



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**WEDNESDAY, MAY 12<sup>TH</sup>, 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 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](mailto: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/Kadrmias \_\_\_\_\_  
 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 APRIL 14, 2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF NEW DEFINITION OF T.I.P. REGIONALLY SIGNIFICANT .....HAUGEN

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- 5. MATTER OF APPROVAL OF RFP FOR TRANSIT DEVELOPMENT PLAN..... KOUBA
  
- 6. MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY ..... ALLIANT
  - A. 2<sup>nd</sup> Ad Hoc Group Meeting – May 14<sup>th</sup> Presentation
  - B. Revised Transportation Conditions Technical Memo ([Memo Will Post Tuesday](#))
  - C. New Traffic Counts Technical Memo - Presentation
  - D. Bridge Capacity Growth Needed Scenarios
  - E. Safe Kids Grand Forks Surveys
  
- 7. OTHER BUSINESS
  - A. 2021 Annual Work Program Project Update
    - 1) East Grand Forks Land Use Plan Update
    - 2) Grand Forks Land Use Plan Update
    - 3) Aerial Photo Update
  - B. State Transportation Plan Update
  
- 8. ADJOURNMENT

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

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, April 14<sup>th</sup>, 2021  
Zoom Meeting**

**CALL TO ORDER**

Earl Haugen, Chairman, called the April 14<sup>th</sup>, 2021, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present via Zoom: Jane Williams, Grand Forks Engineering; Rich Sanders, Polk County Engineer; Ryan Brooks, Grand Forks Planning; Dale Bergman, Cities Area Transit; Wayne Zacher, NDDOT-Local Government; Ryan Riesinger, Airport Authority; Nick West, Grand Forks County Engineer; Steve Emery, East Grand Forks Engineering; Nancy Ellis, East Grand Forks Planning; and Jon Mason, MnDOT-District 2.

Absent: David Kuharenko, Brad Bail, Stephanie Halford, Jason Peterson, Jesse Kadrmas, Michael Johnson, Lane Magnuson, Lars Christianson, and Patrick Hopkins.

Guest(s) present: Tim Burkhardt, Alliant Engineering.

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 MARCH 10<sup>TH</sup> AND MARCH 19<sup>TH</sup>, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

Williams referred to the March 10<sup>th</sup> minutes, Page 11, and stated that Mr. Kuharenko noted to her that he had requested that the projects be put on the work program sheet, and she is just following up on that as she didn't notice it on the sheet in the packet. Haugen responded that this isn't a correction to the minutes, just a clarification.

***MOVED BY WILLIAMS, SECONDED BY BROOKS, TO APPROVE THE MARCH 10<sup>TH</sup> AND MARCH 19<sup>TH</sup>, 2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

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Wednesday, March 10<sup>th</sup>, 2021**

**MATTER OF PROPOSED AMENDMENT TO FY2021 ANNUAL ELEMENT OF 2021-2024 T.I.P.**

Haugen reported that included in the staff report was one project that had a major change in project scope and cost estimate, and then the other amendments are to bring in some projects that weren't previously identified into the project listing.

Haugen stated that a public hearing was advertised, a copy of that notice was included in the packet, and we have not received any comments by any method, and there is no one from the public on the zoom call to provide any comments, so he will close the public hearing.

Haugen pointed out that the tables are also included in the packet showing what is being amended. He stated that the first project is the Washington Street Underpass project. He said that the scope of work originally was for a complete reconstruction of everything, but that scope has been changed to just reconstructing the street or roadway, and rehabilitating the bridge structure; thus the cost estimate has been reduced substantially as well. He commented, however, that we are still showing that even with the reduced cost, because we have received no other information, that 50% of the funding is from the Regional Urban Program and 50% is from the Rural Program, but he isn't sure this is still accurate.

Haugen said that the next two projects are new that previously weren't listed. He stated that the first one is the Transportation Alternative Program project. He said that this was a candidate project that was submitted and vetted through the MPO a while back but it did not receive the initial awards, however North Dakota and other States have received additional funds via Covid relief, there are now some funds available and the NDDOT has questioned if the City would like to still pursue this project with federal funds and the City indicated that they would, therefore we have to amend it into our T.I.P.

Haugen said that the next project is a new project on South Washington. He explained that they did an inspection of the underpass and it came to light that they need to do some work to it sooner than later, and so we are identifying this project to be programmed into our T.I.P. document.

Haugen stated that the last project is in that an inspection was done on the DeMers Overpass railroad track crossing at 4<sup>th</sup> Avenue. He said that it actually has two changes being made; the first is that it is being advanced one year, originally it was programmed in 2023 and it is now being programmed in 2022; and there has been a slight change in the cost estimate and the distribution of the funds, the local match.

Haugen commented that he does note that for these two new projects the dollar amounts on the tables should show up in the 2021 year instead of the 2022 year.

Williams referred to the staff report, the third paragraph down, and pointed out that it identifies the multi-use paths as TA funds, but the third sentence says it was a candidate project that was not awarded funds, and then it goes into recent Covid relief, but this isn't Covid relief, the initial

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statement of TA is correct, so she isn't sure if that was referring to another project, the Covid funds. Haugen responded that the recent Covid Relief Fund Act provided more dollars to transportation in North Dakota, and the NDDOT distributed those funds among the various programs, so it is being funded via the Transportation Alternative Program, but the only reason why there is money available is because of the Covid Relief Fund Act providing more funds to the State. Williams stated that the 32<sup>nd</sup> path is actually reassigned from the University project. Haugen responded that that was not what was provided to the MPO. Williams asked if there was anyone from the NDDOT on the meeting that could answer that, is that correct that funds were transferred from the University to 32<sup>nd</sup>. She said that she doesn't think this will hold up the approval, but it just makes it difficult to track stuff, and she does believe that these funds had been awarded to the University and have now been moved to 32<sup>nd</sup>. Haugen responded that he will follow-up on this and will make sure it is accurate before it goes to the MPO Executive Policy Board for approval. He asked if Mr. Zacher has any knowledge of this issue. Zacher responded that he sent Mr. Haugen everything he has on this project, but he will continue to take a look at it as well.

Haugen said, then, that we do have the noted change of these dollar amounts being shifted into the 2021 column. He asked if there were any other additions, modifications, and added that staff will follow up on where the additional funds were coming from for the TA project.

Emery asked if these were just new projects that are in the T.I.P., because he is just looking at the East Grand Forks FY2022 project, that is not on here. Haugen responded that these are only projects that we have been formally made aware of via a request to make a change. He added that for this month they are all on the North Dakota side.

***MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2021 T.I.P. AMENDMENTS, SUBJECT TO REVIEW OF THE TA PROJECT ALONG #@ND AVE S PROJECT FUNDING SOURCE.***

***Voting Aye: Sanders, Brooks, Mason, Zacher, Williams, Bergman, Ellis, Emery, and Riesinger.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Bail, Halford, Peterson, Kadrmas, Kuharenko, Christianson, Hopkins, Johnson, West, and Magnuson.***

**MATTER OF DRAFT MINNESOTA SIDE 2022-2025 T.I.P.**

Haugen reported that this agenda item is for consideration of a Draft T.I.P. for 2022-2025 covering just the Minnesota side of our Metropolitan Planning area; North Dakota DOT is not quite ready and so we still have timelines on the Minnesota side to fulfill, and therefore, as we have had to in previous years, we will consider separate documents, and before you is a draft on the Minnesota side.

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Haugen commented that we did advertise for a public hearing and have not received any comments from the public and there is no one from the public on the zoom call today so he would close the public hearing.

Haugen stated that with each T.I.P. cycle we have a review of the existing projects, and from that review there have been a few changes, Transit Capital, again, has changes occurring on it, and then there was also a small change on the total cost of the Downtown Traffic Signals in East Grand Forks, however the cost share, particularly to the City has been identified as being substantially higher than before.

Haugen said that there is also a new project in 2023 which involves making improvements to the railroad crossing. He stated that the only other new projects that are identified are the 2025 year and those are just transit projects.

Haugen commented that in the draft document itself we do have resolutions indicating that the MPO is taking action on this list of projects; saying that they are good from a draft point of view to be submitted for consideration. He said that of the projects identified the cost estimates are reasonable and the projects are still consistent with our Metropolitan Transportation Plan. He pointed out that it also includes a brief introduction as to what our T.I.P. document is, and then there are the listings, again just on the Minnesota side, with individual projects having highlights as to what has happened from the previous document to this draft, and as shown here, the totals are the dollar amounts. He added that, lastly, we do have an appendix; and we had to release this out for public comment prior to the ATP actually having a full final list of projects, and he has since received that complete list from Mr. Mason, and it essentially is a similar list of projects as shown, but just in the ATP format. He said that there is also a map that shows people where projects come and go from, so unless there are any additional modifications brought up today, staff is recommending approval of this Draft T.I.P. document.

Mason stated that he has a comment on the DeMers Signal Project; he pointed out that it now says in the Draft T.I.P. that the cost of the project is now \$1.3 million, which is correct, with federal participation remaining the same, which is also correct, but the statement about the match changing to being paid for by the City, or more being paid by the City, is not necessarily reflective of the truth on this project. He said that the match for the federal funds contributing to the project are State funds, the local funds are essentially not participating towards the federal amount; essentially the project hasn't really changed in the scope of the past participation, it has been set up as 50% State/50% City for signal work. He explained that what essentially happened was that some of the ADA work that MnDOT had on the project went down and the estimate for the Signal cost went up, so it adjusted the overall cost in the participation of the project. He just wanted to clarify the comment to the memo.

Emery asked, just for clarification, does this mean that the City of East Grand Forks' share, then, has gone from \$350,000 to \$483,000. Mason responded that that is correct, based off the new estimate. Emery asked, though, if the City didn't pass a resolution supporting the project at a cost share of \$350,000, so wouldn't we need to modify that resolution or something then to make sure the City is still in support of the project if there is a \$130,000 change. Mason responded

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yes; adding that he was not aware that a resolution was in place, so yes you are correct that if the language was specific to a dollar amount versus the 50%/50%, a conversation should take place, and maybe we should talk more off-line. Emery agreed, adding that the resolution was passed by the City and had the local share at \$350,000. Mason said that they will have to get the project manager working on the project involved in this conversation as well and discuss this more.

Haugen stated that the only change that he is aware of would be the appendix table reflecting more up-to-date ATP information. He added that we would also normally have an appendix that would have project progress reports, and he thinks the Minnesota side partnering agencies have completed that document, yet there is a newness as to what is expected in our Draft T.I.P. documents, so he isn't sure if that is still a requirement or preference by our State and Federal partners, but we have it and we can include it although it isn't included in this draft. He asked if this is something that we would like to include in the draft we can insert it between now and the Executive Policy Board process.

Williams asked when this has to be turned into the State. Haugen responded that it has to be turned in as soon as the MPO Executive Policy Board takes action on it and that is next Wednesday. Williams asked, though, if the State has a date. Haugen responded that they don't for the MPO, but they do have a date for the ATIP, the district's wide partnership list, and he thinks that was April 15<sup>th</sup>. Mason added that what he would like to see is that new ATIP listing included; he would be okay with showing the March 15<sup>th</sup> information, but now that they have updated their Draft ATIP, and as far as he can tell it matches the MPO T.I.P. with the information Mr. Haugen provided, he would like to see that included in the packet that goes to the Executive Policy Board. Haugen responded that he would replace what we have here today with that information which adds the 2025 Transit Projects at the end and also adds the Railroad Crossing Improvement project, otherwise it is what you see here today, but it will be a different format. Haugen asked if Mr. Zacher has a preference on whether the progress report is included or not, or how does that get reported if it isn't included in the draft. Zacher responded that he doesn't have a preference. He asked if Mr. Haugen is referring to the progress report that is included in each of the packets. Haugen responded what he is referring to is the progress report that is included in an appendix in the Final T.I.P. document that gives a report of each of the T.I.P. listed projects from the previous year to show that there has been some progress being made towards getting that T.I.P. listed project to completion. Zacher responded that he hasn't been made aware that it is a requirement, but he believes it sounds similar to the semi-annual report that you put together already. Haugen said that we are probably going to have another discussion about our T.I.P. document anyway so we can add this issue to that discussion list.

***MOVED BY WILLIAMS, SECONDED BY SANDERS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT FY2022-2025 T.I.P. MINNESOTA SIDE T.I.P., SUBJECT TO APPENDIX I REFLECTING THE NEW ATIP PROJECT LIST PROVIDED BY MnDOT AND THAT THE EAST GRAND FORKS CITY LOCAL SHARE AMOUNT FOR THE DEMERS SIGNAL PROJECT BE FURTHER CLARIFIED.***

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***Voting Aye:*** Sanders, Brooks, Mason, Zacher, Williams, Bergman, Ellis, Emery, and Riesinger.

***Voting Nay:*** None.

***Abstain:*** None.

***Absent:*** Bail, Halford, Peterson, Kadrmas, Kuharenko, Christianson, Hopkins, Johnson, West and Magnuson.

Nick West joined the meeting at 1:56 p.m.

**MATTER OF DRAFT RFQ FOR PAVEMENT MANAGEMENT SYSTEM UPDATE**

Kouba reported that this is a project that is in our work program. She stated that both the City of Grand Forks and the City of East Grand Forks stated they would like to have an update done to the pavement management with their ICON system.

Kouba said that she put together an RFQ for the update, and it involves basically gathering the information needed to do the distress and roughness indexes for the pavement conditions for both Cities. She added that just the arterials and the collectors will be done.

Kouba commented that with the MPO the cities have asked for information for an option to do the local roads in one direction. She said that the arterials and collectors will be done in both directions because the width of most of those roadways are very wide, two to four lanes. She stated that once this is done a report will be created and the updated information will be put into the ICON systems for both cities.

Williams referred to the second page of the scope of work included in the packet and explained that just so we don't mix up the funding, the City of Grand Forks would like to have an alternative that shows Grand Forks' cost separate from East Grand Forks' costs; so we would have a baseline project, then we would have the alternative for Grand Forks. She asked if Ms. Ellis would like a similar alternative included for East Grand Forks. She explained that the Cities are expected to cost share on the projects mobilization fee at a rate matching the percentage of local roads, but that kind of gets things mixed up; they are happy to pay the additional mobilization costs, but she thinks they need to have the financial part of it cleared up. Ellis agreed. Kouba said, then, that you want that particular part of the statement in the paragraph removed. Williams responded that that is correct.

Zacher said that he is curious as to why an RFQ is being used. He said that you used an RFQ on the Ortho Imagery Project, but this one seems like it has a lot more recommendations, a lot more involvement, so it would be more than just hourly wages for employees, so he is curious why proposals weren't requested. Haugen responded that it is within the threshold that allows for us to go to quotes instead of a typical RFP process. He explained that we are using a system that does include qualifications based selection and we aren't just basing it on the lowest quote, just as we did with the Aerial Photo project, and it is within the threshold and it isn't just pure lowest cost, and lastly we do have a tight work program budget and we are discovering that this is allowing us to have a bit more of a competitive cost control, and that it is a way for us to stretch



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our dollars. Zacher said that he was just curious because it seems like it has more engineering involvement and just an end product, but he understands.

***MOVED BY ELLIS, SECONDED BY SANDERS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT RFQ FOR PAVEMENT MANAGEMENT SYSTEM UPDATE, SUBJECT TO REMOVAL OF THE LINE “THE CITIES ARE EXPECTED TO COST SHARE...IN THE TOTAL PROJECT” FROM THE SCOPE OF WORK.***

***Voting Aye: Sanders, Brooks, Mason, Zacher, Williams, Bergman, Ellis, Emery, West and Riesinger.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Bail, Halford, Peterson, Kadrmas, Kuharenko, Christianson, Hopkins, Johnson, and Magnuson.***

**MATTER OF DRAFT AGREEMENT WITH EAST GRAND FORKS FOR 5307 FUNDS**

Haugen reported that this is an agreement between the MPO and the East Grand Forks Transit Operator for the MPO to access the 5307 Program Funds. He stated that included in the packet is an agreement that was negotiated between East Grand Forks Transit and the MPO Staff. He said that, as with all of the MPO agreements, we had to vet this with NDDOT, who is our Lead State Agency, and they reviewed it and had no comments, thus staff is recommending that the agreement be recommended for approval to the MPO Executive Policy Board. He said that once the agreement, assuming it is approved at the MPO Board meeting next Wednesday, is executed we will then start in earnest working on the actual RFP for the Transit Development Program update document and hope to have it vetted through the May MPO processes.

Haugen commented that this agreement is, as the work program identified, a \$120,000 of 5307 Federal Funds going towards the consultant costs to help us create an updated Transit Development Program document.

Mason said that he talked to Anna Pierce, MnDOT, and she mentioned that she maybe had some questions that there might need to be more assurances included in the contract, maybe more of an advisory comment. He asked if Mr. Zacher had had a chance to talk with Ms. Pierce about this. Zacher responded that he hasn't talked to her, but he saw the e-mail she sent yesterday but hasn't had the opportunity to look at it. Ellis responded that Ms. Pierce sent her to someone to get this agreement when they were looking for a sample that MnDOT would approve of, and MnDOT specifically sent this one to her. Mason said that he was not aware of that so he will let her know that MnDOT had been contacted about this agreement.

***MOVED BY BROOKS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AUTHORIZING EXECUTION OF THE AGREEMENT WITH EAST GRAND FORKS FOR 5307 FUNDS, AS PRESENTED.***

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***Voting Aye: Sanders, Brooks, Mason, Zacher, Williams, Bergman, Ellis, Emery, West and Riesinger.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Bail, Halford, Peterson, Kadrmaz, Kuharenko, Christianson, Hopkins, Johnson, and Magnuson.***

**MATTER OF FUTURE BRIDGE TRAFFIC IMPACT STUDY UPDATE**

Haugen reported that Tim Burkhardt, Alliant Engineering Project Manager for this study, is present for a brief update on the Future Bridge Traffic Impact Study Update.

Burkhardt referred to a slide presentation and stated that it has been a month since our last update, so here we are with Update #2. He said that some of you were at the Ad Hoc Committee meeting last week, and that may be the most substantial piece of this update, so he will just give an overview of where they are at in the study, and do a recap of that Ad Hoc meeting, and then a couple of other items that are circulating in the background, the existing conditions memo, which he believes has been put out for review, and then some work they are doing coordinating future land use and traffic forecasts, and then Safe Routes To School's interest in the future bridge as it relates to school safety.

Burkhardt referred to the schedule and stated that he will show this each time, just to mark the time, as nothing gets changed except for now in April we are three months into another month on schedule with tasks and deliverables.

Burkhardt stated that if you are interested in a little more detail as to what they are up to; it changes a little bit from last time, to add a column saying that this what we've done, here is what we are doing right now, and this is what is coming up. He pointed out that the highlights are there and progress is shown. He added that under public involvement, what is missing there, that he will flash up on the screen, is that they do have a website up and running for the project that is linked from the MPO website which you maintain.

Burkhardt commented that we will talk about Tech Memo #2 a little bit more, it is just their overview of the basic condition of the study area, and is more for their information than ours, but appreciate any comments you have on the accuracy of or missing information.

Burkhardt said that the last item that is highlight, he will talk about one of those, it is in the background and related to land use and traffic forecasts, and they are working with ATAC on the forecasts that they will use to understand future traffic as it relates to the bridge options.

Burkhardt stated that he is starting to think about the first public open house, which is in June or July, so it is a way in the future, but we want to make sure we have plenty of good information to share before we set it up; but starting to think about what we need, what the content will be, how we will advertise it, etc.

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Burkhardt commented that the Ad Hoc Group, and again he knows that some of the Technical Advisory Committee members listened in on their meeting last Tuesday, had their first meeting. He said that the point was really just to get the group together; some may or may not have known each other, and some already work together and some don't, but that mixture of community, business, neighborhood, and a couple of ex-officio with the two council members make up a diverse group. He added that, as you know, the Technical Advisory Committee are invited to participate and follow along. He said that they had good participation in terms of Ad Hoc members, cities and counties, FHWA, and he appreciated all of that.

Burkhardt gave an overview of what was discussed at the Ad Hoc Group meeting; explaining that he went around one-by-one and called on people to respond, and he asked for questions, essentially on what they feel is success on the project, what are your concerns, what are your opportunities, sort of what success looks like when we are all finished. He said that ideally, and this is hard to do but is the intent with this group, they answered those questions with the hat on representing the reason they are on that committee, so if it is representing the neighborhood that was the idea, what is the neighborhood thinking and what are the two districts thinking, etc. He stated that he does have the meeting summary posted on the website, but the themes that came out, probably none of them are surprising when we talk about the bridge.

Burkhardt commented that certainly repeated themes of neighborhood concerns, property homeowner concerns; in particular for more traffic, so that makes sense as it is easy to think about 32<sup>nd</sup> or Elks Drive, so we will get into a lot of detail on traffic as we do that work, we will have more data to respond to, but certainly we know that some streets will see an increase in traffic but some will be less. He said that communicating about that will be a good part of what they will try to bring to bring understanding to what does that mean, is it significant, is it not significant, and that is just understanding that this is going to be a concern for people that isn't necessarily going to go away just because we speak to what ever the facts may be.

Burkhardt stated that so second and related was safety around schools, or pedestrian crossings around schools, traffic around schools, and we will talk more about this on a subsequent item, but so you know Safe Kids Grand Forks is surveying schools right now to ask for input from parents and school staff. He said that he is still learning that that may not be a new idea to you, that is certainly an active group that cares about the schools and the kids and the traffic and about the bridge impact so that he is pretty sure that this will continue to be a theme, and again, part of their job doing the technical study, is to listen and understand people's concerns and are they part of any technical information that he may have, and also to communicate what they do know so that we are always talking about the facts; and specifically to help the schools understand what the existing conditions are; 32<sup>nd</sup> Avenue he knows already has some typical school traffic issues with pick up and drop off and traffic backups and people crossing mid-block, so it will be important for us to understand existing conditions around schools as we start to talk about what might change with a bridge crossing.

Burkhardt said that the last two points, and he said they sort of go together, is finding some perspectives on a just do it, or what has come together for a solution; assume that solution is to identify a new bridge and then build it.

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Zacher stated that he wasn't able to attend the meeting due a scheduling conflict, but he has clicked on the forks2forksbridge.com a few times, but it actually just brings you to a branded domain name page. He added that with the backslash info it seems to work okay, so if the forks2forksbridge is what is going out to the public that is just going to a generic rebrand page. Burkhardt responded that as they were setting that up they did not have the "info" included with the website address, and he knows it did go out to maybe this group, but an updated e-mail was sent out with the updated address as well. He explained that unfortunately they have to include the "info" because of a redirect that is happening in the background, so since that first e-mail wasn't a broad public advertisement of the site, so hopefully people aren't indeed going there, it is correct on the MPO site and they use the updated address on all our communication. He said that they realize it isn't perfect but hopefully it is just limited to maybe this group and has been corrected.

Williams said that she just wants to make sure that the direct mailing was still in the public information process. She commented that it was discussed previously. She stated that there is also a private school, Holy Family, on 17<sup>th</sup> Avenue South, and she thinks that we need to make sure that whether they do or don't have any issues, they are also noted as an elementary school. Burkhardt responded that he knew that that location was brought up last week, and it will be included in the future; and, in-fact if you had seen the draft memo they identified the schools on that and noted that Holy Family was missing and that they would be added for future maps and communication. Haugen commented that they have been in contact with Holy Family directly about this study and have shared with them the Safe Routes To School Maps that we do have prepared for them from last year, and are asking them the same basic questions that we have been asking the public school system. He added that for the mailing it is still in the process of being reviewed. He stated that we know that it is going to have a comma in the cost item, we just don't know if it will start with the number 1 comma or number 2 comma, so we are still looking into it. He added that they have also reached out to our Ad Hoc Group seats, since they are individuals that represent neighborhoods or groups, to discover what type of social media networking those areas have; as would be expected there is a mix-mash, some neighborhoods have Facebook pages etc., that that information is shared regularly on, but there are other representatives that don't have that established system, so we are still in the process of gathering information on how best to engage the public.

Williams stated that she has a couple more questions; she doesn't know if this is the right place to interject with them, but she will just bring them up. She referred to the staff report and said that it is noted that there was a walking survey, has the Technical Advisory Committee reviewed those questions that are being asked to make sure that we are capturing all the information that we want the first time around. Haugen responded that the staff report does mention a walking survey, it does state that it is being done by Safe Kids Grand Forks. He explained that the walking survey that Grand Forks Safe Kids is something they do on a regular basis; just as we do an aerial photo every third year or so, they do these, what they term "walking surveys" with the school system. He said that they were originally going to do them last spring but Covid caused a delay so they are hoping that with the schools back in a more normal session, to reestablish those surveys. He added that essentially what they do is to have the teacher ask the first class of the day how they arrived at school, and they tally their responses; that is the front half of the survey,

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and now Safe Kids is also contemplating sending out a survey to the parents, but he has not seen what that might be so there will be a follow-up on that. He said that there is a sub-committee of Safe Kids, and he doesn't remember the full name but it has to do with wheeled and sports and such, so with the sub-committee group they have distributed the Safe Routes To School Maps and have asked them to identify crossing of concern, so the front half, or the normal survey, what they call the "walking survey" is just that simple question the teachers ask the students in the first class of the morning, and whether there is a second survey that is sent home to the parents we need to follow up on. Williams asked if Mr. Haugen could ask Safe Kids, if they do the second survey, if we can take a look at the questions first to make sure that everything is covered that needs to be covered as she doesn't really want to try to do another survey if they are already doing it so we may just want to add something on to it so if we can see it before they send it out that would be good.

Williams said that Mr. Haugen's other comment kind of rolled into her third and final item. She commented that any and all deficiencies that are noted, they would like to have the study include those as direct costs that would be included in the bridge project. Burkhardt asked, when you say deficiencies that are noted, do you mean incorporating what is in the existing Safe Routes Maps, or if the survey or the project identifies any. Williams responded that she is making the assumption that you, Alliant, is going to look at all these surveys and review them for context as far as ADA and that sort of thing from a professional level, and if we do have deficiencies, if it does come up, not necessarily that it was just an individual identifying it, but if it is identified by you as a concern, they would like all of that to be noted to be included as part of the bridge actual costs. Burkhardt said though, and we can figure this out later, splitting hairs, but one thought is do you mean if it is on a route that is unrelated or unaffected by the bridge but is still identified as a concern. Williams responded that she doesn't think that that would be able to be included in bridge costs, but anything that is directly related to the bridge can.

Burkhardt opened the MPO website and pointed out that there is some information posted on the home page on the bridge study, including the link to the bridge study website they have developed. He clicked on the bridge website: [www.forks2forksbridge.com/info](http://www.forks2forksbridge.com/info) and went over it's contents briefly.

Burkhardt reported that the next item, which he mentioned is percolating in the background, as you know both cities are updating their future land use plans, which is great; one of their tasks is to make sure they are coordinated with those and to look at future traffic forecasts, if anything in those planning efforts need to change, not knowing exactly where those are going to land, but Mr. Haugen has been tracking those and coordinating this so they aren't seeing anything right now under discussion that says there will be a big change in planned growth that would shift the demand for the bridge or the demand on a new bridge.

Burkhardt said that the third bullet is maybe not a new point but the question has come up about a second bridge at Merrifield, and how does that relate to this study, does this bridge replace that need or vice versa, and there is good documentation from past work that indicates that the two traffic flows are relatively different, so not really influencing each other, especially with the

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assumption that this new bridge would be used for local traffic and would be signed and permitted similarly to the Point Bridge.

Burkhardt commented that in terms of Travel Demand, they are working and coordinating with ATAC at NDSU regarding a travel forecast update; again not much is changing in terms of the land use input for those updates but they don't have the latest information as they do their project specific forecast and planning.

Burkhardt stated that the other two items you may want to chime in on; you've been asking the question he knows people will ask us, if this new bridge is planned as a two lane facility, is that the right assumption and for how long knowing that bridges are not a 20-year type of investment, they are much longer than that, so we want to have some comfort that we are communicating and planning for the right level of facility, so ATAC is doing some work on that right now this week and one way to answer that is, what is the development, the measure of new growth that would say that we've gone from volume that can be accommodated on a two lane bridge to something more and when would that happen. Haugen added that in the RFP we mentioned that the Land Use Plans were undergoing major updates and we included in the scope that we would do some travel demand model runs if there are some significant changes being done, but it doesn't appear that there are yet, identified to date, however we need to get moving on this study. He said that, as we all know; particularly the Grand Forks side update was started a bit later than originally anticipated and therefore it isn't at the same level of progress, so we are kind of pivoting on two questions we get asked all the time about are we building a bridge to the right size or capacity, and so what we are attempting to answer with this use of the travel demand model is a sense of how much growth it would take Grand Forks/East Grand Forks to achieve in order to have the travel demand model forecast traffic over a new bridge that reaches that ADT tipping point. He referred to a slide that illustrate the traffic forecasts for Elks Drive and went over the information briefly.

Burkhardt said that he has one more slide with information that we've already covered a lot of, in terms of school safety. He asked if Mr. Haugen had anything to add on this item. Haugen responded that we've have been getting some comments back from the Safe Kids sub-committee, and they are displaying just one of the schools, but we are looking at all of the schools on the North Dakota side, and if there are any questions as to why we aren't on the Minnesota side, there are a couple of reasons; one is that they are further away from the significant traffic impact and there isn't the same type of sidewalk crossing infrastructure in place, so that is why we aren't showing safe route maps on the Minnesota side.

Burkhardt commented that they will be back next month to update you on progress at that time, or as needed. He asked if there were any questions, comments, etc. Haugen responded that we are trying to schedule an Ad Hoc Group meeting in May. He said, however, it is proving to be more challenging to find a date when all eleven people can commit to, and attend, but once we do have it scheduled it will also be live on Facebook platforms, plus Grand Forks TV, like this first meeting was. He stated that they anticipate that there will be a little more relaxation, perhaps, of COVID-19 protocols, but we will have to see how that is exactly because we are

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going through another surge of sorts, but we will have the proper advance notice of that meeting time, location, and the agenda packet available once it is scheduled.

**MATTER OF POSSIBLE EARMARK REQUESTS**

Haugen reported that this item is just information on earmarks, and he is using the dirty word “earmarks” because that is the one most people are familiar with. He said that it is back into the vernacular of Congress, there is currently a deadline for next Monday to have some information submitted to the House of Representatives’ respective committees; there are two possibilities taking place right now; one is to through the appropriations process and the other is specific to surface transportation because of the reauthorization that is necessary.

