Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE MEETING

WEDNESDAY, AUGUST 11TH, 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. The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item your comments addresses.

MEMBERS

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

1. CALL TO ORDER

2. CALL OF ROLL

3. DETERMINATION OF A QUORUM

4. MATTER OF APPROVAL OF THE JULY 14, 2021, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

5. MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY ..... ALLIANT

6. MATTER OF FINAL FY2022-2025 T.I.P.....HAUGEN
   A) Public Hearing
   B) Committee Discussion
   C) Committee Decision

7. MATTER OF FTA 5310 ND SIDE CANDIDATE PROJECT..... KOUBA

8. MATTER OF WORK PROGRAM DISCUSSION (POSSIBLE AMENDMENT TO 2022 WORK PROGRAM).....HAUGEN

9. 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
     4) Pavement Management Update
     5) Transit Development Program Update

10. ADJOURNMENT

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

PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 14th, 2021

CALL TO ORDER

Earl Haugen, Chairman, called the July 14th, 2021, meeting of the MPO Technical Advisory Committee to order at 1:31 p.m.

CALL OF ROLL

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

Absent: Brad Bail, Stephanie Halford, Jesse Kadrmas, Michael Johnson, Nick West, Lane Magnuson, Lars Christianson, and Patrick Hopkins.

Guest(s) present: Kristen Sperry, FHWA-North Dakota; Anna Pierce, MnDOT-Central Office; Bobbi Retzlaff, FHWA-Minnesota; Tim Burkhardt, Alliant Engineering; and Mike Kondziolka, Alliant Engineering; and Troy Schroeder, NWRDC.

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 JUNE 9TH AND JUNE 23RD MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE THE JUNE 9TH AND JUNE 23RD, 2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY

Haugen reported that information on this item was included in the packet and he will now turn the screen over to Alliant for a brief update.

Burkhardt stated that, as you know, we just had a special meeting not too long ago so there are a couple of updates today, but not a ton of new information, but this is a chance to check in.

Burkhardt referred to a power point slide and commented that if you look at today's topics they will look familiar; the closing loop on some of the traffic and safety information we talked about last time, an update on purpose and need changes that we talked about last month, and new information as we talk about our first public open house staring, hopefully, in a couple of weeks.

Burkhardt referred to the schedule overview and commented that nothing has changed here. He said that you can see that we are sneaking up on our first public event, and that corresponds with us being almost ready to begin developing putting some meat on the alternatives for the two corridor crossings, based on almost having the traffic forecasting information complete; getting a little ahead of things but that is the next exciting topic after we get through where we are right now which is to get public input on the existing traffic forecasts without a new bridge, otherwise on schedule for the project.

Burkhardt referred to the Tasks and Deliverables Status slide and commented that he won't go into too much detail here but the one thing in the upcoming column is Tech Memo 3C, and he knows that these names are quite meaningful for everyone, but that is where they will share the traffic results, sort of forecasting with the new bridge on the two corridors and related issues and mitigations, so that is coming soon. He added that they won't be going public with that, and it isn't complete yet until they get input on the existing traffic without the bridge so the timing will be after our public open house.

Burkhardt said, so diving in, we've spent a fair amount of time on traffic last time, and they did have some comments and discussion during the meeting, so he thinks at this point he will turn it back over to Mike Kondziolka just to facilitate any additional questions or comments, or if Mr. Kondziolka has anything he would like to mention before he asks for questions or comments. Kondziolka responded not necessarily as he will talk through any of the changes that came out of the comments from the prior meeting and from the review; there is a little input to show from that but other than that if there are any questions or comments outside of what was already asked feel free to ask now.

Burkhardt commented that they will be presenting this information next week to the Ad Hoc Group so that presentation could generate more questions or tweaks. He added that he just realized that they have been looking at their power point for next week with the Ad Hoc Group which has the details that you were maybe thinking were in this one.

Kondziolka stated that he can just talk through the comments received, adding that there were only a handful of them, so he thinks we can just discuss them. He said that there were a couple

of comments from Mr. Kuharenko and the City of Grand Forks; one of them being with respect to contributing factor analysis for intersections with identified issues, so they added some additional analysis and breakdown of the crash types and contributing factors for those four intersections where they had identified significant issues, either in total crash volume or fatal or severe crashes; so they provided some additional data there, broke down purported contributing factors between a variety of different types such as following too close, ran a red light, failed to yield.

Kondziolka referred to a slide listing the contributing factors and said that he could go through them a bit, but basically it is just additional information that was added and then there is also some more detail on the next slide that is showing just the breakdown of crashes and severity types at each of these intersections and the various takeaways from that is; the top two and the left bottom one on Washington Street are most likely a result of the fact that Washington Street is a very busy urban signalized intersection, so we are seeing lots of rear-end crashes and predominantly property damage only crashes, so kind of typical trends that we expect at a signalized intersection in an urbanized area like this, and those correspond pretty closely with the contributing factors, which primarily are following too close, that are kind of typical attributes for these signalized intersections. He stated, then that at Bygland and Greenway, where there are side street stops, there are only four crashes, but because one of them was a severe injury that is what identified the issue of the critical index being greater than one; so really showing what the crash types are here but we can't get too deep into drawing conclusions or trends from the sample size of four crashes here; so this is just additional information that was added. Burkhardt added that this is in the revised version of the memo you received last week.

Kondziolka stated that there were a couple more additions; the pedestrian crossing locations are provided in Table 3-1 of Tech Memo #3-B, and then there was a question about the intersection traffic control warrants analysis and those will be included in Tech Memo #3-C for intersections that had shown some type of operational issue in the analysis.

Kondziolka said that that covers the primary comments; however, this is one additional comment that came up at the last Technical Advisory Committee meeting, and there is additional information for the US2/US2B Intersection improvement that was added in Tech Memo 3-B as well.

Kuharenko thanked Alliant for adding the additional information and stated that he looks forward to seeing what is in Tech Memo 3-C coming up.

Burkhardt stated that, moving back to Purpose and Need, we did spend some time on this at the last meeting and you had some good input; in particular we had some discussion about the use of safety as a need; and you have seen this before, in terms of definitions. He pointed out that no changes were made to the draft purpose statement. He commented that the wording for the primary needs and secondary needs has been a little more refined, mostly on the secondary needs where there may be changes, but just to remind the primary needs are 1) Congestion on and Near the Point Bridge; and then what they are calling Multimodal System Linkage, which is really sort

of that need for improved connectivity across the river and not having all the bridges at the north end.

Burkhardt referred to secondary needs; just to show you the wording there, this was called Safety before, but it has been changed to Crashes, to sort of imply the right measure that we are looking for, which is reduced crashes, reduced crash potential rather than that broader safety. He added that this corresponds well to where we had identified crash issues; both segments and intersections that they are looking for, as in what is the evaluation factor, are we looking for reduced crash potential on study area roadway segments and intersections. He said, then, that that is a summary of the changes in wording. He added that they aren't doing a formal predictive safety analysis for any of the alternatives, but we can make some professional judgement based on changes in volume and potential intersection improvements.

Burkhardt commented that the other change here, again, a somewhat subtle but important issue under social economic factors; the equality of life related to disproportionately high traffic volumes, a way to get at both the perception and reality of having a lot of traffic on a given street, in particular a residential street or a functional classification that is not appropriate. He said that this is described here not in terms of a traffic or safety issue, given that it may not trigger that threshold, but looking for quality of life so things like improved balance on the system, are volumes consistent with functional classification. He stated that the second bullet is essentially unchanged from last time; it is a way to capture the fact that economic development and land use planning are important, and we aren't doing anything that is not consistent with approved plans and hopefully a new bridge should support the planned development as shown in the Land Use and Transportation Development Plans.

Burkhardt stated that the Evaluation Factors have not changed.

Burkhardt commented this brings us to the Public Open House, on-line comment event. He said that it seems like we have been waiting forever to get to this point, so he is happy that we are almost there. He stated that the purpose of the open house is to explain why we are doing the study, to share the study background and goals; gather input on the Draft Purpose and Need; and to share future no build traffic and safety information.

