



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, MARCH 10TH, 2021 – 1:30 P.M.
East Grand Forks City Hall Training Room/Zoom

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/Kadrmaz _____
Ellis _____
Bail/Emery _____
Brooks/Halford _____
Riesinger _____

Mason/Hopkins _____
Zacher/Johnson _____
Kuharenko/Williams _____
Bergman _____

West _____
Magnuson _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JANUARY 13TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF NDDOT TRANSPORTATION CONNECTIONS UPDATENDDOT
6. MATTER OF PROPOSED AMENDMENT TO FY2021 ANNUAL ELEMENT OF 2021-2024 T.I.P.HAUGEN
 - a. Public Hearing
 - b. Committee Action

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7. MATTER OF PROPOSED DEFINITION OF “REGIONALLY SIGNIFICANT” FOR T.I.P. PURPOSESHAUGEN
8. MATTER OF ATAC COUNT STUDY AMENDMENTHAUGEN
9. MATTER OF APPROVAL OF MEMORANDUM OF AGREEMENT.....HAUGEN
10. MATTER OF FY2020 ANNUAL LISTING OF OBLIGATIONSHAUGEN
11. OTHER BUSINESS
 - a. 2021 Annual Work Program Project Update
 - b. East Grand Forks Land Use Plan Update
 - c. Grand Forks Land Use Plan Update
 - e. Future Bridge Traffic Impact
 - f. Aerial Photo Update
12. 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
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Wednesday, January 13th, 2021
Zoom Meeting**

CALL TO ORDER

Earl Haugen, Chairman, called the January 13th, 2021, meeting of the MPO Technical Advisory Committee to order at 1:34 p.m.

CALL OF ROLL

On a Call of Roll the following members were present via Zoom: David Kuharenko, Grand Forks Engineering; Brad Bail, EGF Consulting Engineer; Nick West, Grand Forks County Engineer; Jason Peterson, NDDOT-Grand Forks District; Stephanie Halford, 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, Ryan Brooks, Jesse Kadrmas, Michael Johnson, Lane Magnuson, Lars Christianson, Patrick Hopkins, and Rich Sanders.

Guest(s) present: Anna Pierce, MnDOT; Jane Williams, Grand Forks Engineering; Bobbi Retzlaff, FHWA-MN; Kristen Sperry, FHWA-ND; and Baird Bream, Cambridge Systematics, Inc.

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 DECEMBER 16TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE THE DECEMBER 16TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

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SUSPEND AGENDA

Haugen reported that Baird Bream, who is going to be giving a presentation on the NDDOT Transportation Connections agenda item, has not yet logged on so he would like to suspend the agenda to hold discussion on the next agenda item at this time.

MATTER OF PROPOSED T.I.P. AMENDMENTS

Haugen reported that each year after we adopt our T.I.P. the S.T.I.P. document is released, and typically there are some differences between the two documents; and this year is no different. He commented that we do have a public hearing notice that was published, although the actual public hearing will be held at next Wednesday's MPO Executive Policy Board meeting, so whatever action you take today we would recommend it be contingent upon the public input we may receive.

Haugen referred to the information included in the packet, and pointed out that we do have two previously unknown T.I.P. projects being included, and then two current T.I.P. projects having some changes made to them and then there is one administrative modification taking place.

Haugen referred to the project tables and commented that the first new project is for Statewide Intelligent Transportation System (ITS) improvements on Dynamic Message Signs and there is one DMS sign in the MPO area, on I-29, so we are including this as a brand new project at a cost of around \$14,000, just under \$15,000 Statewide, with the federal amount being just under \$12,000.

Haugen stated that the second new project coming into the MPO T.I.P., that has been in the S.T.I.P. before, and it is the NEPA documentation required for 32nd Avenue, for the possible 47th Avenue Interchange. He said that we are amending our T.I.P. to now show this project.

Haugen reported that the two existing projects that are being amended include: 1) A Mill and Overlay on Gateway Drive, between 55th Street and 69th Street. He stated that the cost increase was above the 25% threshold, thus the need for the amendment; and 2) A Multi-Use Trail along South Columbia Road. He stated that there was an actual decrease in the cost of the project, so that triggered the need for an amendment for this project as it went from \$435,000 to \$267,000, and the federal amount went from \$290,000 down to \$216,000.

Haugen commented that those are the amendments, but right above them is a modification, highlighted in green on the table. He said that, although it appears that this was a significant increase, it is a rather good increase in cost, it did not meet the threshold to trigger an automatic T.I.P. amendment, so we are showing it as just a modification to the cost estimate for the project.

Haugen stated that these are the proposed T.I.P. amendments, and the one administrative modification that we are asking the Technical Advisory Committee to take action on today, and again, whatever action you are recommending would be subject to whatever public input we

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might receive by next Wednesday morning, so with that staff is recommending a motion to approve the recommended amendments.

Kuharenko said that he just wants to verify that in reducing the cost of the multi-use path, that that is not going to impact potential federal funding in case they have change orders, so that it doesn't end up being 100% local share. Peterson responded that he would say that that is probably correct that it wouldn't impact federal funding, although he could look into it further, but his thought is that it would not. Zacher said that he would tend to agree with Mr. Peterson's thoughts as well.

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2021 T.I.P. AMENDMENTS, AS PRESENTED, SUBJECT TO ANY PUBLIC INPUT RECEIVED BY NOON ON WEDNESDAY, JANUARY 20TH, 2021.

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

Voting Nay: None.

Abstain: None.

Absent: Noehre, Bail, Brooks, Emery, Christianson, Hopkins, Johnson, Magnuson, and Sanders.

RESUME AGENDA

MATTER OF UPDATE ON NDDOT TRANSPORTATION CONNECTIONS

Baird Bream, Cambridge Systematics, was present for a brief update on the NDDOT Transportation Connection Long Range Plan.

Bream referred to a slide presentation (a copy of which is included in the file and available upon request), and stated that as we move into 2021 he would like just take a quick look back at what was covered in 2020. He went over what has been done on the update from May 2020 until today; and today he is going to provide an update on the actual content for Transportation Connection, which they started drafting and are now subjecting to an internal review by the NDDOT.

Bream stated that, as a reminder, Transportation Connection is designed to be a very public-facing and public-centered document; we want the public to be able to pick up Transportation Connection or to engage with any of the other Transportation Connection material and get a clear sense of what the Transportation Network is, why transportation is important to the public, and where the future of transportation is heading and how the NDDOT will play a role in it.

Bream said that because of its long timeframe it is important for us to adopt a plan that is as flexible and adaptive as possible to allow for emerging changes. He added that that was the goal of facilitating the scenario planning exercise to eventually read ourselves for a rapidly changing and dramatically changing future which may require multiple different strategies in order for us to take advantage of every opportunity and plan for every potential risk. He stated that we also

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want to ensure that Transportation Connection provides some guidance for our partner agencies on what is coming next.

Bream commented that at this point they have drafted their vision and goals for Transportation Connection. He said that their vision is to deliver a safe, innovative, and connected future, and again this is a very forward looking document, a very open-minded document, so they want to ensure that they are focusing on those key fundamental aspects of transportation for safety and connectivity with the system, that allows people to get to where they want to go and get there in a safe way but they also want to ensure that they are being innovative with this, that they are taking advantage, as he said, if there are emerging opportunities within the transportation sector to look for new ways of delivering or looking for new opportunities that people can take to get around to complete their trip and to basically plan their trips more reliably and more easily.

Bream stated that they defined five (5) goals to achieve their vision: 1) Keeping you safe; 2) Caring for what we have, 3) Connecting North Dakota; 4) Helping you get there, and 5) Investing for the future. He added that each of these goals are supported by a series of strategies that are designed to be comprehensive in the scope, looking at the transportation system, not just at roads and bridges, but all the different services that the NDDOT provides from travel information to snow removal to license and registration services, so with that in mind each of these strategies is designed to essentially channel those investment areas for North Dakota, and see improvement or see growth in all of them. He went over the different strategies for each of the goals.

Bream referred to a slide and explained that it illustrates some sample content for Transportation Connection, just to give you an idea of what the document looks like. He explained that they are focusing on something that is very accessible to the public, so they are trying to focus on visuals, icons, graphics, that make key takeaways very accessible and readily achieved for the public. He said that you will see this when they do a more comprehensive review in February, but this is the general approach that they are trying to apply throughout the entire document; again, eye catching graphic and key facts to help people understand transportation and to help them understand the story of transportation, but also recognizing that it is changing and that we see disruptions on the horizon that we will need to prepare for and respond to. He added that they are also ensuring that all of the excellent feedback that they've gotten from the public is communicated back to them so they get a sense of what their feedback looks like when we take a more comprehensive approach so that they can understand how NDDOT is incorporating that feedback, responding to that feedback in this planning document.

Bream stated that moving forward they will also be producing some supporting content, while Transportation Connection, the Plan is designed to be a very kind of brief and accessible document, they again want to ensure that all the information that went into developing it is still made available to the public and to their planning partners, so they will be adding appendices that support the plan, including a comprehensive overview of their outreach activities, including a highlight on the tribal authority engagement and the multi-modal survey work that was done; they will provide an overview of the scenarios and the trends that formed those scenarios, and they will also provide an implementation plan that explains how the public and the partner

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agencies can expect to see the NDDOT engaging with Transportation Connection in the future, and how this information will be made accessible and hopefully relevant to our partners moving forward.

Bream commented that they are also going to use some multimedia elements; you will see some examples on this slide, everything from animation to short videos are on the table to, again, make sure that there is as much out there as possible about Transportation Connection, and again that it is accessible to people so if they don't have the time to pick up even a 20 page document and page through it, they can ultimately look at a brief video or see some simple animation on Transportation Connection, that again provides that key takeaway for the audience.

Bream said that, looking at the months ahead, right now they have drafted the plan and are subjecting it to internal review and will be updating it as the State Legislature continue their session to ensure that whatever policy changes are being approved at the State level are captured within Transportation Connection. He stated that in February they will be following up with this body for some review and comment and will also be working with additional partner agencies, including the Tribal Authorities, to obtain their dedicated comment as well, and then they will open for a public comment period in March to receive general feedback from the public before they will finalize it in April; and, again, they will be incorporating the additional components we just discussed into the overall package.

Bream commented that if anyone has any comments or questions you should feel free to contact their Project Managers: Stewart Milakovic – smilakovic@nd.gov or Evan Enarson – eenarson@damsys.com

Bream stated that their surveys are still open and their planning and policy tools are still open, so if you haven't had a chance to look at them, please take the time to do so. He added that they are also continuing to promote and share information about Transportation Connection through their dedicated social media accounts shown on the last slide.