Haugen stated that the staff report was submitted mid-week last week so we are aware of at least a few projects that are likely to be submitted; the first one is a joint County request for the Merrifield Bridge. He said that the next one, and he believes it might be expanded now to three projects, but the City of Grand Forks has been discussing the 42<sup>nd</sup> Street Grade Separation, and he believes they will be adding an interchange on I-29 to help with 32<sup>nd</sup> Avenue congestion; and then the third one would be the same as the City of East Grand Forks’ request for this neighborhood intercity bridge that the last agenda was just talking about.

Haugen commented that the discussion to-date that he is aware of is that all of these would be reauthorization requests, not part of the appropriation but as part of the typical 5-year authorization. He said that they have reached out to both NDDOT and MnDOT and they did provide a statement to us about where they are at with the earmarks. He asked if any Technical Advisory Committee members are aware of any projects or have any additional information they wish to share.

Williams said she just wants clarification on the NDDOT, her assumption is that they are not supporting individual projects because you aren’t going to try to favor one jurisdiction over another, so are you just saying that you would support the projects, but will not necessarily endorse an individual project. Zacher responded that that is correct. He added that they are not going to endorse individual projects; they will endorse project types, such as if it were a linkage type project, so from that standpoint they support a project, but they will not support individual projects. Williams asked if there was a letter or memo or e-mail that was sent out on that. Zacher responded that he sent an e-mail to Mr. Haugen when he asked questions regarding this. Williams asked if Mr. Haugen could forward that to Technical Advisory Committee members when you get something like that. Haugen responded that it was being forwarded in the staff report what was the e-mail content, similar to the MnDOT response via e-mail. Williams said that she thinks that Mr. Zacher gave us a little more information though, so could the e-mail just be forwarded. Haugen responded he would do so.

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**OTHER BUSINESS**

State Transportation Plan Update

Haugen reported that last month we did have, on the North Dakota side, a presentation and then they also asked that if there were any comments on the draft that was available on-line, to bring them to the MPO, and he has not received any to-date, and the NDDOT staff sent an e-mail earlier identifying that they were not asking to be on the agenda this month but that they are processing any comments received as last Monday was the deadline for submittal of comments on the Draft North Dakota Statewide Plan Update – Transportation Connection.

Haugen commented that on the Minnesota side they had a Zoom call just yesterday about where MnDOT is at on the process of updating their family of plans. He said that they are working on their Statewide Multi-Modal Plan, and they are also working on what they call a State Highway Investment Plan. He stated that we will receive more information on that process as MnDOT gets further into those planning projects. He added that part of their discussion was whether we have a willingness for them to be on our Technical Advisory Committee agendas, etc., and we offered them the same offer we made to North Dakota as they went through their process so hopefully they will take up that offer and we will see more information from them over the next few months on the Minnesota Planning Updates on their Statewide documents.

2021 Annual Work Program Project Update

Haugen reported that this is our monthly project progress report. He stated that we've discussed all of these; the new one would be just that assuming the RFQ is approved next Wednesday, it will be released and at the end of May we will have the submittals to go through and process.

Aerial Photo update

Kouba reported that both the LIDAR and the imagery have been captured; the imagery was captured Saturday, and the LIDAR was captured on April 4<sup>th</sup>, so it is currently going through the processing part of this and we should have information once that has been done.

Zacher said that, just a note on the review process for the RFQ, and RFPs for that matter, instead of burying the scope in the Technical Advisory Committee packets, could you give him a complete draft document so he isn't holding up the show trying to review the document to make sure everything is in line, and then with a week turn-around it is a little difficult to get comments back to you without holding up the show.

Williams commented that under the work plan, she believes it was previously asked to include the Long Range Transportation Plan on there, and the different elements of that. She said that she knows that some of them are on the work program update, but that was a previous request so could you please add it to the list. Haugen responded that they will take what is in the current actual work program itself and attach it to this monthly project progress report. He added,



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however, that, again, you are still encouraged to go back to the Annual Work Program document and see this information as well.

**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY WILLIAMS, TO ADJOURN THE APRIL 14<sup>TH</sup>,  
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:53 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 12, 2021  
**MPO Executive Board:**  
May 19, 2021

**RECOMMENDED ACTION: Recommend Approval of New Definition of Regional Significant in Relation to TIP Projects**

**TAC RECOMMENDED ACTION:**

Matter of the Definition of Regionally Significant.

**UPDATED UPDATE: The NDDOT and MPO staff have further discussed and refined a possible definition: The MPOs are considering adoption of the definition presented in March. The NDDOT is going to maintain their definition they originally proposed.**

**The MPO's TIP Procedural Manual is proposed to be amended as attached. This is the recommended action to adopt this amended TIP Procedural Manual.**

From March: 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; or
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:**

- Proposed Amendment to TIP Procedural Manual.

## 6. PROGRAMMING INFORMATION

### a. Federally Funded Projects Programmed in the TIP

[23 CFR 450.326]

Federally funded projects within the GF/EGF MPO and utilizing FHWA or FTA administered funds must be programmed in the TIP. This includes but is not limited to the following Federal funding sources [23 CFR 450.326(e)] identified in the matrix on the next five pages. Each annual TIP cycle, these sources may change so, as possible, the annual TIP cycle will start with identification of any changes.

The GF/EGF MPO requests that all member agencies coordinate with MPO staff for initial consultation at the onset of project planning to determine whether a project must be incorporated into the TIP.

#### 1. Regionally Significant Projects Programmed in the TIP

Regionally significant projects within the GF/EGF MPA must be included in the TIP in accordance with current Federal planning regulations. There are generally two types of regionally significant projects. The first are projects, regardless of funding source, that require action by FHWA or FTA [23 CFR 450.326(f)]. These projects will be processed as regular TIP projects are processed and included in the TIP Financial Plan.

The second types of project are those that are funded with federal funds other than those administered by FHWA or FTA, as well as all regionally significant projects to be funded with non-Federal funds [23 CFR 450.326(f)]. These projects are for information purposes only and are included to assist the public in knowing what is happening to the transportation system. While included in the TIP for informational purposes only, these projects will be included in the financial plan when determining fiscal constraint.

The transportation planning regulations have a definition of regionally significant projects:

*“regionally significant project 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.)*

FHWA-ND invited NDDOT and ND MPOs to develop a definition of regionally significant projects for the purpose of identifying certain projects that would be under full FHWA-ND engagement. So the NDDOT and the 3 ND MPOs, with coordination with MnDOT, developed the following:

For the rural portions of the state, NDDOT will be using:

“Regionally Significant is defined as the construction of a new interstate interchange, adding capacity to the Interstate (Adding additional lanes) or creating new roadways on new alignments.”

The 3 ND MPOs will each be using this definition for their respective metropolitan planning areas (each MPO may adopt a slight modification to fit each’s particular needs). The GF-EGF MPO will use:

A Regionally Significant Project (RSP) is defined as follows:

A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or

Creating new roadways on new right-of-way, both financed with federal funds, which do not consist on an extension of the existing urban roadway network resulting from urban expansion; or

Creating a new transit building on newly purchased real estate.

Early Consultation to Determine Regional Significance

In order to comply with all the Federal regulations, the GF/EGF MPO requests that all member agencies coordinate with MPO staff for initial consultation at the onset of project planning to determine whether a project is regionally significant. The following types of projects may be required to be included in the TIP and should be discussed with the GF/EGF MPO staff:

TYPE #1 Projects subject to full FHWA-ND/FTA procedures including financial plan;

- all projects meeting the limiting criteria as outlined in the GF-EGF MPOs definition.

TYPE #1 2 Projects subject to full TIP procedures including financial plan;

- all projects requiring an action by FHWA or FTA regardless of funding source on existing roadways that are functionally classified as *urban collector (MN side splits into major collector and minor collector)* or *rural major collector* and above that add capacity or provide other operational improvements (i.e., traffic signals, round-a-bouts, ITS, etc.), such as;  
new interchanges on an Interstate highway [23 CFR 450.326(f)];  
projects on National Highway System;  
NEPA documents for transportation projects.

TYPE #2 #3 Projects for informational purposes (but still included in financial plan);

- all projects on existing roadways that are functionally classified as *urban collector (MN side splits into major collector and minor collector)* or *rural major collector* and above that add capacity or provide other operational improvements (i.e., traffic signals, round-a-bouts, ITS, etc.) ;
- new structures that will provide newly created connectivity across a

- physical barrier (ex. bridges across a river, highway, railroad track, drainage channel, etc.);
- Federally funded transportation projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53 [23 CFR 450.324(f)];  
**Examples:** Community Development Block Grant (CDBG) funds improving sidewalks and curb ramps and Department of Energy (DOE) funds purchasing traffic signal equipment
  - projects on a facility that provides access to and from the area outside the Federal urban Aid Boundary (see map in Appendix I) and are included in the modeling of the metropolitan area's transportation network;
  - projects on facilities serving major activity centers and major planned developments (ex. malls, sports complexes, large employment centers, transportation terminals) and are included in the modeling of the metropolitan area's transportation network; and

Coordination on these projects has the added benefit of allowing the GF/EGF MPO to update regional land use and transportation models used to support local agency planning



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 12, 2021  
**MPO Executive Board:**  
May 19, 2021

**RECOMMENDED ACTION: Approve Request for Proposals (RFP) for the Transit Development Plan Update.**

**TAC RECOMMENDED ACTION:**

Matter of Approval of RFP for the Transit Development Plan.

**Background:**

The Transit Development Plan (TDP) is developed under a defined five-year planning horizon and functions as a sub-element of the Metropolitan Transportation Plan (MTP). It was adopted in December 2016; it was updated in June 2017; and was again updated in April 2020. The current TDP covered a five-year planning horizon from 2017 through 2021. Development and adoption of the TDP is recommended by FTA for the purposes of establishing a transit agency's vision for public transportation, assessing needs, and identifying a framework for program implementation. The consideration of both long-range and short-range strategies and actions to better enable the development of an integrated multimodal transportation system that efficiently moves people and addresses transportation demands. As program implementation largely depends on funding, grants, and participation from FTA and/or other state agencies, there is a vital need for a comprehensive TDP to guide considerations and policy decision related to operations, maintenance, infrastructure, and capital under a defined planning horizon.

The TDP update will analyze a wide range of service, route evaluation, capital, and financial alternatives. The consultant shall evaluate the existing transit systems in place, gauge opportunities for improved transit coordination in the region, identify the most efficient approach to meet the needs of the public, and carefully consider where transit resources should be devoted over the planning period.

Public involvement and outreach activities are integral components of the TDP and are expected to be included in the consultant's work program, as well as project management. The final product will guide the provision of services over the next 10-year period within the financial revenues projected and include an implementation plan to accomplish TDP recommendations.



The City of East Grand Forks is providing \$120,000 of its FTA #5307 funds towards developing this TDP. The budget has \$225,000 available for a consultant.

**Findings and Analysis**

- UPWP identifies the completion of the Transit Development Plan.

**Support Materials:**

- Draft RFP Scope of Work

## I. Background and Scope of Work

### A. Background

Cities Area Transit (CAT) is the transit provider for the Cities of Grand Forks and East Grand Forks through a joint agreement between the Cities. CAT provides fixed route and dial-a-ride/paratransit services. CAT runs 11-day routes and 3-night routes. The Dial-A-Ride (DAR)/Paratransit service is a combined service that gives those who are unable to use the fixed route service due to a disability and seniors age 62 & older origin-to-destination service. Several of the rural transit providers come into the MPO area to provide customers trips into the Cities as well.

The Transit Development Plan (TDP) update was adopted by both Cities and the MPO in 2017. In the plan there were improvements that have been implemented since then. One of the most significant was the system wide route changes that were enacted starting July 2018. By moving the central hub from the downtown to Grand Cities Mall the hub became central to the City of Grand Forks. This helped on-time performance and for drivers not to rush their routes making them more reliable. In 2019, some of the routes were modified and peak routes were eliminated to account for low ridership and rider comments. In 2020, the DAR service was brought fully under CAT when the subcontract for drivers was ended. The second most significant was the addition to and remodel of the CAT Bus Facility. This updated the building to be ADA compliant, to have a defined public visitor space, driver break room, improved dispatch center, meeting room, and training room.

At the time that the current TDP was originally adopted the review of the cost for the UND campus shuttle to be run by CAT would be more expensive than what UND was paying at the time. In the 2018-2019 school year UND reviewed their transportation services in relation to primary function of the University and staffing for the following ten years. After that review they approached CAT about the feasibility of CAT providing the Campus Shuttle service. The MPO was asked to lead this deeper dive into the feasibility and started the formulation of what would be needed to be negotiated between UND and CAT. CAT purchased buses for the campus shuttle service with UND paying the local match. Starting the 2020-2021 school year CAT is providing the service. One other thing that came out of the negotiations was a contract for CAT to provide UND faculty and staff with access to the whole CAT system the same way UND students do.

### B. Scope of Work

The MPO is seeking a consultant that can provide the typical qualifications necessary in order to develop a 10-year TDP, with the necessary elements to satisfy Federal regulations, and has the ability to provide a proactive approach,

vision, innovation, collaboration, and sustainability in examining and proposing study recommendations. While we are asking for a 10-year plan, we should also look out to the 2050 horizon that has less details.

Outlined below is the scope of works that will guide development of the Grand Forks-East Grand Forks TDP. The MPO has included the following scope of work to provide interested consultants insight into project intent, context, coordination, responsibilities, and other elements to help facilitate proposal development.

This outline is not necessarily all inclusive. The consultant may include in the proposal additional performance tasks that will integrate innovative approaches to successfully complete the project. At a minimum, the consultant will be expected to establish detailed analyses, recommendations, and/or deliverables for the following tasks:

### 1. Project Management

The consultant will be required to manage the study and coordinates with subconsultants, as well as bearing responsibility for all documentation and equipment needs. The consultant will identify a project lead from their team to act as the direct point of contact for the MPO project manager, as well as CAT staff.

The consultant should expect progress meetings with the MPO project manager. Additionally, the consultant should expect to prepare monthly progress reports, documentation of all travel and expense receipts, and prepare and submit invoices on a monthly basis. When submitting progress reports, the consultant will be required to outline the following performed work during the reporting period:

- Upcoming tasks
- Upcoming milestones
- Status of scope and schedule
- Any issues to be aware of

**Deliverable:** A monthly progress report and detailed invoice. The monthly progress report should be to the project manager by the first Thursday of the month.

### 2. Community Engagement

In compliance with the MPO's adopted Public Participation Plan (PPP), the consultant will develop and implement an extensive community engagement program that seeks to gain input from community members from all parts of the study area. This effort should focus particularly on transit dependent populations, current ridership, low-income communities, the "New American" community, and business/organizations that serve these populations. Broad-based community engagement is considered critical to the success of this plan. The consultant should identify Steering

Committee members, stakeholders, and other coordinating agencies that should be party to the planning process.

The consultant should propose engagement methods they think would be most successful in the planning effort to solicit direct participation from the above groups. The consultant will facilitate all community engagement activities and should propose the number, type, and strategy for each community engagement effort. At a minimum, the community engagement program should address the following:

- Identify stakeholders.
- Engagement strategies and activities, tied back to reaching all identified stakeholder groups, including difficult to reach.
- Timeline for community engagement activities and desired type of community feedback at project check points or milestones.
- Communication methods for sharing information with the public, stakeholders, and the above populations in the study area.
- Strategy for effective and consistent ADA compliant messaging across platforms and messengers.

It is imperative to consider the public and keep them informed of the planning activities and outcomes using strategies that include use of the internet and social media. Providing information to the MPO and other regional jurisdictions for posting on their websites will be required. New and innovative public engagement solutions are highly encouraged.

**a) Steering Committee**

Development of the TDP will be guided by a Steering Committee, which will provide oversight and input into the development of the plan. This committee will be a new Transit Advisory Committee. The consultant will help build a framework for CAT to establish this as a more permanent committee.

The consultant should propose the quantity, timing, and content of these meetings. The consultant will be responsible for coordinating, scheduling, and developing agendas for the steering committee meetings. This should be done in coordination with the MPO project manager and drafts of materials need to be submitted two weeks before meeting. The consultant will be expected to distribute materials to the steering committee in a timely manner, at least five days before the scheduled meeting. The consultant is also responsible for recording meeting minutes, which should be submitted to the MPO project manager no later than one week following the steering committee meeting.

**b) Public Involvement Meetings**

The consultant shall be required to submit its approach on how it

will reach out to the community during the planning process. It is expected that each round of community engagement will have presences in Grand Forks and East Grand Forks. The consultant's approach should address:

- How it will go about these meetings.
- Methods it will employ.
- Quantity of rounds of public engagement meetings.
- Timing of engagement techniques the consultant is accustomed to utilizing to accomplish this task.

The consultant will be responsible for fully developing each round of public engagement before it is proposed to the MPO's project manager. Scheduling, presentations/written material, and development should occur well in advance of the proposed engagement event.

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

### 3. Data Collection and Analysis of Existing Conditions

The consultant shall gather and analyze existing conditions relative to transit service provided by CAT. This should include (but not limited to):

- *Transit Safety Performance*- The consultant shall work with CAT to evaluate safety performance as required by F.A.S.T. Act.
- *Transit Asset Management Inventory*- The consultant shall detail all CAT assets including their condition, useful life, and replacement schedule and associated costs. The inventory shall include:
  - Fleet
  - Facilities
  - Any other capital assets (including technology)
- *Route System Review*- With the recent route changes and the addition of the UND Campus Shuttle the routes need to be reviewed for efficiency and performance. The consultant will review the routes to be able to bring forward future needs of the system. UND routes were carried over from UND constraints that should allow routes to be changed now under CAT.
- *On Demand Fixed Route*- Currently there are a few routes that have deviations on demand. A review of these routes to check ridership demand is needed. A review of underserved areas that could use a similar service plan.
- *Fare Structure*- With the evolving fare media and methods of

payment CAT would like to have an analysis of peer and national average of fares. As well as, an understanding of how the higher cost and accessibility of the various fare media and payment methods will be useful in the CAT service area.

- *Ridership*- The consultant shall analyze ridership trends. This analysis should result in recommendations of how to attract new ridership as well as maintain existing ridership.
- *Transit Hub*- With the change in routes a new transit hub was formed that was more central to Grand Forks. A review of how this new hub will grow and how the downtown hub will be reduced is needed for future planning.
- *Existing Plan Integration*- The consultant should review, summarize, and incorporate the recommendations of the plans that have occurred and are actively taking place. (i.e., Downtown Plans, Land Use Plans, Corridor Plans, Complete Streets Policies...)

**Deliverable:** A technical memorandum or chapter draft that will provide an analysis of the existing conditions. The existing conditions should also identify the issues and needs of the system.

#### 4. Coordinated Public Transit- Humans Service Plan

The consultant shall review the current chapter of the Coordinated Public Transit Human Services Transportation plan. The update to this chapter will need to follow FTA guidance on the elements to include in this section. A review of CAT policies for support of FTA guidance. The plan will establish program and service concepts to address identified transportation needs and barrier for individuals with disabilities and older adults.

The steering committee/future Transit Advisory Committee should be the same as this group. The transit advisory committee should be about all transit, fixed route and paratransit/dial-a-ride.

**Deliverable:** A technical memorandum or chapter draft that will provide the Coordinated Public Transit Human Services Transportation Plan.

#### 5. Goals, Policies, Priorities, and Performance Measures

The consultant shall lead a goal making exercise that sets the stage for how improvements are considered and implemented over the course of the next ten years. This exercise should include developing policies that directly relate to addressing issues, meeting needs, and filling gaps. These items should directly relate to comments cultivated during community engagement. This should also include a prioritization of goals and policies that will lead decision making.

The consultant should report on existing Federal Transit Performance Measures, and work with CAT on ways to develop, track, and report internal performance measures. This may include the development of tools to aid CAT staff in these efforts.

**Deliverable:** A technical memorandum or chapter draft will be provided for the MPO and CAT staff to review before the Steering Committee reviews the memorandum/chapter.

## 6. Future System Needs

The consultant will address the needs, issues, and gaps in the system service by proposing alterations to the transit service by employing methods, such as:

- Implementing new services
- Integrating technology
- Implementing new facilities
- Or by any other prescription

These new treatments should be derived from operant philosophies developed as a part of tasks 3 & 5. Each recommendation should detail service cost, as well as impacts in regard to personnel, facilities, fleet, riders, and any effect on operations in general.

While this is a ten year plan the Cities of Grand Forks and East Grand Forks are growing. A brief on how transit could answer the needs of that growth in the future is desired. Strategies on expanding service without overextending the routes causing on time performance issues.

**Deliverable:** A technical memorandum or chapter draft will be provided for MPO and CAT staff to review before the Steering Committee reviews the memorandum/chapter.

## 7. Fiscally Constrained 10-Year Financial Plan & Implementation

The consultant shall analyze the ability of the existing local funding mechanisms to meet the budgetary requirements and shall investigate all possible funding alternatives under federal and state law. This financial analysis shall include both operating and capital cost requirements for the 10-year planning period.

The consultant shall develop a coordinated financial plan which identifies how various preferred alternatives may be implemented over the 10-years of the TDP. This detailed strategy shall be developed to ensure effective implementation and include recommendations on programming of additional local, state, and federal resources.

A relation to the Transportation Improvement Program (TIP) needs to be drawn between the financial plan and TIP. The MPO shows fiscal constraint by the TDP telling the TIP what will be purchased with federal fiscal year dollars.

Document the sudden availability of funding when CAT has needs. Develop or identify ways to address these instances.

**Deliverable:** A technical memorandum or chapter draft will be provided for MPO and CAT staff to review before the Steering Committee reviews the memorandum/chapter. A table will also be provided to the MPO that can help staff track project information for TIP approval process.

## 8. Final Plan & Executive Summary

The consultant will deliver a draft TDP to the project team at least one month before the approval process is set to begin in order for staff to provide comment on its contents. The consultant will then develop a final TDP to be brought forward for adoption by the City of Grand Forks, City of East Grand Forks, and the MPO Executive Policy Board. The final TDP shall include all elements as listed above as well as appendices detailing technical elements that cannot fit into the formal plan, details of each public engagement effort, and all comments received throughout the planning process.

Upon completion of the final plan, the consultant will develop an executive summary which relays all pertinent information in an easy-to-follow format. The summary should be concise and highly graphic, highlighting all major recommendations of the plan, including brief summaries related to existing conditions, issues identification, community engagement, plan development and implementation strategies.

## C. Project Deliverables

The final product of this effort will document the results of fulfilling the scope of work. This document will be used to consider preparing improvement projects for consideration in programming of funds. The TDP document milestones are:

1. A draft document by noon April 1<sup>st</sup>, 2022 (for staff review)
2. A draft final document by noon June 1<sup>st</sup>, 2022
3. The final bound document by Sept. 30<sup>th</sup>, 2022

An electronic copy of the approved final reports will be delivered to the Grand Forks-East Grand Forks MPO in PDF and Word format. The electronic copies should be complete and in order such that additional copies of either document could be printed on-demand. In addition, electronic copies of any working papers, data, and maps used to create information in the document will be



delivered to the MPO either during the project or at its conclusion.

D. Estimated Project Budget

This project has a not-to-exceed budget of \$225,000. Consultants submitting proposals are asked to use audited DOT rates when completing their Cost Proposal Form and certify the indirect costs with the Certification of Final Indirect Costs (See Appendix B).

E. Other Requirements

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

As part of the MPO's efforts to track consultant history the MPO will do an end of project evaluation of the consultant. This will be shared with the consultant for their information. This form can be found in Appendix C.



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 12, 2021  
**MPO Executive Board:**  
May 19, 2021

**RECOMMENDED ACTION: Update on Future Bridge Traffic Impact Study**

**TAC RECOMMENDED ACTION:**

Matter of the Update on Future Bridge Traffic Impact Study.

**Background:** Alliant Engineering will be participating in the TAC meeting and will provide both a recap of some items and also seek input from TAC on others. There are 4 particular items that will be discussed.

The Ad Hoc Group will have its second meeting on Friday, May 14th. The presentation that will be used for that meeting is attached. It is mainly information the TAC has already provided input on; therefore, we do not intent to spend much time at the TAC meeting to discuss.

The second item is Alliant has redrafted a document highlighting the base transportation conditions of the Study Area. We presented this at last month's meeting and requested TAC to review and provide feedback. The draft addresses all feedback received. The draft is attached and you will see that it is also a part of the Ad Hoc Group meeting.

Third, regarding traffic counts, Alliant has drafted a Tech Memo outlining the counts that are being used for the traffic operations analysis. As you will read, we have initiated this Study during a pandemic. Traffic is lighter than "normal". Also, not all intersections have had counts done at the same time. The Tech Memo addresses how these issues are being proposed to be addressed to establish "normalized" traffic counts.

Ancillary to this is the concept we discussed at last month's TAC meeting about what growth scenario could have to happen to create a forecast of new bridge traffic being at capacity. Working with the two City Planning staff and with TDM runs, we are displaying the attached additional growth that could be needed to forecast future bridge traffic at capacity. Roughly, it equates to another 20 years of growth based upon current TDM methodology. It assumes not added housing nor employment within the planned growth to 2045. All growth was assigned outside the 2045 scenarios, meaning it involved all expansion outward. This provides some sense of what additional growth would have to happen to forecast a bridge at Elks or at 32<sup>nd</sup> Ave S to be at capacity.

Fourth, the issue of school safety is an emphasis for this Study.

Also, Safe Kids GF will be distributing what they term “walk surveys”. This is something they do on a regular basis and were planning on doing last year but COVID change that schedule. The survey is being coordinated with the School District and will be taken during the first class of the morning by the teach finding out how many of their students stated they walked or bike to school. Another survey will be sent back with the student for their parents to complete and return to the school. A meeting is scheduled on Monday, May 10th between Safe Kids and GF School District to finalize the parent survey. After that meeting, a couple of the survey will be available, hopefully for the TAC meeting.

### **Findings and Analysis:**

- NONE

### **Support Materials:**

- 2nd Ad Hoc Group meeting presentation
- Draft Base Transportation Conditions Document.
- Draft Tech Memo on Traffic Counts.
- Future Bridge Capacity Growth Scenario.