Burkhardt reported that the way we will do the public open house will be to host it on the project web site, social pinpoint, which you all have seen; and do that with an interactive webpage that they are building right now which will provide the background information and then offer an opportunity for people to comment on it. He said that they will leave it open for three weeks starting July 26th and ending August 15th. He added that there will also be a live online presentation, tentatively on Tuesday, July 27th from 6:30 to 7:30 where they will accept input via chat and facilitate discussion. He said that they will have a recording available afterwards.

Burkhardt went over the ways they plan on getting the word out about the open house and online event which includes a public notice (5 days in advance), e-mail, Facebook, and ask the Ad Hoc members to share the information with respective organizations and groups (in-person, meetings emails, social media).

Burkhardt said that he is assuming, based on the number of views of the Ad Hoc Committee, and general interest in this project that we will get a lot of participation in the live presentation, which is good; and hopefully a lot of participation on getting comments, so that will be their challenge on the consultant team if we do get hundreds of comments to make use of them and to efficiently get through them to understand what it is that people are telling us and to be able to interpret them as we move forward.

Haugen commented that Mr. Burkhardt did allude to, but should maybe expand on next weeks Ad Hoc Group meeting. Burkhardt reported that this will be the third meeting of the Ad Hoc Group, and they will be seeing the information that you have seen including the purpose and need and all the traffic information. He said that the most interesting part will be that Tech Memo 2-B that looks at the future no build traffic and identifies the problem areas which then lead into the purpose and need. He added that he will also be presenting this open house information and then, most importantly, as he has done at the other two meeting is to save 15 or 20 minutes at the end to do a round robin with each participant to ask them for input on what he has presented and then to sort of take a pulse on what is going on what they are hearing or thinking or other issues, which has been really helpful in general and that will also help us make any necessary tweaks to the open house information and website before it goes live.

Haugen reported that the 3rd Ad Hoc Group meeting is scheduled for Tuesday, July 20th at 9:30 a.m. in the East Grand Forks Council Chambers. He added that they are encouraging people to virtually watch the meeting on either City's Facebook Page, or it will be live on Grand Forks Channel 2, and eventually played on East Grand Forks' TV, and ultimately the video will be placed on both City's You Tube Directories. Haugen commented that he will also be sending out an email to both City Councils, the Technical Advisory Committee members, and the MPO Executive Policy Board members to see how they would like to participate, either in person, via Zoom (a link will be sent) or by watching on Facebook or TV.

Information only.

MATTER OF APPROVAL OF NORTH DAKOTA SIDE FUNCTIONAL CLASSIFICATION UPDATE

Haugen commented that this item is perhaps a surprise agenda item, it was a surprise to MPO Staff when we received comment back from the NDDOT on our Functional Classification on the North Dakota side.

Kouba reported that what they received back from the NDDOT was this particular map, as well as the comments on the map. She stated that they did have some comments and questions that came up with their review of the map and staff did their best to answer all of those questions; some of the highlights were just defining the rural versus urban. She said that the people they were working with at the NDDOT were from the Urban Section, so they had their specifications they wanted to see so we ended up creating a couple of different maps.

Kouba referred to the Urban Map and explained that it was created so they could focus only on the urban areas, so that covered most of the urban related questions. She added that termini differences were cleared up in the table, and a section we had included that had rural information was eliminated from the map and the table, and they added a justification column to the table as well to make a statement as to why we are making these decisions for these changes.

Kouba commented that Nick West, Grand Forks County, actually put in a rural request for that section of Columbia Road from 62nd to Merrifield, so that was the paperwork that was included. She added that they also created a Rural Map of our MPO area that only shows those areas outside of city limits.

Kouba stated that she created the final map for our MPO area, a combined one, and none of the overall totals changed in any significant way. She said that we are asking for approval of these maps so we can send them on to the NDDODT.

Kurahenko asked if Mr. Zacher or Mr. Peterson had any other thoughts or comments on this particular item. Zacher responded that he hasn't studied it real close, but he did read it, and we need to make sure that we get these comments addressed, but he is fine with it at this point. Peterson responded that as long as the MPO is working with the Urban Section on developing that map he doesn't have any additional questions. Kouba stated that staff has been working with the Urban Section, they were working with Seng on understanding what she needed to respond to her comments and make improvements.

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL UPDATE TO THE URBAN AND RURAL FUNCTIONAL CLASSIFICATION MAPS, AS PRESENTED.

Haugen said that he would just like to point out one nuance; on both the extension of South Columbia Road and extension of South Washington, because there is a detail geography known as "Urbanized Boundary", the functional class for a stub goes from Principal Arterial to Collector to County Major Collector at those two areas, and again that is just because of geography of where the Urbanized Boundary line lies in relation to road right of way, and the Urbanized Boundary is defined by the Census and its base is using City Limits and the City Limits in this case goes 140 feet south of the right of way line.

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

MATTER OF APPROVAL OF CONTRACT WITH KIMLEY HORN FOR TRANSIT DEVELOPMENT PLAN UPDATE

Kouba reported that we are looking for approval of the contract with Kimley Horn to do the Transit Development Plan Update. She stated that we released the RFP in May, and we had a deadline for proposal submittal of June 18th.

Kouba said that we received five proposals, went through a review process, interviewed the top three, and ultimately the Steering Committee chose Kimley Horn, with KLJ as their sub-consultant, to do the Transit Development Plan Update.

Kouba pointed out that the Scope of Work for the project was included in the packet, however a couple of days ago Kimley Horn contacted her and informed her that there would be a slight change to the cost proposal they submitted. She said that originally, they had estimated their salary rates in one section of the proposal in order to meet our deadline but have since firmed those rates up and have thus reduced some of the hours for some of their employees a bit in order to stay within budget. She stated that in the end they reduced the hours by 25 hours, and the cost is $224,888 instead of $224,889.

Kouba commented that in the contract itself she had included the total cost at $224,890, so not much changes but she will be updating this information before submitting this to the MPO Executive Policy Board next Wednesday.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE CONTRACT WITH KIMLEY HORN TO DO THE TRANSIT DEVELOPMENT PLAN UPDATE AT A COST NOT TO EXCEED $224,890.00.

Bergman said that this change isn't affecting the dollar amounts, it is just affecting the hours spent on the project, will that be enough hours for them to complete this properly. Kouba responded that we feel it will be, and, as she pointed out it is only a reduction of 25 hours, and most of those hours come from the higher quality control management personnel.

Sanders asked what the reduction in cost was. Kouba responded that the final change in cost was pretty insignificant. Sanders explained that for the 25 hours they are cutting there must have been a cost associated with them and he is just wondering what that was, not what the final cost estimate for the project is. Brooks responded that he thinks their rates went up. Haugen explained that what happened was that July 1st is when Kimley Horn adjusts their salaries, so in order for them to meet our submittal deadline they had to use their current rates in their proposal, but after July 1st, when their new salary rates were established they informed us of the new rates and explained how they adjusted their cost proposal to accommodate them, and to not exceed the budgeted amount of $225,000.

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

Voting Nay: ***None.***
Abstain: ***None.***
Absent: ***Kadrmas, Bail, Halford, Hopkins, Johnson, West, Magnuson, and Christianson.***

MATTER OF PRELIMINARY APPROVAL OF PROPOSED AMENDMENTS TO 2045 METROPOLITAN TRANSPORTATION PLAN

Haugen reported that just earlier this morning, hopefully you saw an e-mail about another additional proposed amendment that we will go into later, but we do have amendments coming on both sides of the river, and this is something that we have been working on with both sides for quite a number of months, to come up with the information you have in your packet.

Haugen stated that he will just go through the amendments as they show up in the staff report, and then we have some additional information attached that he can also go into detail if you wish.

Haugen said that the first one on the Minnesota side, that is currently the only one on the Minnesota side, is East Grand Forks is requesting to switch out a project from the short term that is also in our T.I.P., and that is a roundabout at Rhinehart and Bygland intersection, and in its place, they would like to install the project of reconstructing 10th Street N.E. He added that there are also a couple of other projects associated in the short-term on Bygland Road that they are requesting be moved to the illustrative list.