Information only.

MATTER OF AERIAL PHOTOGRAPHY RFQ

Haugen reported that we do have in our Work Program for 2021 updating our Aerial Imagery, and Ms. Kouba will walk us through this item.

Kouba stated that this is something that we have been doing over a three (3) year cycle, the last time it was done was 2018, and we are just helping to visualize a lot of concepts for planning, as well as getting a good idea of where growth is occurring on a visual level.

Kouba said that there is a budget of \$70,000 for this project, and the reason the budget is a little higher than previous years is because in the work program process it was requested that we do this using a 3-inch pixel resolution in the urban areas and a 6-inch pixel resolution outside of the

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urban areas in the flight area. She stated that this does increase the cost so that is reflected in what was budgeted for the project.

Kouba commented that another thing that was brought up was LiDAR, so they did put in an additional option for that. She said that she has been speaking to some people about what definition, or what type of options we want about LiDAR, so she is still looking for final verbiage of what is desired in the RFQ.

Kouba stated that she is looking for a recommendation from the Technical Advisory Committee for approval of the RFQ.

Zacher asked if an RFQ was used in the past, or what is the theory behind an RFQ instead of the RFP process. Kouba responded that the RFQ process is; there are not a lot of differences, and at the end of the day we are purchasing an image, so it is kind of difficult to do an interview process, it just doesn't make sense for someone to come in or do a zoom or conference call about it, they are pretty straight forward, this is the cost of this and this is the cost of that, depending upon the company. Zacher asked if they need a Land Surveyor on staff for the project, because he did notice that it requires the verification that the existing survey monuments are accurate and usable, so from that standpoint it almost seems like it services, but is this how the aerial has been bid in the past, how this project has been let out to consultants, he is just wondering. Kouba responded that the evolving process for the requirements for your RFQ has changed the way we've done everything. She said that in the past they've never really done an interview process, and they did one the last time because they did put out an RFP, and the process was very sketchy because its, this is what we are offering you for this amount and what you're requesting, so the only time an engineer is going to come in is to go out and verify and then let them know. Zacher said that he was just looking for some background information, so he appreciates this information, but he thinks that you are still going to need to come up with a selection process, so just keep that in mind, and they will follow it somehow to provide an accurate, defensible selection. Kouba responded that she will do the selection paperwork that they normally do with an RFP, that they will discuss and evaluate everything on.

Kuharenko stated that they have been talking back and forth a bit on the LiDAR aspects, and he is sorry that he couldn't get everything to her by Friday last week, but he had an opportunity to work with the consultants to try to get a little bit more information, some general background information as well as to work with their IT Department upstairs as to what is going to be beneficial to them in conjunction with the GIS, and also in talking with the City Engineer as well as Mark Walker, who is very familiar with the flight collection, and one of the things they are kind of looking at is instead of just doing it within the City Limits, to expand that out so they can incorporate the flight collection system that they have, and so just for simplicity they are probably looking at getting LiDAR for that entire MPO area on the Grand Forks side, which, based on what he got this morning is 106.5 square miles, and then one other piece in there to is talking levels of accuracy, it sounds like a good density to get is no less than 4 points per square meter, so they would like to add that in. Kuharenko said that he does have some language written up, and he knows that in East Grand Forks, you have some options in this as well, so he doesn't know if you want him to do a shared screen as he does have stuff typed up in a word

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document that he can share, but he knows it is kind of last minute, but he has a general list of deliverables and things that they would kind of be expecting for a 1-foot contour line, break lines, point clouds, those sorts of things; adding in some additional details of what they would be looking at for a deliverable, and formats that would work for their GIS folks as well, so he isn't exactly sure, as an adversary committee how we want to look at these and maybe work through them, is there any preference or thoughts on this. Haugen responded that since this will be a 100% local cost option, that will be priced out, he thinks that if the two cities want to work through it and get us the language to present to the MPO Executive Policy Board; most of this is beyond our technical expertise to begin with. He added that Ms. Pierce is advising us that this is normal; what Mr. Kuharenko is talking about. Kuharenko stated that he believes they stole some of these from Fargo, as they did this about a year ago.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REQUEST FOR QUOTES (RFQ) FOR THE AERIAL IMAGERY COLLECTION, AS SUBMITTED, SUBJECT TO THE CITIES OF GRAND FORKS AND EAST GRAND FORKS WORKING OUT THE DETAILED LANGUAGE ON THE LETTER D – ADDITIONAL OPTION SECTION.

Kuharenko stated that he would send out what he as written to everyone that might be interested. Haugen asked if the Airport would want to contribute to this as well. He added that many years ago the Airport did contribute to some of these added costs. Riesinger responded that it is something that they can certainly look at, but they don't have anything like that in their budget right now but it could potentially get approved if they can find some funding. He added that it would probably be helpful if maybe Mr. Haugen and himself can chat about the amounts that were provided previously. Haugen agreed, and stated that at a base level Mr. Kuharenko could include the Airport as well.

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

Voting Nay: None.

Abstain: None.

Absent: Noehre, Bail, Brooks, Emery, Christianson, Hopkins, Johnson, Magnuson, and Sanders.

MATTER OF CANDIDATE T.I.P. PROJECTS FOR MINNESOTA SIDE

Haugen reported that last month we considered North Dakota side candidate projects for our next T.I.P., this month we are looking at the Minnesota side. He stated that we received one project submitted to us, and that was for the Transportation Alternatives Program by Safe Kids Grand Forks.

Haugen stated that on the ATP side there are some funds available for FY2024, but the primary solicitation was for FY2025. He said that Safe Kids has indicated that either year funding would work for them.

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Haugen commented that the application is not your typical Transportation Alternatives Program application, as it is only focused around non-infrastructure Safe Routes To School. He said that currently in our T.I.P., and he believes Safe Kids is just about to start drawing down on the funds, is a project to do a lot of these non-infrastructure activities, just in East Grand Forks; the next couple of years, back when that project was submitted it was attached to a construction project, and both got funded, and in the T.I.P./S.T.I.P. documentation a decision was made to split the two projects and have them individually listed in the T.I.P. and S.T.I.P. so this application is in essence trying to continue on the T.I.P. project funding out into later years. He added that another aspect of this application, that is probably a little different, is that normally the State of Minnesota has a funded Safe Routes to School Program that is separate, although concurrent, with the Transportation Alternatives Program, there is a separate pot of money and a separate application; that is not the case this go around do for this T.I.P./S.T.I.P. cycle this is the only funding program really available for the activities that are being promoted with the application.

Haugen stated that included in the packet was the application; the total dollar amount is \$41,000, the federal amount is just \$31,000, as indicted. Haugen said that the one other thing that you will see if you read through the details is that instead of just being in East Grand Forks they are expanding out into some of our neighboring school districts. He stated that many of you may know that Safe Kids has been a regional advocacy for the safety of children, and they have been financed almost wholeheartedly out of the Altru System, but with COVID, and what is happening in the medial industry, Altru did ask Safe Kids to try to garner some more outside funding assistance, so while in an application for Transportation Alternatives funding it is new that Safe Kids will be going out into these rural areas, Safe Kids has already been going out into the areas outside of the Greater MPO area for quite some time, and if this application is ultimately awarded funds, it will allow Safe Kids to continue going out into some of these surrounding communities and serve more of a Greater Northwest Minnesota area with their education promotion on safety for kids.

Haugen reported that they did have some quite interesting discussions within the Minnesota side as to whether this is an eligible activity under the Transportation Alternatives Program, and ultimately it was determined that it is so now it is a question of whether or not it is consistent with our Planning Documents, and in the staff report we identify that staff believes it is, and staff is recommending that the Technical Advisory Committee consider it consistent as well and give it a priority ranking for the MPO Executive Policy Board to consider at their next meeting.

Mason commented that he would like to add that the previous determination of eligibility was done at that letter of intent timeframe, now that they have more information they will be looking at it further to confirm that the project is eligible. He said that the previous discussions were that if the Federal Highway Administration considers it eligible then MnDOT considers it eligible, so that is where they are at moving forward, but they just want to verify that. He added that, as previously mentioned, they do have a project in the Minnesota S.T.I.P. and the MPO T.I.P. that, based on that description appears to be a very similar project.

Haugen said that, assuming that this is favorably viewed at the MPO level it would get formally submitted to the Northwest ATP, and they will then compare it against the rest of the candidate

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project applications that are being submitted in Northwest Minnesota and provide a priority ranking for the ATP draft; ultimately, then, we will see where it shakes out at the ATP level.

Haugen stated that, again, this was the only project that was submitted on the Minnesota side, so it is the only candidate project for us to consider at this meeting, and staff is recommending that it be recommended for approval as being consistent and give it priority ranking.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE TRANSPORTATION ALTERNATIVE CANDIDATE PROJECT FOR THE FY2022-2025 T.I.P. AS BEING CONSISTENT WITH THE METROPOLITAN TRANSPORTATION PLAN AND GIVE IT PRIORITY RANKING.

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

Voting Nay: None.

Abstain: None.

Absent: Noehre, Bail, Brooks, Emery, Christianson, Hopkins, Johnson, Magnuson, and Sanders.

MATTER OF DEFINITION OF “REGIONALLY SIGNIFICANT”

Haugen reported that this is a discussion item. He commented that in putting together the staff report he wondered how to approach introducing the subject, and what he highlighted in yellow is a message to take, that traditionally how we have defined “Regionally Significant” has been applied to projects that were outside the federal action items, so they are mostly projects that were at the local funding level, but rising to a scale where they were impactful to our transportation network.

Haugen said that we have had some recent changes in staffing, and they are creating their reconsideration of how we define the term “Regionally Significant” so we are going to completely change how we have defined it in our mindsets in the past to come up with a definition that meets the requirements that are laid out for us in the Planning and Programming Regulations. He stated that the primary one is that each phase of a transportation project should be laid out in the year they are being financed; so if you notice, our T.I.P. documents, you may have always wondered why we have this column in that so these are traditionally the phases; there is the preliminary engineering that takes place, then possible right-of-way purchase, and then construction. He said that it is likely that all three of these, if they are going to occur on a project, take place at a different timeframe or in a different year, so what we are trying to do with the new definition of “Regionally Significant” is to just identify some real high profile projects, projects that are very significant to our transportation network, and only have those individual high profile projects go through the all-out phasing of that individual project.