*Future Bridge Traffic Impact Study*

# Ad Hoc Group Meeting #2

**MAY 14, 2021 (8:30-10:00)**

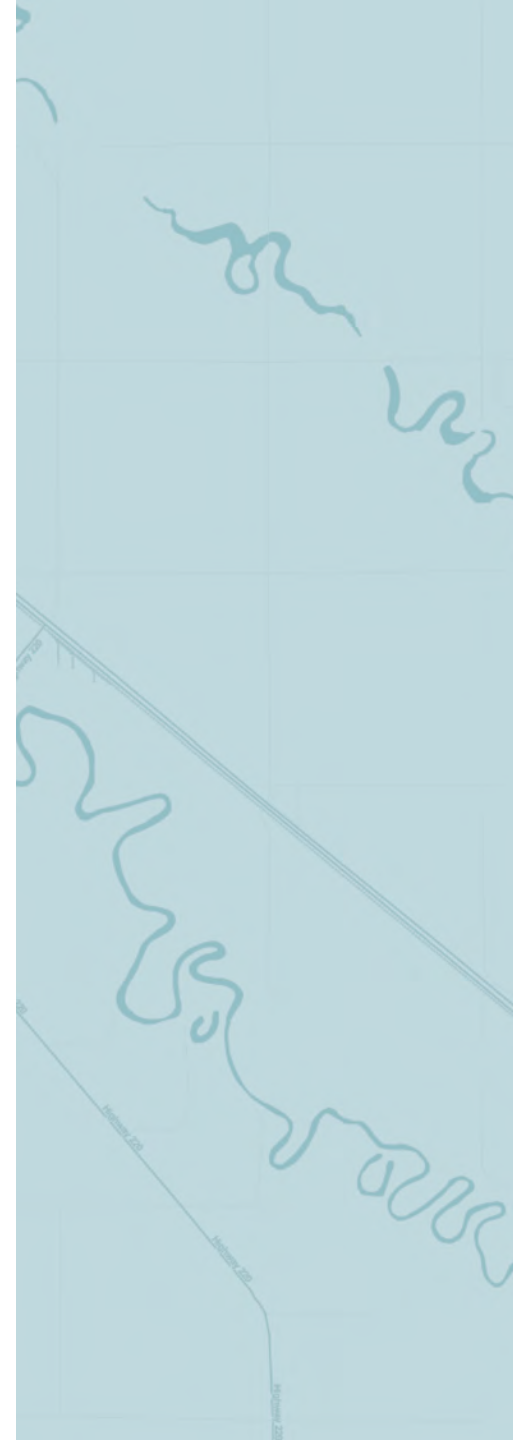


# Agenda

TIME	TOPIC
8:30	Welcome and Introductions (Earl Haugen/Tim Burkhardt)
8:35	1 <sup>st</sup> Meeting Recap
8:55	Recent Earmark Requests
9:15	Transportation Facilities, Travel Demand Forecasting
9:50	Concluding Remarks/Next Steps
10:00	Adjourn

# Ad Hoc Group: **Members**

#	Seat	Name
<b>Elected Officials</b>		
1	Grand Forks City Council – Ward 5	Kyle Kvamme
2	East Grand Forks City Council – At Large	Brian Larson
<b>Community and Business</b>		
3	32 <sup>nd</sup> Avenue Neighborhood (GF)	Eric Hansen
4	Elks Drive/24 <sup>th</sup> Ave Neighborhood (GF)	Tanya Kuntz
5	Near Southside Neighborhood (GF)	Andrew Budke
6	Rhinehart Neighborhood (EGF)	Zach Bopp
7	Bygland Neighborhood (EGF)	Craig Wald
8	Rhinehart Township	John Zavoral
9	Grand Forks School District Buildings & Grounds	Chris Arnold
10	Chamber of Commerce (GF Rep)	Dave Zavoral
11	Chamber of Commerce (EGF Rep)	Josh Brown
<b>Agency Staff (Advisory Role/Non-Recommendng)</b>		
	City of Grand Forks, ND	North Dakota City
	City of East Grand Forks, MN	Minnesota City
	Polk County, MN	Minnesota County (unincorporated area)
	North Dakota Dept. of Transportation	State of North Dakota Transportation
	Minnesota Dept. of Transportation	State of Minnesota Transportation
	Federal Highway Administration	Federal Transportation
	Grand Forks-East Grand Forks MPO	Regional Transportation/Planning

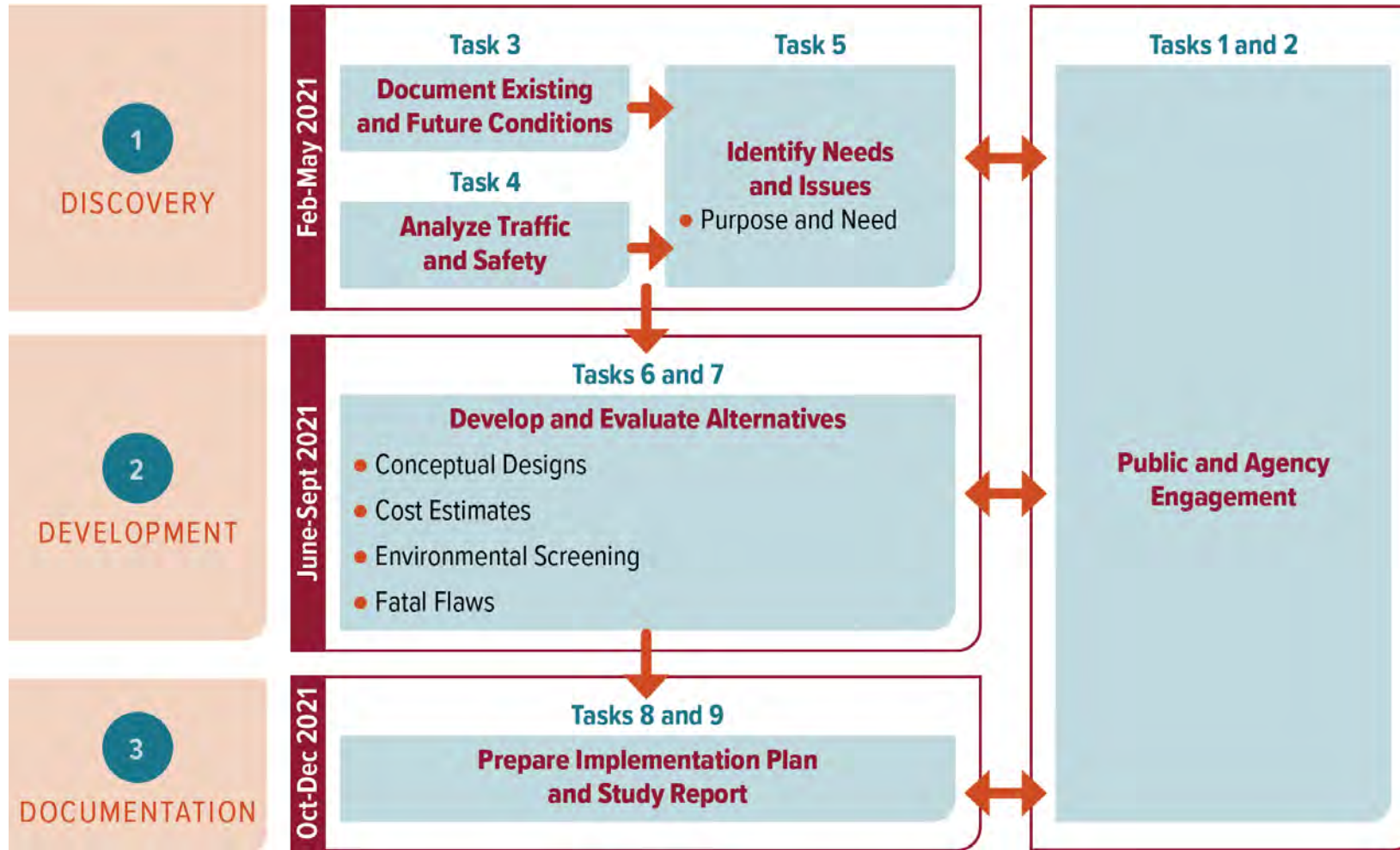


# Study Overview

- Why this study?
  - Congestion across existing bridges
  - Traffic patterns
- Why now?
  - 2018 Metro Transportation Plan
  - 2020 Hydraulics Study
- Study goal/end point
  - Engage public/stakeholders
  - Understand traffic impacts/benefits
  - Develop and evaluate alternatives
  - Identify next steps

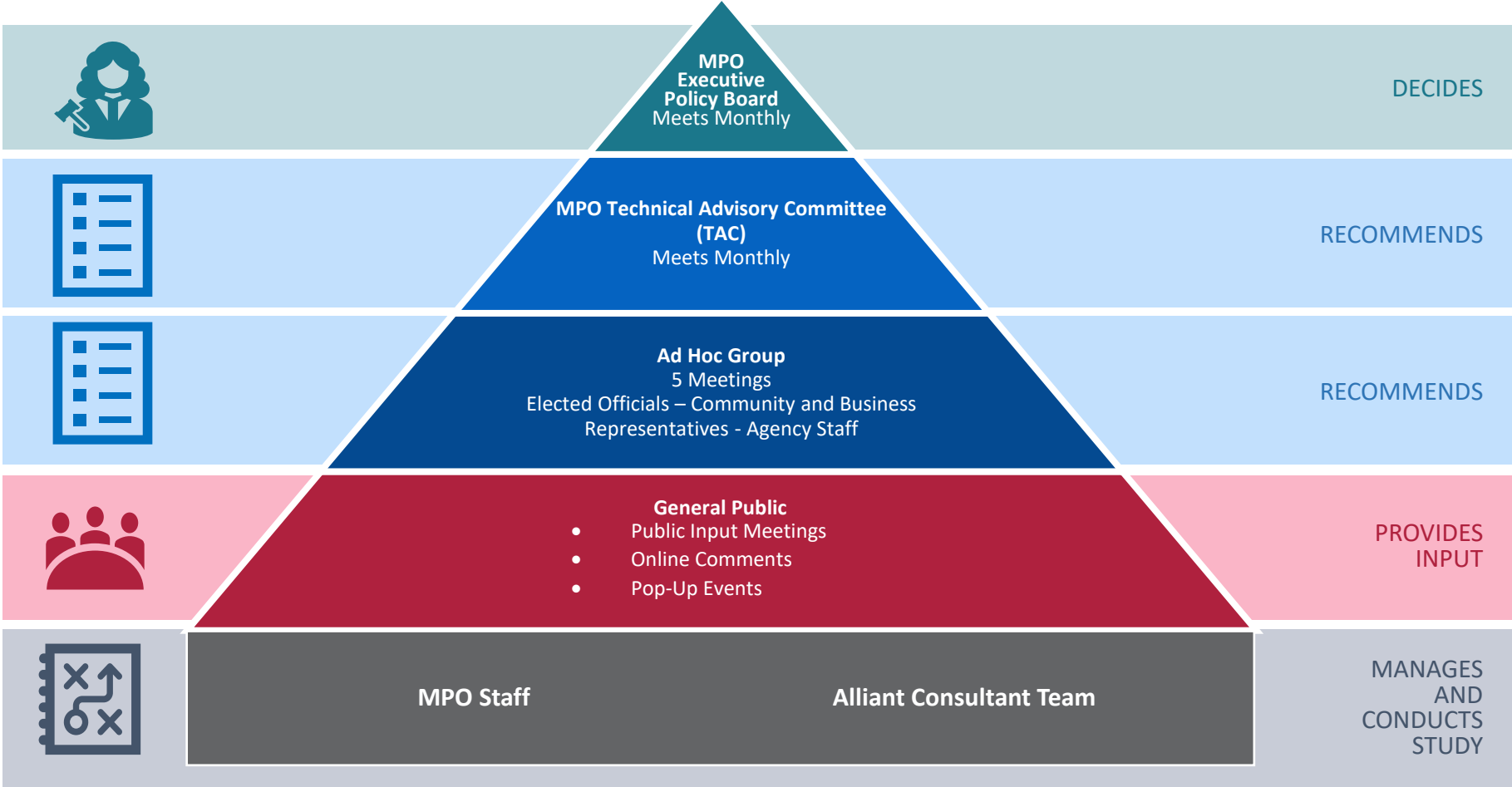


# Study Process





# Decision-Making Structure





- Earmarks

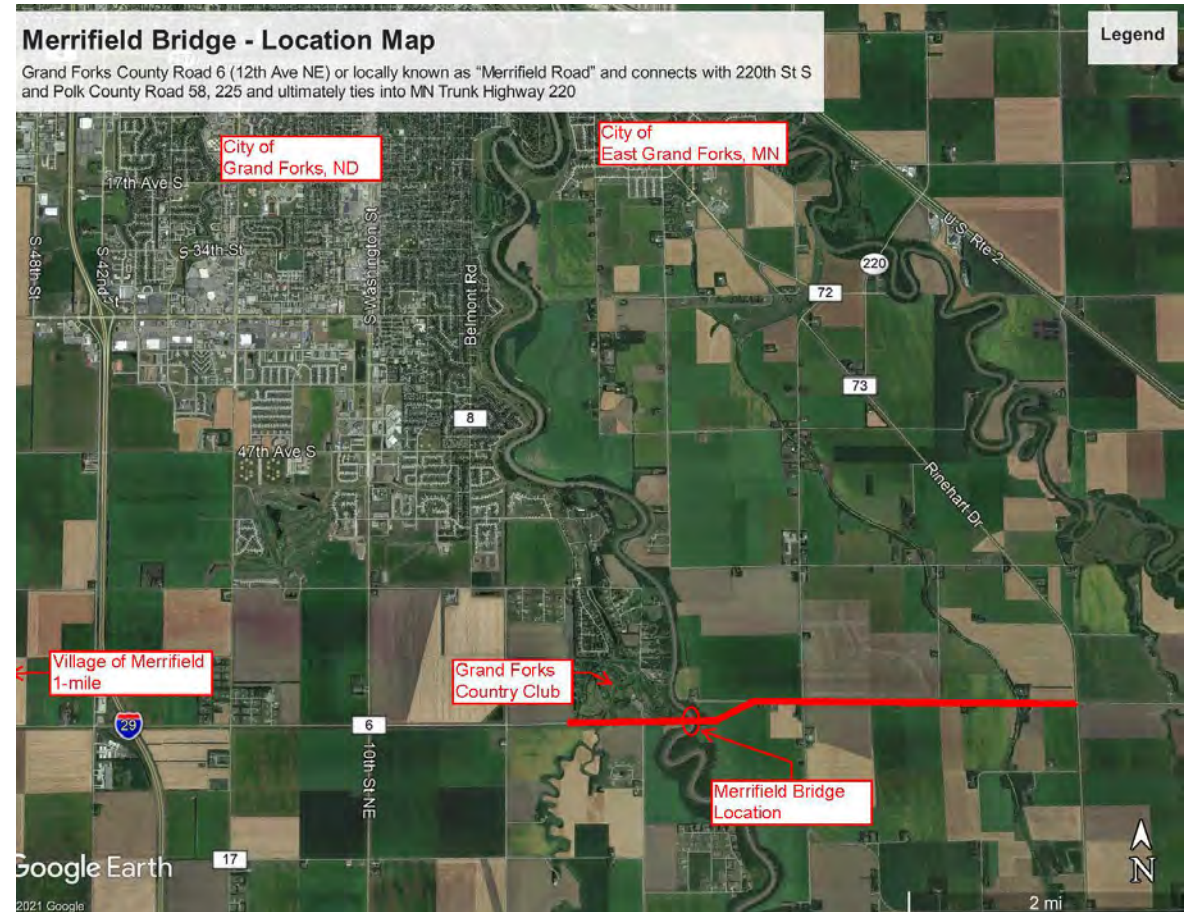


# Earmark Request

- Congress is now entertaining earmarks – House has process/Senate TBD
- 2 types of earmarks
  - Appropriations – truly shovel ready projects that can spend the annual appropriation quickly
    - An annual solicitation
  - Surface Reauthorization – provides legislative authority to appropriate funds towards the various programs within the legislation
    - Authorizations typically last for 5 years
      - One and only opportunity – not an annual solicit
      - Projects have the “life” of the legislation to be done
- Our metro area has received some in the past
- It will be some time before we know if any funded. Rep Armstrong NOT submitting

# Earmark Requests – Merrifield Bridge

- Grand Forks County, with Polk County, submitted a request for \$35M cost estimate with \$28.6M in federal fund request.



# Earmark Requests – Neighborhood City to City

- East Grand Forks submitted a request for \$44-66M cost estimate with \$35-53M in federal funds.
- Grand Forks, as its **3<sup>rd</sup> priority**, also submitted a request for \$44-66M cost estimate with \$35-53M in federal funds.
- Range reflects Hydraulic Study estimate of costs for median or high bridge heights.

FUTURE BRIDGE  
TRAFFIC IMPACT  
STUDY





# Earmark Requests – City of Grand Forks TOP 2

- Grand Forks, as its **1<sup>st</sup> priority**, submitted a request for 42<sup>nd</sup> St Grade Separation
- Grand Forks, as its **2<sup>nd</sup> priority**, submitted a request for 47<sup>th</sup> Ave S Interchange with I-29.



- **Transportation Memo**

# Tech Memo

## Transmittal Information

**To:** Earl Haugen (Grand Forks-East Grand Forks MPD)  
**From:** Tim Burkhardt, Hannah Johnson, and Keara Pringle (Alliant Engineering)  
**Date:** Revised 4/9/2021  
**Subject:** Technical Memorandum #2: Existing and Future Conditions

## 1. Introduction

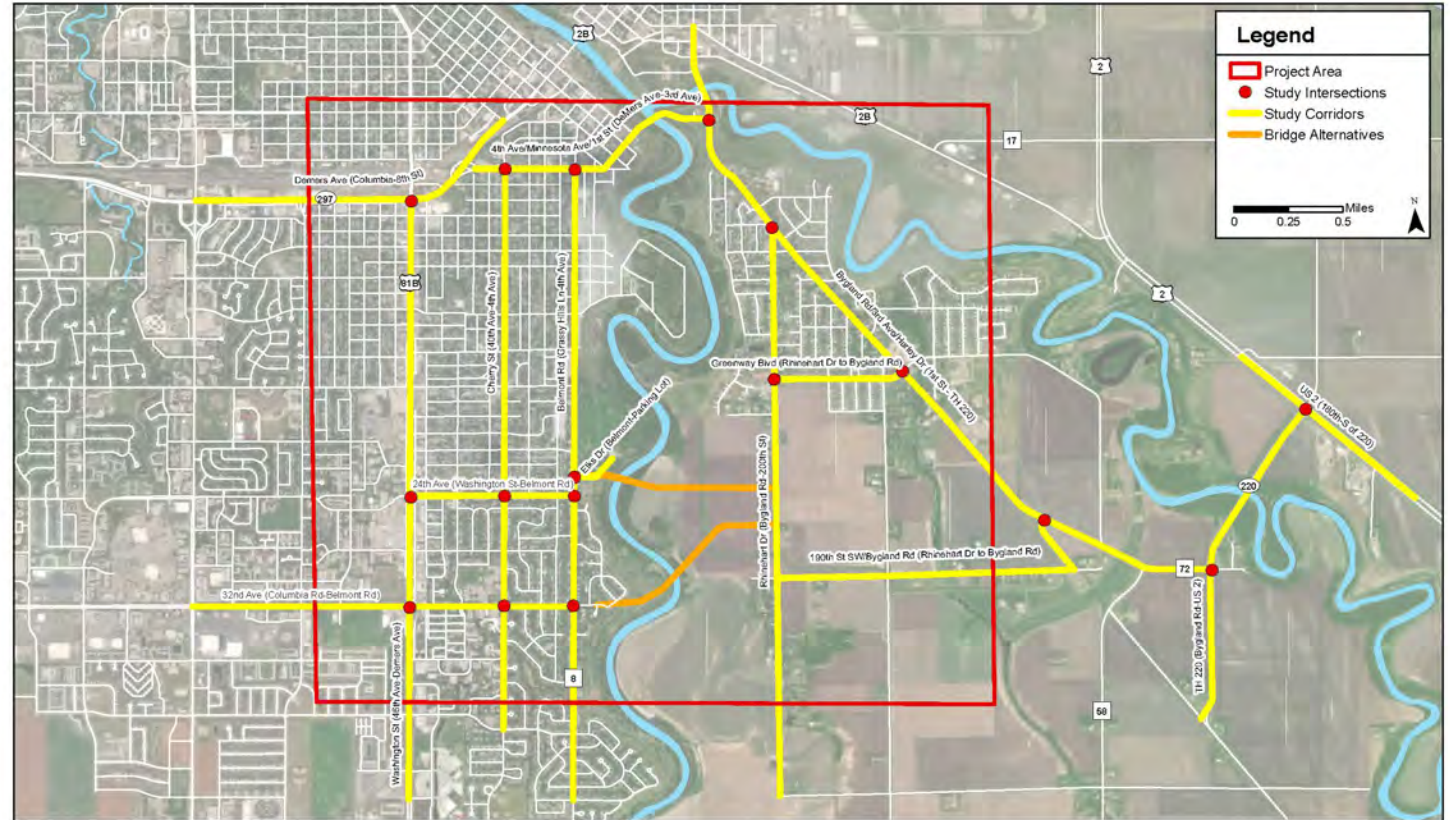
This is the second in a series of technical memorandums for the Grand Forks-East Grand Forks Future Bridge Traffic Impact Study. It presents the existing and future conditions as they relate to the transportation system and infrastructure, natural resources, and land use.

### 1.1 STUDY AREA

The study area comprises a roughly three mile by three mile area of Grand Forks and East Grand Forks primarily on the southern end of each city. The City of Grand Forks is in Grand Forks County, North Dakota. The City of East Grand Forks is in Polk county, Minnesota. The Red River runs between the two cities. The study corridors and intersections are listed in Table 1-1. The study area is illustrated in Figure 1-1.

Table 1-1. Study Roadways and Intersections

Location	Grand Forks	East Grand Forks	
Study Roadways	<ul style="list-style-type: none"> <li>○ 32<sup>nd</sup> Avenue S</li> <li>○ 24<sup>th</sup> Avenue S</li> <li>○ Elks Drive</li> <li>○ Demers Avenue</li> <li>○ 4<sup>th</sup> Avenue</li> <li>○ S/Minnesota Avenue</li> <li>○ Washington Street</li> <li>○ Cherry Street</li> <li>○ Belmont Road</li> <li>○ 32nd &amp; Washington</li> <li>○ 32nd &amp; Cherry</li> <li>○ 32nd &amp; Belmont</li> <li>○ 24th &amp; Washington</li> <li>○ 24th &amp; Cherry</li> <li>○ 24th &amp; Belmont</li> <li>○ Belmont &amp; Elks Dr</li> <li>○ Demers &amp; Washington</li> <li>○ 4th &amp; Cherry</li> <li>○ 4th &amp; Belmont</li> </ul>	<ul style="list-style-type: none"> <li>○ Bygland Road SE/3<sup>rd</sup> Avenue SE/2<sup>nd</sup> Avenue NE/Harley Drive</li> <li>○ US 2</li> <li>○ Rhinehart Drive</li> <li>○ TH 220</li> <li>○ 1<sup>st</sup> Street SE</li> </ul>	
	Study Intersections	<ul style="list-style-type: none"> <li>○ 32nd &amp; Washington</li> <li>○ 32nd &amp; Cherry</li> <li>○ 32nd &amp; Belmont</li> <li>○ 24th &amp; Washington</li> <li>○ 24th &amp; Cherry</li> <li>○ 24th &amp; Belmont</li> <li>○ Belmont &amp; Elks Dr</li> <li>○ Demers &amp; Washington</li> <li>○ 4th &amp; Cherry</li> <li>○ 4th &amp; Belmont</li> </ul>	<ul style="list-style-type: none"> <li>○ Bygland Road SE (CR 72) &amp; 1<sup>st</sup> Street SE</li> <li>○ Bygland Road SE (CR 72) &amp; Rhinehart Drive</li> <li>○ Rhinehart Drive &amp; Greenway Boulevard</li> <li>○ Rhinehart Drive &amp; Future 24<sup>th</sup> Street SE</li> <li>○ Rhinehart Drive &amp; Future 32<sup>nd</sup> Street SE</li> <li>○ Bygland Road SE (CR 72) &amp; Greenway Boulevard</li> <li>○ Bygland Road SE (CR 72) &amp; Bygland Road SE/190<sup>th</sup> Street SW</li> <li>○ TH 220 &amp; Harley Drive</li> <li>○ TH 220 &amp; US 2</li> </ul>



Future Bridge Corridor Study



Figure 1-1  
Study Area

Source: ESRI World Imagery Basemap





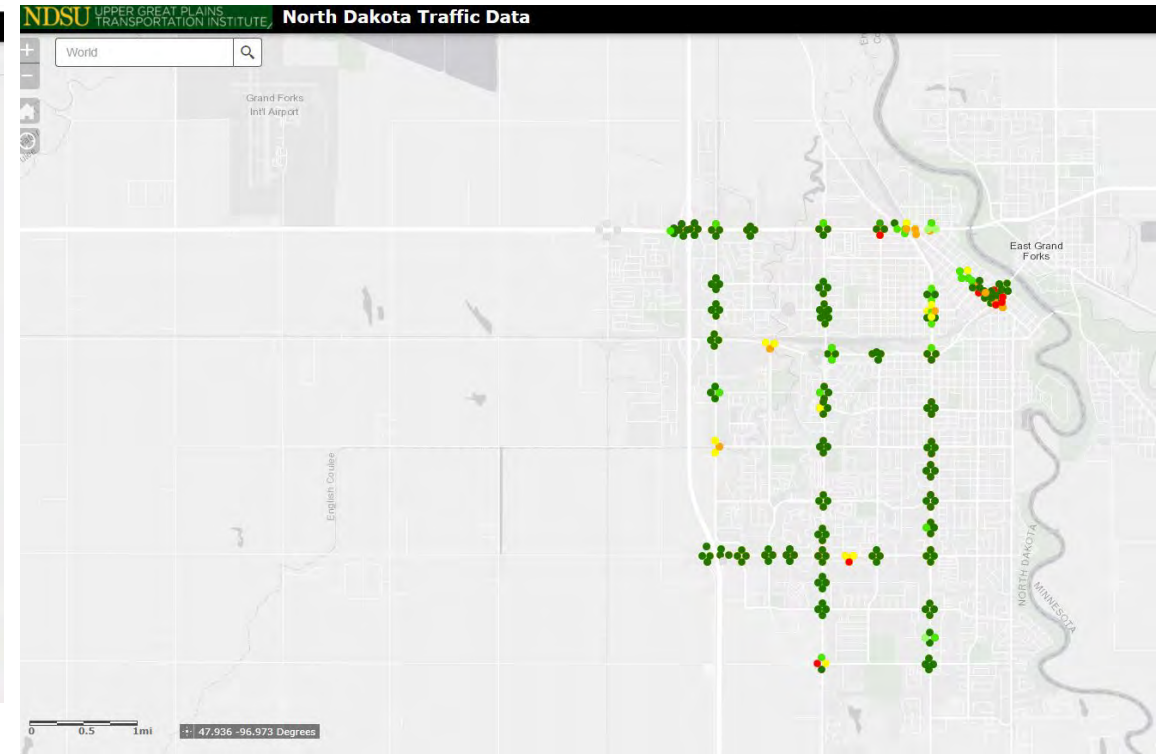
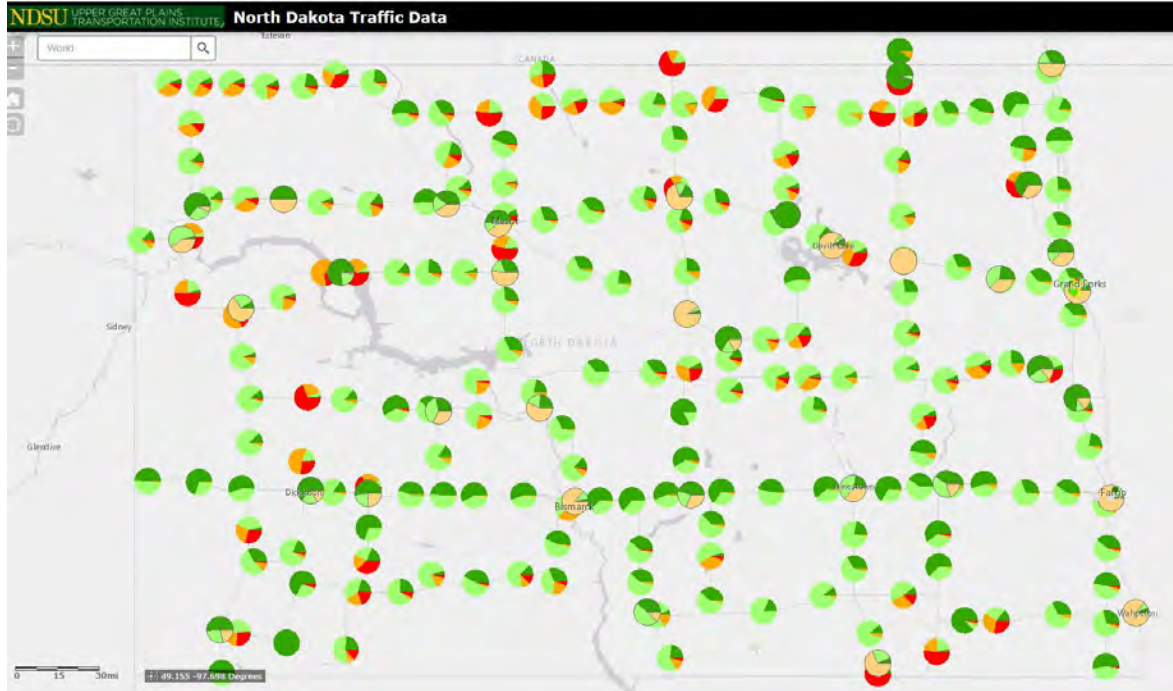
- Travel Demand Forecasting

<http://dotsc.ugpti.ndsu.nodak.edu/TrafficAnalysis/>

This is a password protected site

The screenshot shows the NDSU Traffic Analysis web application interface. At the top, there is a green header with the NDSU logo and the text "UPPER GREAT PLAINS TRANSPORTATION INSTITUTE DEPARTMENT OF TRANSPORTATION SUPPORT CENTER Traffic Analysis". Below the header, there are three dropdown menus for selection: "Select City" (set to "Grand Forks"), "Select Intersection" (set to "Select Intersection"), and "Select Corridor" (set to "Select Corridor"). To the right of these menus is a map of Grand Forks, North Dakota, showing major roads and numerous red location pins. The map includes a "Map" and "Satellite" toggle, a location pin icon, and a Google logo. The map data is dated 2021.