Haugen stated that included in the staff report are concepts of what a roundabout would look like at an intersection, as well as some additional information of it being in the T.I.P.; Council action and discussion that took place in order to finalize the request to the MPO; a graphic of the segment of 10th Street N.E. that is being proposed be installed into the Metropolitan Transportation Plan, and if this is successful through this process then we will have to process a T.I.P. amendment to reflect the change of our 2022 dollars.

Haugen reported that on the North Dakota side there are several projects; we have discussed these back in December, for the most part, when candidate projects were submitted for T.I.P./S.T.I.P. consideration, and now we are possibly doing a cleaning up of the action taken.

Haugen reported that the first one is on the Urban Roads Program; the City of Grand Forks is essentially swapping their North Columbia Road construction segments, due to fiscal constraint we had to decide which segment was in the short-term versus which segment was in the mid-term. In the Metropolitan Transportation Plan the northern most segment is in the short-term, however the City has proposed, and the MPO has agreed to try to program the southern segment in the current T.I.P. document and so this request would switch those two North Columbia Road projects in the time band within the Metropolitan Transportation Plan.

Haugen stated that the second amendment has to do with; if you recall, also in December during the candidate project process the District and the City were requesting some projects be funded

in the near term of the T.I.P.; one of them being 32nd Avenue pavement work. He said that ultimately that project was submitted to the NDDOT for consideration, and it is pending programming in 2025, and so again we are bringing that project into the short-range list of the Metropolitan Transportation Plan. He added that with that being brought in there also had to be a discussion about which project was being shifted out the short-term to allow the fiscal constraint to be maintained and the City and District are recommending that the reconstruction of South Washington Street be shifted out to the mid-term range to allow for fiscal constraint.

Haugen said that the third amendment is; with Covid funds received through the State of North Dakota, the City, with the new revenue, went through its illustrative list of projects that were identified in the Metropolitan Transportation Plan, but that they weren't able to find reasonable funding sources for, but now with this new funding source they identified the Mill Road project so they are recommending that we move that project from the illustrative list into the short-range, with the new revenue being Covid funds to maintain fiscal constraint.

Haugen commented that the last amendment deals with converting bike/ped gravel paths into a hard surface pavement. He stated that, again, we have, through the candidate project process, discussed these and as part of the motion we said that we had to make that change to the bike/ped element.

Haugen stated that those are the snap-short highlights of the proposed amendments that were known prior to this morning. He said that he would now allow for Jon Mason to share his screen and to present to you another proposed amendment on the Minnesota side for consideration.

Mason thanked the MPO for allowing him time on the agenda today with such short notice. He said that in reviewing the other Metropolitan Transportation Plan changes he noticed that MnDOT is currently planning a project that isn't included in the Metropolitan Transportation Plan, so he just wanted to make sure that we get it discussed and addressed.

Mason referred to a Google Earth Map and, pointing to the Highway 220 and US Highway 2 Intersection, explained that the project that we are looking at and discussion today starts approximately one mile north of that intersection at the 23rd Street N.W. intersection, and within the Metropolitan Transportation Plan boundary or the MPA, approximately two miles north of there to 130th Street, so about two miles of project, the entire project itself that MnDOT is considering at this time does go about six and a half miles north of here up to about three miles south of the Polk # 23 and terminating just south of the curve.

Mason commented that the project they are looking at is a mill and overlay type of project, sort of a mid-term pavement preservation project; the timing they would be considering is within the short-range of the Metropolitan Transportation Plan, most likely towards the end of it, somewhere before 2027 range, at the intersection of Highway 220 and 150th Street SW and going north.

Mason stated that the cost of the project itself, for the entire 8 and a half miles, is estimated at $6.4 million dollars. He said that the project that would be within the MPA area; the two miles that were based on a prorated amount will be $1.5 million.

Mason commented that the ride quality index that they are predicting on this section of roadway is expected to drop to 2.6 by 2027, so it is part of their intention with the timeline of the mill and overlay project that it will fit well within that timeframe and that it would extend the life of that pavement and to try to reduce the long-term costs of maintaining the system.

Mason asked what exactly Mr. Haugen wants him to share; is it more of the geography of the project or if you would like him to get into more of the details within the draft amendment that he provided earlier. Haugen responded that, and correct him if he is wrong, but he guesses the two things were that this was just an overlook during the Metropolitan Transportation Plan process, for whatever reason this stretch of 220 North was not flagged for work being done, or if it was it wasn't flagged as having any part of it being within the Metropolitan Planning Area, so it was an oversight and not listed; and the second would be that the program or funding source is for this type of pavement preservation work, it is not for something that might be used for other types of categories. He stated that per their discussion this morning that, for example, the safety of the intersection of US 2 and US 220 North is an issue and has been identified in several studies as being an issue, but these funds couldn't be focused on that intersection instead; and also, we discussed plans for US 2B, and you indicated that that is also appearing in the 10 year CHIP document as happening in the near term. Mason responded that that is correct that this was an oversight and some of the improvements along US 220 south of here, primarily south of 23rd are included in the Metropolitan Transportation Plan and part of the North 220 Study, but for whatever reason it appears it was an oversight about the preservation of the roadway and that does lead into the second point there of the types of funds. He said that as they put together their 10-year plan they do have different considerations for investment categories, as they call them, and the intent of the project here and what they are looking for as they were updating those considerations was that this project would be for preservation of the system, a non-national highway system, with some minor arterial roadway with State Highway 220. He added that the safety funds, as Mr. Haugen mentioned, that would be available to do something more comprehensive at the intersection of Highway 2 and Highway 220 would follow a different process than what they are looking for with this pavement preservation project.

Mason stated, and then into the third point, too, would be Highway 2B Project, or the Highway 2B roadway itself; and how the Districts' draft 10-year plan is incorporating or working with the MPO and the existing Metropolitan Transportation Plan projects, they were able to find a year and funding for the project on Highway 2B. He said that the draft is looking at Fiscal Year 2028 for an upcoming project that would begin at the Sorlie Bridge, go along DeMers, and then almost make the 3-mile loop, the 3-mile section over to Highway 2, so it was something that was part of their draft plan update that they will be working on more in the future and coordinating with the involved parties to try to come up with the best project there, and that is also another intricacy of MnDOT's funding pots and the coordination that takes place behind the scenes with DeMers being on the National Highway System, and then the remaining section of 2B, you know, what

we call we call the District Risk Program that they use for a variety of programs including maintaining their roadways and bridges on the non-national highway system.

Haugen thanked Mr. Mason for the update and added that, as he is sure we all would agree, our preference wouldn't be to drop this on you on the day of the Technical Advisory Committee meeting, however it also would be our preference not to have to follow up a month from now with another single amendment to the Metropolitan Transportation Plan process and create confusion as to which amendment process or which projects we are talking about when we stop at each of the stops through the public engagement process so we hope you understand that consideration, if and when a motion is made on these proposed amendments.

MOVED BY BROOKS, SECONDED BY SANDERS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY GRANT PRELIMINARY APPROVAL OF THE PROPOSED AMENDMENTS, AS PRESENTED; AND TO INCLUDE THE ADDITIONAL MNDOT PROJECT, AS DISCUSSED.

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

Haugen commented that before moving on to the next agenda item he would like to highlight the public involvement process. He stated that they will be vetting this through both City Councils and the Planning Commissions; assuming that the MPO Executive Policy Board takes action at their meeting next Wednesday.

Haugen stated that in October, if things go according to the assumed timing, final adoption will be done. He added that, as he mentioned, we will have to process a new T.I.P. within that timeframe so we will be maintaining the projects as they currently are in the T.I.P., and after October we will process amendments according to MPO Board action on those projects, so that is the process we are following with these proposed amendments and yet still maintaining adopting a T.I.P. on time and then doing the necessary amendments soon after.

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
4) Pavement Management Update

Haugen reported that the Land Use Plans are progressing; hopefully you visit their individual websites for updates and information.

Kuharenko said that he was looking at the Transit Development Plan and he thought the proposal had an end date in September, not March. Kouba responded that when the RFP went out in relation to everything, September is the more accurate date for completion of the project.