Haugen stated that he would like to go back to the T.I.P. amendment sheets to try to explain this better. He referred to the 32nd Avenue environmental documentation project happening in FY2021, and pointed out that the PE would be listed in FY2021, just for assumption and

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illustrative purposes, if we went and moved forward with this project financially, and say next year we were purchasing right-of-way, then in FY2022 we would show the same project description, perhaps with a little modification, but instead of showing the PE we would then show a right-of-way cost estimate and then ultimately if it was leaning to construction the following year we would show the project and the construction cost estimate. He said that for the most part, in North Dakota, we typically don't show, in the past, these items; in the future most of the projects that we have in our T.I.P. will show up just as they currently are showing up, we will have the projects you see here, they are not going to be defined as this "regionally significant" project anymore, but we will, for all the projects in a given year, create a new project listing that is capturing a lump sum PE dollar amount for all of the projects that aren't "regionally significant" for that year, so each year of our T.I.P. we will have a listing that captures preliminary engineering for all the projects that aren't defined as "regionally significant.

Haugen said, then, how do we come up with what the new definition of "Regionally Significant"; while they did meet with the NDDOT right before the Holidays, and they are the ones that we got the introduction of this topic from, the three MPOs did have an internal staff meeting with the three of us at which we discussed, again, our mutual understanding of this. He stated that it is a radical change from how we have traditionally defined "regionally significant", but he thinks what he is presenting captures the essence of it, but he will let either NDDOT or North Dakota Highways take over and correct him if he is going down the wrong path.

Zacher stated that that was a nice summary of what they talked about, but the one thing that isn't shown is that utilities will also likely be split out if those funds aren't requested with construction or right-of-way; so basically, if utilities are requested separately they would also be a separate phase, as another row here. He said, though, that he thinks Mr. Haugen nailed it as far as the summary goes. He added that they did ask the MPOs to get together to see if they could come up with a consensus as to what "Regionally Significant" would be, if they didn't agree with the proposed definition that the DOT has provided, basically what they provided to the MPOs was a very general definition, it was interstate where adding lanes or an interchange type of thing, to make sure that they are still within the confines of the direction they have been given. He said that as far as redefining "regionally significant, is it really regionally significant, they had to look at more than just Greater Grand Forks/East Grand Forks area, and the reason they looked at interstate is because people are crossing State boundaries, that is how they looked at region, so whether it is a border, or whether it is South Dakota or Minnesota or what have you, that is how they looked at the region and they did have some differences in ideas, so they did ask the MPOs to come together to come up with any differences they might have or if they wanted to move in a different direction.

Haugen referred to the staff report, and pointed out that the third paragraph on the second page would be the paragraph that shows what the definition of "regionally significant" project is per the MPO Planning and Programming Regulations. He added that for those that want to delve further, this definition is different than the definition that is in the NEPA side, it is slightly different, but it is different. Zacher commented that a little more background as to why they went down this path; the Federal Highway did agree that at this point we only need to list the different phases of regionally significant projects; so what it means on his end, if we go to a

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broader definition, a scaled down, if you will, of adding lanes, and on the MPOs end it will mean potentially fewer addendums or amendments to the T.I.P.s. He added that if they are to do this for all projects they would be doing T.I.P.s constantly, every month or in-between, so what this is really trying to do is to try to get that stuff together to make for a more streamlined operation.

Haugen said that, as he mentioned, the two MPOs that share a Minnesota partnership, want to make sure that how we are treating projects on one side of the river is as similar as possible to how we are on the other side, so they have been trying to keep MnDOT and Minnesota Federal Highways as informed as they can. Zacher commented that Mr. Johnson and himself did have a conversation with Anna Pierce and Patrick Weidemann yesterday to follow up with them, so he thinks they are on the same page at this point. He added that the Minnesota side is a little bit different in the fact that they have a lot more State funded options available to them, so a lot of the preliminary engineering and that type of stuff uses State funds, whereas in North Dakota nearly everything is federally funded, so there is a little nuance there, but they are on-board with the approach that NDDOT is taking so they will continue to keep them in the loop.

Kuharenko referred to the fourth paragraph on page to of the Staff Report, where it states “The kind of projects being envisioned are new interchanges, adding new lanes to Interstate...” and pointed out that it also says “building new roads”, and that is kind of a concern for him, what does that mean, does that get down to their local streets, is there some way we can refine that. Zacher responded that he completely understands the concern, but from the DOTs standpoint, where they were going with it, was his US 85 past experience where he was putting bi-passes around communities, so if Grand Forks were to put in a belt-way, he could look at that as a new road. He added that local streets, they did have a conversation that if they go to surface a gravel section line or a two track section line, is that considered a new roadway, mmmm...that is one of those things that they will have to work through with our Federal Highway partners. Haugen added that he thinks the key would be the federal action for a new roadway, it is just a local street serving a small neighborhood residential plat, you can almost guarantee that it won't be included in this because that is the opposite of what they are trying to achieve, they are just trying to achieve for the very high profile projects that get the full phasing treatment. Kuharenko said that from his perspective he is just looking at how far in the weeds can we end up getting with this thing, where is that line, and what can they do to prevent all of a sudden overloading this thing. Zacher commented that that was their concern as well, and as far as the local streets go, they aren't normally in the T.I.P. are they. Kuharenko responded they aren't. Zacher said, then, that he thinks we are okay from that standpoint, so he completely agrees with Mr. Kuharenko, and they have had those conversations and it is one of those conversations that the more they talked about it the more in the weeds they got so they actually took a step back and said that they would reconvene later. Kuharenko said that for him as well, since Grand Forks continues to expand, they continue to expand their classified roadway system too, and even though those are being installed with local money, they are still classified streets so therefore they are still federally eligible roads so they could potentially get roped in, so just a thought process and perspective on that as well. Zacher said, don't think this is the end of the discussion, he thinks it is going to be going on for quite some time; as they find out more information and as they become more comfortable with it; he has started the process of trying to put together some costs for the lump sum projects that Mr. Haugen had alluded to earlier, the thing to note though

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 13th, 2021**

is that the MPO and the DOT are going to be relying more on the local entities to be giving more accurate cost estimates; if we need to be splitting this stuff out they may need to have a justification for how the costs/estimates were determined, and it is going to need to be more than just, here is the number I drew out today, similar to construction costs. He said that he knows that the region urban projects and the urban regional projects, those applications last year and before where we had the detailed cost estimate, having that detailed cost estimate may come in more handy, they need to be able to justify how we came up with those costs. Kuharenko commented that as we continue through this process one concern that they have as a City, and one of the reasons why they haven't used federal funding for preliminary engineering is because a lot of time they end up using the preliminary engineering phase to really flesh out those construction costs; how much of a concern or how often are they looking to get in the future when we end up splitting these out into say the preliminary phase, the construction phase, are we going to get locked in to funding them out or is that something yet to be determined. Zacher responded that it is yet to be determined. He added that, basically, what this is going to boil down to, and project costs change, they realize that, but what they are trying to do is to try to limit the number of T.I.P. amendments that Mr. Haugen has to work through, that need to be advertised; that the City needs to compile the information for and provide to Mr. Haugen. He said that they are trying to limit the amount of work for all of us to make sure that if our lump sum projects become overloaded in one year we may end up having to do a T.I.P. amendment to increase those costs, but those are things that are yet to come.

Haugen said that this is just introductory, just as three weeks ago it was brand new to the MPO staff, it is brand new to the Technical Advisory Committee too. Zacher added that it is pretty new to the DOT and Federal Highway as well. Haugen stated that they are working on something, they are all marching to the same conclusion of trying to make it so that it is very few projects that get the full phasing treatment, and trying to work with both States. He added that it is good to hear that MnDOT is concurring with what the discussion has been and we look forward to further input and will keep you all posted as they move forward with it.

Haugen commented that for the majority of our T.I.P. projects, it is the same old same old that you had last year you will have this year for the majority of the T.I.P. projects, that is the other main message to get out of this.

Information only.

OTHER BUSINESS

a. 2021 Annual Work Program Project Update

Haugen reported that this is our monthly summary of where we are at with our work program; starting the new 2021-2022 Work Program, so we are carrying over the Land Use Plans and the Traffic Impact project. He stated that we just had a contract signed with SRF and Praxis to assist us with the Grand Forks Land Use Plan, and that is just getting underway as of January 5th, so look for more information to start flowing on the Grand Forks Land Use side. He said that the East Grand Forks Land Use had their second Steering Committee meeting earlier this month, and

**PROCEEDINGS OF THE
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Wednesday, January 13th, 2021**

they are now working on a public engagement opportunity; the website is up and running so you still have the ability to see that information if you go to their website.

Haugen commented that for the Future Bridge Traffic Impact Study, they did receive 5 proposals, and the Selection Committee, and again, thanks to the seven of them who narrowed it down to 3 firms and interviewed those three on Monday. He stated that out of the interviewing process the Selection Committee unanimously recommended hiring Alliant Engineering, with Widseth as their sub-consultant. He said that they are now working on finalizing the contract scope of work and getting our documentations together so we can submit it to Mr. Zacher for the qualifications based selection process concurrence on it. He added that we do anticipate having a scope of work and contract for the MPO Executive Policy Board meeting next Wednesday, so look for the Executive Board packet to see what that final recommended scope looks like.

Haugen reported that in our FY2021 new projects, we do have the Aerial Photo that we just took action on today, and yet to come this year; the Transit Development Plan Update, and Pavement Management projects.

Information only.

ADJOURNMENT

***MOVED BY BERGMAN, SECONDED BY ELLIS, TO ADJOURN THE JANUARY 13TH,
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:41 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report

Technical Advisory Committee: **March 10, 2021**

MPO Executive Board: **March 17, 2021**

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. **Draft Transportation Connection document and feedback survey coming soon at www.transportationconnection.org.**

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:

- visit website: www.transportationconnection.org

Transportation Connection

MPO Update

March 2021

Transportation Connection: Public Comment Period

Public comment period runs from **March through mid-April** to provide feedback on the draft Transportation Connection document.

Public meeting held at 2pm Central/1pm Mountain and 6:30pm Central/5:30pm Mountain **on Tuesday, March 9th**.

Draft Transportation Connection document and **feedback survey** coming soon at www.transportationconnection.org.

MPO Board & Committee members can submit comments to their MPO Director or Stewart Milakovic at smilakovic@nd.gov. **Please submit by the April MPO meeting date.**



MPO Staff Report
Technical Advisory Committee:
March 10, 2021
MPO Executive Board:
March 17, 2021

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

TAC RECOMMENDED ACTION: Recommend the approval of FY2021 TIP amendments to the MPO Executive Board subject to any public comment.

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.