# ATAC Statewide



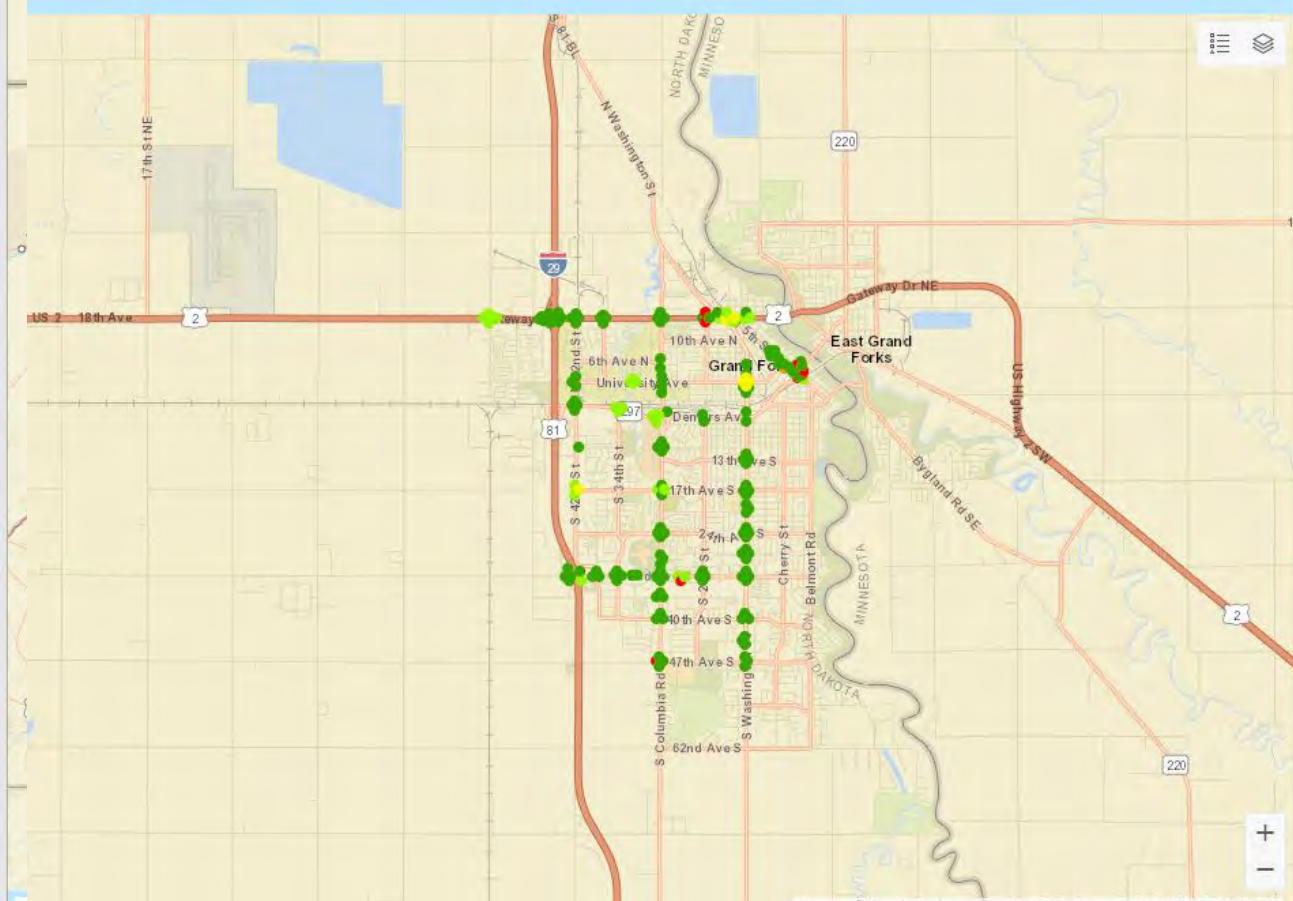
# ATAC dashboard



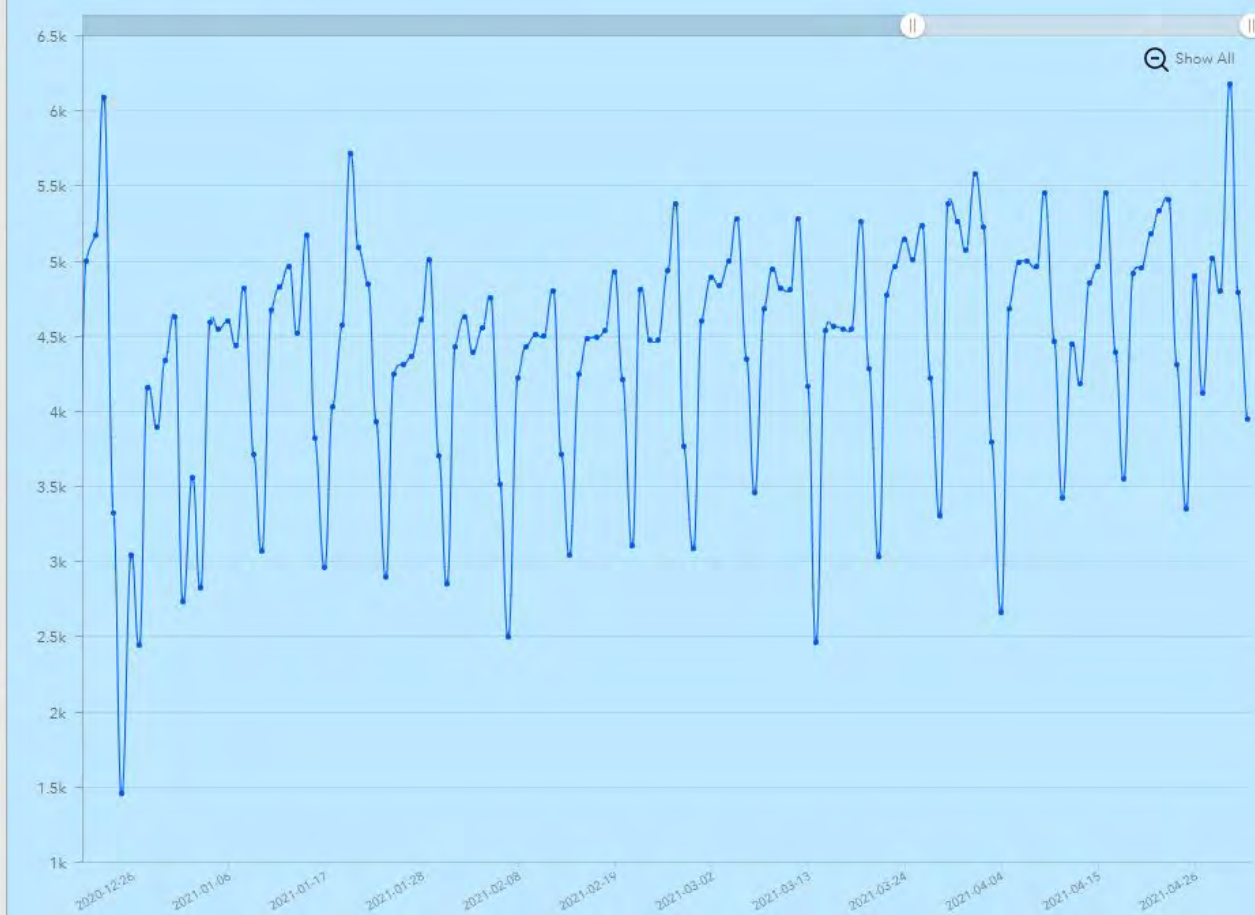
ND Traffic Dashboard

ND Traffic Dashboard

## ND Recent Traffic Trends

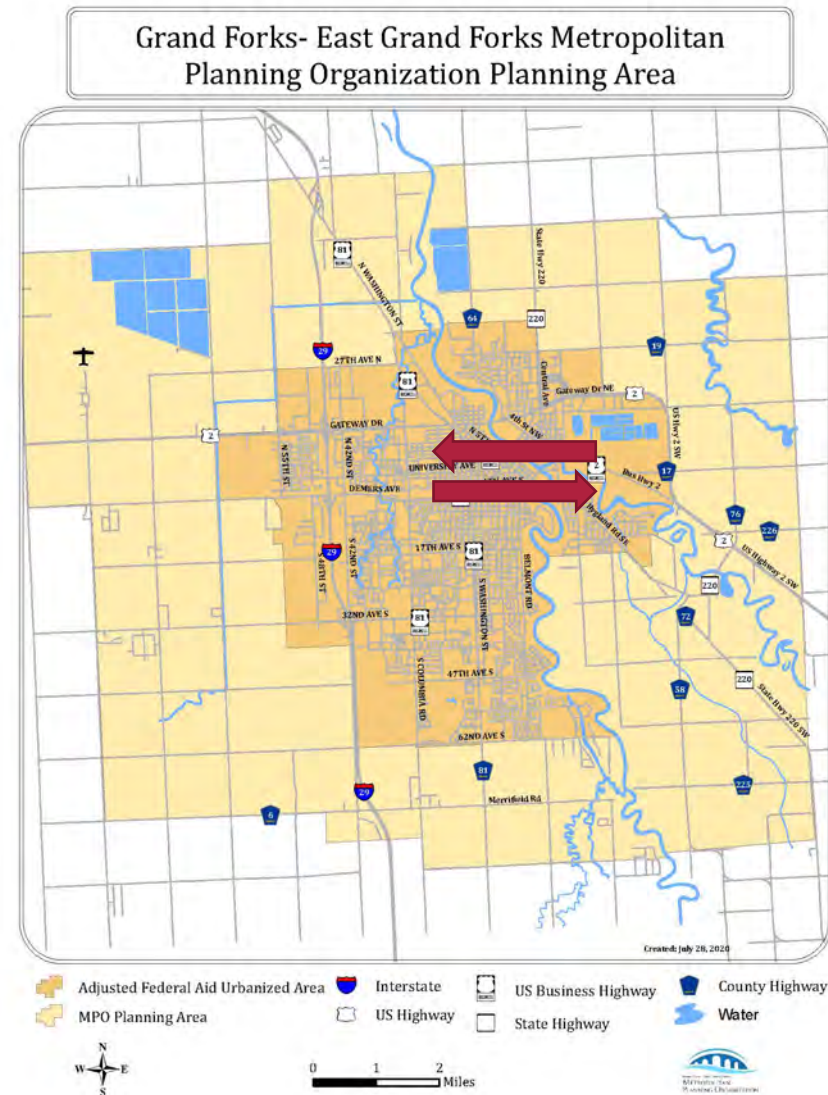


## MPO Average Daily Traffic (Average of stations visible on map)



# Census Commute Data

EGF has 4,000 Residents Employed  
EGF has 4,000 Jobs  
EGF has 3,000 residents that work  
in Grand Forks  
EGF needs 3,000 workers to come  
to EGF to work  
Most come from GF



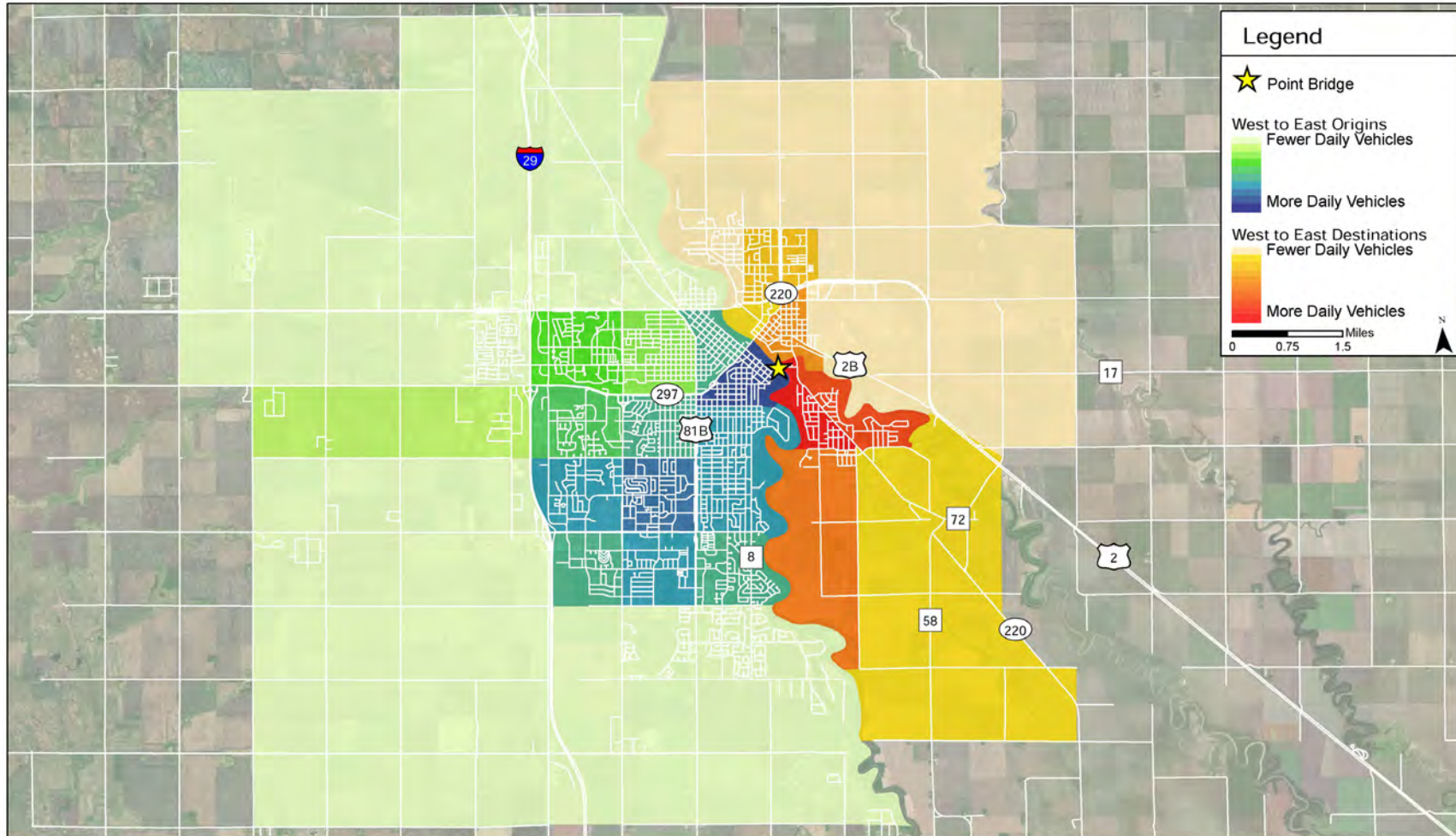
# Streetlight Data



**STREETLIGHT**  
Big Data for Mobility

- “Use smartphones as sensors to measure vehicles across North America.”
- “Every month, we ingest, index and process ~40 billion anonymized location records from smart phones and navigation devices in connected cars and trucks.”
- “Place a gate on any road — or 50,000 roads or more — and get comprehensive data for trips passing through each gate. AADT traffic counts, average travel distances, top origins and destinations are a few clicks away, saving our customers 1,000s of hours in data collection and modeling.”
  - Our “gates” in GF-EGF are the 3 bridges, along with other “gates”.

# Streetlight Data

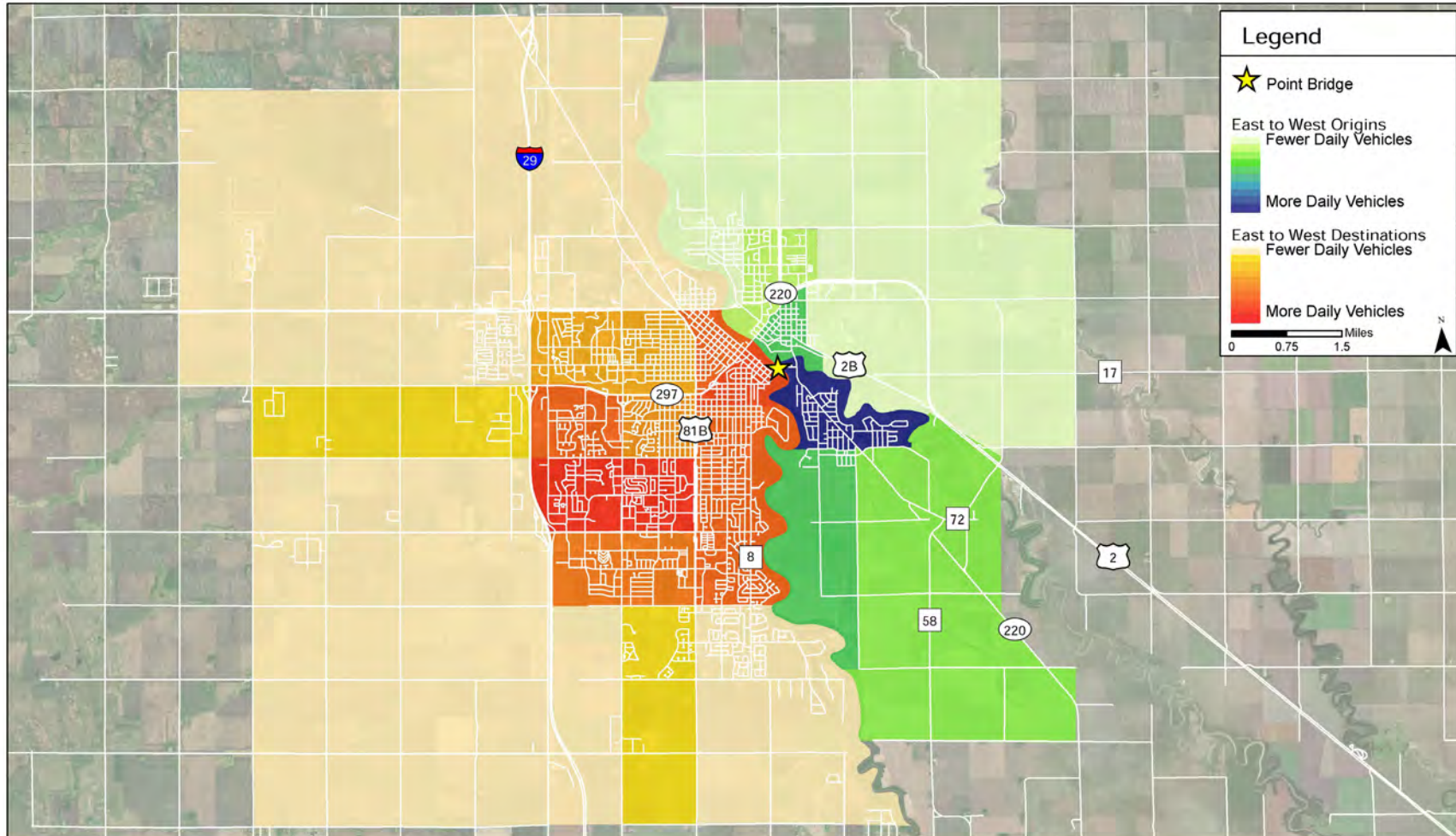


Future Bridge Traffic Impact Study



Figure 3-3  
Point Bridge Traffic Patterns  
West to East Origins/Destinations  
Source: ESRI World Imagery Basemap

# Streetlight Data



Future Bridge Traffic Impact Study



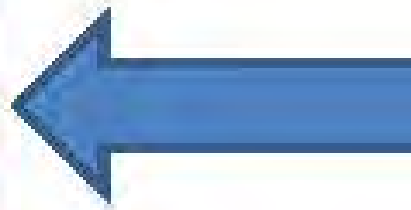
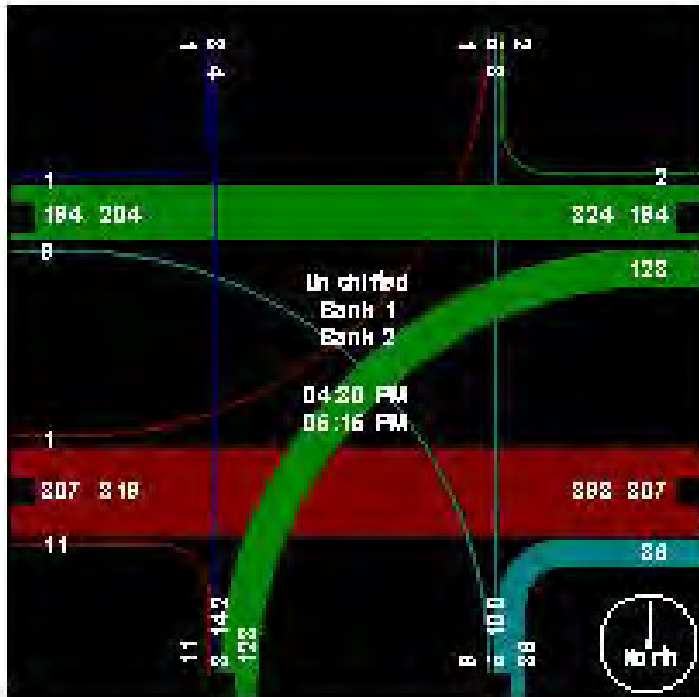
Figure 3-4  
Point Bridge Traffic Patterns  
East to West Origins/Destinations  
Source: ESRI World Imagery Basemap



# Reeves Dr



- Speed pilot techniques also considered to impact the through traffic
  - Just improved stop sign compliance at 8<sup>th</sup> Ave S

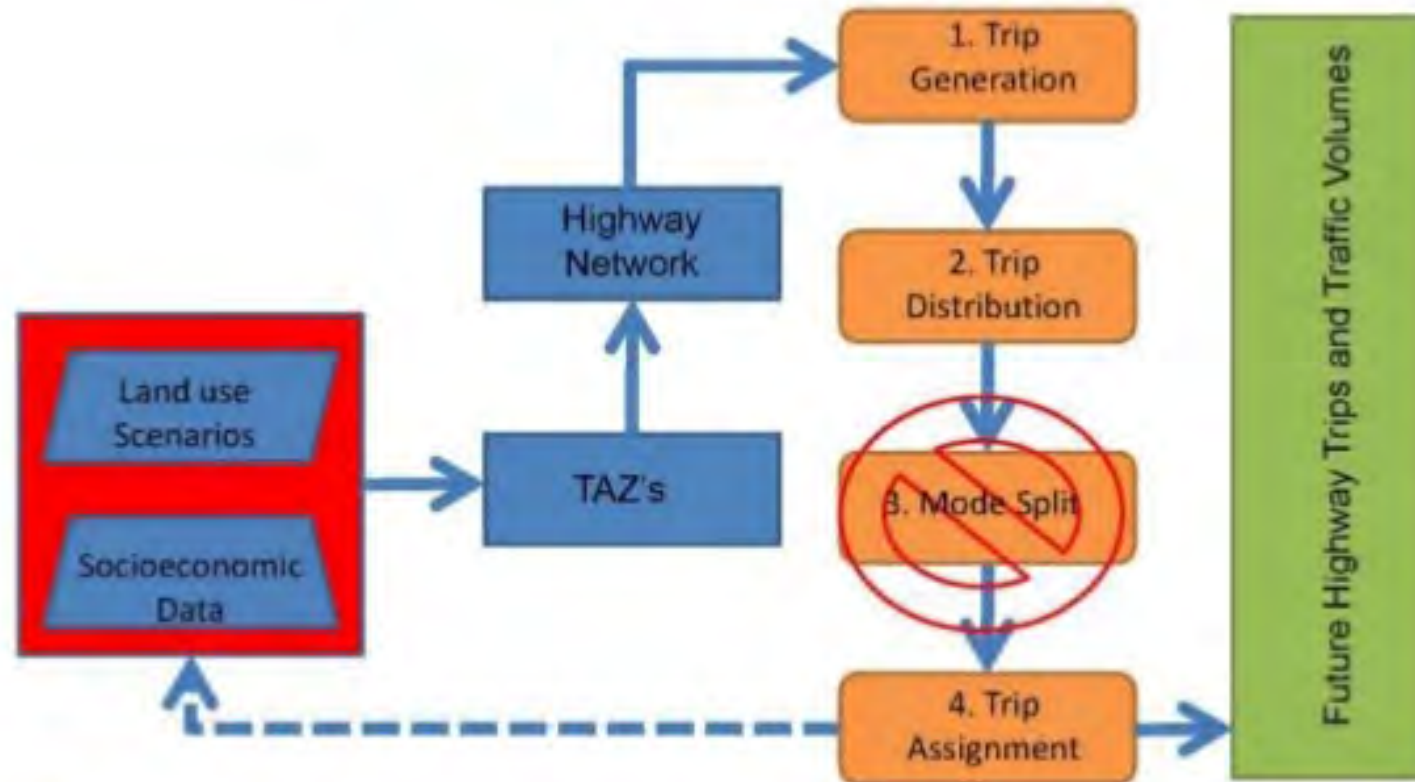


PM  
Peak  
Hour

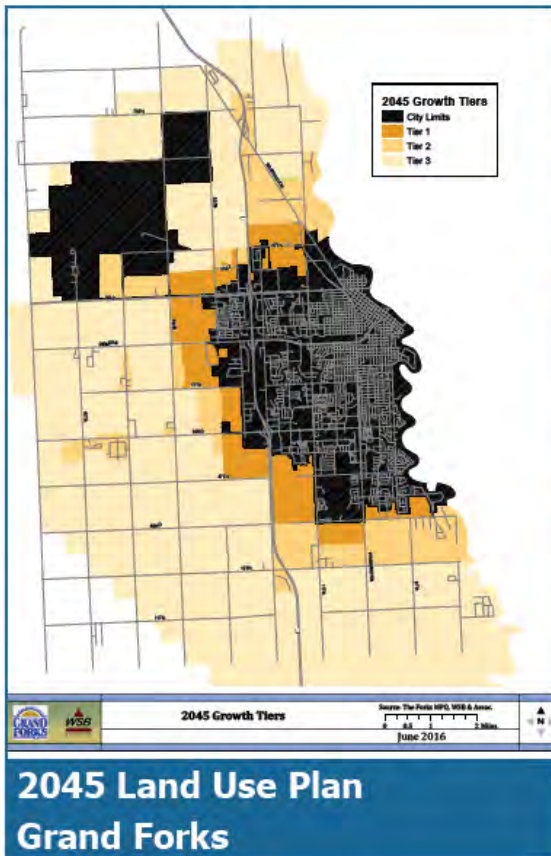


# TDM Process

## Travel Demand Model

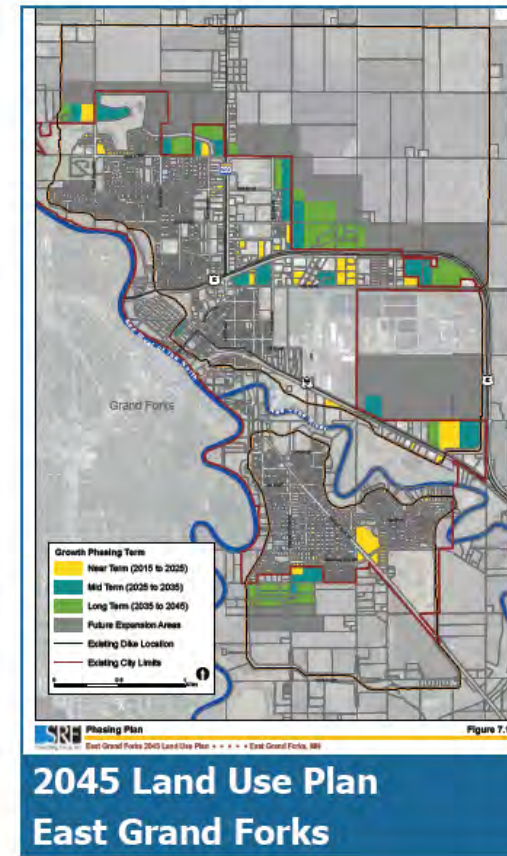


# 2045 Conditions



The 2045 Grand Forks Future Land Use Plan focuses on more compact development and uses a three-tier system for managing timing and sequencing of growth:

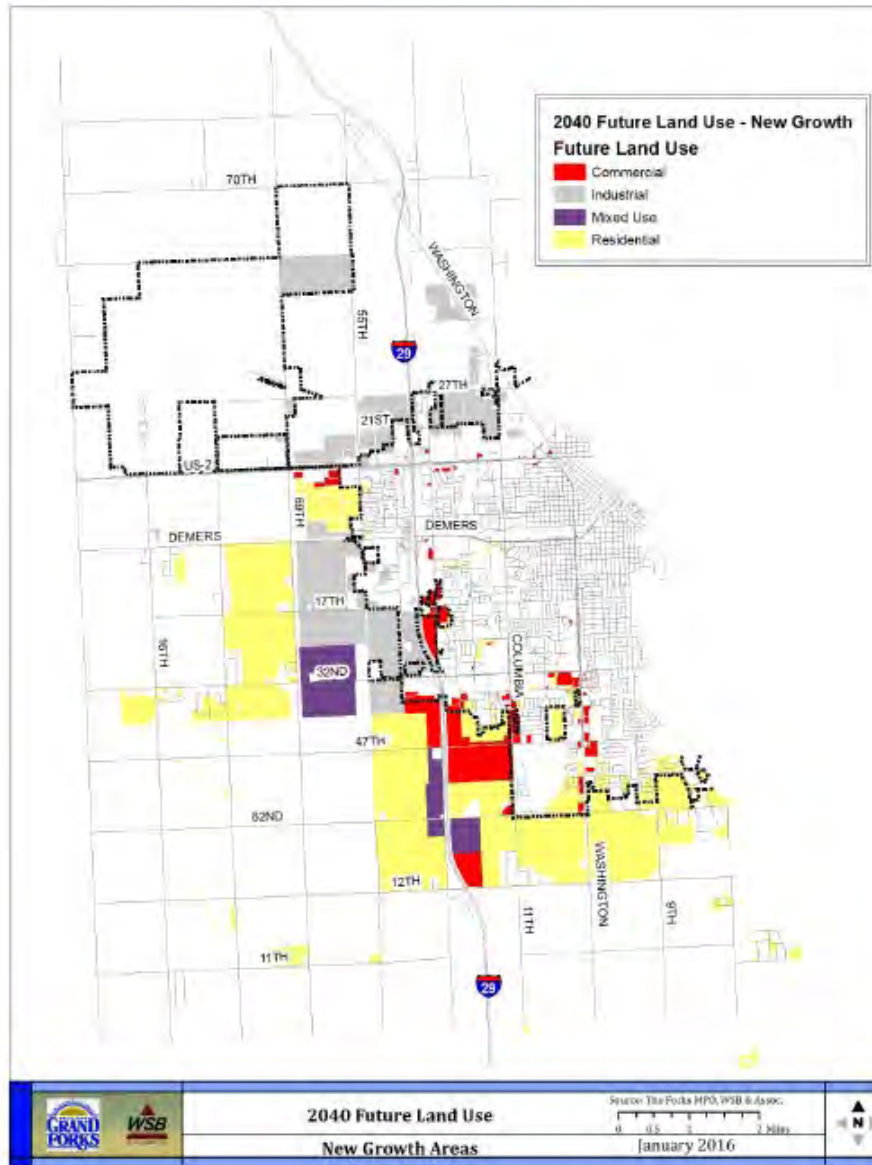
- **TIER 1** – includes existing city limits and is the area where all projected growth within the 2045 planning horizon will be accommodated
- **TIER 2** – Urban Reserve Area that only allows residential development on existing platted lots and only if no other Tier 1 land is available
- **TIER 3** – agricultural preservation area



The East Grand Forks 2045 Land Use Plan:

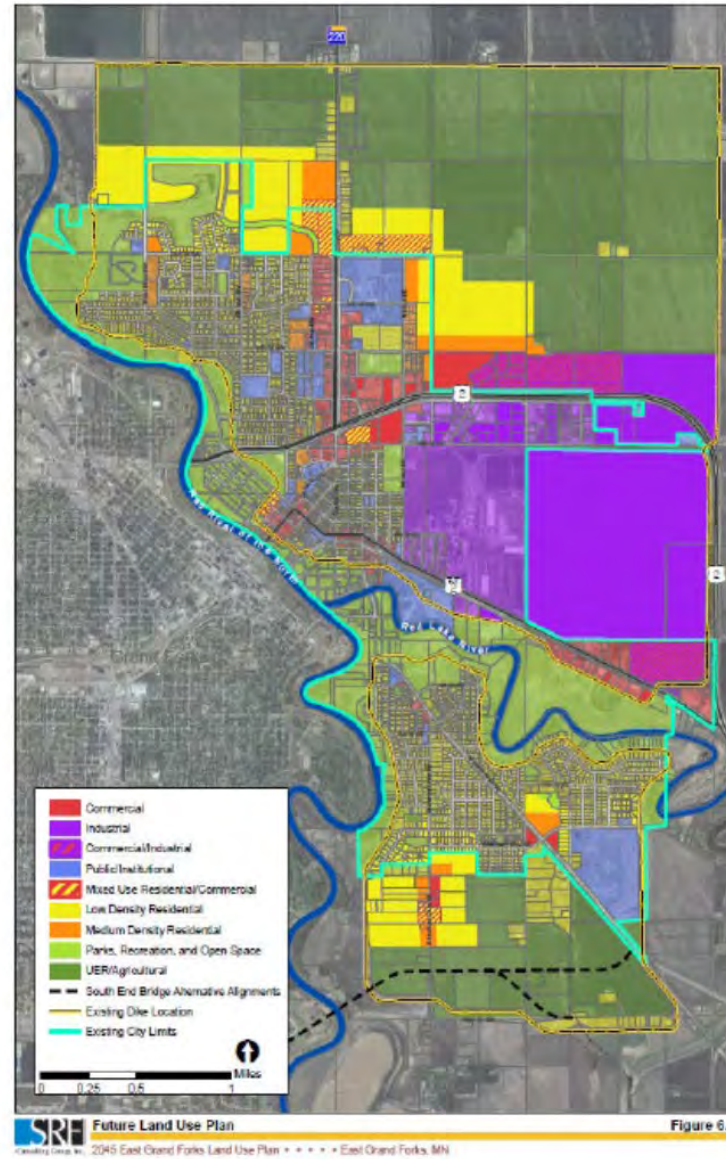
- Promotes compact, infill development and responsible greenfield development
- Utilizes the existing flood protection system as an interim growth boundary, with phased land available to accommodate anticipated growth within the 2045 planning horizon