Haugen stated that ultimately everything in our work program is underway, assuming that the contract for the Transit Development Plan is approved at the MPO Executive Policy Board meeting next week.

B. RDC Transit Human Services Coordination Plan

Troy Schroeder, NWRDC, reported that the RDC was contracted by MnDOT to do a Transit Human Services Coordination Plan, and he is here today to talk to Ms. Ellis and Ms. Kouba about serving on the Steering Committee for this plan, which is a plan they conduct every five years, so just and FYI for this group.

ADJOURNMENT

MOVED BY BROOKS, SECONDED BY BERGMAN, TO ADJOURN THE JULY 14TH, 2021 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:35 P.M.

Respectfully submitted by,

Peggy McNelis, Office Manager

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

August 11, 2021

MPO Executive Board:

August 18, 2021

RECOMMENDED ACTION: Update on Future Bridge Traffic Impact Study

Matter of the Update on Future Bridge Traffic Impact Study.

Background: Alliant Engineering will be participating in the TAC meeting. The focus of the meeting is to introduce Tech Memo 3C, which focuses on the Future Build (added bridge at either Elks or 32nd) traffic operations.

The second focus will be on the draft Tech Memo 4 Purpose and Need. While we have had no direct comments on the draft statement, there was a discussion among the MPO and both State/Federal partners about the differences of this ND led study versus the Mn PEL process.

The third focus will also provide some details of the first general public wide engage opportunity continuing after the presentation on July 27th with open comment period lasting until August 15th.

Findings and Analysis:

- NONE

Support Materials:

- Presentation.
- Draft Tech Memo on Build Traffic Operations.
- Draft Tech Memo of Purpose and Need.

Future Bridge Traffic Impact Study

TAC Meeting #6

AUGUST 11, 2021 (1:30-3:00)

Agenda

TIME	TOPIC
1:30	Welcome and Introductions (Earl Haugen/Tim Burkhardt)
1:35	Schedule, Tasks and Deliverables Update (Tim Burkhardt)
1:40	Updates • Public Open House #1 • Project Purpose and Need
2:00	Tech Memo #3C: Future Build Alternatives Traffic Evaluation
2:30	Additional Questions/Discussion
3:00	Rest of TAC Agenda

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 Updates 1,2,3,4,5	TAC Update #6	Monthly TAC Updates
2. Public Involvement	Public Involvement Plan Ad Hoc Group 1,2,3 Public Event #1	Maintain Web Site	Ad Hoc Group #4 (Sept?) Public Event #2 (Sept/Oct?)
3. Existing and Future Conditions	Tech Memo #2		
4. Traffic Analysis	Tech Memo #3-A, 3-B	Tech Memo #3-C	
5. Issues and Needs	N/A	Draft Purpose and Need SOV Letters	
6. Alternatives Development	N/A	Alternatives Development	
7. Alternatives Evaluation	N/A	Alternatives Evaluation	
8. Implementation Plan	N/A	N/A	
9. Study Report	N/A	N/A	

Recap - Public Open House (Online)

Public Open House (Online)

Purpose

- Share study background and goals
- Share draft Draft Purpose and Need and No Build Traffic and Safety information
- Get input on both

Public Open House (Online)

What We Did

- Advertising
  - Public notice (5 days in advance), MPO and project email list, Facebook Ad, Ask Ad Hoc members to share with respective organizations and groups
- Host on project web site (Social Pinpoint)
  - Open for comment for 3 weeks (July 26-August 15)
- Live online presentation (Tuesday, July 27, 6:30-7:30)
  - Accept input via chat and facilitate discussion
  - Recording now available

Public Open House (Online)

Participation

- Live Online
  - Low - 13 participants (2 Ad Hoc Group members)
- Web Traffic
  - Good – see table
- Suggestions for next round

WEB TRAFFIC	Before (7/26)	After (as of 8/5)
Total Site Visits	2,186	3,148 (+962)
Unique Users	445	660 (+215)
Survey Responses	--	22
Map Comments	--	20

Public Open House (Online)

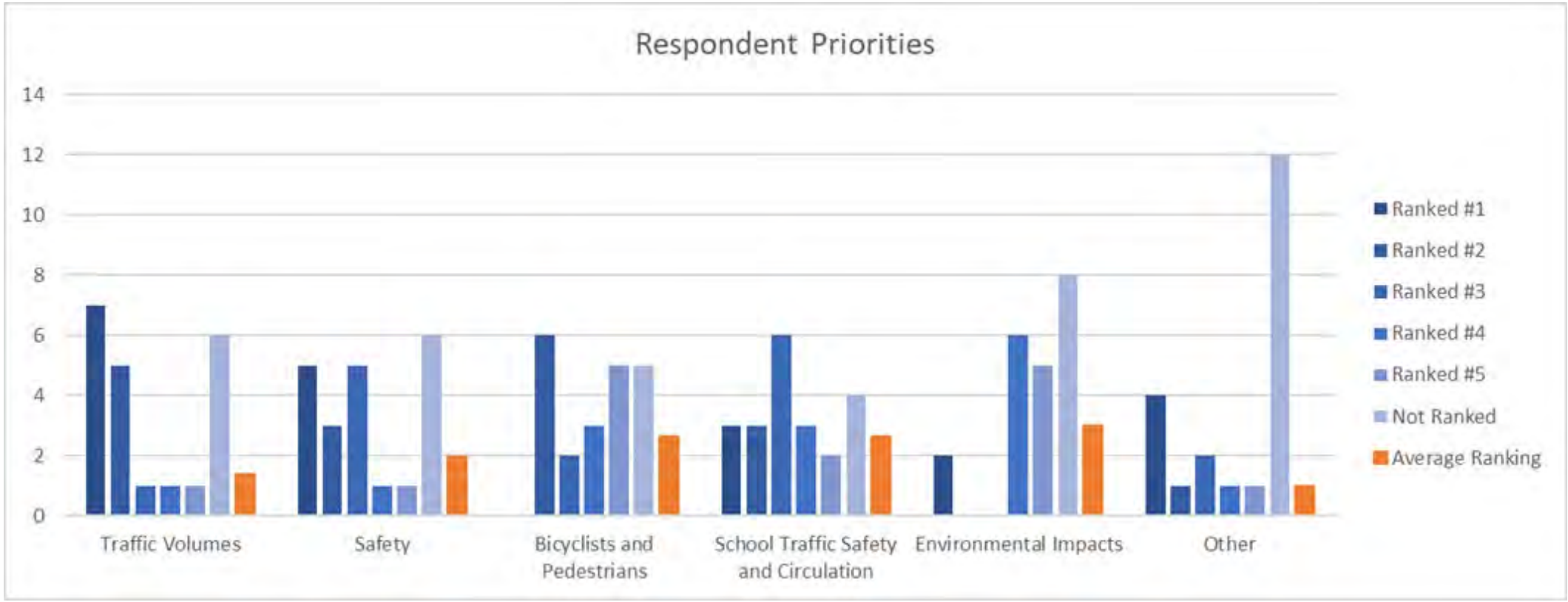
Discussion/Comments

- Live Event
  - Understanding of traffic forecasting, safety methodologies; why are we not studying Merrifield (a few comments)
  - 32nd Avenue traffic increase, school crossing safety and traffic flow, residential street/driveway/access (most comments)
- Online (as of 8/5)
  - See next slides
- Complete Summary following close of comments

Public Open House (Online)