In January, we announced that a future TIP amendment would be needed to address the different project development phasing that occurs as a project progresses towards construction. The phasing are the Preliminary Engineering (PE), utilities, and right of way (ROW). We also noted that for most projects on the North Dakota side, these phases would be grouped for a particular TIP year. The attached amendment addresses this. A separate agenda item reports on the definition of “regionally significant”.

A second amendment adds a previously unlisted project. This is a statewide project to update/install signage directing people to ND State Parks. A project specific to our MPO Study Area is being added; the signage is along I29.

The attached project listing also shows an administrative modification that is occurring to one project. Transit has increased its operational hours; so in the project description, there is a change from 62 hours to 133 hours, increase due to adding UND shuttle routes.

A public hearing notice has been published and the proposed amendment available to review prior to the March meetings. The actual hearing will be held during the March TAC meeting, March 10th. 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 Metropolitan Transportation Plan.
- A Public Hearing is scheduled for March 10th at the TAC meeting; written comments are being accepted until 12:00 pm on March 10th.
- These amended projects do add funds so its impact to the TIP remains fiscally constrained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Proposed Amendments.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendments 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 March 10th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The TIP potential amendments involve adding two previously unidentified projects to the Fiscal Year 2021. A copy of the proposed amendments 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 March 10th. 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 LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
	FUNDING SOURCE					Capital								
	Rural Interstate Program					P.E.								
Grand Forks #ND12b PCN 22786	Grand Forks	32nd Ave S	complete the environmental documentation required to determine the appropriate project to address congestion and level of service issues on Bus US 81/ 32nd Ave S between I29 and S. Washington St; looking at a new interchange possibly at 47th Ave S.	Amended January 2021 to include PE phase					R.O.W.					
	NDDOT	Principal Arterial		TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.					
	PE	Discretionary		3,000.00	1,500.00	0.00		1,500.00	TOTAL	3,000.00				
Grand Forks #ND12c PCN 22936	Grand Forks	I29	Intelligent Transportation System (ITS) improvements on Dynamic Message Sign (DMS) on I29 Northbound at mile marker 135.9	Amended January 2021 to update cost					R.O.W.					
	NDDOT	Interstate		TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.	14.83				
	ITS	Discretionary		14.83	11.99	2.84			TOTAL	14.83				
Grand Forks #ND12d PCN 23169	Grand Forks	I29	This project will install signage directing travelers from I29 to the Turtle River State Park.	AMENDED MARCH 2021					R.O.W.					
	NDDOT	Interstate		TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.	38.00				
	Signage	Discretionary		38.00	34.00	4.00	na	na	TOTAL	38.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

FY 2021 Grouped Projects						
Project Phase		TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		620.00	502.00	56.00	0.00	52.00
Right of Way (ROW)		881.00	713.00	80.00	0.00	88.00
Utilities		177.00	143.00	16.00	9.00	18.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00



MPO Staff Report
Technical Advisory Committee:
March 10, 2021
MPO Executive Board:
March 17, 2021

RECOMMENDED ACTION: Discussion on Definition of Regional Significant in Relation to TIP Projects

TAC RECOMMENDED ACTION:

Matter of the Definition of Regionally Significant.

UPDATE: The NDDOT and MPO staff have further discussed and refined a possible definition:

- 1. A highway project consisting of the construction of a new interstate interchange, adding interstate through lane capacity or**
- 2. creating new roadways on new right of way, both financed with federal funds**
- 3. A new transit building on newly purchased real estate.**

Each MPO will present and gather feedback from their respective partners; NDDOT will internally vet this definition. Possibly in April, a new definition can be approved.

Background: With recent changes in FHWA-ND staff, renewed perspective of past practices has caused a reconsideration of how we define the term “regionally significant” in our Transportation Improvement Program. (TIP).

THIS WILL COMPLETELY CHANGE THE DEFINITION YET HAVE LIMITED IMPACT ON TIP PROJECTS

A TIP is required to include all phases of a transportation project. Examples of the various phases are: preliminary engineering, environment/NEPA, right-of-way, design, or construction). This is not the current practice with ND STIP nor our TIP. Although we have these phases identified in our document, see below, we frequently do not provide any information for the phases other than construction.

	Operations	
	Capital	
	P.E.	
LOCAL	R.O.W.	
	CONSTR.	
	TOTAL	

FHWA-ND has asked NDDOT and the 3 MPOs to work together to define projects that are “regional significant” so that the phases of the project would be identified in the TIP/STIP. This new definition will elevate high profile projects to have these phases identified for the individual project in each year that they are likely to take place. Projects that do not meet this new definition will be treated similar to how they are treated within the TIP with one exception. For at least the NDDOT projects that do not meet this definition, a “group” project listing for PE will be identified in each TIP year. This might include other agency projects; that is to be worked out. The current practice is that this PE phase is grouped at the statewide level and shown just in the STIP. In the next TIP, we will have a group project listing for the PE phase that includes all the PE for all the projects that are not deemed “regionally significant” for that year.

We currently define the term to mean any wholly state and/or locally funded project that are important enough to our transportation network to be included in the TIP for information purposes. So you can see that we are substantially changing the definition – going from mere informational purpose to one of high profile to have each phase of project identified.

Per the MPO Planning and Programming Regulations, the definition of “regionally significant project” is: “means a transportation project (other than projects that may be grouped in the TIP or exempt projects as defined in EPA’s transportation conformity regulation) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.” (23 CFR 450.104.)

To ease the burden so that not all TIP projects meet this definition, FHWA-ND is allowing a definition that would apply to only real high profile projects. The kind of projects being envisioned are new interchanges, adding new lanes to Interstate, building new roads. The kind of projects that are mill/overlays, multi-use trails, concrete panel replacements are not intended to be included into this definition.

The NDDOT and MPOs have had one meeting in which NDDOT introduce this topic. The 3 MPO staff had one meeting to discuss our mutual understanding of this directive. We all are still discovering what this directive means to each of us. It is likely that due to each MPO having unique circumstances that there might be three similar yet different definitions created.

Findings and Analysis:

- NONE

Support Materials:

- NONE.



MPO Staff Report
Technical Advisory Committee:
March 10, 2021
MPO Executive Board:
March 17, 2021

RECOMMENDED ACTION: Recommend the approval of draft Scope of Work for ATAC Traffic Counting Program.

TAC RECOMMENDED ACTION: Recommend the approval of draft Scope of Work for ATAC Traffic Counting Program.

Matter of the Draft ATAC Scope of Work.

Background: ATAC has developed and help maintain a network of capturing traffic counts from traffic signals throughout Grand Forks. The counts have proven quite valuable in various corridor studies, traffic signal timing plans, and a variety of other uses.

Traffic signals get replaced or new signals get installed. Each time this happens, eventually ATAC has to reset the video camera to count traffic. This scope of work addresses 3 locations where there is a new signal to have ATAC set-up the video and processes to capture traffic. Two of the locations will be creating traffic counts at locations that do not have the VISION camera system. The signals are not new signals; yet traffic counts have not been captured there before.

The scope of work is attached and is at a consultant budget cost not to exceed \$5,000. This work activity in the 2021 Work Program.

Findings and Analysis:

- The traffic counting program ATAC has help established has proved valuable.
- When new signals are installed or replaced, ATAC needs to revisit the site to set-up the counting program.
- The activity is consistent with the 2021 Work Program.

Support Materials:

- Copy of ATAC Scope of Work

North Dakota MPO Planning Support Program Master Agreement

Amendment to: *Grand Forks-East Grand Forks MPO Addendum #9 to the Master Agreement*

Grand Forks has requested that additional intersections to be added to Addendum #9. The intersections listed below will be added and the original budget will increase as noted below.

1. *Project Title:* **Continuing Traffic Data Collection Support - 2020-2021 - Amendment 1**
2. *Effective Dates:* **May 1, 2020 through September 30, 2021**
3. *Amendment Tasks:* ATAC will setup the following two intersections for traffic data collection:
 - a. University Ave @ Oxford St (VISION)
 - b. S Columbia Rd @ 13th Ave S (non-VISION)
 - c. 4th Ave S @ Cherry St (non-VISION)
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
 1. Reporting capabilities for the additional intersections.
6. *Contract Amount:* \$ 4,948

AUTHORIZATION:

Grand Forks-East Grand Forks MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title Date

Name and Title Date

BUDGET:

**ND MPO Planning Support Program 2015-2021
Addendum#9 Continuing Traffic Data Collection Support - 2020-
2021 - Amendment 1**

Cost Item	Amount
Staff Salaries	\$ 2,451
Benefits	\$ 1,005
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ -
Benefits	\$ -
Operating	\$ -
Total direct costs	\$ 3,455
NDSU overhead (43.2%)	\$ 1,493
Total project cost	\$ 4,948



MPO Staff Report
Technical Advisory Committee:
March 10, 2021
MPO Executive Board:
March 17, 2021

RECOMMENDED ACTION: Recommend the approval of Memorandum of Agreement to the MPO Executive Board.

TAC RECOMMENDED ACTION:

Matter of the Memorandum of Agreement.

Background: Federal law requires an agreement among the MPO, State DOTs and Transit Operators. The current agreement framework was done in early 1990s. The most recent was in 2010. A new revised agreement is being presented for your consideration. Past one were titled “Memorandum of Understanding” (MOU); this one is titled “Memorandum of Agreement” (MOA).

The draft has been circulating among the three agencies for a couple of years; many starts but mostly been on the back burner. The draft revisions have been completed and we are now seeking adoptions by the agencies. A common “talking point” about past MOAs has been that they are not legally binding – “not worth the paper written on” is one quote. The actual MOA never had this explicitly written into the document. Until now: last clause is:

“IT IS FURTHER UNDERSTOOD, that this MOA is not a legally binding agreement and creates no legally binding obligations for any party. Because of a mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to find mutually beneficial solutions when problems arise.”

Both DOTs have adopted the agreement. Both transit operators have adopted the agreement.

Findings and Analysis:

- Project changes have been identified.
- The proposed project amendment is consistent with the Metropolitan Transportation Plan.
- A Public Hearing is scheduled for March 10th at the TAC meeting; written comments are being accepted until 12:00 pm on March 10th.
- These amended projects do add funds so its impact to the TIP remains fiscally constrained.

Support Materials:

- Copy of Each Transit Operator staff report to respective City Councils.
- Copy of Proposed Memorandum of Agreement.



City of Grand Forks
Staff Report
Committee of the Whole – February 22, 2021
City Council – March 1, 2021

Agenda Item: Memorandum of Agreement for Covering Metropolitan Planning within the Grand Forks-East Grand Forks Metropolitan Area

Submitted by: Dale Bergman, Public Transportation Division Director

Staff Recommended Action: Review and approve Memorandum of Agreement for Covering Metropolitan Plan within the Grand Forks-East Grand Forks Metropolitan Area

February 22, 2021 – Committee Recommended Action:

Motion by Weigel, second by Kvamme, to refer to City Council with a recommendation to approve.