Figure 3-6: 2045 Grand Forks Future Land Use New Growth Areas



Source: 2045 Grand Forks Land Use Plan

Figure 3-8: East Grand Forks 2045 Future Land Use



Source: East Grand Forks 2045 Land Use Plan

# Land Use Plan Updates

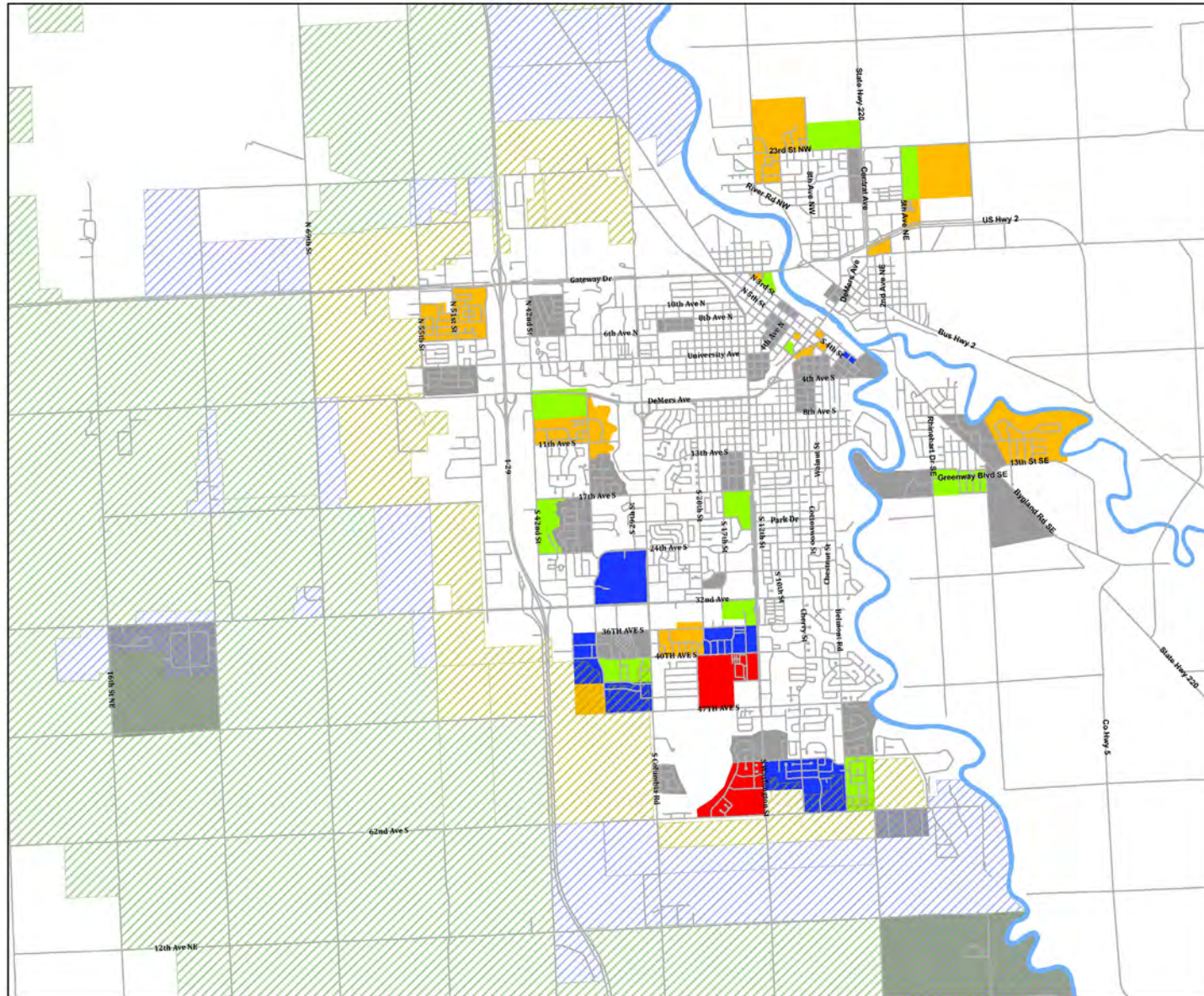
[WWW.EGFPLAN.ORG](http://WWW.EGFPLAN.ORG)

- Past survey results posted
- Past open house posted
- Future meetings being scheduled
- Done by end of year

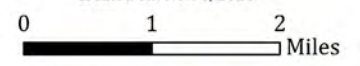
[WWW.GF2050PLAN.COM](http://WWW.GF2050PLAN.COM)

- May 11<sup>th</sup> Workshop
  - GF City Hall Council Chambers
  - 4:30 pm to 6:00 pm
  - Hybrid event
- Future meetings being scheduled
- Done by end of 1<sup>st</sup> Quarter 2022

# 2030 Added Housing



Created on: Nov. 6, 2018



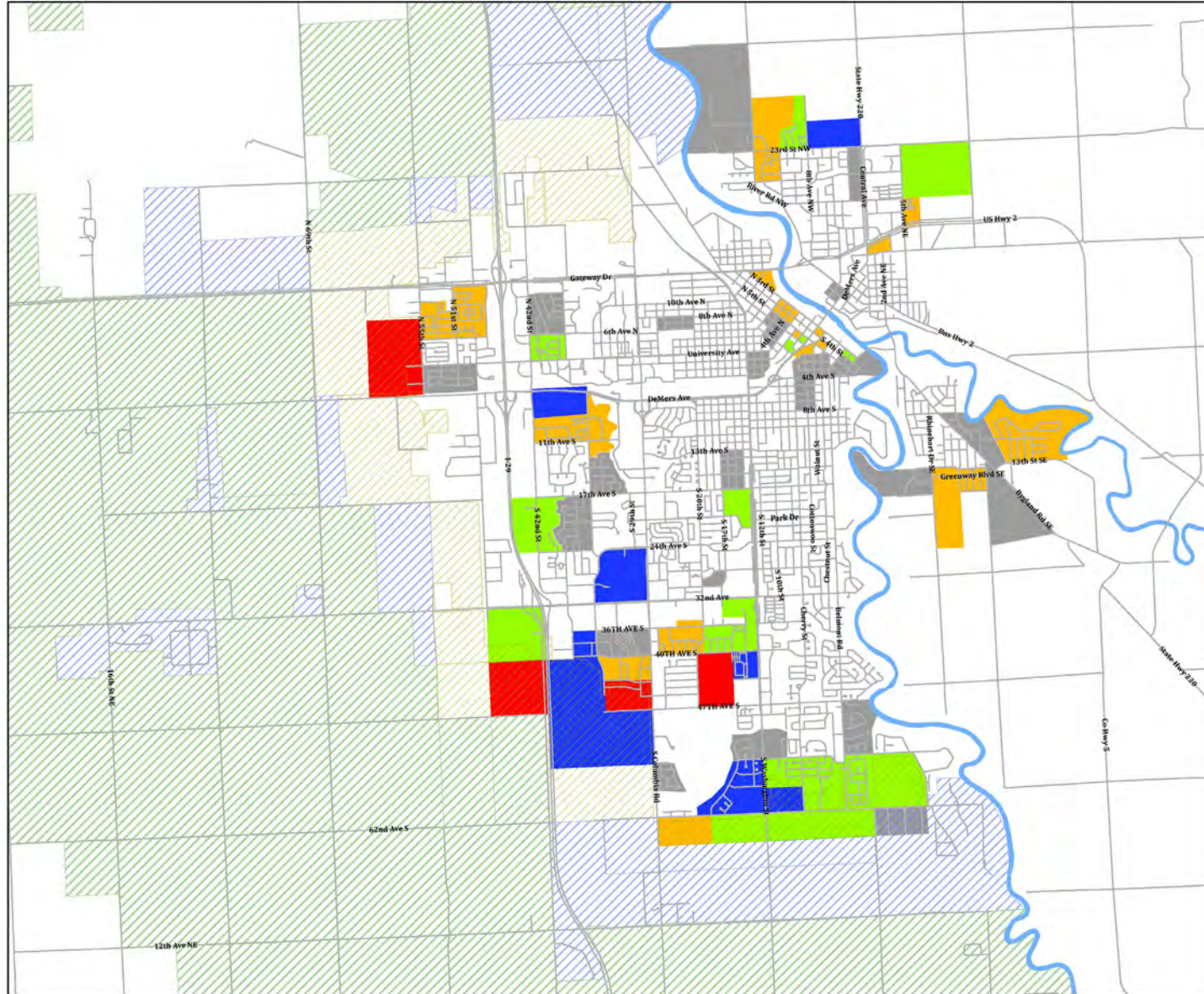
Overcoming Barriers    Strengthening Connections

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

Ensuring Opportunities    Planning One Community

\*A community that provides a variety of complementary transportation choices for people and goods that are fiscally responsible.

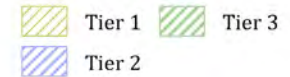
# 2045 Added Housing



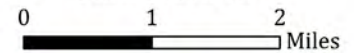
## Added Housing in 2045



## Growth Tiers



Created on: Nov. 6, 2018

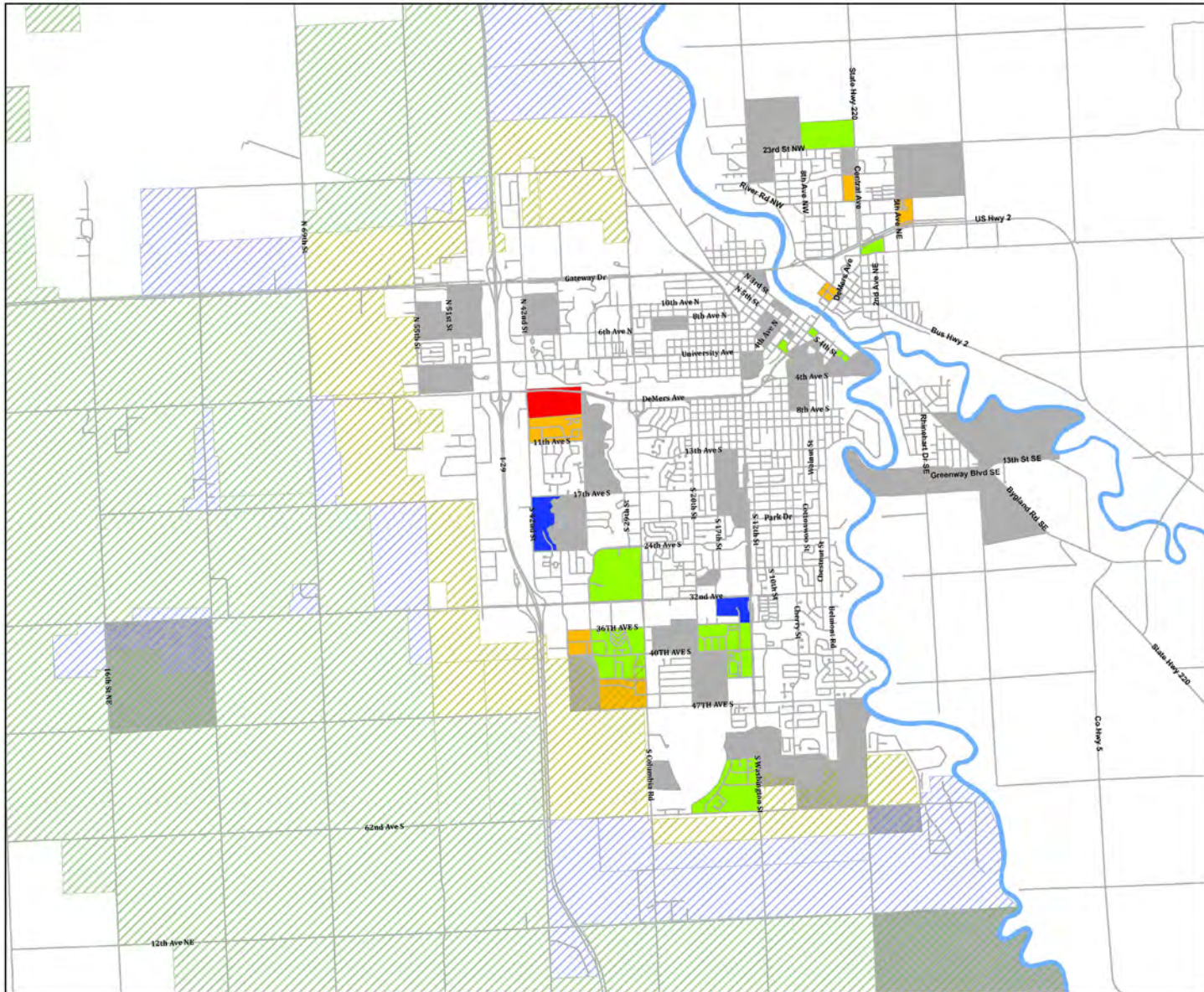


Overcoming Barriers    Strengthening Connections

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

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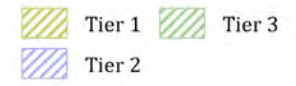


# 2030 Added Employment

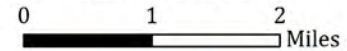
## Added Employment in 2030



## Growth Tiers



Created on: Nov. 6, 2018



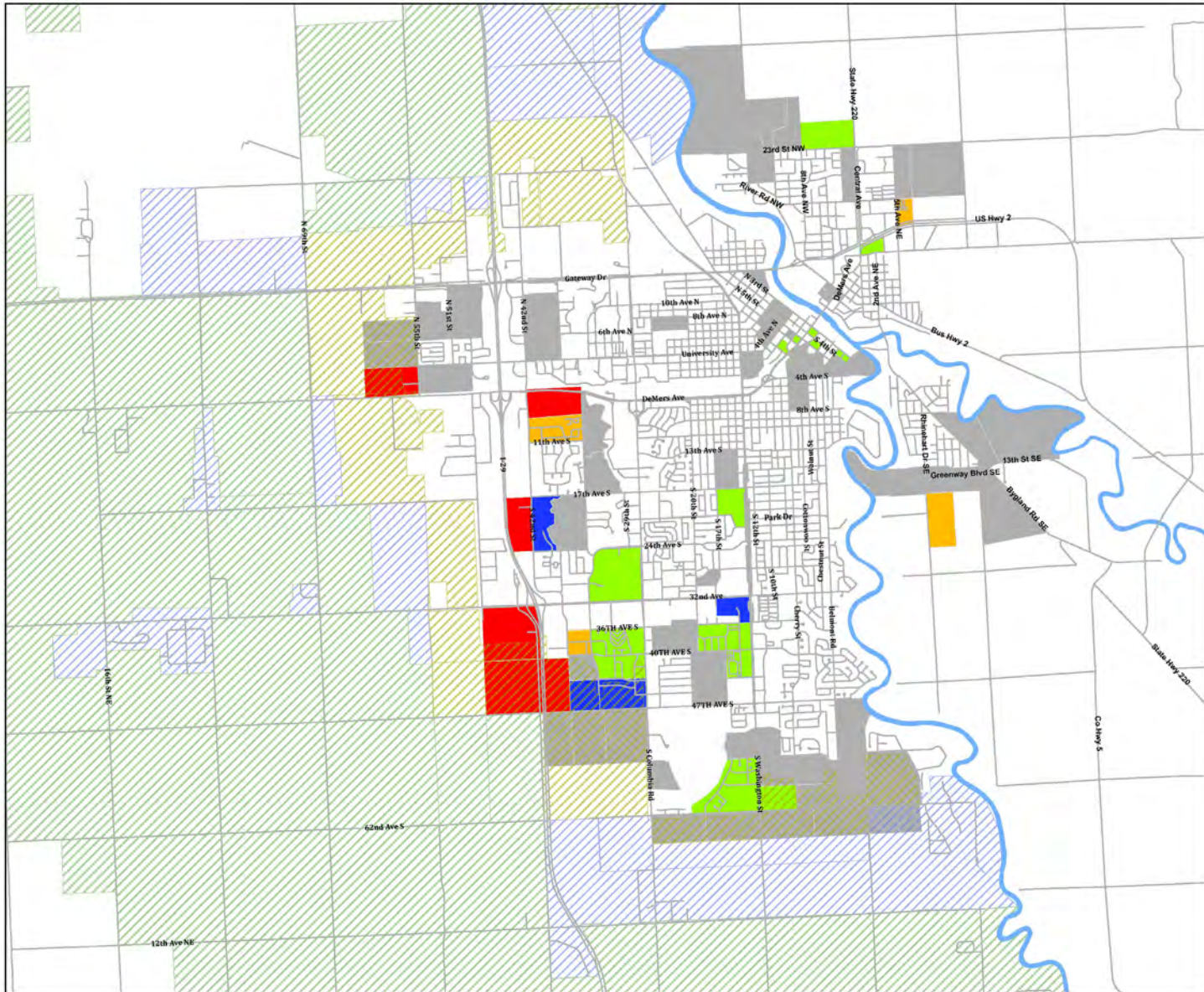
Overcoming Barriers    Strengthening Connections

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

Ensuring Opportunities    Planning One Community

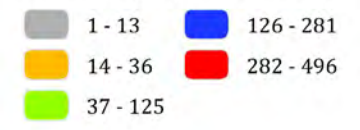
\*A community that provides a variety of complementary transportation choices for people and goods that are fiscally responsible.





# 2045 Added Employment

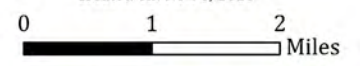
## Added Employment in 2045



## Growth Tiers



Created on: Nov. 6, 2018



Overcoming Barriers Strengthening Connections

Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities Planning One Community  
"A community that provides a variety of complementary transportation choices for people and goods that are fiscally responsible."

# Existing Conditions: 2015 Traffic Volumes

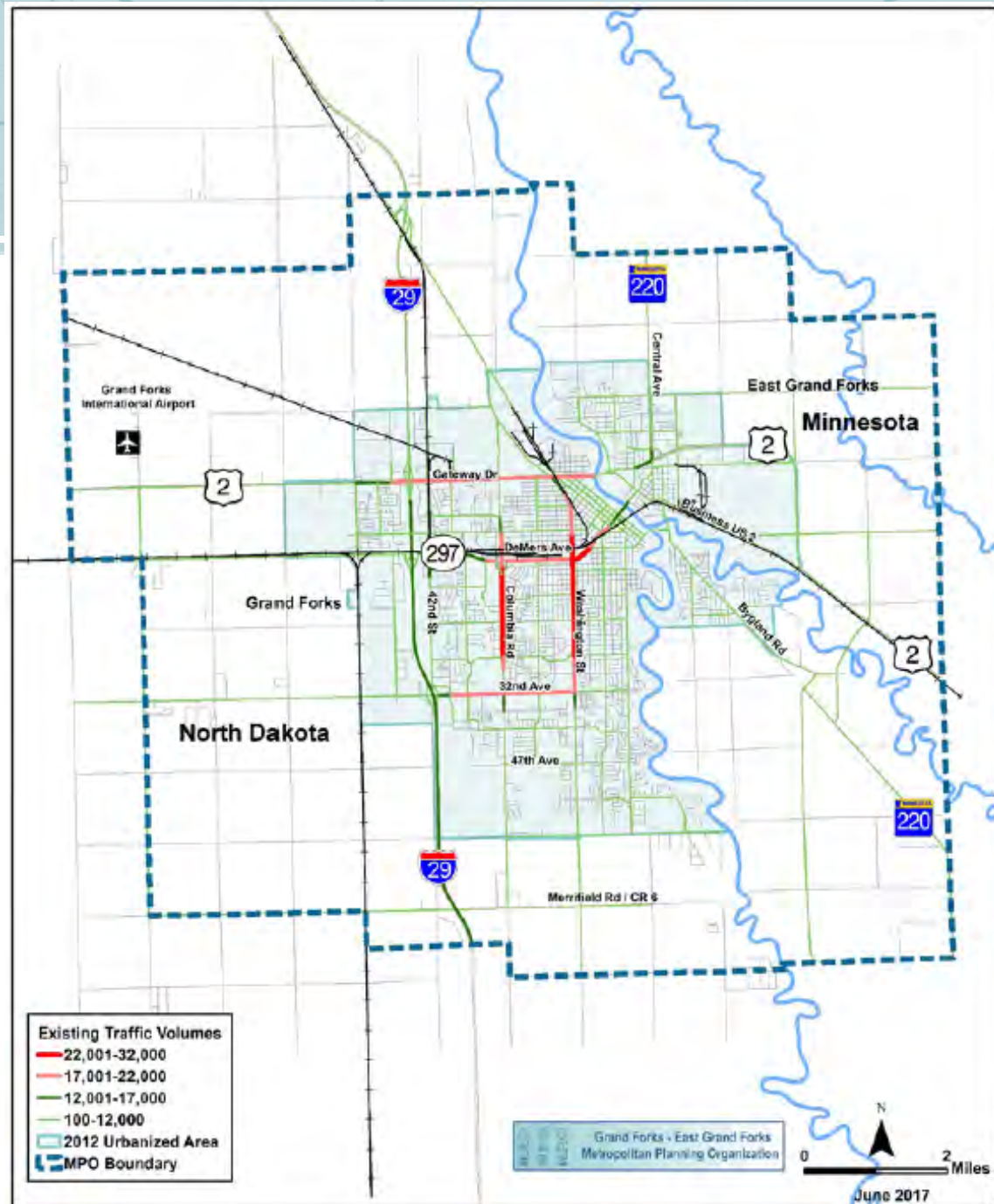
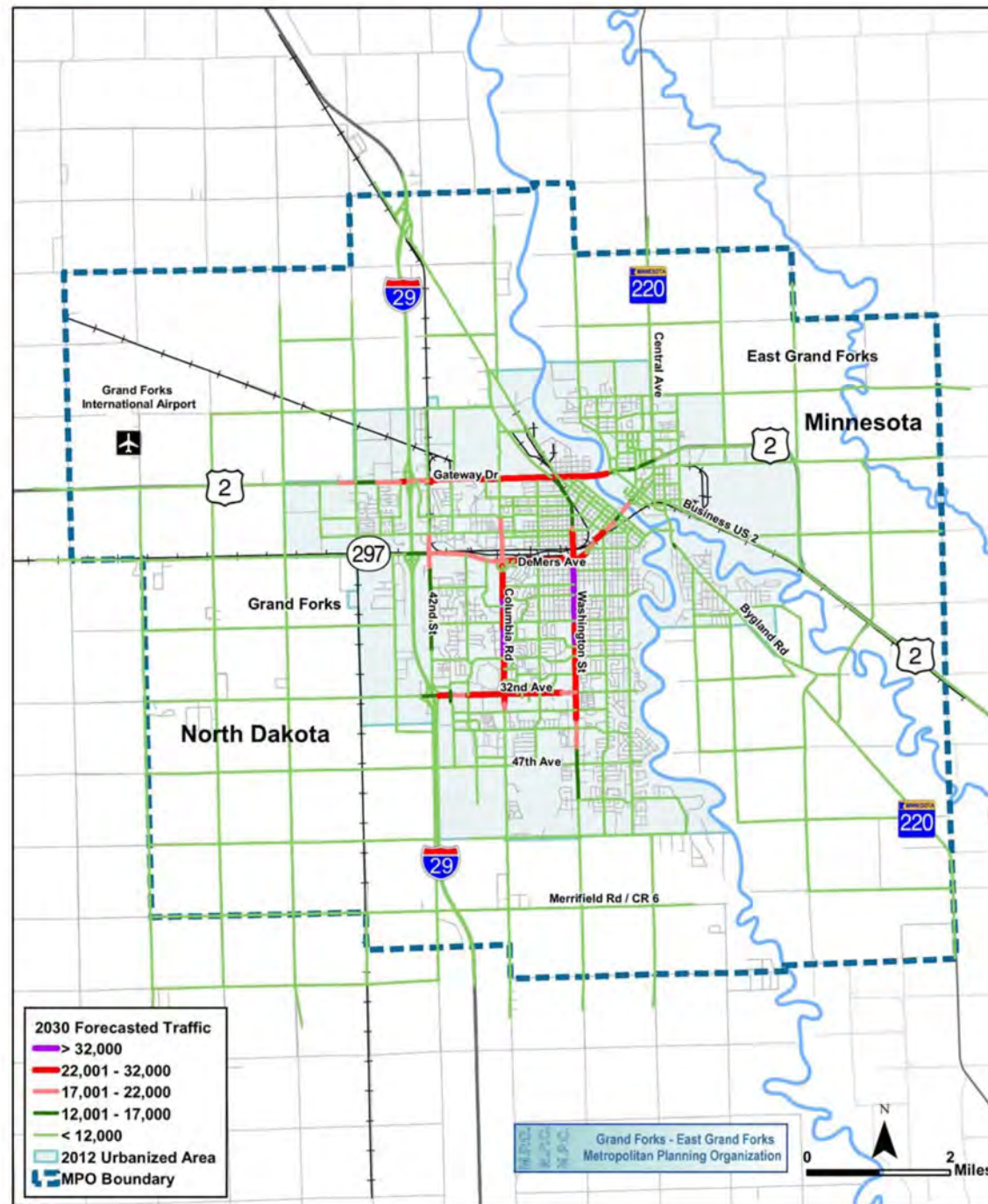
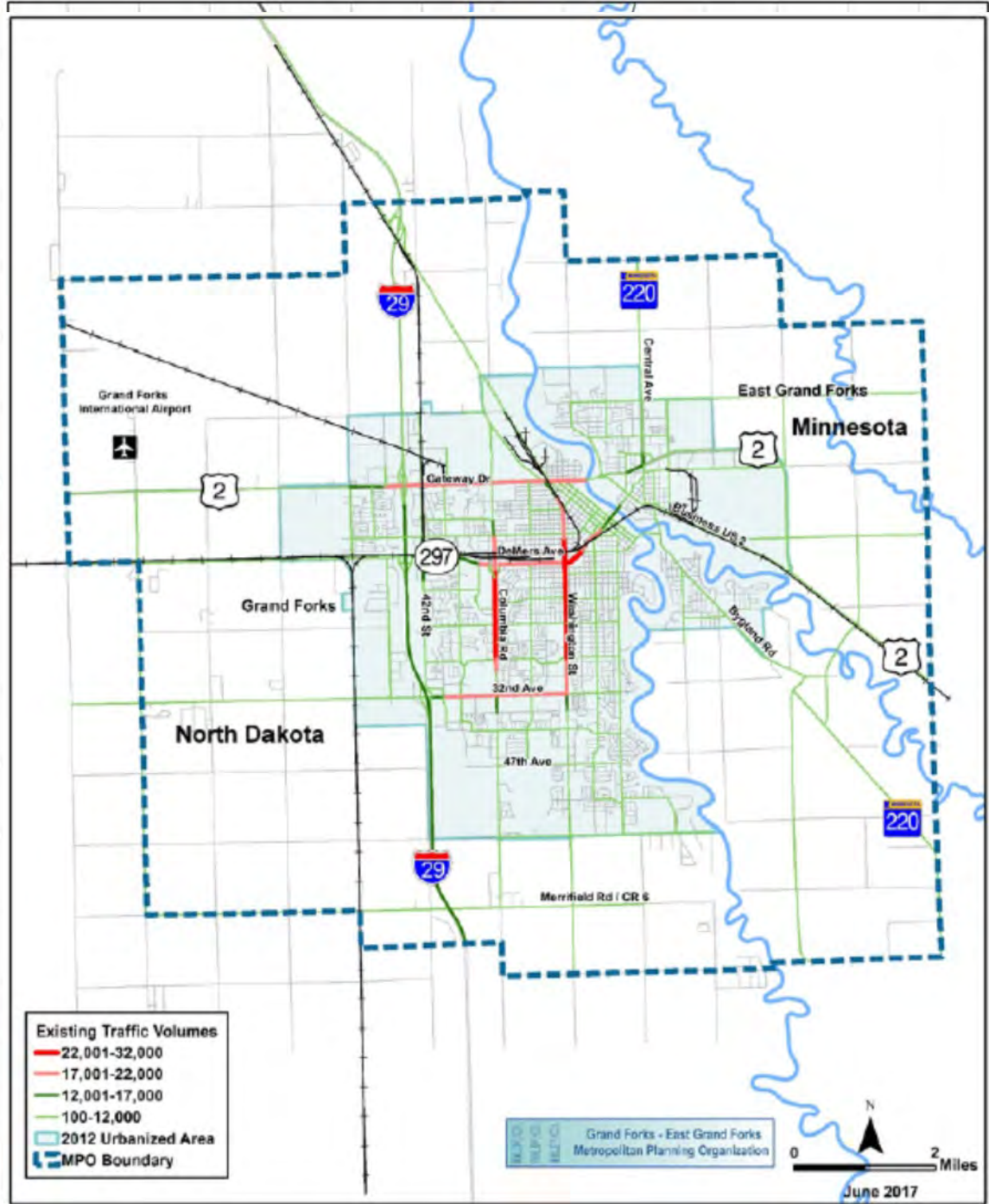


