award Date:
Project State Date:
Construction Completion Date:
Final Payment Submitted to DOT:
15. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project? The worksheet and instructions can be found in BlackCat Global Resources or on NDDOT Transit website at https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm
☐ Yes (Applicant must complete and attach the worksheet) ☐ No (Applicant must provide an explanation)
16. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.

☐ Yes
☐ No (Applicant must provide an explanation)

17. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.

Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

18. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable? Explain your process for completing the ICE.

19. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project can be considered in this valuation.

☐ Yes
☐ No
☐ Appraised Value ☐ Estimate Value

20. Does the appraised value or estimate cover your entire match? If not, Identify other sources of local match for this project.

21. Has your agency held public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

☐ Yes, and documents are attached. Meeting dates:
☐ No (Applicant must provide an explanation)

22. Does your agency have a written Facility Maintenance Plan? Explain the procedures to ensure facility & equipment is inspected and maintained per manufacturer's warranty instructions on a regular scheduled basis as described in your Facility Maintenance and TAM Plans.

☐ Yes
☐ No (Applicant must provide an explanation)

23. Are your facility and any maintenance records recorded in your TAM maintenance program as required by NDDOT? If No, please explain.

☐ Yes
☐ No (Applicant must provide an explanation)

24. What is the condition (1(Poor) – 5 (Excellent) rating scale assessment) rating of your current facility?

25. Total project cost?

Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

26. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and

page number(s)). Your current plan must be uploaded into BlackCat Global Resources.

☐ Yes List section and page number(s):

☐ No (Applicant must provide an explanation)

PURCHASING A TRANSIT FACILITY

Complete this portion if you are requesting funding to purchase an existing transit facility.

27. If purchasing a facility, what is the asking price?

28. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable? Explain your process for completing the ICE.

29. Justify why it is more cost effective to purchase this facility versus building a new one.

30. Describe the facility you are considering for purchase in detail. Provide purpose of facility (administration, storage, etc.), specifications, environmental assessments, drawings/plans, etc.

Year Constructed:
Square Footage:
Parking spots:

31. Are there any known environmental issues with the facility you are proposing to purchase? (e.g. underground fuel storage) If yes, please describe.

☐ Yes (Applicant must provide an explanation)
☐ No

32. Will this facility require any renovation for use in your transit program? If yes, please describe these renovations in detail and specify whether these costs are figured into the above asking price.

☐ Yes (Applicant must provide an explanation and associated cost)
☐ No

33. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

☐ Yes, and documents are attached. Meeting dates:
☐ No (Applicant must provide an explanation)

34. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. NOTE: If renovations are needed you will need to add that to the timeline. ***See sample timeline below, add or remove lines as needed.***

Request for Proposal (RFP)/Invitation For Bids (IFB) Documents Date:

Purchase Date:

Project State Date:

Construction Completion Date:

Contract Completion:

Final Payment Submitted to DOT:

35. Total project cost including purchase and renovations.

Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

36. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s). Your current plan must be uploaded into BlackCat Resources.

☐ Yes List section and page number(s):

☐ No (Applicant must provide an explanation)

BUILDING A TRANSIT FACILITY

Complete this portion if you are requesting funding to build a new transit facility.

37. Describe in detail the need for a facility in your transit program.

38. Describe your proposed project in detail. Include a description of all the amenities you feel the project will need to meet your needs – e.g. purpose of facility, square footage, office space, number of vehicles it will hold, wash bays, etc. Keep in mind, this facility should be designed to meet your current needs with a reasonable projection of your future needs.

39. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project?

☐ Yes (Applicant must complete and attach the worksheet)
☐ No (Applicant must provide an explanation)

40. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.

☐ Yes
☐ No (Applicant must provide an explanation)

41. Do you have preliminary design plans for this project? If you do, please include a copy with this application.

☐ Yes
☐ No

42. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.

Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

43. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project can be considered in this valuation

☐ Yes ☐ No ☐ Appraised Value ☐ Estimate Value
44. Does the appraised value or estimate cover your entire match? If not, identify other sources of match for this project.
☐ Yes ☐ No
45. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees).
☐ Yes, and documents are attached. Meeting dates: ☐ No (Applicant must provide an explanation)
46. Have you looked at options to scale the building back in case the construction costs come in over budget?
☐ Yes ☐ No (Applicant must provide an explanation)
47. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation for Bid (IFB) Issue Date:
Contract Award Date:
Project State Date:
Construction Completion Date:
Contract Completion:
Final Payment Submitted to DOT:
48. Total project cost?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:
49. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.
☐ Yes List section and page number(s): ☐ No (Applicant must provide an explanation)

EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat Transit Data Management System. If applying for more than one project, please attach additional sheets

and create a separate project for each individual project.