Motion carried unanimously.

March 1, 2021 – Council Action:

BACKGROUND:

The North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MNDOT), Metropolitan Planning Organization (MPO), and the local Public Transit Providers working together and employing the 3-C (continuing, cooperative, and comprehensive) planning and programming process between agencies. The last time this MOA was approved in 2010.

ANALYSIS AND FINDINGS OF FACT:

This is summarized in the MOA as follows: NDDOT, MnDOT, MPO, and Public Transportation Operators agree to cooperatively undertake a continuing and comprehensive transportation planning and programming process for the defined metropolitan planning area. It defines each agencies role in transportation plans, studies, and the TIP/STIP process.

SUPPORT MATERIALS:

- Memorandum of Agreement

Request for Council Action

Date: February 23, 2021

To: East Grand Forks City Council Mayor Steve Gander, Council members Clarence Vetter, Dale Helms, Tim Riopelle, Tim Johnson, Mark Olstad, Marc DeMers, and Brian Larson.

Cc: File

From: Nancy Ellis, Transit Manager

RE: Memorandum of Agreement (MOA) for Covering Metropolitan Planning within the Grand Forks-East Grand Forks Metropolitan Area

Staff Request: Review and approve attached MOA to continue working with and employing the 3-C process between our State Transportation Agencies, the GF-EGF MPO and our local Public Transit Providers. This MOA was last approved in 2010.

This is summarized in the MOA as follows: NDDOT, MnDOT, MPO, and Public Transportation Operators agree to cooperatively undertake a continuing and comprehensive transportation planning and programming process for the defined metropolitan planning area. It defines each agencies roles in transportation plans, studies, and the TIP/STIP process.

Memorandum of Agreement Covering Metropolitan Planning within the Grand Forks-East Grand Forks Metropolitan Area

This Memorandum of Agreement (MOA) is between the state of North Dakota, acting by and through its Director of Transportation, hereinafter NDDOT, the state of Minnesota, acting by and through its Commissioner of Transportation, hereinafter MnDOT, the Grand Forks-East Grand Forks Metropolitan Planning Organization, hereinafter MPO, the city of Grand Forks, and the city of East Grand Forks, the cities are hereinafter collectively Public Transportation Operators.

WHEREAS, joint responsibilities for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process is defined and required by the United States Department of Transportation (USDOT) in regulations at *23 CFR 450 Subpart A – Transportation Planning and Programming Definitions; 23 CFR 450 Subpart C – Metropolitan Transportation Planning and Programming*, 23 U.S.C. 134 and 135; and 49 U.S.C. 5303 and 5304; and

WHEREAS, the regulations at *23 CFR 450.314 – Metropolitan Planning Agreements* and *49 CFR 613 – Metropolitan Transportation Planning and Programming* direct that the Metropolitan Planning Organization (MPO), States, and Public Transportation Operator shall cooperatively determine their mutual responsibilities for carrying out the 3-C process and clearly identify them in a written agreement; and

WHEREAS, the Public Transportation Operators are the public entities which participate in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and are the designated recipients of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation; and

WHEREAS, NDDOT and MnDOT have signed a separate Memorandum of Agreement designating NDDOT as the Lead Agency in the administration of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds and the overall management of the planning programs of the MPO; and

WHEREAS, nothing in this MOA shall be construed to limit or affect the legal authorities of the parties or require the parties to perform beyond their respective authority,

NOW, THEREFORE, the NDDOT, MnDOT, MPO, and Public Transportation Operators agree to cooperatively undertake a continuing and comprehensive transportation planning and programming process for the defined metropolitan planning area. The process will be completed in accordance with state and local goals for urban planning, the provisions of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450, as amended, and the provisions of this Memorandum of Agreement, in which it is mutually agreed that each agency has the following responsibilities:

I. Statewide Transportation Plan and Modal Plans

A. NDDOT and MnDOT

- Solicit input from the MPO and Public Transportation Operators early in the development of the Statewide Transportation and Modal Plans.
- Provide an opportunity for the MPO and Public Transportation Operators to review and comment on the draft and final Statewide Transportation and Modal Plans.
- Periodically update the Statewide Transportation and Modal Plans after soliciting input from the MPO and Public Transportation Operators and providing an opportunity for the MPO and Public Transportation Operators to review and comment on such updates.
- Conduct periodic regional meetings on the Statewide Transportation and Modal Plans seeking assistance from the MPO and Public Transportation Operators in accordance with NDDOT and MnDOT Public Participation Procedures.
- Coordinate all public meetings with NDDOT and MnDOT Public Participation Procedures and the MPO Public Participation Plan.
- Coordinate the Statewide Transportation and Modal Plans with the MPO's Metropolitan Transportation Plan (MTP).

B. Metropolitan Planning Organization and Public Transportation Operators

- Provide input into the development of the Statewide Transportation and Modal Plans and any subsequent updates.
- Review and comment on the draft Statewide Transportation and Modal Plans and subsequent updates.
- Assist and participate in periodic regional meetings.
- Coordinate with NDDOT and MnDOT in all public meetings in accordance with NDDOT and MnDOT Public Participation Procedures and the MPO's Public Participation Plan.
- Review coordination of the Statewide Transportation and Modal Plans with the MTP.

II. MnDOT District-Level Transportation Plan

A. MnDOT

- Coordinate with the MPO and Public Transportation Operators in the cooperative development of the district-level transportation plans that impact the metropolitan planning area.
- Provide an opportunity for the MPO and Public Transportation Operators to review and comment on the district-level transportation plans that impact the metropolitan planning area.

- Periodically update the district-level transportation plans that impact the metropolitan planning area, in cooperation with the MPO and Public Transportation Operators and provide an opportunity for the MPO and Public Transportation Operators to review and comment on such updates.
- Coordinate all public meetings with MnDOT's Public Participation Procedures and the MPO's Public Participation Plan.
- Coordinate the district-level transportation plans that impact the metropolitan planning area with the MPO's MTP.

B. Metropolitan Planning Organization and Public Transportation Operators

- Provide input into the development of the district-level transportation plans that impact the metropolitan planning area and any subsequent updates to those plans.
- Review and comment on the draft and final district-level transportation plans that impact the metropolitan planning area and any subsequent updates to those plans.
- Assist and participate in all public meetings regarding the district-level transportation plans that impact the metropolitan planning area.
- Review coordination of the district-level transportation plans that impact the metropolitan planning area with the MTP.

III. Metropolitan Transportation Plan and Modal Plans

A. NDDOT and MnDOT

- Provide input into the development of MPO's MTP and Modal Plans.
- Cooperatively develop estimates of reasonable funding for the MTP period.
- Review and comment on MPO's draft MTP and Modal Plans.
- Provide assistance and available necessary data for MPO's surveillance and monitoring report; review findings and provide comment.
- Provide input into the periodic update of the MPO's MTP and Modal Plans.
- Participate in public meetings during the development of the MPO's MTP and Modal Plans.
- Coordinate to provide final acceptance of the MPO's MTP and notify the MPO of their next update deadline.

B. Metropolitan Planning Organization

- Develop and adopt an MTP in accordance with federal and state regulations in cooperation with the NDDOT, MnDOT and the Public Transportation Operators.
- Develop and adopt Modal Plans to support and further define the MTP.

- Provide NDDOT, MnDOT and the Public Transportation Operators the opportunity to review and comment on the draft, any revisions or amendments of the MTP and Modal Plans.
- Annually survey and monitor transportation system trends; prepare report of significant findings.
- Provide opportunity for NDDOT, MnDOT and the Public Transportation Operators to review the findings report.
- Update the MTP at least every five years in cooperation with NDDOT, MnDOT and the Public Transportation Operators.
- Provide an opportunity for NDDOT, MnDOT and the Public Transportation Operators to review and comment on the updated MTP.
- Solicit, in coordination with NDDOT, MnDOT and the Public Transportation Operators, public input in accordance with the MPO's Public Participation Plan.

C. Public Transportation Operators

- Provide input into the development of the MPO's MTP and Modal Plans.
- Review and comment on the MPO's draft MTP.
- Cooperatively develop estimates of reasonable funding for the MTP planning period.
- Provide assistance and data for the MPO's surveillance and monitoring report; review findings and provide comment.
- Assist and participate in obtaining public input in the development of the MPO's MTP in accordance with the MPO's Public Participation Plan.

IV. Unified Planning Work Program (UPWP)

A. NDDOT and MnDOT

- Provide input into the MPO's UPWP.
- Cooperatively develop estimates of reasonable funding for the UPWP.
- Review and comment on the MPO's draft UPWP.
- Review MPO semi-annual progress reports.

B. NDDOT

- Approve the MPO's final UPWP and interim amendments.
- Submit to FHWA and FTA requesting approval of the UPWP.
- Prepare and execute agreement with MPO for distribution of FHWA and FTA planning funds.

C. MnDOT

- Provide concurrence in the MPO's final UPWP and interim amendments.

D. Metropolitan Planning Organization

- Prepare a biennial UPWP after soliciting input from NDDOT, MnDOT and the Public Transportation Operators.
- Provide an opportunity to NDDOT, MnDOT and Public Transportation Operators for review and comment on the draft UPWP.
- Submit final UPWP to NDDOT and MnDOT for approval.
- Review and sign agreement with NDDOT for distribution of FHWA and FTA planning funds.
- Prepare semi-annual progress reports and submit to FHWA, FTA, NDDOT, MnDOT and the Public Transportation Operators.

E. Public Transportation Operators

- Provide input on UPWP
- Provide input and review/comment on the MPO semi-annual progress reports.
- Prepare and submit Urbanized Area Formula Program and/or any other direct allocation programs to FTA for approval; notify NDDOT, MnDOT and MPO when grant has been approved.

V. *Technical Studies*

This section applies to all technical activities, such as corridor studies and sub-area planning studies.

A. NDDOT and MnDOT

- Provide prepared scope of work for review and comment by MPO and Public Transportation Operators, if requested, for DOT initiated studies.
- Review, comment, and approve the scope of work prepared by MPO and Public Transportation Operators.
- Review and comment on draft study reports prepared by MPO and Public Transportation Operators.

B. Metropolitan Planning Organization

- Provide prepared scope of work for review and comment by NDDOT, MnDOT and Public Transportation Operators for MPO initiated studies.
- Review and comment on scope of work prepared by NDDOT, MnDOT and Public Transportation Operators.