Figure 5-1: 2030 Forecasted Average Daily Traffic Volumes

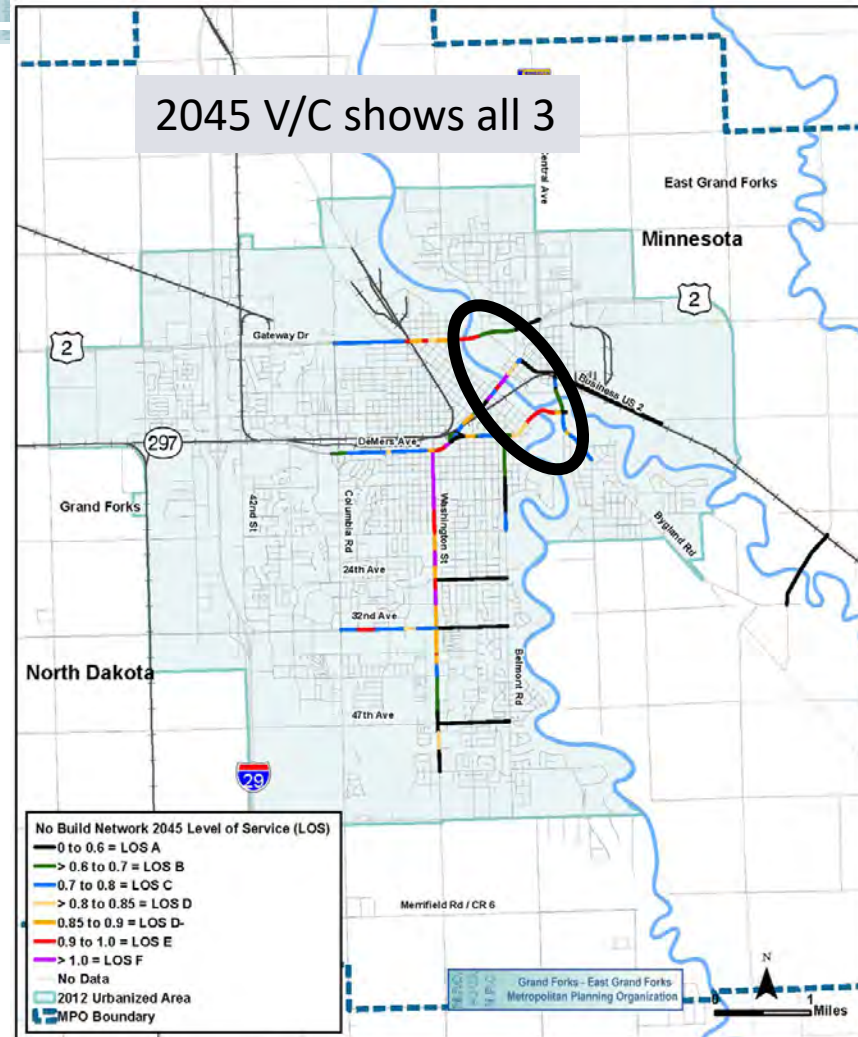
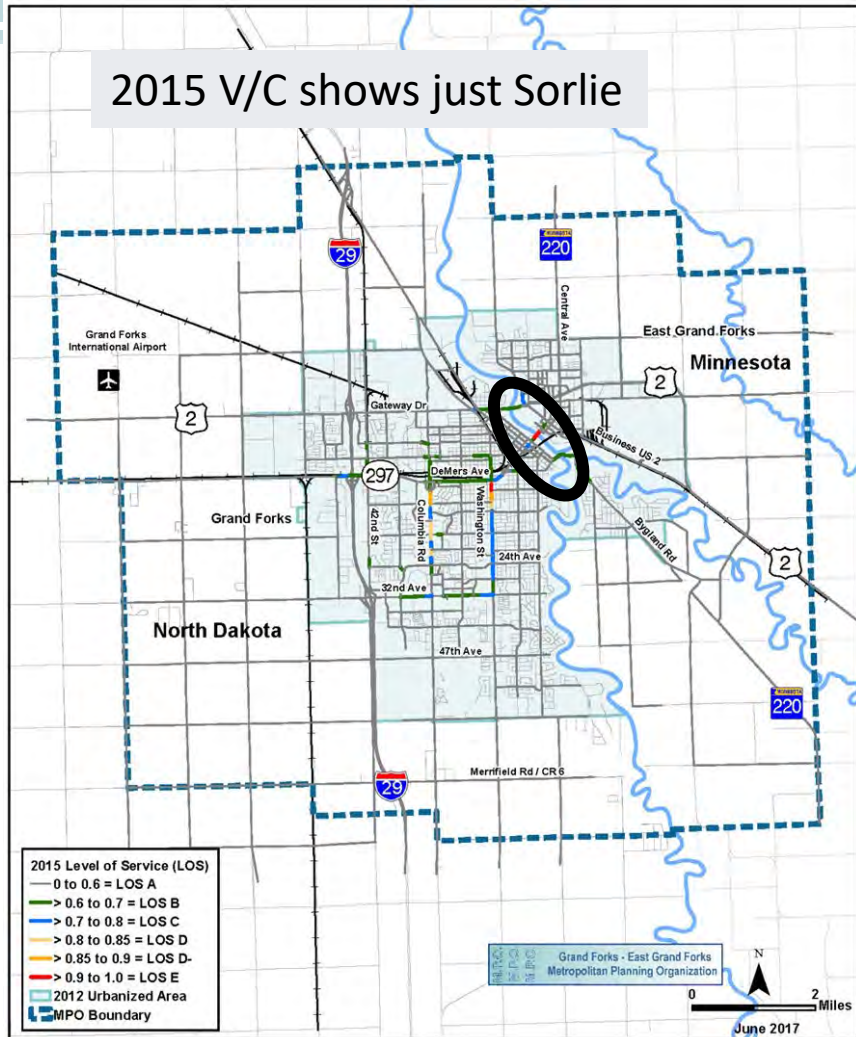
## 2030 Forecasted Traffic Volume



# 2045 Forecasted Traffic Volume



# River Crossing – Link LOS



# River Crossing – Intersection LOS Without Added Bridge

Intersection	Existing Control	2045 Unmitigated LOS	Proposed Control	Mitigated LOS	Mitigation Summary
Demers Avenue at S Washington	Traffic Signal	E	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection improvement. CFI option showed benefit in 2013 analysis.
S Washington at 32nd Avenue	Traffic Signal	E	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection. A quadrant roadway has some merit, but additional analysis is required.
4th Avenue at Belmont Road	All-Way Stop	F	Mini-Roundabout / Traffic Signal	B	Based on a high-level volume analysis, a mini-roundabout is also anticipated to operate at an acceptable LOS. Also could convert to a signal.
17th Avenue at Belmont Road	Two-Way Stop	A			
Greenway Blvd / Bygland Rd / 13th	Two-Way Stop	A			
24th Avenue at Belmont Road	Two-Way Stop	A			
Elks Drive at Belmont Road	Two-Way Stop	C			
32nd Avenue at Belmont Road	All-Way Stop	F	Traffic Signal	D	Convert to a signal. Avoided adding left turn lanes because downstream widening would be required to avoid skew for through traffic through intersection.
47th Avenue at Belmont Road	Two-Way Stop	A			

# School Safety

GRAND FORKS, NORTH DAKOTA and  
EAST GRAND FORKS, MINNESOTA





# Safe Kids GF

- We continue to work with Safe Kids GF and School District on School Safety
- Regularly, a survey is conducted on how students arrive and leave the school sight.
- In mid May, 2 surveys will be done GF District wide.
  - Teachers will survey students at the beginning of a couple of days as to how many arrived by each mode (driven, walked, biked, bus)
  - Parents will be sent a survey asking more questions about how students get to and leave the schools
- Our Study will also provide a wikimapping tool for all traffic/transportation issues to be identified within our Study Area.





# Closing Remarks

- Questions?
- Comments?

# Adjourn/Next Meeting

- Confirm recurring meeting date (1<sup>st</sup> Tuesday, 9:30-11:00?)
- Won't meet every month (see below)

Meeting	Date	Agenda Topics
#1	April	Introduction to study and Ad Hoc Group
#2	May	Review existing study area conditions Prep for <b>Open House #1: Existing Conditions &amp; Purpose and Need</b>
#3	June/July	Review traffic information and preliminary alternatives Prep for <b>Open House #2: Alternatives</b>
#4	August/Sept	Review evaluation results Prep for <b>Open House #3: Evaluation Results</b>
#5	October/November	Implementation plan and next steps

[www.forks2forksbridge.com/info](http://www.forks2forksbridge.com/info)

Tim Burkhardt

[TBURKHARDT@ALLIANT-INC.COM](mailto:TBURKHARDT@ALLIANT-INC.COM)



## Transmittal Information

**To:** Earl Haugen (Grand Forks-East Grand Forks MPO)  
**From:** Tim Burkhardt, AICP (Alliant Engineering)  
Mike Kondziolka, PE, PTOE (Alliant Engineering)  
**Date:** 5/5/2021  
**Subject:** Technical Memorandum #3-A: Existing and Forecast Future Traffic Volumes

## 1. Introduction

This is the third in a series of technical memorandums for the Grand Forks-East Grand Forks Future Bridge Traffic Impact Study. It presents the first portion of the traffic analysis—a summary of the data and methodology used to develop the existing and future traffic volumes for the analysis. A fourth technical memorandum (Technical Memorandum #3-B) will follow, completing section 3 with the results of the traffic operations and safety analysis.

## 2. Existing and Future Conditions

Refer to Technical Memorandum #2 for documentation of the existing and future conditions assessment, including the transportation system and infrastructure, the built and natural environment, and land use.

## 3. Traffic Analysis

A traffic analysis is being completed to assess the traffic operations and safety performance of the roadway network on both sides of the Red River in Grand Forks and East Grand Forks to assess existing conditions, forecast 2030 conditions, and forecast 2045 conditions under scenarios with no new bridge (No Build), a new river bridge at Elks Dr (Elks Dr Bridge), or a new bridge at 32<sup>nd</sup> Ave S (32<sup>nd</sup> Ave Bridge).

### 3.1 EXISTING TRAFFIC VOLUMES AND PATTERNS

The data sources, methodology, and resulting existing and forecast traffic volumes along with the regional traffic patterns for trips using the Point Bridge are presented in the following sections.

#### 3.1.1 Existing Traffic Volumes

##### 3.1.1.1 Data Sources

Existing turning movement volumes from prior traffic studies and/or agency counts were used for this analysis at intersections where existing data was available. Turning movement counts for multiple of the study intersections were provided by the Grand Forks-East Grand Forks MPO. Turning movement volumes at the signalized intersections on Washington St S were collected using the online NDSU Traffic Analysis tool, which utilizes count data from traffic signal-mounted cameras at signalized intersections. Alliant collected new turning movement counts for intersections and time periods where existing data was not available. Alliant staff

collected video data for the new counts locations and was processed by MioVision to develop turning movement volumes for the analysis area. **Table 3-1** shows the turning movement volume data source and count date for each of the study intersections.

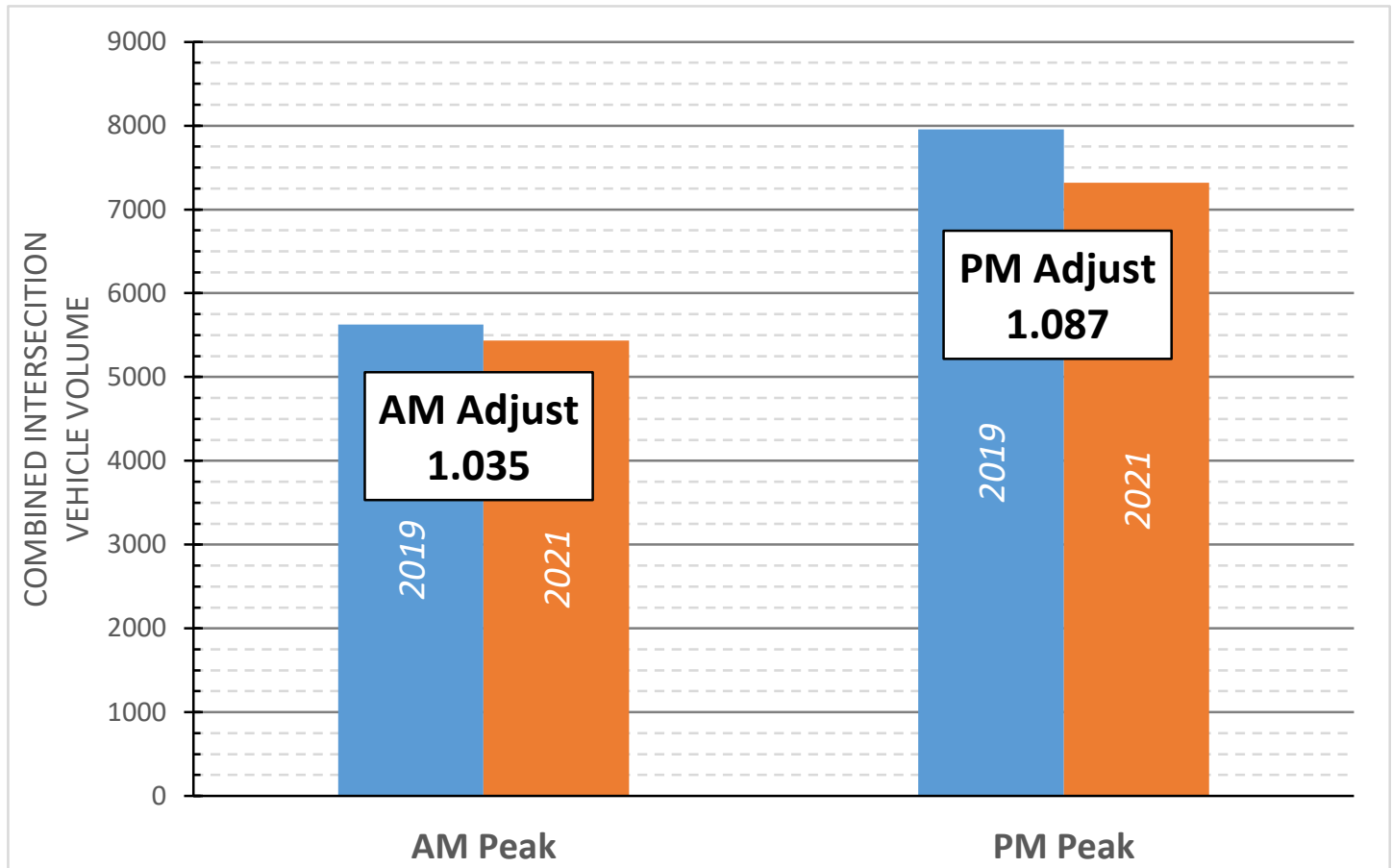
**Table 3-1. Existing Turning Movement Volume Data Sources**

Intersection	City	Source	Data Date
32nd Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
32nd Ave & Cherry St	Grand Forks	New Counts	Feb 2021
32nd Ave & Belmont Rd	Grand Forks	MPO	May 2017
24th Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
24th Ave & Cherry St	Grand Forks	New Counts	Feb 2021
24th Ave & Belmont Rd	Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-May 2018
Belmont Rd & Elks Dr	Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-May 2018
Demers Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
4th Ave & Cherry St	Grand Forks	MPO	April 2017
4th Ave & Belmont Rd	Grand Forks	MPO	April 2017
Bygland Rd (CR 72) & 1st St	East Grand Forks	New Counts	Feb 2021
Bygland Rd (CR 72) & Rhinehart Dr	East Grand Forks	New Counts	Feb 2021
Rhinehart Dr & Greenway Blvd	East Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-May 2018
Rhinehart Dr & 190th St	East Grand Forks	Inferred from Adjacent Int.	N/A
Bygland Rd (CR 72) & Greenway Blvd	East Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-April 2017
Bygland Rd (CR 72) & 190th St	East Grand Forks	New Counts	Feb 2021
TH 220 & Harley (CR 72)	East Grand Forks	New Counts	Feb 2021
TH 220 & US 2	East Grand Forks	New Counts	Feb 2021

The intersection of Rhinehart Dr SE & 190<sup>th</sup> St SW was added to the study area after counts were collected. Daily volumes at this intersection are less than 100 vehicles per day on each approach. Due to the low volumes, peak hour turning movement counts were inferred from the count data at the adjacent intersections where data was available.

### 3.1.1.2 Existing Volume Development

Adjustment factors were developed to bring all turning movement volumes from the different data sources to a cohesive baseline existing condition. The new turning movement counts collected by Alliant were gathered in February of 2021 during the COVID-19 pandemic. Traffic volumes during the pandemic were generally lower than pre-pandemic levels. Using intersection turning movement volumes from the NDSU Traffic Analysis online tool, peak hour turning movement volumes prior to the pandemic (2019) were collected at study intersections on Washington St S. The combined 2019 peak hour volumes were compared to the combined new 2021 peak volumes at the same locations. As shown in **Figure 3-1**, the 2019 volumes were higher in the AM and PM peak periods by 3.5% and 8.7%, respectively. In order to reflect expected “normal” traffic volume conditions, the new 2021 peak hour turning movement counts were scaled up by applying these adjustment factors. For the purposes of this analysis, all existing (2021) conditions traffic volumes reflect 2019 traffic volume levels prior to the COVID-19 pandemic.



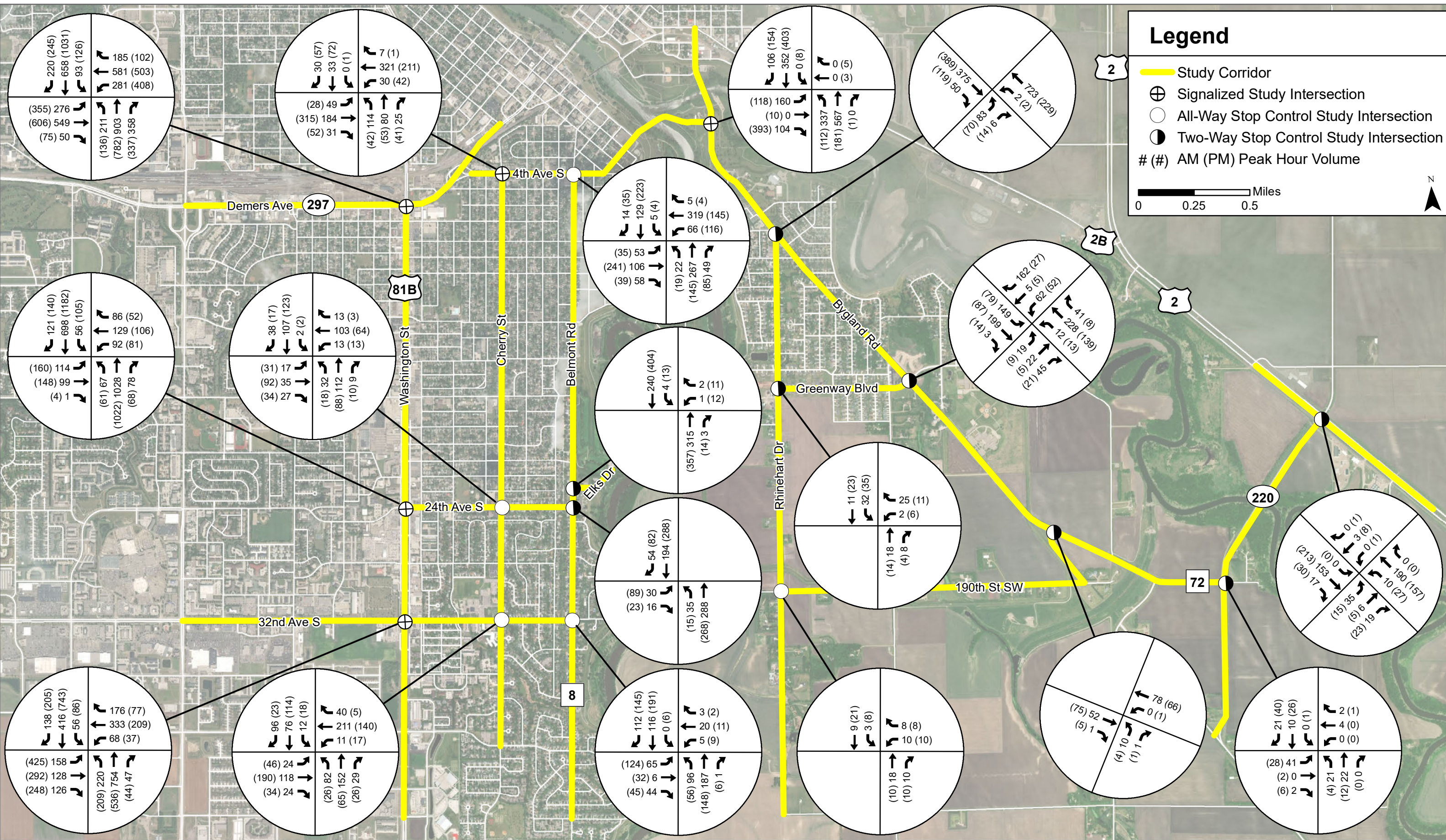
**Figure 3-1. COVID-19 Peak Period Volume Adjustment Factors**

For intersections that had MPO volume data from 2018 or older, historical AADT data was pulled from the North Dakota Traffic Data and MnDOT Traffic Mapping online applications to grow counts to “normal” existing (2019) volume levels based on historical volume trends. The historical daily traffic volumes collected are shown in **Table 3-2**. The historical volumes were used to develop annual growth rates for each intersection, which were then used to grow the turning movement counts to expected 2019 levels.

**Table 3-2. Historical Volume Trend Analysis**

Year	Belmont & 32nd	Belmont & 24 <sup>th</sup> /Elks	Belmont & 4th	Cherry & 4th	Greenway & Rhinehart	Greenway & Bygland
2019	-	-	-	-	2,430	-
2018	11,450	6,200	14,085	16,840	-	-
2017	-	-	-	-	2,430	3,430
2015	11,045	6,760	12,745	16,710	-	-
2013	9,815	6,305	10,660	14,835	2,295	3,340
2010	9,670	6,030	11,040	15,085	-	-
Annual Rate	2.13%	0.35%	3.09%	1.39%	0.96%	0.67%

The adjusted existing turning movement volumes are provided in **Figure 3-2**.



Future Bridge Traffic Impact Study



Figure 3-2  
Existing Traffic Volumes

Source: ESRI World Imagery Basemap

### 3.1.1.3 Existing Traffic Patterns

To demonstrate the traffic patterns of travelers crossing the existing bridges between Grand Forks and East Grand Forks, the Advanced Traffic Analysis Center (ATAC) at North Dakota State University ran a StreetLight origin-destination analysis between Grand Forks and East Grand Forks. The analysis determined the average daily vehicle trips that started in each traffic analysis zone (TAZ) on one side of the river, traveled across one of the bridges between the cities, and ended in a TAZ on the opposite side of the river. Of the three bridges near the study area, the data for trips using the Point Bridge was isolated to show the regional traffic patterns that would be influenced by the addition of a new river crossing at Elks Dr or 32<sup>nd</sup> Ave S.

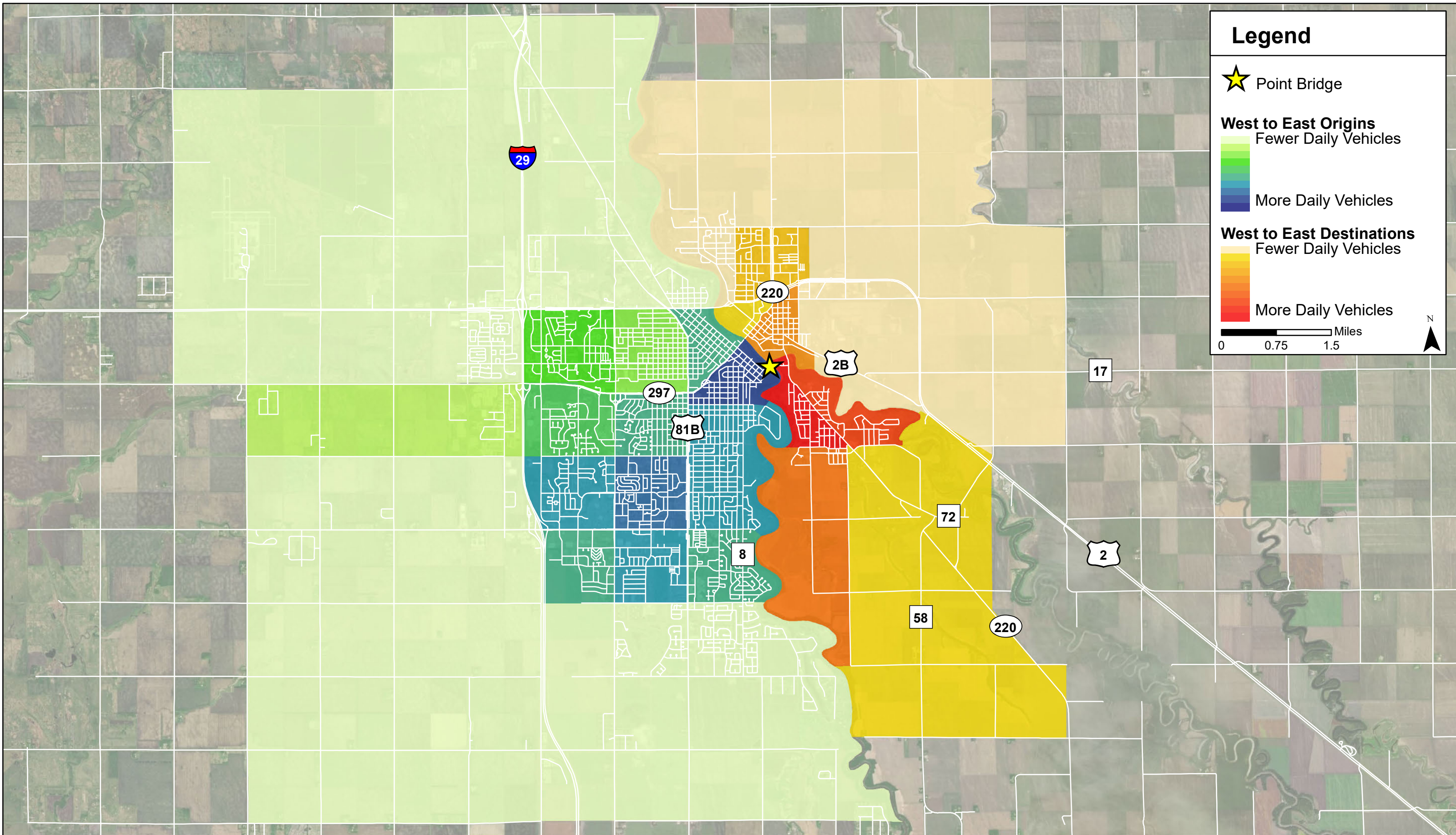
The results of the analysis are provided in two figures showing origin-destination densities for each direction across the bridge. **Figure 3-3** shows trips starting in Grand Forks and traveling east across the bridge to East Grand Forks, and **Figure 3-4** shows trips starting East Grand Forks traveling west across the bridge to Grand Forks. The darker zones reflect TAZs where more trips begin or end, and the lighter zones reflect TAZs with less trips beginning or ending within them.

The West to East analysis shows that most trips originated east of I-29 in the southern portion of Grand Forks between Demers Ave (ND 297) and 47<sup>th</sup> Ave S. The downtown area between Demers Ave and 8<sup>th</sup> Ave S was the highest trip-generating origin TAZ. The most common destination for these trips were to the neighborhoods south of the Red Lake River, near Bygland Rd SE (old Hwy 220).

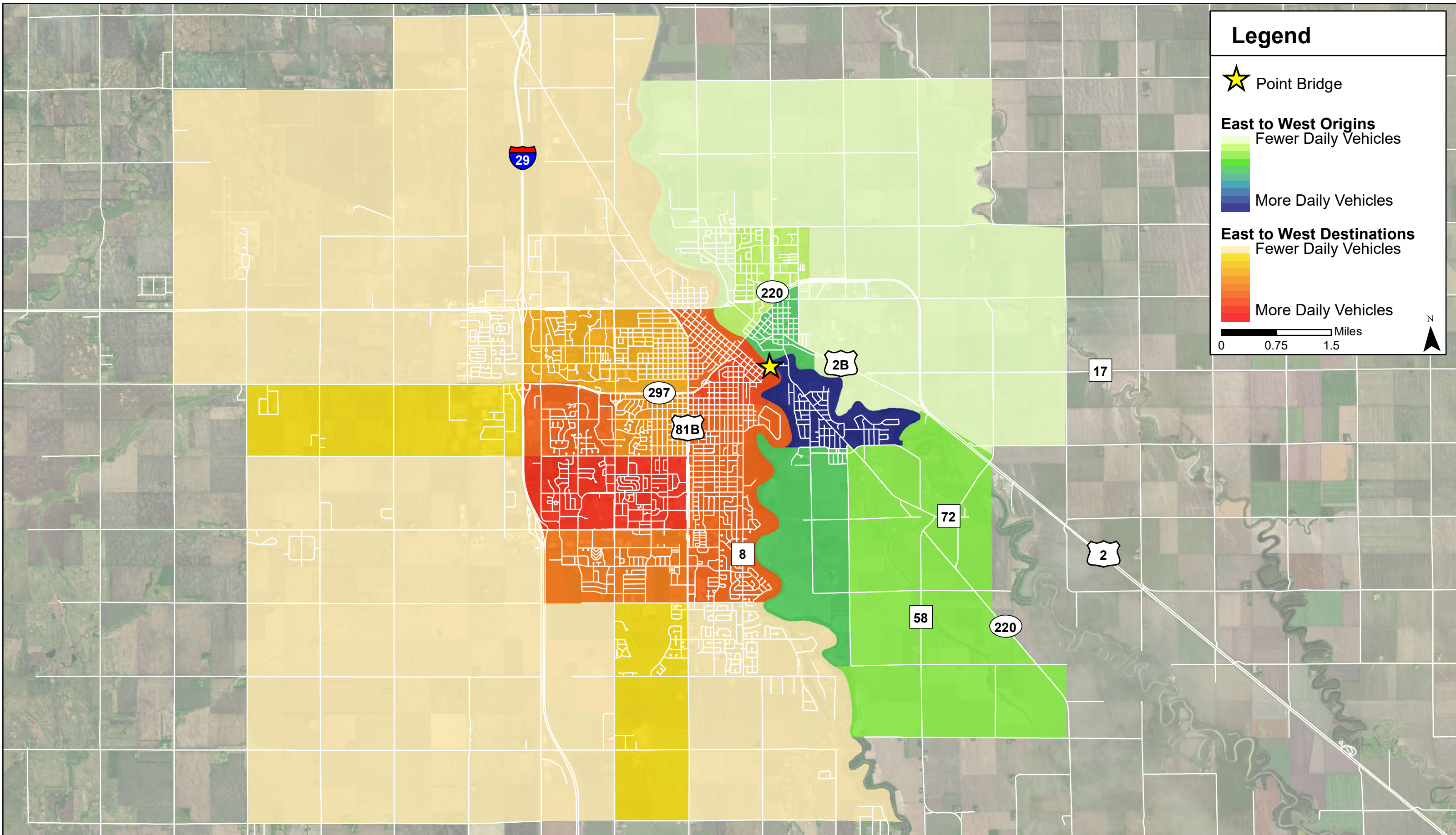
The East to West analysis was a near mirror of the West to East analysis, with most trips beginning in the neighborhoods near Bygland Rd SE between 1<sup>st</sup> St SE and Greenway Blvd SE, and ending south of Demers Ave and east of I-29. The primary destination TAZs were between I-29 and Washington St S to the north of 32<sup>nd</sup> Ave S and south of 17<sup>th</sup> Ave S.