50. Describe your proposed project(s) in detail.

Description: 1. This project will be the replacement of the current paratransit scheduling and dispatching software with a more reliable, efficient, and cheaper cost for operating and yearly maintenance fees. 2. Three bus shelter replacements with amenities along the University Ave. corridor. This will enhance to provide the comfort, safety, and security for users of the bus service. 3. This project is to procure a Data Management System for better and more efficient reporting as well as supporting documentation for the NTD (National Transit Database) reporting. It will efficiently aggregate data from multiple sources for enhanced reporting and monitoring and help with reporting the key performance statistics and indicators required from FTA (Federal Transit Administration).
Quantity:
Purpose: 1. This project will help improve the system into a more reliable, efficient, and cheaper cost of operation. 2. This will enhance to provide the comfort, safety, and security for users of the bus service. 3. This project will efficiently aggregate data from multiple sources for enhanced reporting and monitoring and help with reporting key performance indicators.

51. How does this project(s) enhance your transportation program?

The first project will help reduce the overall cost of the project and reduce the 5 year life cycle costs. The second project will replace and upgrade the bus shelters along the route for safety, security, and comfort while awaiting the bus. The third project will help with the performance indicators tracking required by FTA and the NTD and better reporting of the services.

52. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.

X Yes
☐ No (Applicant must provide an explanation)

53. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Global Resources.

X Yes
☐ No (Applicant must provide an explanation) One or possibly two project will fall under this category.

54. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

☐ Yes
X No (Applicant must provide an explanation) Not at this time do to clarification needed from DOT as one of the projects is currently on going.

55. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. ***See sample timeline below, add or remove lines as needed.***

Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:

Contract Award Date:

Deliver/Installation Date:

Contract Completion: 12/31/2021

Final Payment Submitted to DOT: 2/15/2022

56. Total project cost?
Total Cost (include federal and local amounts): Project 1 – Upgraded Scheduling and Dispatching software $165,000 Project 2 – Shelters $115,000 Project 3 – Data Management System $238,000 Federal Funds Requested Amount:1 - $132,000 2 - $92,000 3 - $187,200 Local Match Amount: 1 - $33,000 2 - $23,000 3 – $46,800 Source(s) of Local Match: Property tax mill levy
57. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.
X Yes List section and page number(s):This is in the Performance Management section starting on page 131 ☐ No (Applicant must provide an explanation)

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds, etc.) that are available to be used towards each vehicle project.

Local match listed here cannot be already targeted as match for other applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.

This project ranking should match your prioritization in BlackCat (add additional lines as needed).

Ranking	Project	Federal Cost of Project	Local Match Needed	Sources of Local Match
1	Upgrade Scheduling and Dispatching Software	132,000	33,000	Property tax mill levy
2	Bus Shelters	92,000	23,000	Property tax mill levy
3	Data Management System	187,200	46,800	Property tax mill levy
4				
5				

Application Checklist and Signature Page

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's BlackCat Transit Data Management System.

Section 5339 Applicants must submit the following (check when complete):	
	Completed 5339 Application;
	Document(s) showing sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
	Update vehicle information, mileage and condition in BlackCat Inventory;
	Certify and upload a current Authorizing Resolution form;
	Upload your annual registration from the System for Award Management (SAM.gov)
	Complete and include the FTA Categorical Exclusion Worksheet (if applicable);
	Update Transit Board Members information in BlackCat;
	Complete and include the NDDOT ITS Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
	Update any complete Preliminary Assessment/Application for Capital Assistance forms(s) (if applicable);
	The following documents MUST be current and uploaded into BlackCat Resources: 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, Cost Allocation Plan, Cognizant Agency Letter (if applicable), and TAM Plan.

I hereby certify that as a person authorized to sign for

_____.

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and

2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and

3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and

4. The transit agency agrees to meet the applicable federal and state requirements.

_____ _____

Signature of Authorized Representative **Date**

City of Grand Forks
Staff Report
Committee of the Whole – November 23, 2020
City Council – December 7, 2020

Agenda Item: North Dakota Section 5310 Funding Application for 2022 Funds

Submitted by: Dale Bergman, Public Transportation Division Director

Staff Recommended Action: Approve Cities Area Transit (CAT) application for North Dakota Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities in the amount of $136,241.