Priorities

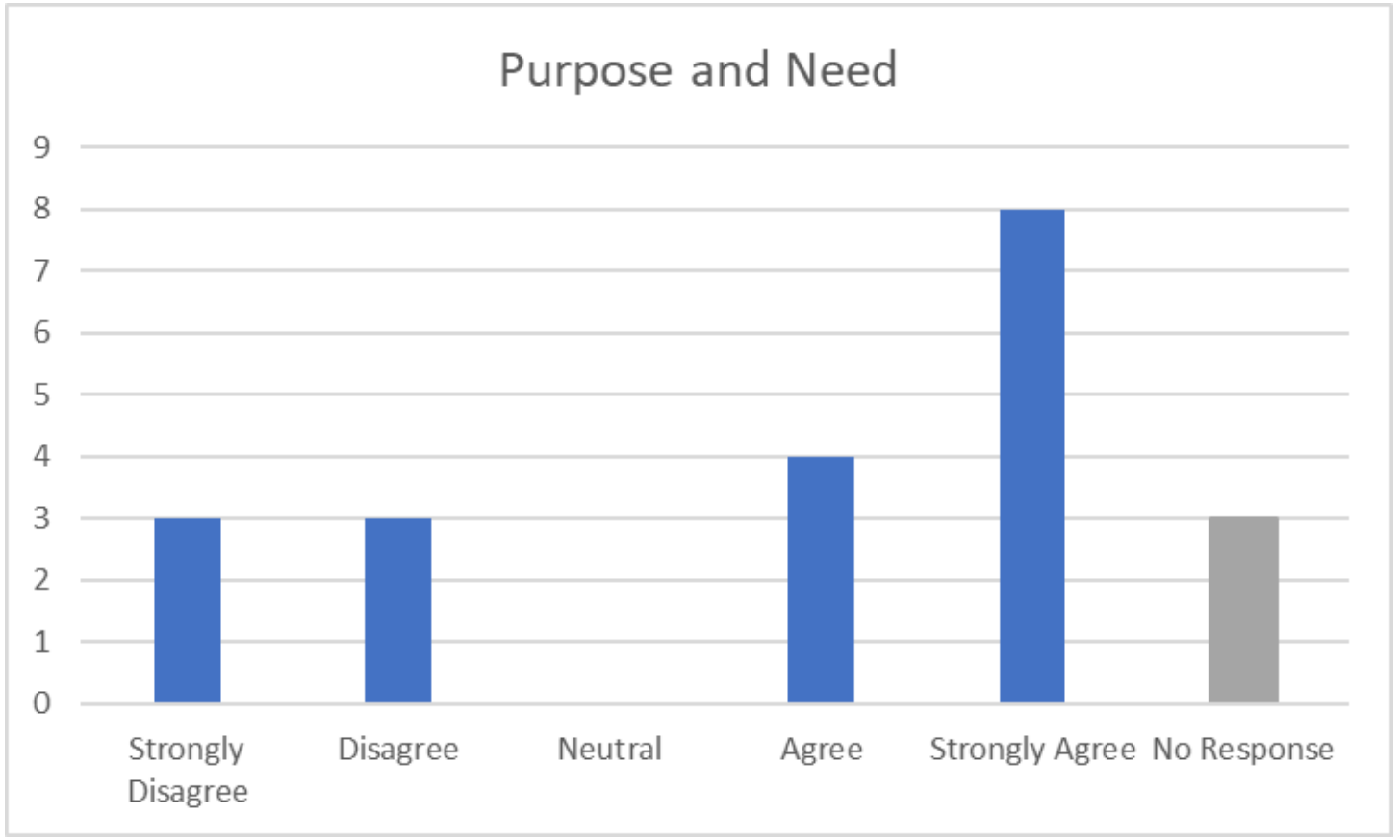
- Small sample size (22 responses)
- More focused on concerns than benefits
- Half of “other” related to “neighbor-hood impact”



Public Open House (Online)

Purpose and Need

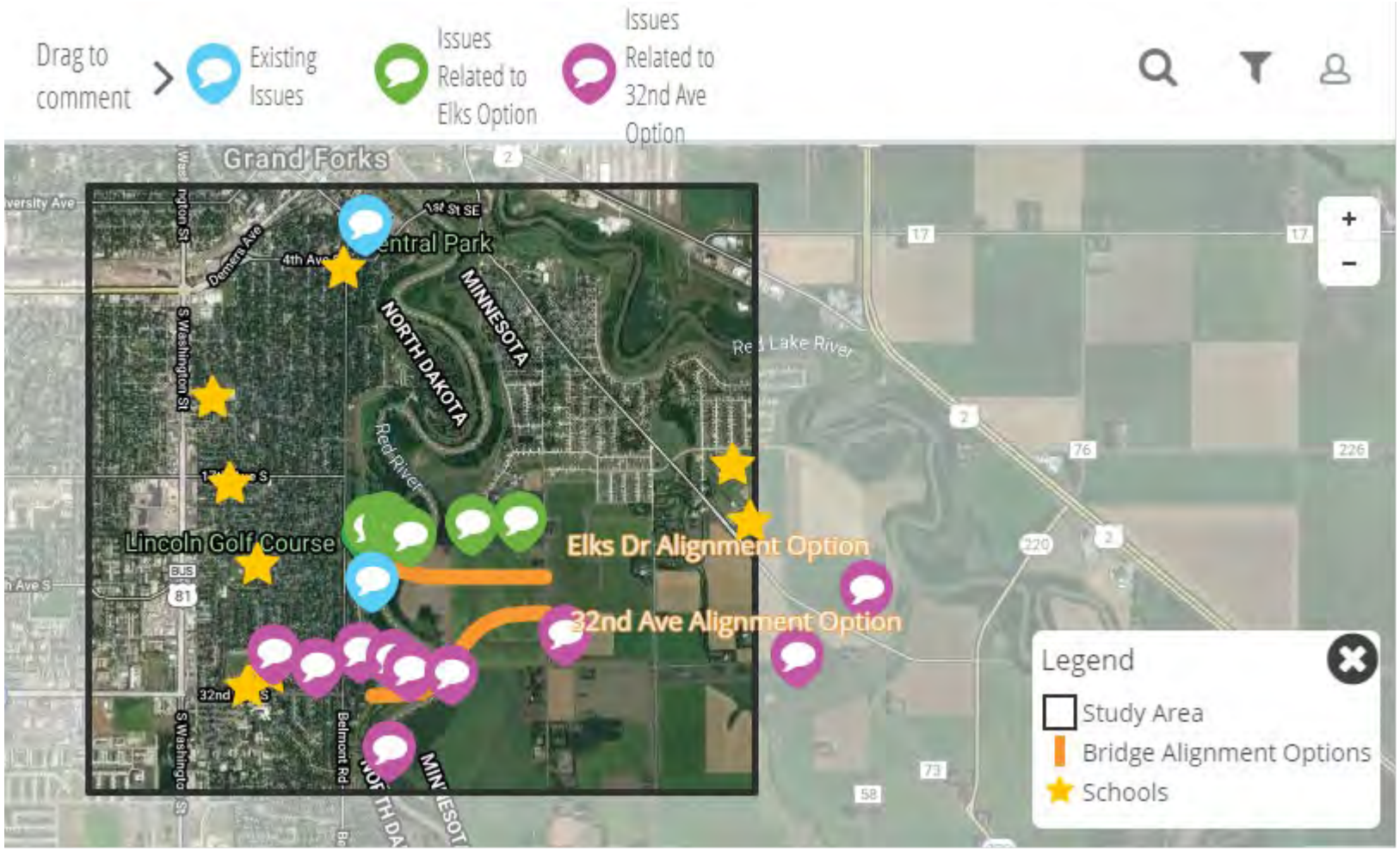
- Small sample size (22 responses)
- Comment themes (13)
  - Pro and con
  - GF neighborhood impacts
  - One side vs. other
  - Just do it vs. somewhere else or not at all



Public Open House (Online)

Schools Map

- Small sample size (13 respondents; 20 comments)
- Comment themes
  - Generally opposing 32nd Ave option
  - Elks option provides more access to different areas of GF
  - Concerns about increased traffic near schools and residential areas with many children