These results indicate that a sizeable portion of trips currently using the Point Bridge would be expected to use a new river bridge to the south of the point bridge.





*Figure 3-3  
Point Bridge Traffic Patterns  
West to East Origins/Destinations*



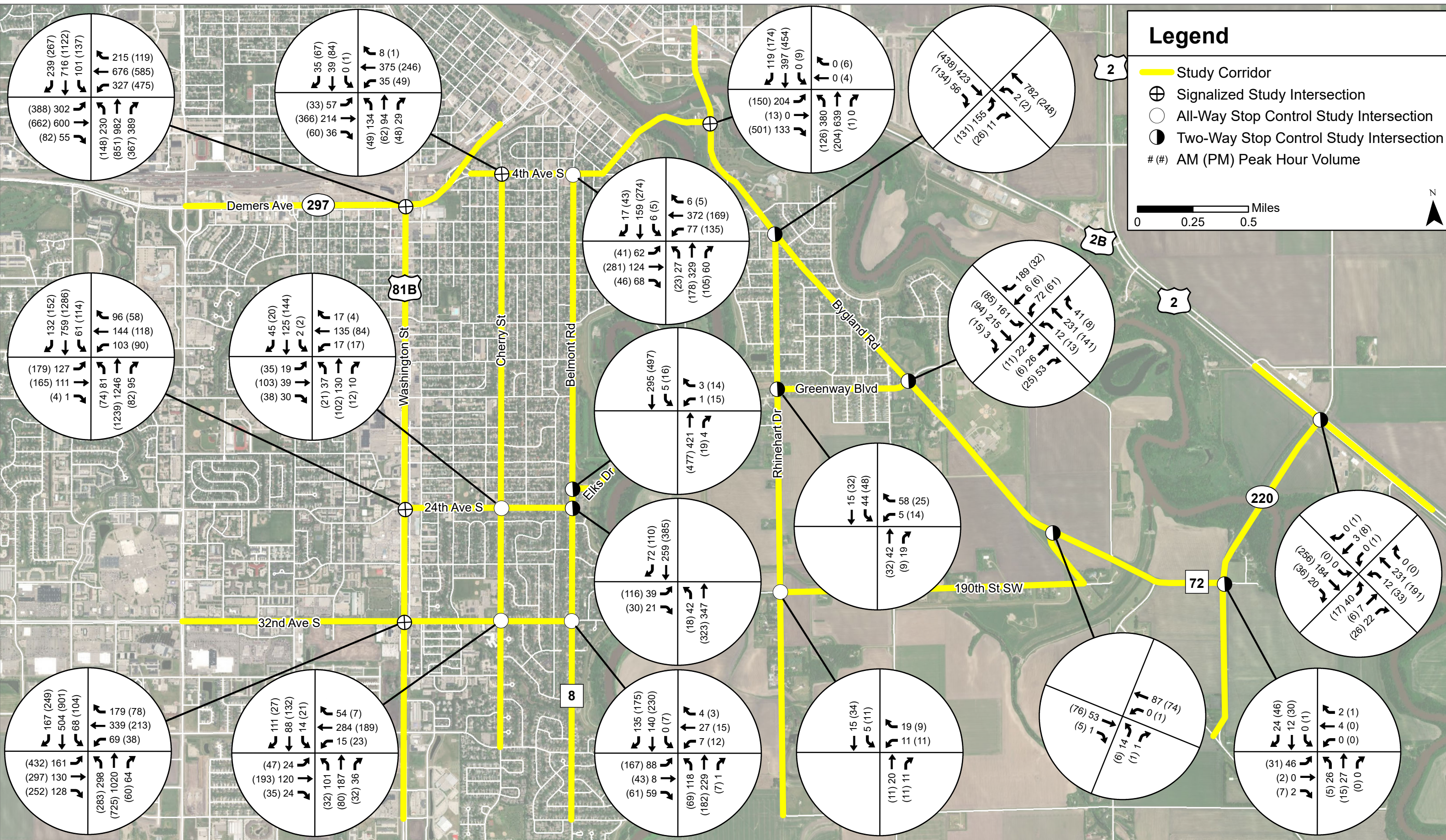
### 3.1.2 Future Traffic Volumes

Future daily traffic volume forecasts for the study roadway segments were developed by ATAC using travel demand modeling for the years 2030 and 2045 for scenarios including no new river bridge (No Build), a new river bridge at Elks Dr (Elks Dr Bridge), and a new river bridge at 32<sup>nd</sup> Ave S (32<sup>nd</sup> Ave Bridge). The travel demand model output included AADT volumes for the 2015 base year, 2030 forecast year, and 2045 forecast year along all major street segments in the project area.

Using the forecast data provided by ATAC, growth rates were developed by comparing the base (2015) modeled segment volumes to the segment volumes for each of the forecast years under the three scenarios. These growth rates were then applied to each intersection approach to scale the existing turning movement volumes to forecast levels in 2030 and 2045 under the three scenarios. Two growth factors were calculated for each segment: one based on model-to-model growth from 2015 to 2030, and one based on model-to-model growth from 2015 to 2045. The growth rates were applied to the 2021 turning movement volumes to develop the forecast turning movement volumes.

In the Elks Dr Bridge and 32<sup>nd</sup> Ave Bridge scenarios, a new study intersection was added where the bridge would connect to Rhinehart Dr SE in East Grand Forks. Build scenario forecast turning movement volumes for these proposed future intersections and the intersections on Belmond Rd where the new bridge would connect (Elks Dr and 32<sup>nd</sup> Ave S) were derived from the travel demand model forecast ADTs based on peak hour traffic characteristics for the existing Point Bridge.

The No Build scenario forecast volumes are provided in **Figures 3-5 and 3-6**, the Elks Dr Bridge scenario forecast volumes are provided in **Figures 3-7 and 3-8**, and the 32<sup>nd</sup> Ave Bridge scenario forecast volumes are provided in **Figures 3-9 and 3-10**.

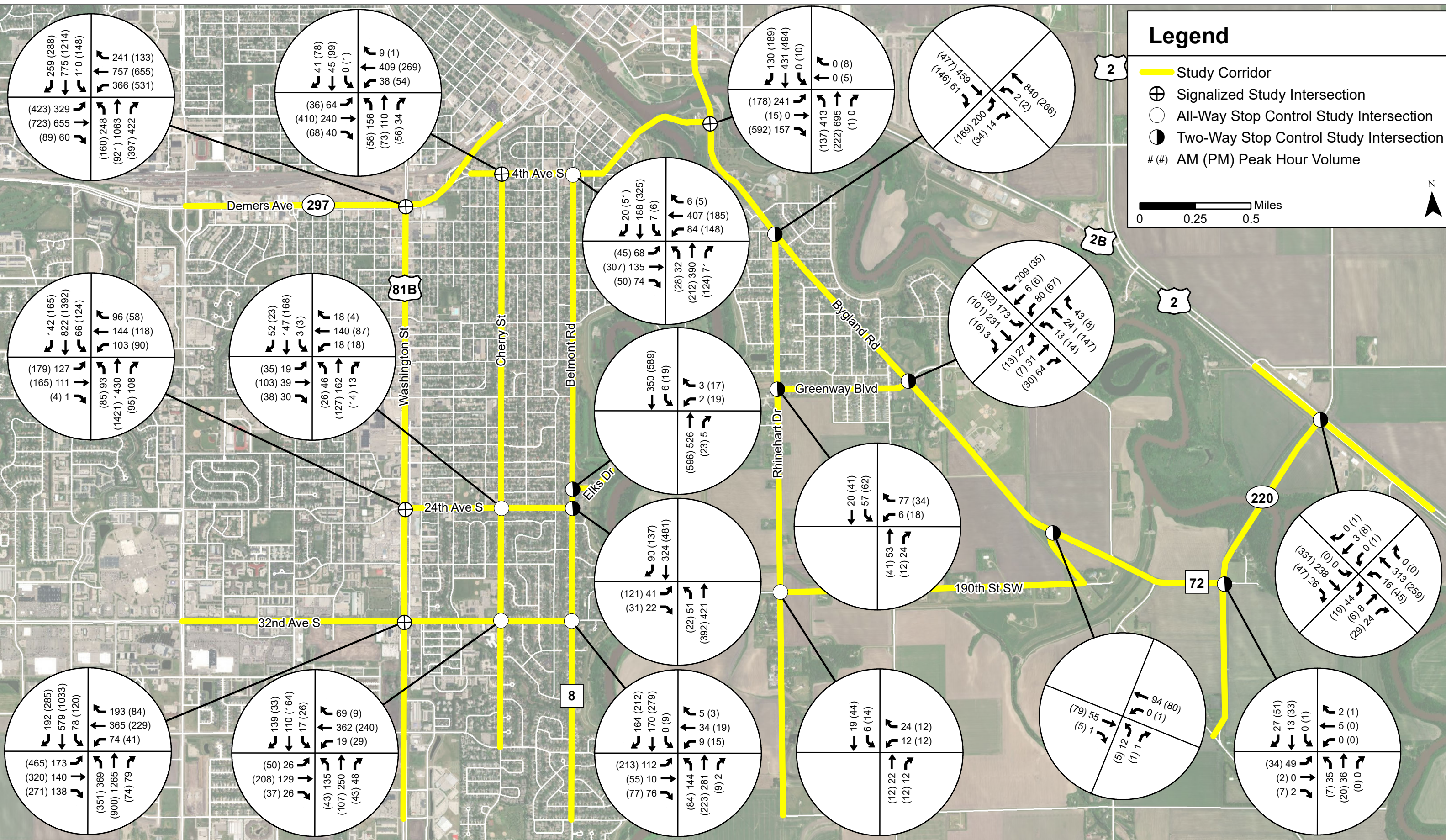


Future Bridge Traffic Impact Study



Figure 3-5  
Forecast 2030 No Build Traffic Volumes

Source: ESRI World Imagery Basemap

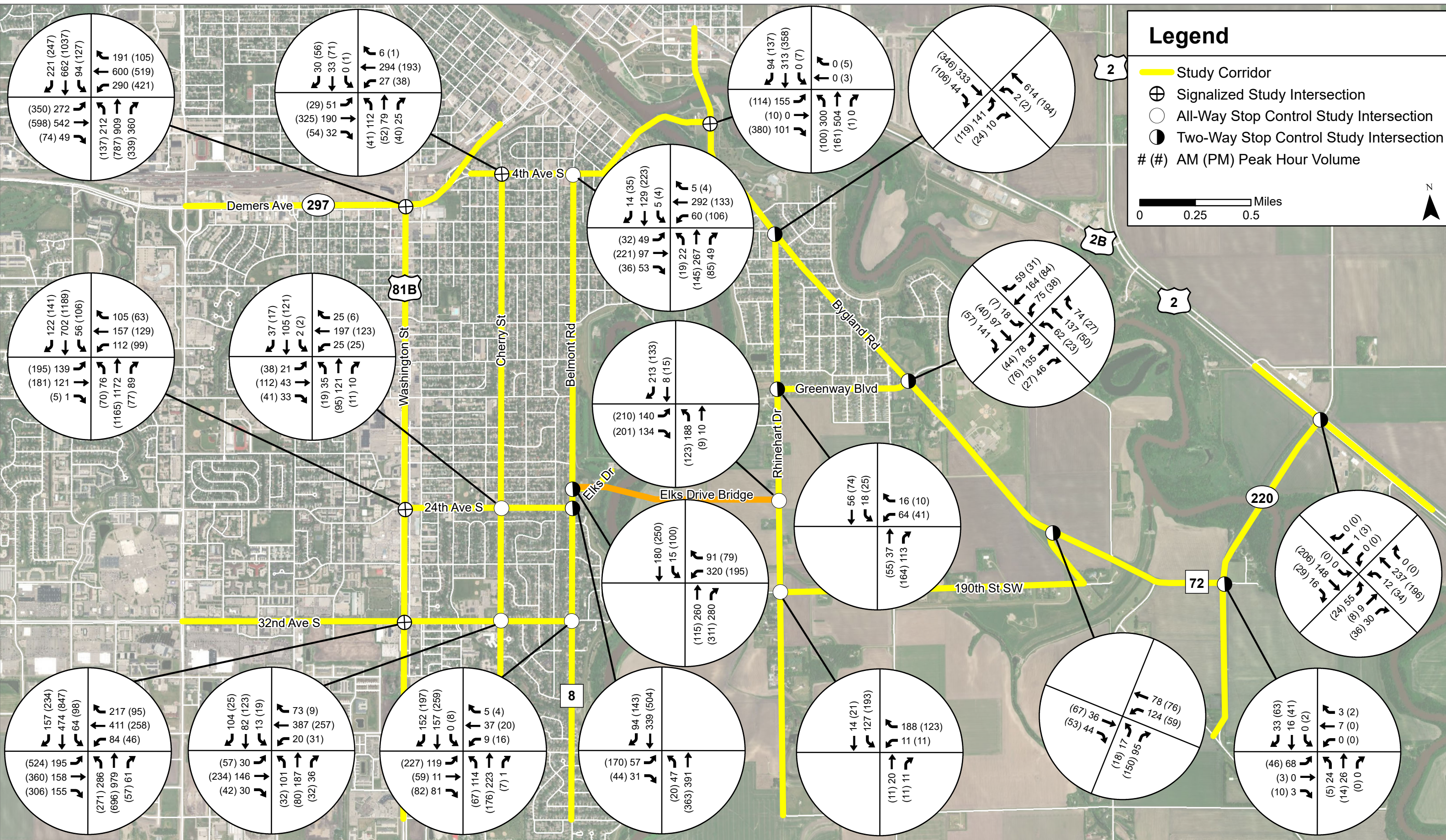


Future Bridge Traffic Impact Study

Figure 3-6  
Forecast 2045 No Build Traffic Volumes



Source: ESRI World Imagery Basemap

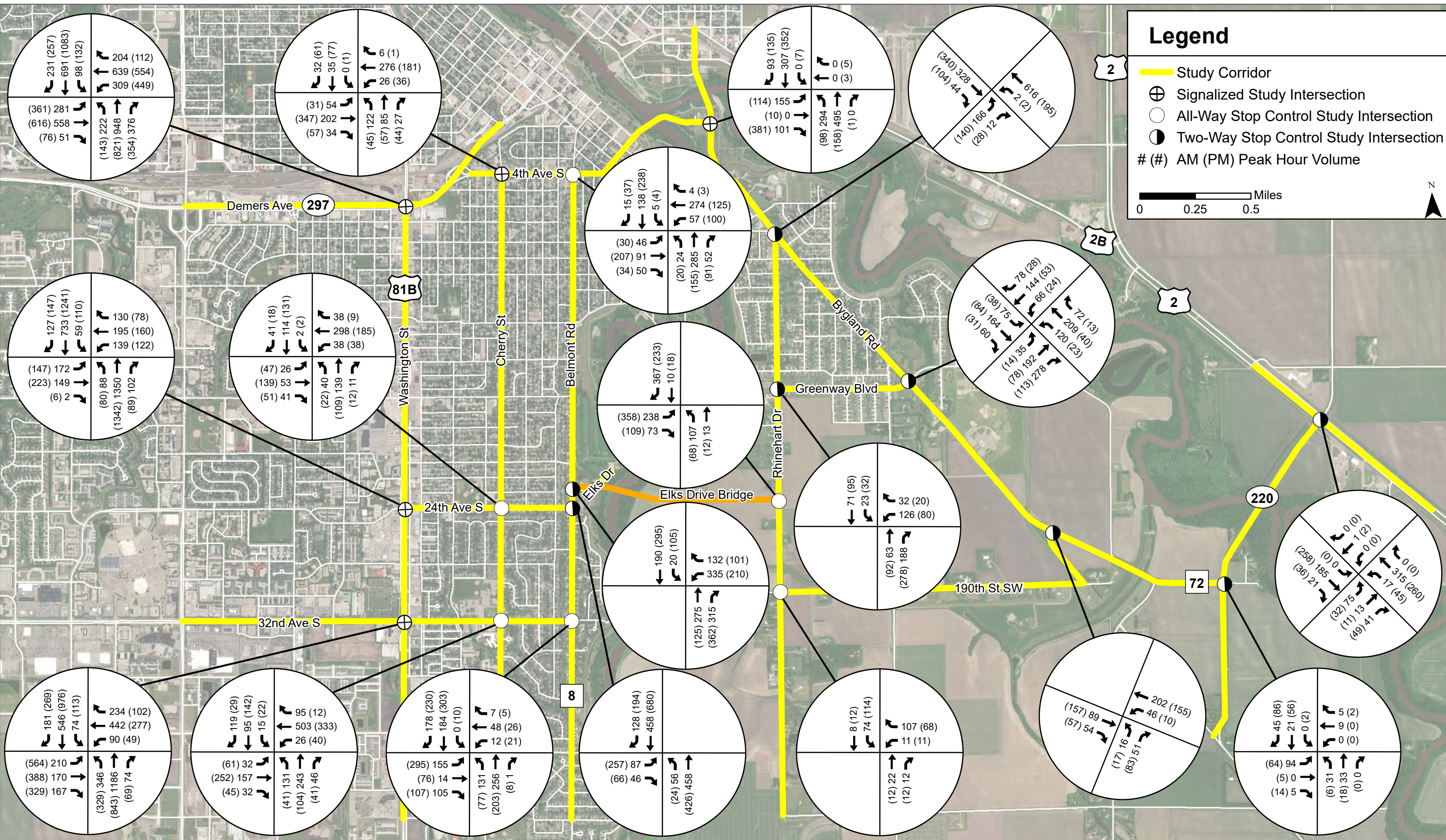


Future Bridge Traffic Impact Study

Figure 3-7  
Forecast 2030 Elks Drive Bridge Traffic Volumes



Source: ESRI World Imagery Basemap

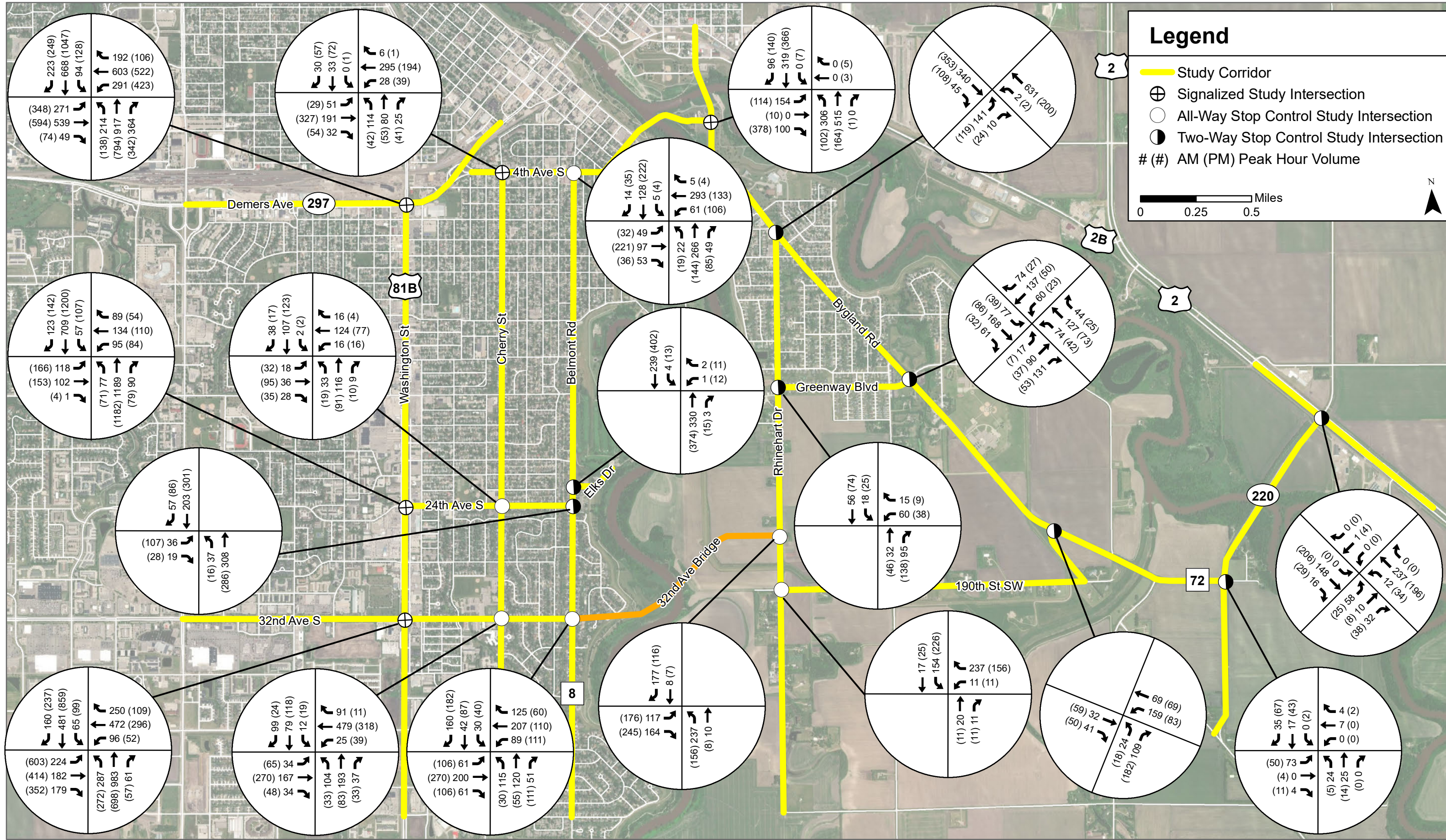


Future Bridge Traffic Impact Study

Figure 3-8  
Forecast 2045 Elks Drive Bridge Traffic Volumes



Source: ESRI World Imagery Basemap



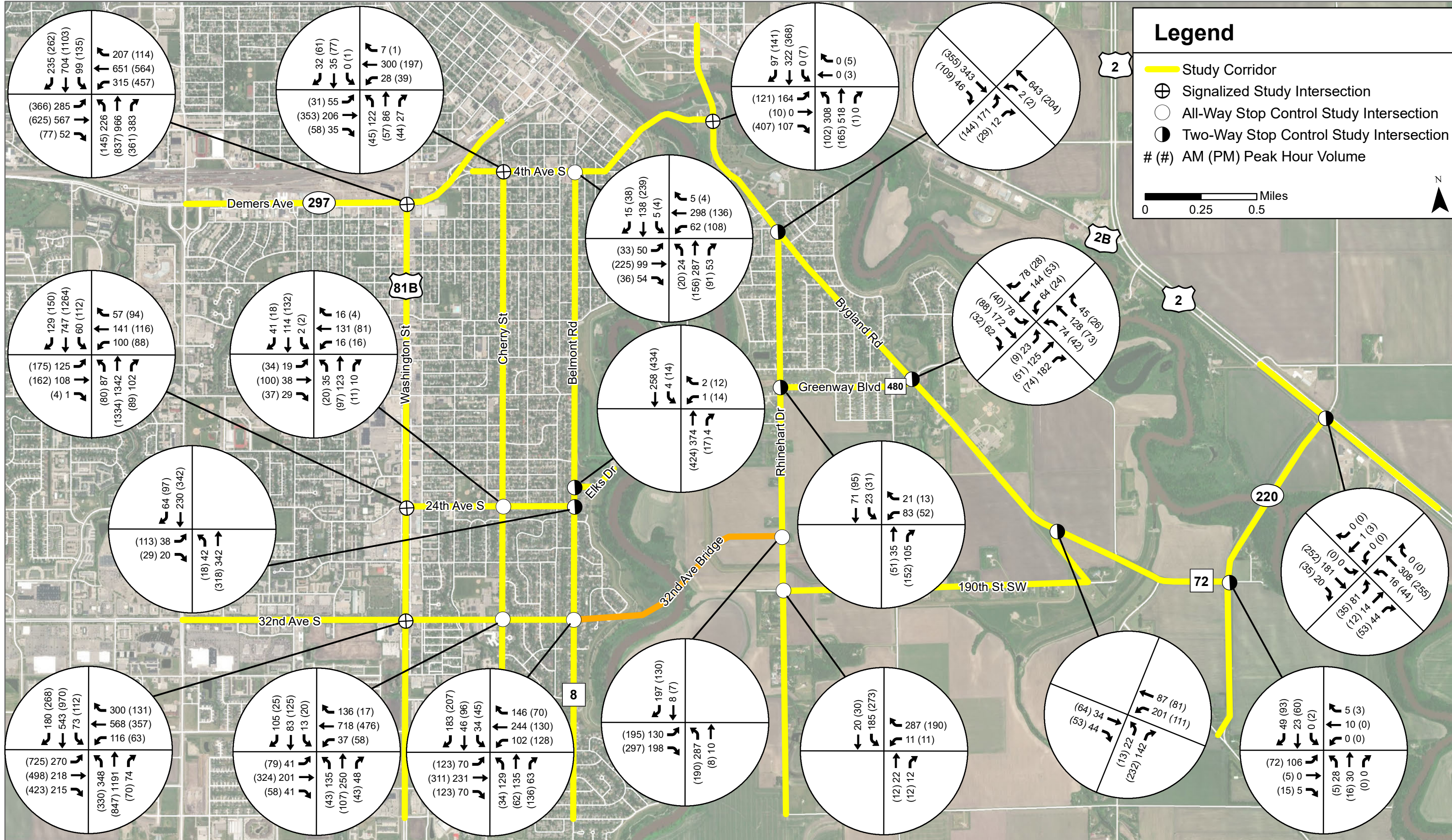
Future Bridge Traffic Impact Study

Figure 3-9  
Forecast 2030 32<sup>nd</sup> Avenue Bridge Traffic Volumes



Source: ESRI World Imagery Basemap





Future Bridge Traffic Impact Study

Figure 3-10  
Forecast 2045 32<sup>nd</sup> Avenue Bridge Traffic Volumes



Source: ESRI World Imagery Basemap

*Future Bridge Traffic Impact Study*

# TAC Meeting #3

May 12, 2021





# Agenda

## TOPIC

Welcome and Introductions (Earl Haugen/Tim Burkhardt)

Schedule, Tasks and Deliverables Update (Tim Burkhardt)

Traffic Methodology Overview (Mike Kondziolka)

Adjourn

# Schedule Overview

Task	F	M	A	M	J	J	A	S	O	N	D
1. Project Management	■	■	■	■	■	■	■	■	■	■	■
2. Public Involvement	■	■	■	■	■	■	■	■	■	■	■
3. Existing/Future Conditions	■	■	■	■	■	■	■	■	■	■	■
4. Traffic Analysis	■	■	■	■	■	■	■	■	■	■	■
5. Issues and Needs	■	■	■	■	■	■	■	■	■	■	■
6. Alternatives Development	■	■	■	■	■	■	■	■	■	■	■
7. Alternatives Evaluation	■	■	■	■	■	■	■	■	■	■	■
8. Implementation Plan	■	■	■	■	■	■	■	■	■	■	■
9. Study Report	■	■	■	■	■	■	■	■	■	■	■



# Tasks & Deliverables Status

Task	Completed Deliverables	In Progress	Upcoming
1. Project Management	TAC Update #1, #2	TAC Update #3	Monthly TAC Updates
2. Public Involvement	Public Involvement Plan Committee Decision Process Ad Hoc Group #1 (April 6)	Maintain Web Site Planning for Public Event #1	Ad Hoc Group #2 (May 14) Public Event #1 (June/July)
3. Existing and Future Conditions	Tech Memo #2		
4. Traffic Analysis		Tech Memo #3A Tech Memo #3B	
5. Issues and Needs	N/A	N/A	
6. Alternatives Development	N/A	N/A	
7. Alternatives Evaluation	N/A	N/A	
8. Implementation Plan	N/A	N/A	
9. Study Report	N/A	N/A	

# Tech Memo 3A - Traffic Volumes

## Topics include:

- Data sources
- Existing volume development methodology
- Existing regional traffic patterns
- Existing turning movement volumes
- Forecast volume development methodology
- Forecast turning movement volumes

GRAND FORKS-EAST GRAND FORKS  
FUTURE BRIDGE TRAFFIC IMPACT STUDY

PAGE 1

**Transmittal Information**

**To:** Earl Haugen (Grand Forks-East Grand Forks MPO)

**From:** Tim Burkhardt, AICP (Alliant Engineering)  
Mike Kondziolka, PE, PTOE (Alliant Engineering)

**Date:** 5/5/2021

**Subject:** Technical Memorandum #3-A: Existing and Forecast Future Traffic Volumes

**1. Introduction**

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**2. Existing and Future Conditions**

Refer to Technical Memorandum #2 for documentation of the existing and future conditions assessment, including the transportation system and infrastructure, the built and natural environment, and land use.

**3. Traffic Analysis**

A traffic analysis is being completed to assess the traffic operations and safety performance of the roadway network on both sides of the Red River in Grand Forks and East Grand Forks to assess existing conditions, forecast 2030 conditions, and forecast 2045 conditions under scenarios with no new bridge (No Build), a new river bridge at Elks Drive (Elks Drive Bridge), or a new bridge at 32<sup>nd</sup> Avenue (32<sup>nd</sup> Avenue Bridge).


**3.1 EXISTING TRAFFIC VOLUMES AND PATTERNS**

The data sources, methodology, and resulting existing and forecast traffic volumes along with the regional traffic patterns for trips using the Point Bridge are presented in the following sections.