November 23, 2020 – Committee Recommended Action:	Motion by Weber, second by Weigel,to refer to City Council with a recommendation to approve. Motion carried unanimously.
December 3, 2020 – Council Action:	

BACKGROUND:
The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities program for 2021 – 2022 funds. Staff recommends approval of the Section 5310 Federal funding request of $134,148 and budget amendments needed upon award.

ANALYSIS AND FINDINGS OF FACT:
- The Section 5310 funding request includes the following projects in priority order:

1. **Mobility Manager Position**
   The Mobility Manager serves as the regional transit coordinator and is responsible for planning, marketing, education and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is $67,811. CAT is requesting $54,248 in Section 5310 funding; the 20% local match of $13,563 will be paid out of the City's Public Transportation budget.

2. **Replacement of ADA Minivans**
   2015 Dodge Caravans #151 and #152 have exceeded their useful life of 4 years or 100,000 miles. The vehicles are still being utilized in the CAT fleet due to increased service demand. The vehicles are scheduled to be replaced at a cost of $47,000 each. CAT is requesting 85% Federal funds of $79,900 in Section 5310 funding for two replacement vehicles; the 15% local match of $14,100 will be paid out of the City's Public Transportation

budget.

SUPPORT MATERIALS:

- Section 5310 Funding Application

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FY2022 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities	
Agency Name	**City of Grand Forks Cities Area Transit (CAT)**
Agency Contact	**Dale Bergman** Phone:**701-746-2590**
DUNS #	**071347249**

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to ***improve mobility for older adults and persons with disabilities throughout the country.*** Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services in order to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- Public transportation: the term 'public transportation' means regular, continuing shared–ride surface transportation services that are open to the general public or are open to a segment of the general public defined by age, disability, or low income; and does not include: intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle service.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of performance measures, at least annually, to NDDOT. Information required to report may include,

but not limited to the following:

- The number of 5310 one-way trips;
- The number of 5310 vehicles you have in service; and
- 5310 ridership demographics.

- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below $5,000.
- If you receive $750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
- All applications are due **December 21, 2020, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, jsmall@nd.gov or conelson@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is $1.50, $0.75 for students, and $0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is $3.00. CAT plans to begin operating additional services on the University of North Dakota campus this year. This, along with restructured routing, will serve to increase ridership over the next five years.

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

X Yes List section and page number(s): This request is important to continue the Mobility Management Program and bring aging vehicles to a state of good repair. This is vital to meeting the demand for transportation in and around Grand Forks and East Grand Forks. The need for a Mobility Manager position was introduced in the 2009 Coordinated Plan and again in the 2012 and 2017 updates. The current plan calls for “targeted mobility management and niche marketing materials” on page 6-15. Replacement of “DAR Vehicles” is identified on page 10-1.

☐ No (Applicant must provide an explanation)

3. What percentage of change in ridership has your agency experienced in the SFY2020 reporting period? Provide a brief explanation of the reason for the change in ridership.

☐ Increase

X Decrease Ridership prior to the Covid-19 issue had increased 8.4% in the SFY2019 reporting period. This change is attributed to route changes that went in to effect June 2019 for the fixed route side, but on the paratransit side was many more riders and agencies scheduling trips. Fixed route side routing provides more direct and meaningful connections to high demand destinations. Currently the fixed route side is half of what was monthly norms and paratransit side is less than half of 2019 numbers.

4. Do you share resources in any significant amount with other agencies? (e.g. maintenance, mechanics, marketing, dispatching or scheduling, training, vehicles, etc.) Briefly describe how you share resources and with whom, and any measurable savings to your program.

X Yes CAT does maintenance for other public transit agency vehicles and houses the statewide 1-800 number for Veteran transportation resources. Performing maintenance for other public transit agencies has helped cut down expenses as CAT charges only for parts and labor.

☐ **No**

5. List all existing public transportation providers operating in your service area. *See definition of public transportation under the Notes on Page 1 of this application.*

6. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

X Yes

☐ **No**

7. Please describe the need for transit service in your area? Why does this need exist? How have you determined this need? How will the proposed project address this need for service?

Grand Forks is a hub in the northeast region of North Dakota. The CAT system serves a wide variety of users – seniors, persons with disabilities, youth, New Americans, college students, adults, etc. There is a need to expand services to reach developing areas of the community. Grand Forks is growing to the south and to the west, where there is limited or no fixed route service available. The Mobility Manager helps users and agencies access transportation services through education, outreach and travel training. By promoting and educating the community on fixed route service, pressure is relieved on paratransit. This is especially important as public transit strives to meet the demand of the aging population.