Update - Purpose and Need

Draft Purpose and Need

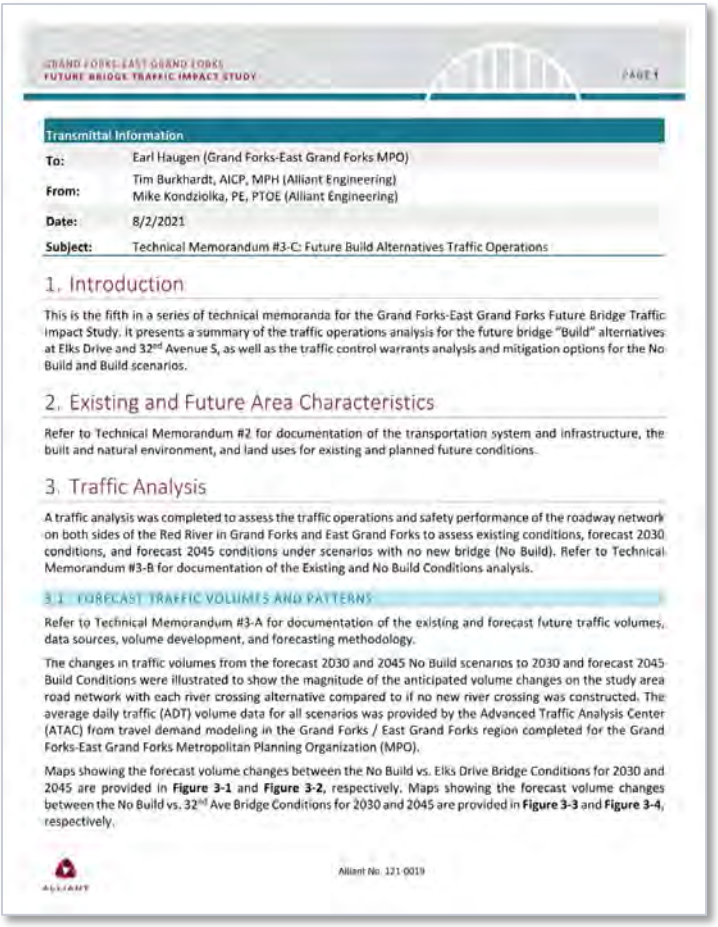
- No changes so far to Draft Purpose and Need
  - Public comment open through 8/15
  - Considered a “living document”
- PEL Study (Planning and Environmental Linkage)
  - Intent is to avoid re-work when study advances to NEPA
  - Is this a PEL Study?
    - Informally, yes: purpose and need, public involvement, agency coordination, not “selecting” preferred alternative
    - Officially, no:
      - NDDOT – Is the lead agency but does not have an official PEL process yet allows/encourages MPOs to use the PEL process as it still allows some streamlining.
      - MnDOT – Has a new, formal PEL process - this study does not follow
  - Sending letters to ND, MN and Federal agencies asking for comment

Tech Memo #3C: Future Build Alternatives Traffic Operations

Tech Memo #3-C – Future Build Alternatives Traffic Operations

Topics include:

- Forecast volume changes between No Build and Build for 2030 and 2045
- Traffic Mobility and Operations Analysis
  - Scenario Years
    - 2030 Elks Drive Bridge Conditions
    - 2045 Elks Drive Bridge Conditions
    - 2030 32nd Avenue Bridge Conditions
    - 2045 32nd Avenue Bridge Conditions
  - Segment volume-to-capacity and LOS
  - Intersection LOS
- Warrants Analysis
- Mitigation Option Analysis



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, MPH (Alliant Engineering) Mike Kondziolka, PE, PTOE (Alliant Engineering)
Date:	8/2/2021
Subject:	Technical Memorandum #3-C: Future Build Alternatives Traffic Operations

1. Introduction

This is the fifth in a series of technical memoranda for the Grand Forks-East Grand Forks Future Bridge Traffic Impact Study. It presents a summary of the traffic operations analysis for the future bridge "Build" alternatives at Elks Drive and 32nd Avenue S, as well as the traffic control warrants analysis and mitigation options for the No Build and Build scenarios.

2. Existing and Future Area Characteristics

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

3. Traffic Analysis

A traffic analysis was 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). Refer to Technical Memorandum #3-B for documentation of the Existing and No Build Conditions analysis.

3.1 FORECAST TRAFFIC VOLUMES AND PATTERNS

Refer to Technical Memorandum #3-A for documentation of the existing and forecast future traffic volumes, data sources, volume development, and forecasting methodology.

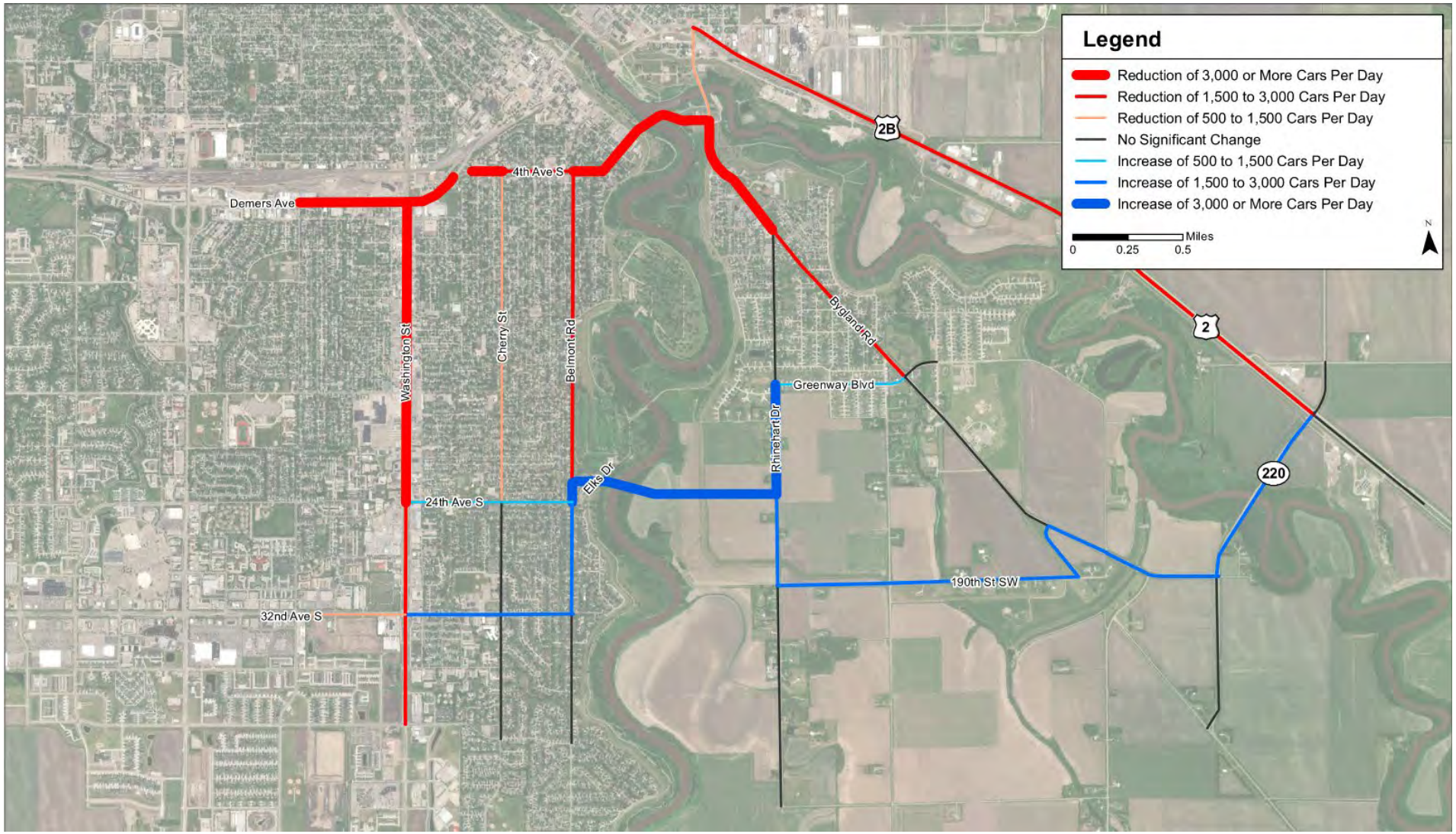
The changes in traffic volumes from the forecast 2030 and 2045 No Build scenarios to 2030 and forecast 2045 Build Conditions were illustrated to show the magnitude of the anticipated volume changes on the study area road network with each river crossing alternative compared to if no new river crossing was constructed. The average daily traffic (ADT) volume data for all scenarios was provided by the Advanced Traffic Analysis Center (ATAC) from travel demand modeling in the Grand Forks / East Grand Forks region completed for the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO).