- Review and comment on draft study reports prepared by NDDOT, MnDOT and Public Transportation Operators.

C. Public Transportation Operators

- Provide prepared scope of work for review and comment by NDDOT, MnDOT and MPO, if requested, for Public Transportation Operators initiated studies.
- Review and comment on scope of work prepared by NDDOT, MnDOT and MPO.
- Review and comment on draft study reports prepared by NDDOT, MnDOT and MPO.

VI. Transportation Improvement Programs (TIP)

A. NDDOT and MnDOT

- Provide an opportunity for the MPO and Public Transportation Operator to review and comment on the draft Statewide Transportation Improvement Program (STIP).
- Obtain early public participation on the STIP development with the assistance of the MPO and the Public Transportation Operators.
- Cooperatively develop annual estimates of available funding for each TIP/STIP cycle.
- Cooperate and participate in the annual solicitation of projects conducted by the MPO.
- Submit to MPO a DOT generated list of cooperatively developed federally funded projects which are consistent with the MPO's MTP for development of the draft TIP.
- Review and comment on MPO list of prioritized projects.
- Review and comment on draft MPO TIP.
- Approve final TIP; incorporate MPO TIP into STIP and submit to FHWA and FTA.

B. Metropolitan Planning Organization

- Solicit projects from all implementing agencies which are consistent with the MPO's MTP.
- Review and comment on the draft STIP.
- Develop TIP utilizing input from NDDOT, MnDOT and the Public Transportation Operators.
- Participate in the Minnesota Area Transportation Partnership (ATP)
- Obtain public input on the TIP in accordance with the MPO's Public Participation Plan.
- Submit TIP to NDDOT and MnDOT for approval.

C. Public Transportation Operators

- Submit to MPO candidate projects which are consistent with the MPO's MTP.
- Review and comment on MPO list of prioritized projects.
- Participate in the early public participation process.
- Review and comment on the draft STIP.
- Utilize the MPO Public Participation Plan's public notification procedures in the development of the annual Program of Projects.
- Review and comment on draft and final MPO TIP.

VII. Committees

A. NDDOT and MnDOT

- Attend and participate in MPO Technical Advisory Committee meetings as a voting member.
- Serve as ex-officio member of the MPO Policy Board, if requested.
- Establish study committees / sub-committees as needed and include MPO and Public Transportation Operator representatives as appropriate.
- Participate in MPO and Public Transportation Operator study committees and sub-committees as appropriate.

B. Metropolitan Planning Organization

- Establish a Technical Advisory Committee which includes NDDOT, MnDOT and Public Transportation Operators as voting members.
- Establish study committees / sub-committees as needed and include NDDOT, MnDOT and Public Transportation Operators as appropriate.
- Participate in NDDOT, MnDOT and Public Transportation Operator study committees / sub-committees as appropriate.
- Participate in the MnDOT District 2 Area Transportation Partnership.

C. Public Transportation Operators

- Attend and participate in all MPO Technical Advisory Committee meetings as a voting member.
- Establish study committees / sub-committees as needed and include MPO, NDDOT and MnDOT representatives as appropriate.
- Participate in MPO, NDDOT and MnDOT study committees and sub-committees as appropriate.

VIII. MPO Certification

A. NDDOT and MnDOT

- Monitor federal and state legislation and inform the MPO and Public Transportation Operators of new or changed requirements.
- Conduct mid-year program review with MPO and Public Transportation Operators.
- Review and accept MPO's self-certification documentation and submit to FHWA and FTA as part of the TIP submittal.

B. Metropolitan Planning Organization

- Prepare and include in annual TIP an adopted self-certification statement.
- Every three (3) years develop a more detailed self-certification report.
- Participate in mid-year program review with NDDOT, MnDOT and Public Transportation Operators.

C. Public Transportation Operators

- Review MPO's self-certification documentation.
- Participate in mid-year program review with NDDOT, MnDOT and MPO.

IX. Performance Based Planning

The parties to this agreement will work cooperatively to develop, identify and implement a performance based planning approach to address federal performance measures. This coordination effort is outlined in a separate agreement between the parties.

X. Period of Agreement

- This Memorandum of Agreement shall be effective once all signatures have been obtained and may be terminated by any one of the parties by giving 90 days written notice to each of the other parties. This Memorandum of Agreement will remain in effect until terminated as provided in this clause, or until replaced by a new Memorandum of Agreement.
- Any amendments to this Memorandum of Agreement must be mutually agreed to in writing.
- It is mutually agreed that this Memorandum of Agreement will be reviewed (and amended as determined necessary) following the reauthorization of the current surface transportation authorization act.

XI. Authorized Representatives

The NDDOT authorized representative is Wayne A. Zacher, MPO Coordinator & Transportation Engineer, 608 E Boulevard Ave, Bismarck, ND 58505, 701-328-4828, wzacher@nd.gov, or his successor.

The MnDOT authorized representative is Anna Pierce, Metropolitan Planning Program Coordinator, 395 John Ireland Blvd MS 440, St. Paul, MN 55155, 651-366-3793, Anna.M.Pierce@state.mn.us, or her successor.

The Grand Forks-East Grand Forks Metropolitan Planning Organization authorized representative is Earl Haugen, Executive Director, P.O. Box 5200, Grand Forks, ND 58206, 701-746-2660, earl.haugen@theforksmpo.org, or his successor.

The city of Grand Forks authorized representative is Dale Bergman, Transportation Division Director, PO Box 5200, Grand Forks, ND 58206, 701-746-2590, dbergman@grandforksgov.com, or his successor.

The city of East Grand Forks authorized representative is Nancy Ellis, East Grand Forks Transit Manager, 600 DeMers Ave, East Grand Forks, MN, 56721, 218-773-0124, nellis@egf.mn, or her successor.

IT IS FURTHER UNDERSTOOD, that this MOA will be effective once all signatures are obtained and remain in effect until such time as any party gives to the affected parties a 90-day written notice of its intent to withdraw from the MOA.

IT IS FURTHER UNDERSTOOD, that this MOA replaces the existing Memorandum of Understanding signed August 4, 2010.

IT IS FURTHER UNDERSTOOD, that this MOA is not a legally binding agreement and creates no legally binding obligations for any party. Because of a mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to find mutually beneficial solutions when problems arise.

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

GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

Name (Type or Print)

Signature

Title

Date

PUBLIC TRANSPORTATION OPERATOR: City of Grand Forks, ND

ATTEST by:

Name (Type or Print)

Signature

Title

Date

Name (Type or Print)

Signature

Title

Date

PUBLIC TRANSPORTATION OPERATOR: City of East Grand Forks, MN

ATTEST by:

Name (Type or Print)

Signature

Title

Date

Name (Type or Print)

Signature

Title

Date

MINNESOTA DEPARTMENT OF TRANSPORTATION

MnDOT Contract Management (as to form):

Name (Type or Print)

Signature

Title

Date

Signature

Date

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

APPROVED as to substance by:

Local Government Engineer (Type or Print)

Signature

Date

Director (Type or Print)

Signature

Date



MPO Staff Report
Technical Advisory Committee:
March 10, 2021
MPO Executive Board:
March 17, 2021

RECOMMENDED ACTION: Recommend the approval of FY2020 Annual Listing of Obligations

Matter of the FY2020 Annual Listing of Obligations.

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

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

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

Findings and Analysis:

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

Support Materials:

- Draft FY2020 Annual Listing of Obligations

FFY 2020

Annual Listing of Obligated Projects

The Annual Listing of Federally-funded
Transportation Projects



Disclaimer

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

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

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Internet: <http://www.theforksmpo.org>

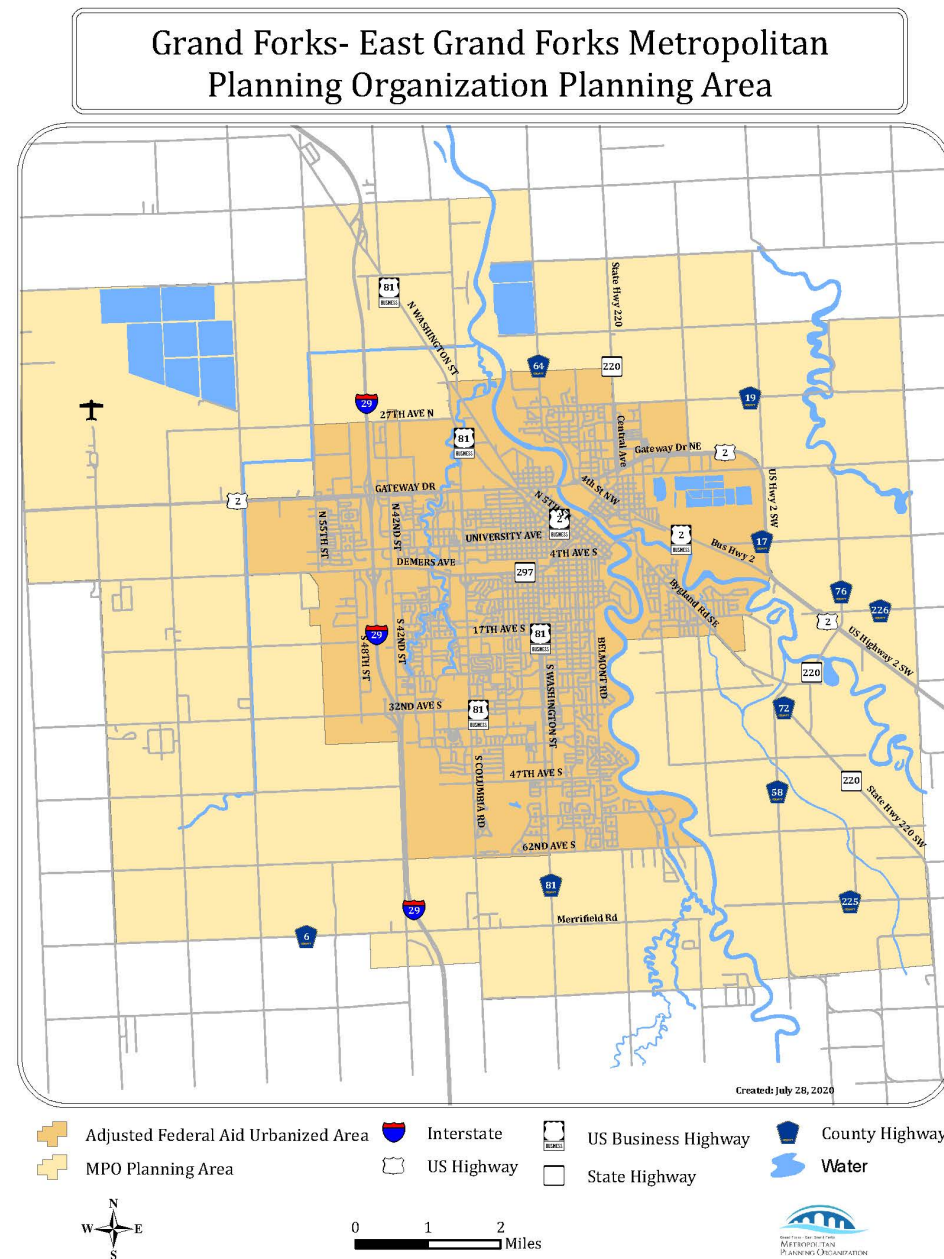
Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

Background

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

Purpose

The Transportation Improvement Program (TIP) serves as the four-year capital program of transportation projects that are wholly or partially paid for with funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To ensure that the public has an accurate understanding of how federal funds are spent on transportation projects, the FAST Act includes a requirement that the organizations responsible for approving the TIP publish an Annual Listing of Obligated Projects for the most recently completed fiscal year. This report covers federal obligations for Federal Fiscal Year (FFY) 2020 from the



Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

FY 2020-2023 TIP. The MPO approved a new 2021-2024 TIP in August, 2020, which will be the focus of next year's report on federal obligations.