8. Provide a description of how you market the transportation program and to whom in the box below.

X Yes CAT services are marketed through outreach efforts, the CAT website, print materials, social media, and radio ads.

☐ **No**

9. Did your agency receive any requests from an organization in your community/service area for FTA funding through this grant? If Yes, you must provide this organization(s) with the Preliminary

Assessment/Application for Capital Assistance, Section 5310 Grant FY2022 to complete.

☐ **Yes**

X No

10**.** If Yes to question 9, please explain and include a completed Preliminary Assessment/Application for Capital Assistance, Section 5310 Grant SFY2022 for each response where applicable. All completed Preliminary Assessment/Applications received will need to be ranked by your agency/board of directors/MPO. Any funds received will be awarded to your agency and you will monitor the funds for your subrecipient.

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY202 & 2019.**

***Enter current fleet information below.**

***Current fleet and mile information MUST be also be updated in BlackCat Inventory.**

	SFY2020 - Ridership and Fleet Information	**SFY2019 - Ridership and Fleet Information**
Number of Annual Ridership (Trips) Provided	135,114 YTD	287,048
Number of Annual Revenue Hours	24,130 YTD	53,105
Number of Annual Revenue Miles	292,244 YTD	526,321
Number of Vehicles in Fleet	24	25

11. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)

1. Medical

2. Work

3. Shopping

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) <u>prior</u> to submission of this application.

12. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

Yes - 2017

13. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

14. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

X Yes

☐ **No**

15. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

10-1

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

16. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

Mobility Manager Position – This position serves as the regional transit coordinator and is responsible for planning, marketing, education and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers.

17. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

X Yes

☐ **No**

18. Total cost of this project.

Total Cost (include federal and local amounts): 67,811
Federal Funds Requested:54,248
Local Match Amount: 13,563
Source(s) of Local Match: Local property tax mill levy

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

20. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: (2) 2021
Make/Model: (2) Dodge Grand Caravans
Seating Capacity: 5
Lift/Ramp: X Yes ☐ No
Gas/Diesel/Other: Gas

21. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

The two replacement vehicles will be used to deliver paratransit service.

22. What type of vehicle are you requesting?

X Replacement Vehicle
☐ Expansion Vehicle

23. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1. 2C7WDGBG4FR652123 2. 2C7WDGBG4FR652137

b. Vehicle Year: 2015

c. Make/Model: Dodge Grand Caravan

d. Current Mileage: 1. 112,068 2. 117,698

e. Vehicle In Service Date: 10/26/2015

f. Has this vehicle information been updated in BlackCat Inventory? X Yes ☐ No

24. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).

25. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?

Fixed route service is open to the public. ADA paratransit “Dial-A-Ride” service is open to persons who are not able to access the fixed route due to a disability. Senior Rider service is open to persons age 62 or older.

26. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Initial Vehicle Delivery Date: August 2021
Final Vehicle Deliver Date: August 2021
Contract Completion: October 2021
Final Payment Submitted to DOT: December 2021
27. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): 94,000 Federal Funds Requested:79,900 Local Match Amount: 14,100 Source(s) of Local Match: Local property tax mill levy

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - $64,800 - $88,000	6 - 9
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - $50,000 – $65,000	3 - 6
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - $109,500 – $111,000	6 - 9
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - $40,000	1 - 4
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - $96,720 - $110,000	6 - 9
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	

Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.

28. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).
Type: Quantity: Purpose:
29. How does this project enhance your transportation program?
30. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
☐ Yes ☐ No (Applicant must provide an explanation)
31. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Global Resources.
☐ Yes ☐ No (Applicant must provide an explanation)
32. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
☐ Yes ☐ No (Applicant must provide an explanation)

33. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:
34. Total cost for the project?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Travel & Training

35. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.
Total amount reimbursed for travel in FY2021:
36. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.
Total estimated travel budget for FY2022:

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital).

Local match listed here cannot be already targeted as match for a FY2022 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not

be considered.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Cost of Project	Local Match Needed	Sources of Local Match*
1	Mobility Manager	54,248	13,563	Local property tax mill levy
2	2 – Replacement ADA Minivans	79,900	14,100	Local property tax mill levy
3				
4				
5				

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

Section 5310 Applicants must submit the following (check box when complete):	
	Completed 5310 Application;
	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
	Update vehicle information, mileage and condition in BlackCat Inventory;
	Update Transit Board Members information in BlackCat;
	Certify and upload a current Authorizing Resolution form;
	Upload your annual registration from the System for Award Management (SAM.gov)
	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
	Update any completed Preliminary Assessment/Application for Capital Assistance form(s) (if applicable);
	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.