Maps showing the forecast volume changes between the No Build vs. Elks Drive Bridge Conditions for 2030 and 2045 are provided in **Figure 3-1** and **Figure 3-2**, respectively. Maps showing the forecast volume changes between the No Build vs. 32nd Ave Bridge Conditions for 2030 and 2045 are provided in **Figure 3-3** and **Figure 3-4**, respectively.

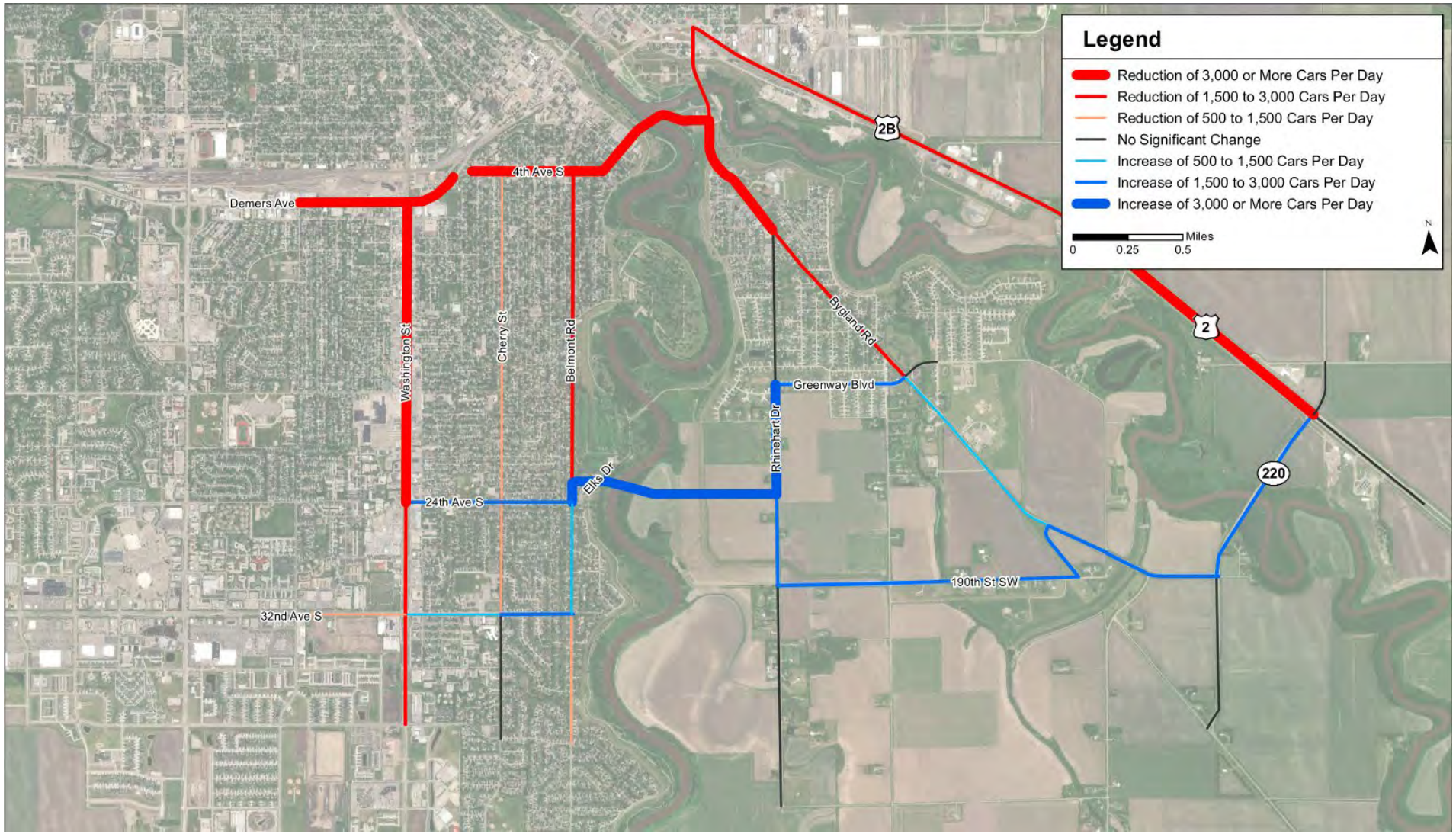
ALLIANT

Alliant No. 121-0019

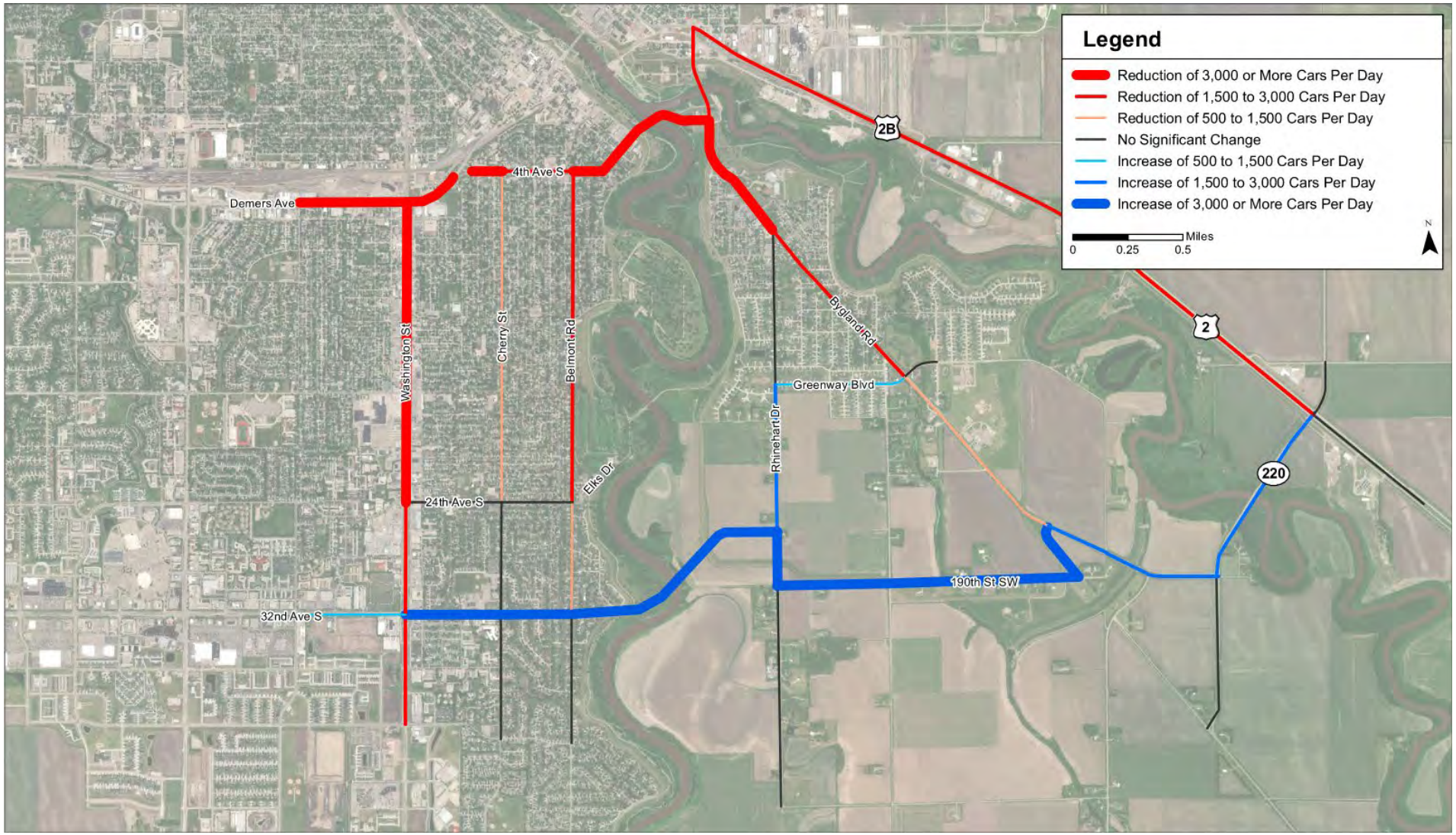
No Build 2030 to Elks Drive Bridge 2030 Volume Changes