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

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

What are project obligations?

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

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

Do project obligations mean the work is underway?

Not always. Project obligations are made to allow a project phase to begin, but it takes time to get work underway once the phase is obligated. For example, once the construction phase is obligated, the project can then be advertised for bids. The advertisement period can vary depending on the size and complexity of the project. Bids are then opened, evaluated and the project awarded to a contractor. This process can create a three to four-month lag between initial obligation and noticeable work performed by the contractor at the site.

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

Cooperative Process

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

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

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

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

Content and Format of Project Listing

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

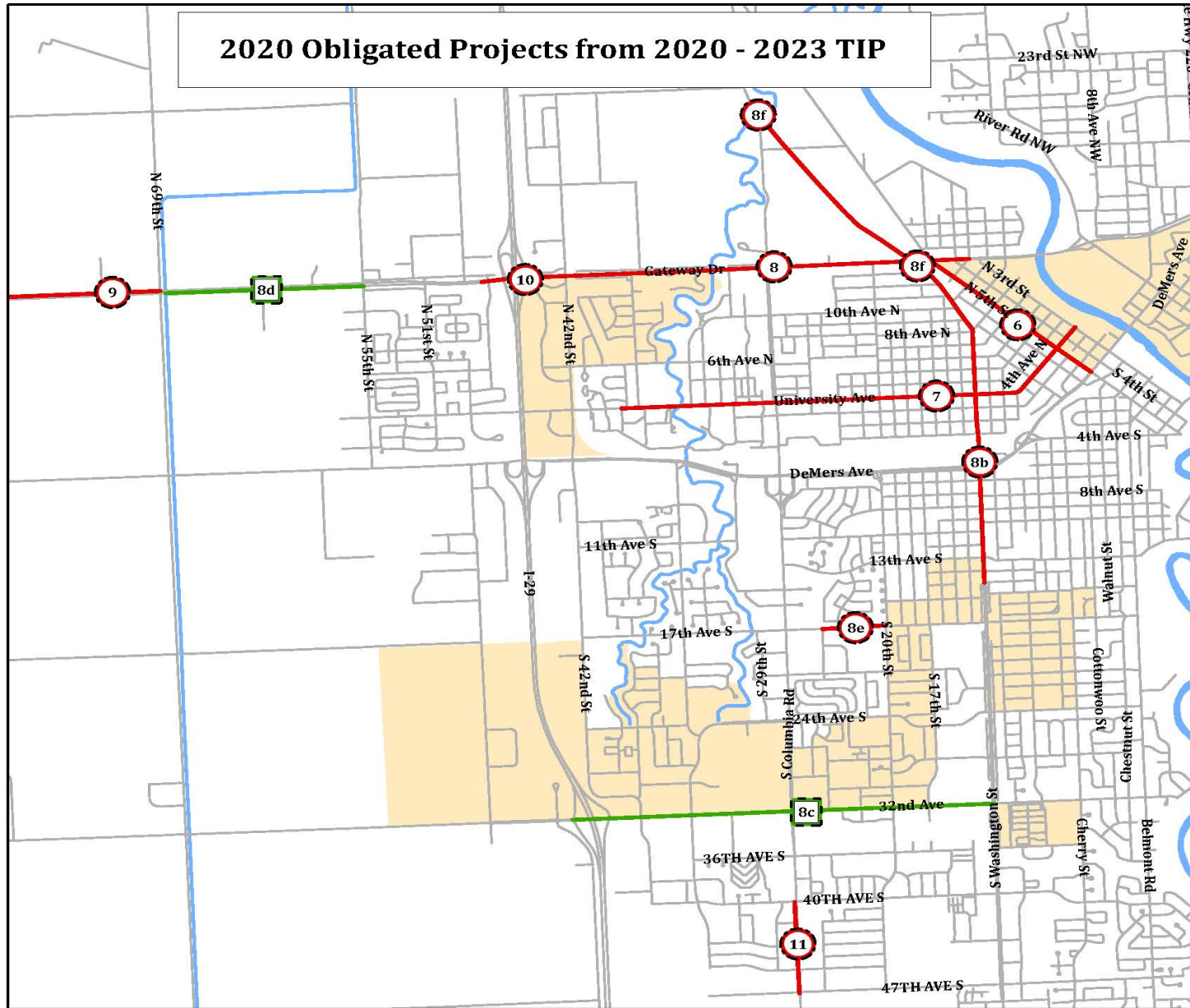
Pedestrian and Bicycle Facilities

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

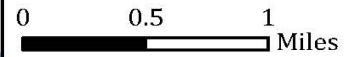
Project Listing

The following map and tables list projects that had federal funds obligated during FFY 2020 (October 1, 2019 – September 30, 2020) and identifies the phases for which those funds were obligated.

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020



- Project Years**
- 2020
 - Moved to 2021
- Environmental Justice Areas
- MPO Study Area



Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	2020	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	AND SOURCE OF FUNDING					Operations		CONSTR.	
				FUNDING SOURCE					P.E.	R.O.W.		
PROJECT TYPE	FUNDING STATUS			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.	TOTAL	
Grand Forks #1	Grand Forks	Operations	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other UND Contributes \$180,000 for August Shuttle service							Operations 3,040.00	CARES funding shown is for operations; spent \$955,407
			OBLIGATION	3,172.11					Capital			
No PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310	3,040.00	1,159.00	260.00	745.00	876.00	P.E.			
						FTA 5307		(50/50)	CONSTR.		3,040.00	
Grand Forks #2	Grand Forks	Capital	Capital Purchase/Replacement of Safety hardware and software	REMARKS:							Operations Capital 15.00	
			OBLIGATION	14.60	11.60			3.00	P.E.			
No PCN	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consists of Demand Response service.	15.00	12.00	0.00	0.00	3.00	R.O.W.			
						FTA 5307		(80/20)	CONSTR.		15.00	
				REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.								

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Bike/Ped Facilities		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL					
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Provision of Bike/Ped Facilities		
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL					
FUNDING SOURCE													
Grand Forks #3	Grand Forks	NA	Rehab/Rebuild bus shelters; Rehab/Renovate "Bus Barn" and purchase various equipment.	REMARKS: Awarded July 26, 2019							Operations		Bus Barn completed. Awaiting Spring to due bus shelters
	Grand Forks	Operating		OBLIGATION 680.31 544.24 136.06					Capital	867.50			
No PCN	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				867.50	694.00			173.50	CONSTR.				
				FTA #5339 Capital					TOTAL	867.50			
Grand Forks #4	Grand Forks	NA	purchase 4 replacemnt vans for demand response	REMARKS: Awarded July 26, 2019							Operations		
	Grand Forks	Operating		OBLIGATION 144.00 123.20 21.70					Capital	154.00			
No PCN	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
	Paratransit and/or Senior Service	Discretionary		154.00	123.20			30.80	CONSTR.				
				FTA #5310					TOTAL	154.00			
Grand Forks #5	Grand Forks	NA	Funding to continue the Mobility Manage	REMARKS: Awarded July 26, 2019							Operations		
	Grand Forks	Operating		OBLIGATION 46.80 37.44 9.36					Capital	91.20			
No PCN	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
	Paratransit and/or Senior Service	Discretionary		91.20	73.00			18.20	CONSTR.				
				FTA #5310					TOTAL	91.20			

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION											
TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS											
FY2020											
URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					ANNUAL ELEMENT	Provision of Bike/Ped Facilities	
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL	2020		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	AND SOURCE OF FUNDING					Operations		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
				FUNDING SOURCE					P.E.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
									CONSTR.		
									TOTAL		
Grand Forks #6	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.								
	NDDOT	Minor Arterial	Amended scope to reconstruct N. 5th St between DeMers Ave and 1st Ave N							AMENDED November 2019 AMENDED March 2020	
			OBLIGATION	\$ 1,961,825	\$ 1,587,705	\$ 177,938	\$ -	\$ 196,182			
PCN 21842	Minor Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL			
				2,483.24	1,759.69	197.21		217.43			
				Urban Regional Secondary Roads Program							
											TOTAL
											2,483.24
Grand Forks #7	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.								
	Grand Forks	Minor Arterial								AMENDED November 2019 to reduce Federal funds	
			OBLIGATION	\$ 3,711,777	\$ 2,209,000	\$ -	\$ -	\$ 1,502,777			
PCN 22372	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL			
				3,461.00	2,209.00			1,252.00			
				Urban Roads Program							
											TOTAL
											3,461.00
Grand Forks #8	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr.								
	Grand Forks	Principal Arterial									
			OBLIGATION	\$ 253,312	\$ 227,981	\$ 25,331	\$ -	\$ -			
PCN 22543	Safety	Discretionary	Safety projects on various corridors to install backplates and leading pedestrian timing	TOTAL	FEDERAL	STATE	OTHER	LOCAL			
				398.00	359.00	3.00	0.00	36.00			
				Highway Safety Improvement Program							
											TOTAL
											398.00