I hereby certify that as a person authorized to sign for

Grand Forks Cities Area Transit
Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and

2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and

3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and

4. The transit agency agrees to meet the applicable federal and state requirements.

_____ _____
Signature of Authorized Representative Date

MPO UNIFIED PLANNING WORK PROGRAM - UPDATE , 2020

TABLE OF CONTENTS- UPDATE December, 2020

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	A total of four (4) proposals were received. The Selection Committee has scheduled interviews with all four; interviews will be held on December 11th. It remains hopeful that a contract can be presented ot he MPO Board on Dece,ber 16th.	21%	31-Dec-21	30-Mar-22
East Grand Forks Land Use Plan Update	The website has become live and includes a wikimapping engagement opportunity. A community profile is being finalized. The first public engagement opportunity is bein scheduled.	45%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	The RFP has been released; deadline for proposals is December 30th. A consultant is hoped to be under contract by the end of January.	12%	31-Dec-20	30-Jun-21
Downtown Transportation Study	Completed	96%	30-Jun-20	30-Nov-20
Traffic Count Program	On-going	90%	On-going	

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

December 9, 2020

MPO Executive Board:

December 16, 2020

RECOMMENDED ACTION: Update on NDDOT Statewide Long Range Transportation Plan.

Matter of the Update for NDDOT Statewide Long Range Transportation Plan.

Background: The MPO staff has previously informed its MPO members of the NDDOT's updating its statewide transportation plan. NDDOT staff and consultants will be presenting before the MPO TAC and Board. There is no material; expect draft plan documents next month.

From the NDDOT Press Release:

> The North Dakota Department of Transportation (NDDOT) is launching Transportation Connection, a Long Range Transportation Plan that will look out more than 20 years into the future and help identify plausible scenarios for transportation in the state.
>
> "Transportation Connection is our opportunity to make transportation easy, safe and accessible for everyone in the years to come. North Dakotans' voices and ideas are essential to its success. We want to hear from them directly," said Bill Panos, NDDOT Director.
>
> The NDDOT will use online engagement opportunities, surveys, videos, social media and direct conversations to collect information to help shape the future of transportation in North Dakota. Due to the rapidly changing nature of the COVID-19 pandemic, the NDDOT will slowly introduce in person outreach as appropriate.
>
> The tentative project timeline will be as follows:
>
> - **Spring** – Stakeholder coordination and planning
> - **Summer** – Public, tribal and stakeholder online meetings and surveys
> - **Fall** – Needs assessment, plan preparation and scenario planning
> - **Winter** – Plan development and implementation

NDDOT shall coordinate its planning with the MPO's transportation planning activities. NDDOT has indicated that this update will be a more extensive effort and will expand upon the new paradigms in transportation planning. Since this is the first update since the requirements of performance based planning and programming, the NDDOT will also address these new requirements into its document.

There are many similarities to the MPO planning process. There are two major differences that need to be pointed out. First, the Forks MPO must coordinate with two statewide long range transportation plan to craft a Metropolitan Transportation Plan. The results of these two state efforts requires the Forks MPO to meld together the similarities and differences between these two efforts. Some things the MPO addresses may not be incorporated at the same level within the NDDOT plan.

Second, the MPO has very specific fiscal planning and fiscal constraints on its plan. NDDOT is not required to had this same level of detail. Therefore, the NDDOT will not be project specific nor identify fiscal constraint issues. However, the NDDOT plan will include discussion of future

revenues, alternative funding sources, and potential future funding needs to meet customer expectations.

Further information can be found at: http://www.transportationconnection.org

MnDOT has also announced it will be updating its statewide long range transportation plan. Their effort has started later and is not yet to the same level as NDDOT. In the future, MnDOT will also be engaging the TAC and Board on its efforts.

At some point, the MPO staff has indicated to both states that it would be ideal if both state efforts could be discussed at the same TAC and Board meetings.

ANALYSIS AND FINDINGS OF FACT:

- The MPO and NDDOT must cooperatively work together in finalizing their respective transportation plans.
- A website specific to the NDDOT Statewide Transportation Plan update has been created.

SUPPORT MATERIALS:

- none