**3.1.1 Existing Traffic Volumes**

**3.1.1.1 Data Sources**

Existing turning movement volumes from prior traffic studies and/or agency counts were used for this analysis at intersections where existing data was available. Turning movement counts for multiple of the study intersections were provided by the Grand Forks-East Grand Forks MPO. Turning movement volumes at the signalized intersections on Washington Avenue were collected using the online NDSU Traffic Analysis tool, which utilizes count data from traffic signal-mounted cameras at signalized intersections. Alliant collected new turning movement counts for intersections and time periods where existing data was not available. Alliant staff

 Alliant No. 121-0019

# Traffic Count Data Sources

## *Volume data sources include:*

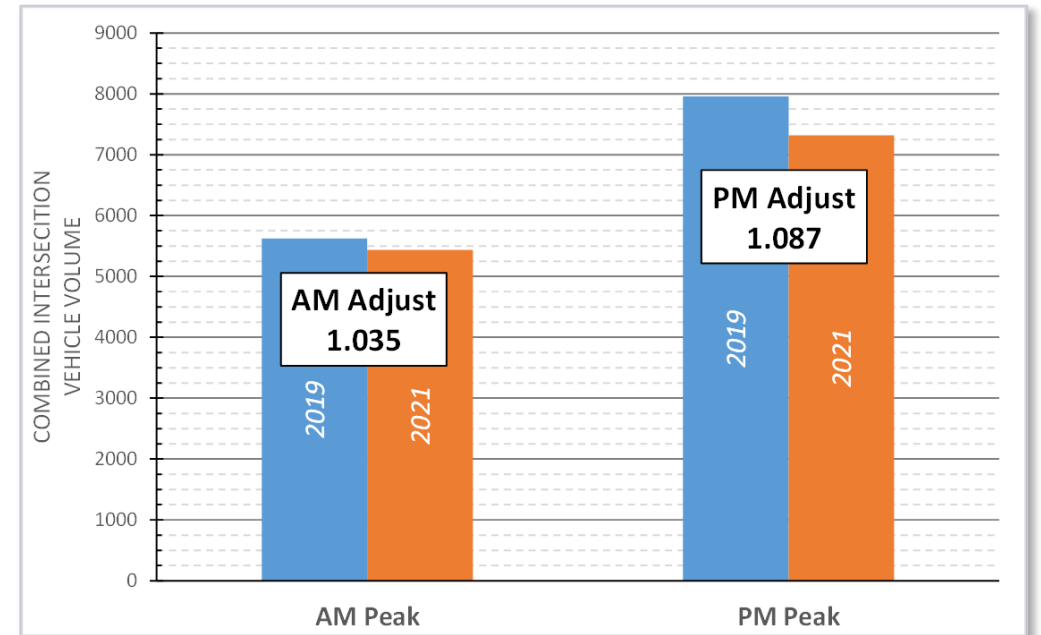
- New counts collected by Alliant in 2021
- Existing counts provided by MPO (used in 2018 River Crossing Alternatives Analysis)
- Existing data at Grand Forks signals from NDSU online data tool
- Differences from prior study: PM peak only, new data, additional intersections

Intersection	City	Source	Data Date
32nd Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
32nd Ave & Cherry St	Grand Forks	New Counts	Feb 2021
32nd Ave & Belmont Rd	Grand Forks	MPO	May 2017
24th Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
24th Ave & Cherry St	Grand Forks	New Counts	Feb 2021
24th Ave & Belmont Rd	Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-May 2018
Belmont Rd & Elks Dr	Grand Forks	AM-New Counts/PM-MPO	AM-Feb 2021/PM-May 2018
Demers Ave & Washington St	Grand Forks	NDSU Online Data Tool	Oct 2019
4th Ave & Cherry St	Grand Forks	MPO	April 2017
4th Ave & Belmont Rd	Grand Forks	MPO	April 2017

# Traffic Data Adjustments

- 2021 data scaled to 2019 levels due to effects of COVID-19 Pandemic
- Pre-2019 data scaled using growth rates based on historical volume trend analysis

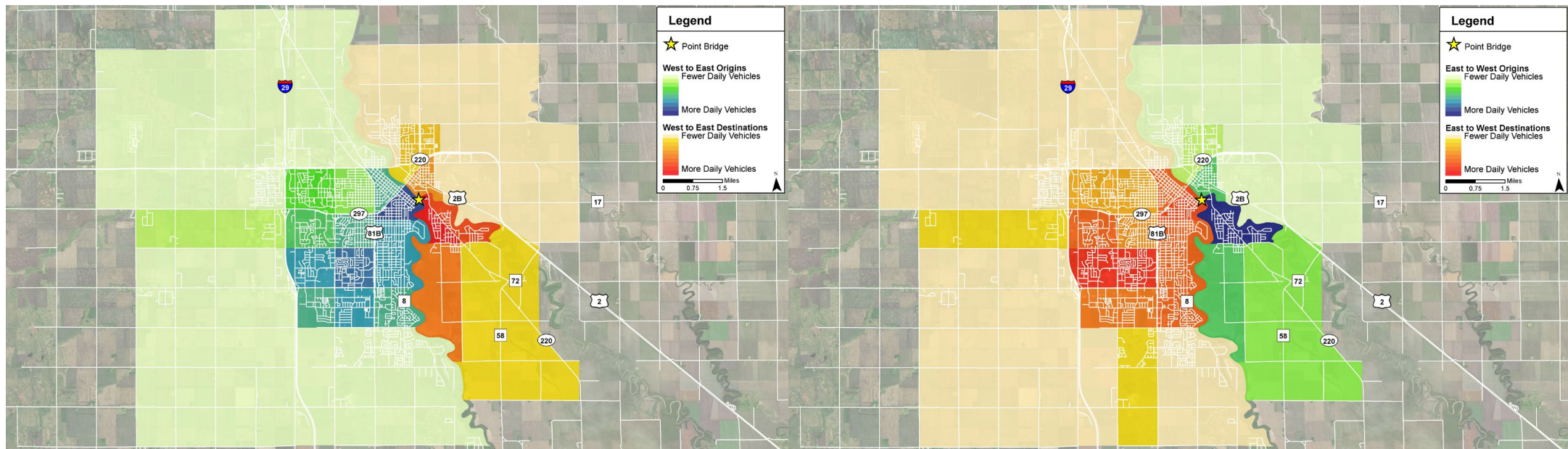
Year	Belmont & 32nd	Belmont & 24 <sup>th</sup> /Elks	Belmont & 4th	Cherry & 4th	Greenway & Rhinehart	Greenway & Bygland
2019	-	-	-	-	2,430	-
2018	11,450	6,200	14,085	16,840	-	-
2017	-	-	-	-	2,430	3,430
2015	11,045	6,760	12,745	16,710	-	-
2013	9,815	6,305	10,660	14,835	2,295	3,340
2010	9,670	6,030	11,040	15,085	-	-
Annual Rate	2.13%	0.35%	3.09%	1.39%	0.96%	0.67%





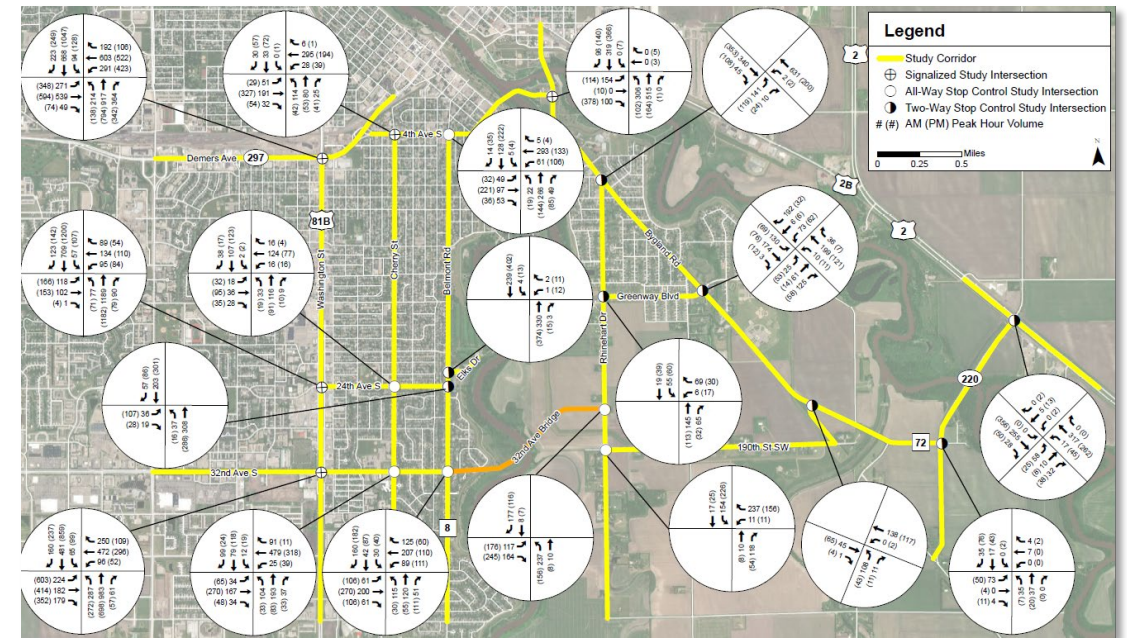
# Regional Traffic Patterns

- ATAC conducted Origin-Destination analysis using StreetLight Insight
- Westbound and Eastbound Origins/Destinations using Point Bridge
- Origin and Destination zones are local TAZs



# Traffic Forecasts

- Future forecasts based off ATAC Travel Demand Modeling
  - Three Scenarios: No Build, Elks Drive Bridge, 32<sup>nd</sup> Avenue Bridge
    - Each scenario has data for 2015, 2030, and 2045
  - Growth factors for approaches based on ADT growth
  - New volumes at bridge intersections developed based on forecast ADTs





# Next Step

- Traffic Operations

# Questions/Discussion

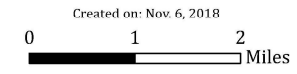
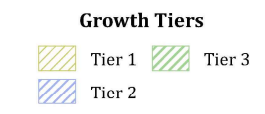
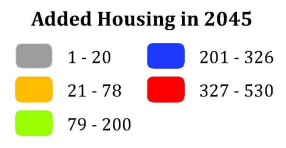
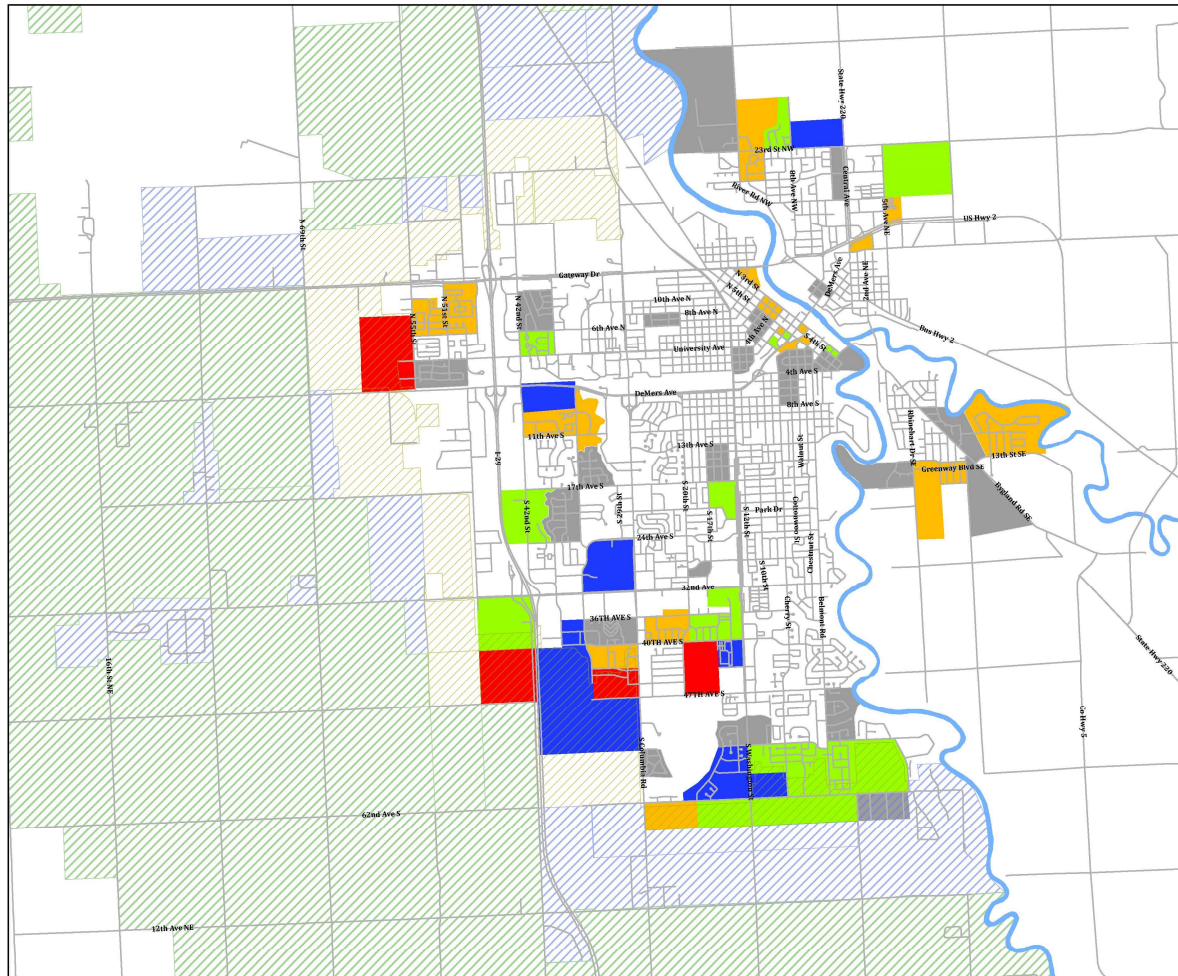


[www.forks2forksbridge.com/info](http://www.forks2forksbridge.com/info)

Tim Burkhardt  
[tburkhardt@alliant-inc.com](mailto:tburkhardt@alliant-inc.com)



# 2045 Added Housing



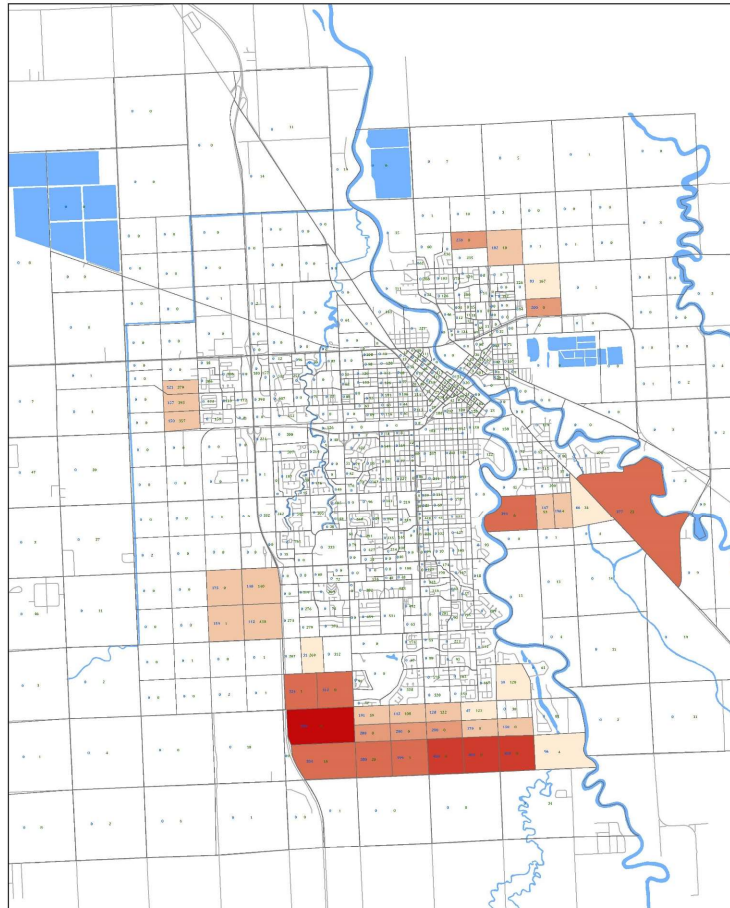
**Overcoming Barriers Strengthening Connections**

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

**Ensuring Opportunities Planning One Community**

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## MPO Area Future Bridge Housing



Future Bridge Added Housing Units



XXX 2045 Housing Units  
 XXX Future Bridge Housing Units

Water

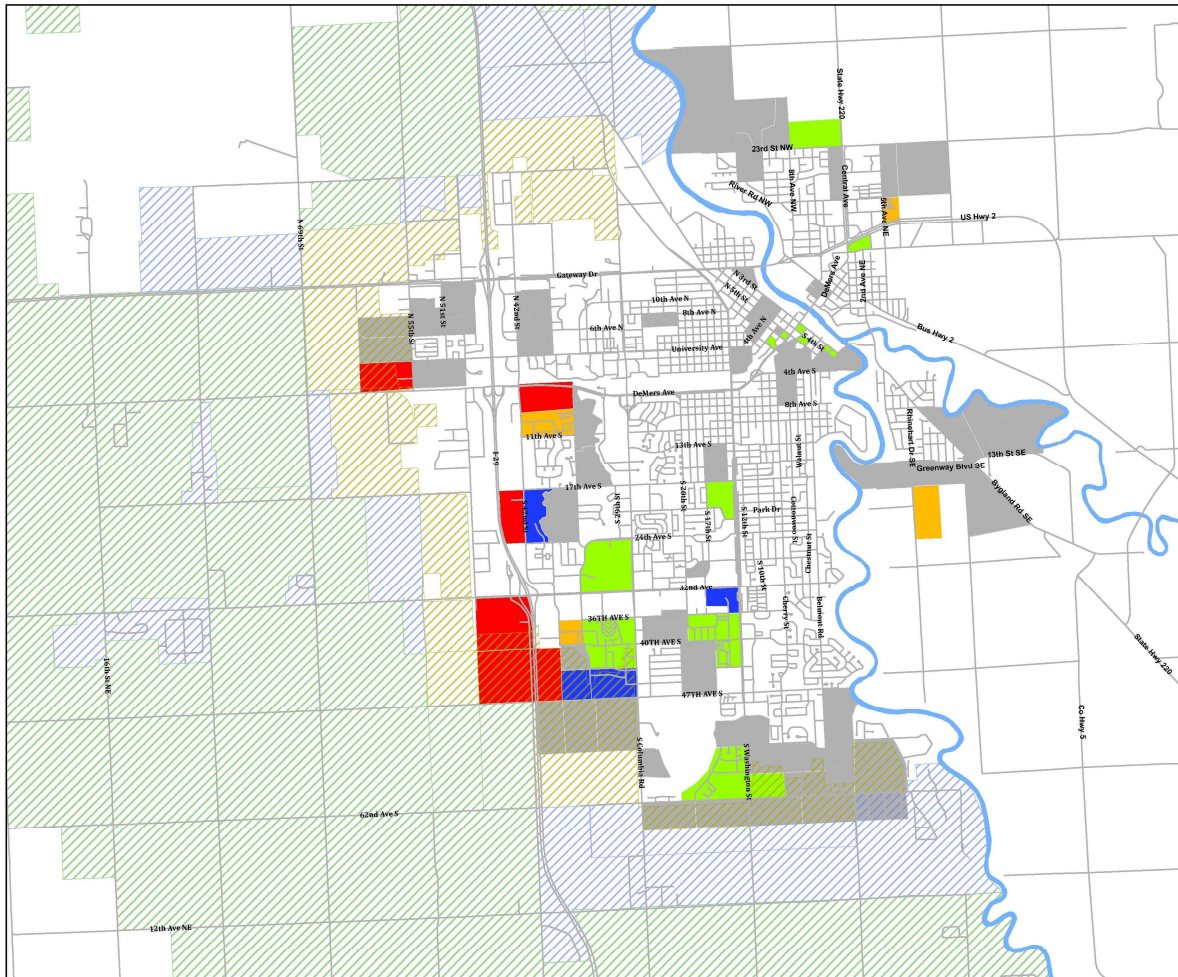


0 0.5 1 Miles

	GF	EGF	MPO
2015 Housing	26,280	3,925	30,205
2045 Housing	35,322	5,115	40,437
Bridge Capacity Housing	41,140	7,010	48,150
Difference 2045 vs Bridge	5,818	1,895	7,713

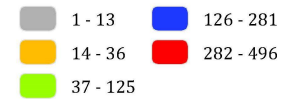


- Growth Scenario Beyond 2045
- All Growth expanding out
- Creates forecasted Future Bridge at Capacity



## 2045 Added Employment

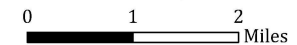
### Added Employment in 2045



### Growth Tiers



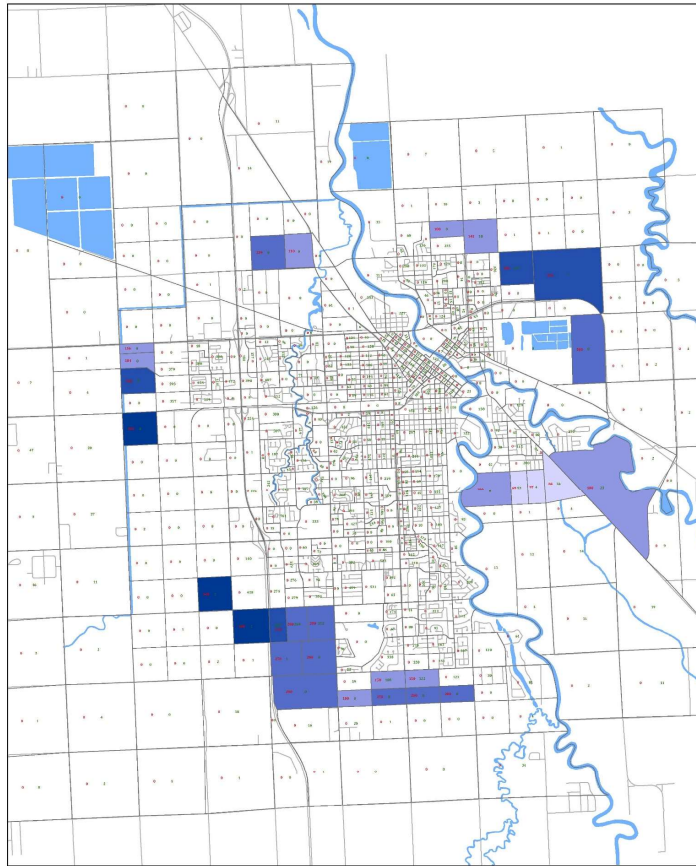
Created on: Nov. 6, 2018



**Overcoming Barriers** **Strengthening Connections**  
 Grand Forks - East Grand Forks  
 Metropolitan Planning Organization  
**Ensuring Opportunities** **Planning One Community**  
It's our shared responsibility to ensure a better future for everyone.



## MPO Area Future Bridge Employment



Number of Added Future Bridge Jobs



	CF	EGF	MPO
2015 Jobs	37,735	3,752	41,487
2045 Jobs	49,243	5,235	54,478
Bridge Capacity Jobs	54,078	6,780	60,858
Difference 2045 vs Bridge	4,835	1,545	6,380

- Growth Scenario Beyond 2045
- All Growth expanding out
- Creates forecasted Future Bridge at Capacity

**TABLE OF CONTENTS- UPDATE MAY, 2021**

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION  
ACTIVITIES**

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	Second Land Use Sub-Committee was held on May 4th. Website is live: <a href="http://www.gf2050plan.com">www.gf2050plan.com</a> Survey is also online at website. Public Workshop is scheduled May 11th.	40%	31-Dec-21	30-Mar-22
East Grand Forks Land Use Plan Update	Second survey and wiki mapping summaries of input should be posted on the website soon. Redraft of Goals/Policies are under review by City and MPO staff. <a href="http://www.egfplan.org">Www.egfplan.org</a>	65%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Ad Hoc Group will meet May 14th. Website established: <a href="http://www.forks2forksbridge.com">www.forks2forksbridge.com</a> Base conditions report has been revised; traffic count memo drafted, and school safety surveys are being prepared.	26%	31-Dec-20	30-Dec-21
Pavement Management System Update	RFQ has been released and are due May 21st..	12%	31-Dec-21	30-Dec-21
Transit Development Program TDP	Draft agreement for #5307 funds is done; draft RFP has been provided for review a couple of weeks ago and is being vetted for approval during May	10%	31-Mar-22	31-Mar-22
Aerial Photo	LiDAR has been captured; the aerial photo has been captured; processing is now taking place	45%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	90%	On-going	

# Timeline to 2050 MTP Update

Year Begin	Activity	Year Completion	Consultant
Jan. 1, 2019	ITS Reg. Arch.	Dec. 31, 2019	ATAC
Jan. 1, 2020	GF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2020	EGF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2021	Bike/Ped Update	Dec. 31, 2022	YES
Jan. 1, 2021	TDP Update	Dec. 31, 2022	YES
Jan. 1, 2022	2050 MTP Update	Jan. 31, 2024	YES

5 year cycle with the MTP ending on Jan 31 2024

## FW: Please Share! Minnesota Electric Vehicle Strategic Plan Public Engagement Series

---

From: Pierce, Anna (DOT) (anna.m.pierce@state.mn.us)

To: gray@fmmetrocog.org; earl.haugen@theforksmo.org; pvogel@mankatomn.gov; gibson@stcloudapo.org; amy.vennewitz@metc.state.mn.us; rchicka@ardc.org

Cc: hally.turner@state.mn.us; jeffrey.meek@state.mn.us; philip.schaffner@state.mn.us; ashley.zidon@state.mn.us

Date: Friday, May 7, 2021, 10:18 AM CDT

---

FYI.

Thanks,

### **Anna Pierce**

(she/her)

Metropolitan Planning Program Coordinator

[Anna.M.Pierce@state.mn.us](mailto:Anna.M.Pierce@state.mn.us) | o: 651-366-3793



*I am working remotely until further notice; my hours are 8:00-5:00, my voicemail and email are checked frequently.*

**From:** Katelyn Bocklund <[kbocklund@gpisd.net](mailto:kbocklund@gpisd.net)>

**Sent:** Wednesday, April 28, 2021 12:01 PM

To: Katelyn Bocklund <[kbocklund@gpisd.net](mailto:kbocklund@gpisd.net)>

Subject: Please Share! Minnesota Electric Vehicle Strategic Plan Public Engagement Series

Hello EV Study TAC members!

The Great Plains Institute is working with the Minnesota Department of Transportation to get feedback on MnDOT's electric vehicle strategic goals and to understand the transportation needs of all Minnesotans. And we are asking for your help.

MnDOT would like the input from Minnesotans who represent the diversity of communities within the state. **We invite you to share the details of the virtual engagement sessions with your members and those affiliated with your organization.**

The goal of the sessions is to understand the transportation needs of all Minnesotans and how EVs can fit into those needs. MnDOT is particularly interested in the input of underrepresented communities including low income and black, indigenous, and people of color (BIPOC). The virtual sessions will provide an opportunity for questions and answers.

There will be 6 sessions held on the following days.

#### General Sessions

*These sessions will review all strategies broadly, which are designed with an equity forward approach.*

- Tuesday, May 18, 5:00-6:30 pm CT
- Thursday, May 20, 6:30-8:00 pm CT
- Saturday, May 22, 9:30-11:00 am CT

#### Topic-specific Sessions

*These sessions will dive deeper into specific categories as noted below and are designed with an equity forward approach. You do not need to attend a General Session to attend a Topic-specific Session.*

- EV delivery trucks, semis, and buses | Monday, May 17, 2:00-3:30 pm CT
- EV charging | Tuesday, May 25, 10:00-11:30 am CT
- EV passenger cars and trucks | Wednesday, May 26, 11:30 am-1:00 pm CT

We've included below a brief for inclusion in your newsletters, emails and other outlets to invite people to attend. We've also encourage you to share the meetings with your communities in other ways, for example, through social media posts.

We are grateful for your support to help MnDOT ensure voices from all Minnesotans are heard and included in the planning for electric vehicles in our state.

Please feel free to reach out with questions or clarifications; I'm happy to connect.

Gratefully,



## **Katelyn Bocklund**

*Program Manager*

2801 21st Ave S, Suite 220

Minneapolis, MN 55407

**w:** 612-400-6287 | **c:** 218-209-5690

[BETTERENERGY.ORG](http://BETTERENERGY.ORG)

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### **Brief for use in newsletters emails etc.**

The Minnesota Department of Transportation is asking for your input on its electric vehicle plans for the state. MnDOT wants to understand the transportation needs of all Minnesotans. MnDOT is holding a series of roundtable discussions to get feedback from Minnesotans who represent the diversity of communities within the state.

There will be **6** sessions held on the following days.

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Sign up and get more information on [MnDOT's website](#).

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**Suggested social media post**

The Minnesota Department of Transportation wants your ideas about how more Minnesotans can benefit from electric vehicles. Click [HERE](#) to register for one of the sessions during which you can learn about the Minnesota EV Strategic Plan and provide feedback.

**Invitation to send to networks**

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[View this email in your browser](#)



The Minnesota Department of Transportation invites the public to attend one or more virtual public engagement sessions it is hosting between May 17-26, 2021 to gather input about Minnesota's Electric Vehicle (EV) Strategic Plan. There will be three general sessions and three that dive deeper on specific topics. All sessions will consider the risks, challenges and opportunities for EVs to create a more equitable transportation system in the region. Anyone can attend ANY of these sessions to provide feedback. MnDOT is especially seeking input from members of Black, Indigenous, People of Color and low-income communities.

Much has changed in the EV landscape in the last two years with more automakers making large commitments to eliminate gasoline vehicles in the future, more EVs on the market, and a new federal administration with large EV



goals. MnDOT is now looking for input on Minnesota's EV Strategic Plan that will set the state up for success as the EV landscape continues to evolve, all while working to meet the state's climate and public health goals.

[Learn more and sign up for a session today!](#)

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**Who should attend?** Anyone interested in providing input to MnDOT on how it should increase the adoption of EVs across Minnesota. We are especially

seeking input from BIPOC and low-income communities.

**What is this project about?** This project will establish strategies for the state of Minnesota to meet its EV adoption goal of powering 20 percent of the light-duty cars in the state with electricity by 2030 while keeping in mind its climate and public health goals. It is **not** part of the Clean Cars Minnesota rulemaking.

**What do I need to attend?** We will be using polling via Mentimeter to gauge priorities and gather feedback. You will need to have access to a smart phone or be able to open another window on your computer to participate in the polling.

Feel free to forward this invitation to others in your network you feel would be interested in attending!

The sessions will be facilitated by the Great Plains Institute. For any questions regarding this event, or if you have trouble registering, please contact Hannah Haas, [hhaas@gpsid.net](mailto:hhaas@gpsid.net).

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