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION											
TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS											
FY2020											
URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Provision of Bike/Ped Facilities
				TOTAL	FEDERAL	STATE	OTHER	LOCAL			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	AND SOURCE OF FUNDING					Operations	2020	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
PROJECT TYPE	FUNDING STATUS	FUNDING STATUS	PROJECT DESCRIPTION	FUNDING SOURCE					R.O.W.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.		
									TOTAL		
Grand Forks #8b	Grand Forks	Washington St	Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.	REMARKS: Project reprogrammed from 2019 AMENDED November 2019 AMENDED March 2020							
PCN 22211	NDDOT	Principal Arterial									
OBLIGATION				\$ 1,115,262	\$ 902,582	\$ 101,154	\$ -	\$ 111,526			
TOTAL				835.24	675.96	75.76		83.52			
Urban Regional Secondary Roads Program									TOTAL	835.24	
Grand Forks #8c	Grand Forks	32nd Ave S	completing safety improvements at various locations along 32nd Ave S between I29 and S. Washington St.	REMARKS: Project reprogrammed from 2019 AMENDED November 2019							
PCN 21884	Grand Forks	Principal Arterial									
OBLIGATION				Moved to FY2021							
TOTAL				5,577.17	5,019.45	278.86		278.86			
Urban Roads Program									CONSTR.	7,373.00	
									TOTAL	7,373.00	
Grand Forks #8d	Grand Forks	US2	Project entails mill and overlay and a chip seal between N. 69th St and N. 55th St.	REMARKS: Project reprogrammed from 2023 AMENDED November 2019							
No PCN	NDDOT	Principal Arterial									
OBLIGATION				Moved to FY2021							
TOTAL				568.00	454.00	114.00	0.00	0.00			
Urban Regional Secondary Roads Program									CONSTR.	568.00	
									TOTAL	568.00	

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	Provision of Bike/Ped Facilities
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		ELEMENT	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	AND SOURCE OF FUNDING					Operations	2020	
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital		
				FUNDING SOURCE					P.E.		
									R.O.W.		
									CONSTR.		
									TOTAL		
Grand Forks #8e	Grand Forks	17th Ave S	Construct a multi-use trail along 17th Ave S between S. 20th St and S. 25th St.	REMARKS: AMENDED November 2019					Operations		
PCN 22263	Grand Forks	Minor Arterial							Capital		Constructed bike/ped trail facility
				OBLIGATION \$ 345,598 \$ 213,920 \$ - \$ - \$ 131,678					P.E.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
	Multi-use Trail	Discretionary		351.00	214.00	0.00		137.00	CONSTR.	351.00	
				Transportation Alternative Program					TOTAL	351.00	
Grand Forks #8f	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge Originally in 2019 but delayed to 2020 Amended March 2020					Operations		Update curb ramps to current ADA
PCN 22180	NDDOT	Minor Arterial		OBLIGATION \$ 1,204,148 \$ 974,517 \$ 137,978 \$ - \$ 91,653					Capital		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
	Rehabilitation	Discretionary		1,420.00	1,149.50	139.30		132.40	R.O.W.		
				Urban Regional Secondary Program					CONSTR.	1,420.00	
									TOTAL	1,420.00	
Grand Forks #8g			Intentionally left blank	REMARKS:					Operations		
									Capital		
									P.E.		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
									CONSTR.		
									TOTAL		

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM - LISTING OF OBLIGATIONS

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	Provision of Bike/Ped Facilities	
				AND SOURCE OF FUNDING						2020		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					CONSTR.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
				FUNDING SOURCE					TOTAL			
Grand Forks #9	Grand Forks	US #2	The entails concrete overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Project is on eastbound lane	REMARKS:	Eastern three miles in the MPO Study Area Amount in the MPO Study area is 4,700,000 with federal amount of \$3,760,000.							
	NDDOT	Principal Arterial							Operations		no bike/ped facilities	
			OBLIGATION	\$ 14,570,133	\$ 11,791,609	\$ 2,778,524	\$ -	\$ -	Capital			
			TOTAL						P.E.			
PCN 21982	Pavement Rehab	Discretionary			17,240.00	13,952.00	3,288.00	0.00	0.00	R.O.W.	17,240.00	
				Rural National Highway Program					CONSTR.	17,240.00		
									TOTAL	17,240.00		
Grand Forks #10	Grand Forks	Interstate 29	Install ITS equipment for SE ramp traffic queing concern at the Gateway Dr (US2) Interchange	REMARKS:								
	NDDOT	Interstate 29							Operations		no bike ped facilities	
			OBLIGATION	\$ 51,818	\$ 46,636	\$ 5,182	\$ -	\$ -	Capital			
			TOTAL						P.E.			
PCN 22437	Safety	Discretionary			100.00	90.00	10.00	0.00	0.00	R.O.W.	100.00	
				Highway Safety Improvement Program					CONSTR.	100.00		
									TOTAL	100.00		
Grand Forks #11	Grand Forks	S. Columbia Rd	Construction of a multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S	REMARKS:								
	Grand Forks	Principal Arterial							Operations		Construction yet to occur.	
			OBLIGATION	\$ 337,475	\$ 273,119	\$ -	\$ -	\$ 64,356	Capital			
			TOTAL						P.E.			
PCN 22566	New Construction	Discretionary			435.00	290.00	0.00	0.00	145.00	R.O.W.	435.00	
				Transportation Alternative Program					CONSTR.	435.00		
									TOTAL	435.00		

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM PROGRESS REPORT

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROVISION of BIKE/PED FACILITIES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL						
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	2020			
					R.O.W.	CONSTR.	TOTAL							
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds										
		Operations		OBLIGATION					751,246.00	467,329.00	283,917.00			NO
		Fixed-Route		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
		Transit Service	Entitlement	TRF-0018-20B	592.00	120.00	0.00	392.00	70.00	CONSTR.	NA			
				FTA 5307					TOTAL	592.00				
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds										
		Operations		OBLIGATION					41,564.00	36,042.00	5,522.00			NO
		Paratransit		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
		Service for	Entitlement		101.00	0.00	0.00	71.00	12.00	CONSTR.	NA			
		Disabled Persons		TRF-0018-20A	State Transit Funds					TOTAL	101.00			
East Grand Forks #3	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of support equipment and/or facilities equipment	REMARKS: Local is from City of Grand Forks										
		Operations		OBLIGATION					155,063.00	124,051.00	31,012.00			NO
		Fixed-Route		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
		Transit Service	Entitlement		200.00	160.00	0.00	0.00	40.00	CONSTR.	NA			
				TRF-0018-20C	FTA #5307					TOTAL	200.00			

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM PROGRESS REPORT

FY2020

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROVISION of BIKE/PED FACILITIES	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					2020			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.		
								FUNDING SOURCE				
East Grand Forks #1a	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (Costs for fixed-route service are estimates).	REMARKS:	Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800 Estimated fare is \$14,200 Other is MN Transit Formula Funds					Operations	85.00	NO
	East Grand Forks	Operations	OBLIGATION	AMENDED in November 2019 to rollover 2019 Federal Funds 80,000.00					Capital	0.00		
	Fixed-Route Transit Service	Entitlement	TRF-0018-19B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA		
				0.00	85.00	0.00	0.00	0.00	CONSTR.	NA		
				FTA 5307					TOTAL	85.00		
			Intentionally left blank	REMARKS:						Operations	0.00	
										Capital	0.00	
										P.E.	NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA		
										CONSTR.	NA	
										TOTAL	0.00	
			Intentionally left blank	REMARKS:						Operations	0.00	
										Capital	0.00	
										P.E.	NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA		
										CONSTR.	NA	
										TOTAL	0.00	

Annual Listing of Obligated Projects-Federal Fiscal Year (FFY) 2020

Summary

For FFY 2020, project sponsors obligated approximately \$XX.19 million in federal transportation funding for a variety of state, county, and local transportation projects in the MPO. This included over \$18.23 million in FHWA funding for highway projects (compared to \$26.17 million programmed) and over \$4.60 million in FTA funding for transit projects (compared to \$2.43 million programed).

The TIP had programmed \$37.99 million towards projects, with \$28.94 million being from federal programs. The obligations resulted in \$25.18M being committed toward projects in 2020, with \$19.48M being from federal programs. This is a difference of \$1.37M between what was programmed versus what was obligated in federal funds.

FY2020 Annual Listing of Obligations						
(values shown in \$1,000)						
	OBLIGATION	24,231.86	18,774.66	3,226.11	0.00	2,234.2
ND Side	TOTAL		FEDERAL	STATE	OTHER	LOCAL
	PROGRAMMED	37,036.35	28,233.80	4,366.13	745.00	3,383.7
	OBLIGATION	947.87	707.42	0	289.44	31.0
MN Side	TOTAL		FEDERAL	STATE	OTHER	LOCAL
	PROGRAMMED	893.00	365.00	0	463.00	122.0
	OBLIGATION	25,179.73	19,482.08	3,226.11	289.44	2,265.2
TOTAL	TOTAL		FEDERAL	STATE	OTHER	LOCAL
	PROGRAMMED	37,929.35	28,598.80	4,366.13	1,208.00	3,505.7

A total of 20 projects were listed. 18 had funds obligated towards them; 2 were delayed one year. All of the projects delayed were from the North Dakota side of the MPO Study Area.

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

COVID-19 and Transit

The COVID – 19 Pandemic had a significant impact on transit finances. The two transit operators had to radically increase the cleaning of equipment and installing many safety measures and features. That explains the significant differences between the TIP programmed cost estimates and the TIP obligated amounts.

Fortunately, The Federal Transit Administration was able to infuse significantly more federal funds. This increased federal funding was from the CARES act which also eliminated the requirement of any local matching funds. This means that the federal funds could cover 100% of the costs instead of the typical 50/50 cost share.

TABLE OF CONTENTS- UPDATE March, 2021

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	First Land Use Sub-Committee will be held on March 8th. Website is live: www.gf2050plan.com Meeting materials are posted and available on the website.	30%	31-Dec-21	30-Mar-22
East Grand Forks Land Use Plan Update	The first online engagement activity took place February 22nd. The first survey has been completed and final results are being documented. A second survey is open; wiki mapping is open. Both close March 15th. Several "one on one" presentations have been done.	55%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Alliant has been retained. An AD Hoc Group has been formed to assist in guiding the study. 1st meeting will be scheduled late March/Early April. Website and existing conditions report are be created/drafted.	13%	31-Dec-20	30-Dec-21
Pavement Management System Update	Little activity has been devoted to this work activity	1%	31-Dec-21	30-Dec-21
Transit Development Program TDP	Draft agreement for #5307 funds is being reviewed; draft RFP has been provided to transit operators for review and comment	5%	31-Mar-22	31-Mar-22
Aerial Photo	Selection Committee reviewed the submittals; recommended firm was hired in February MPO Board meeting. Contract has been executed.	10%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going; amending scope to add 3 new signal locations	90%	On-going	