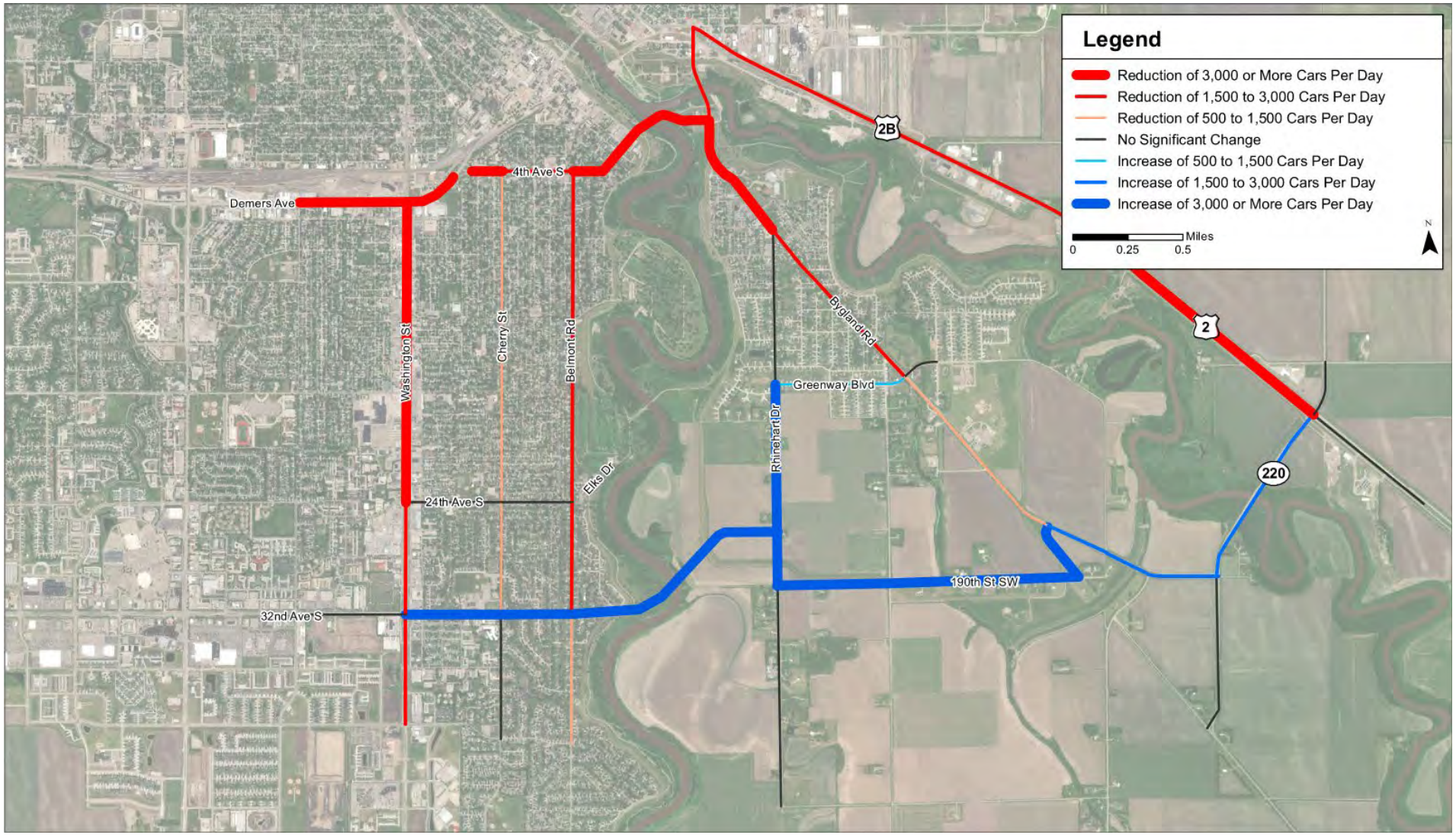
No Build 2045 to Elks Drive Bridge 2045 Volume Changes



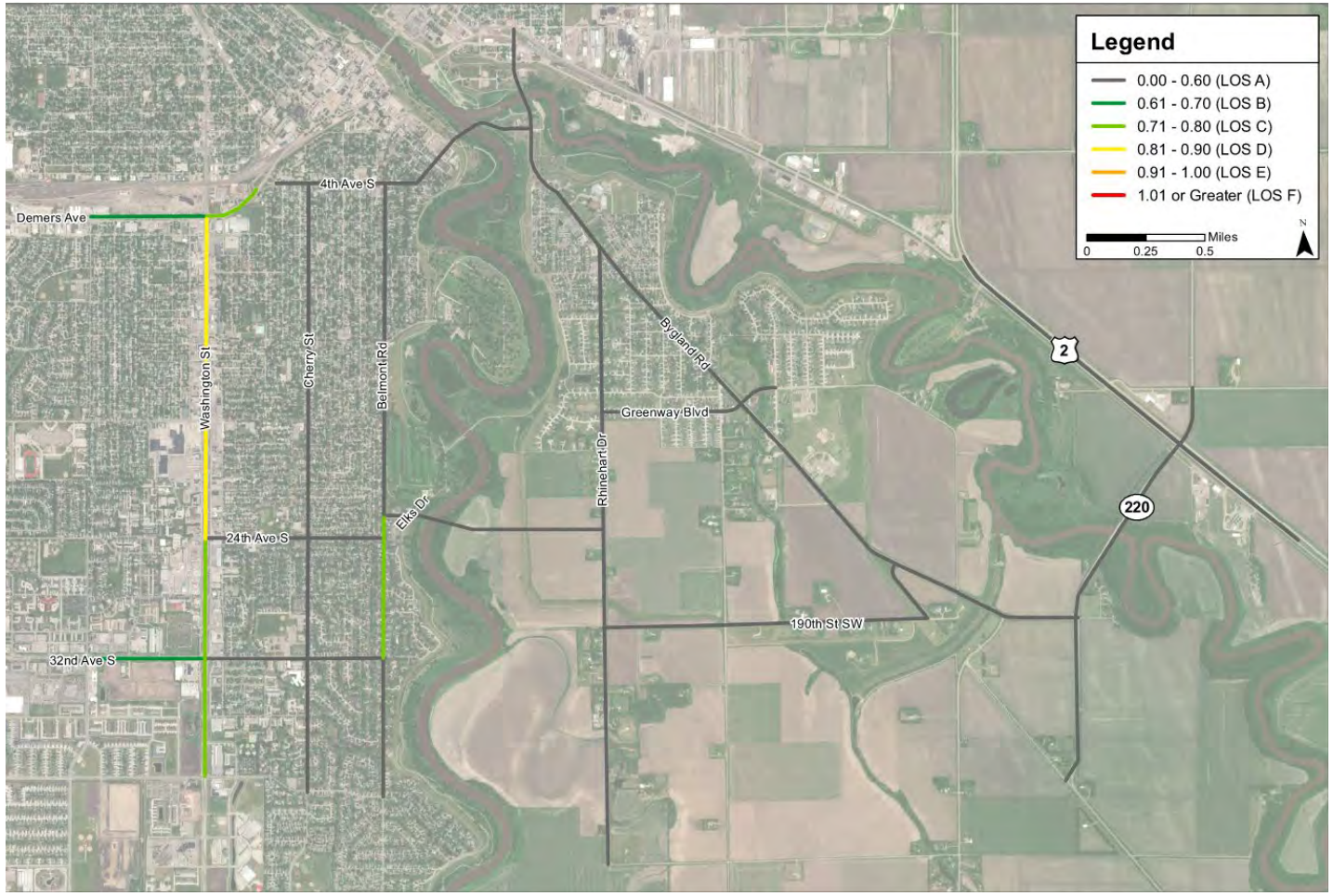
No Build 2030 to 32nd Avenue Bridge 2030 Volume Changes



No Build 2045 to 32nd Avenue Bridge 2045 Volume Changes



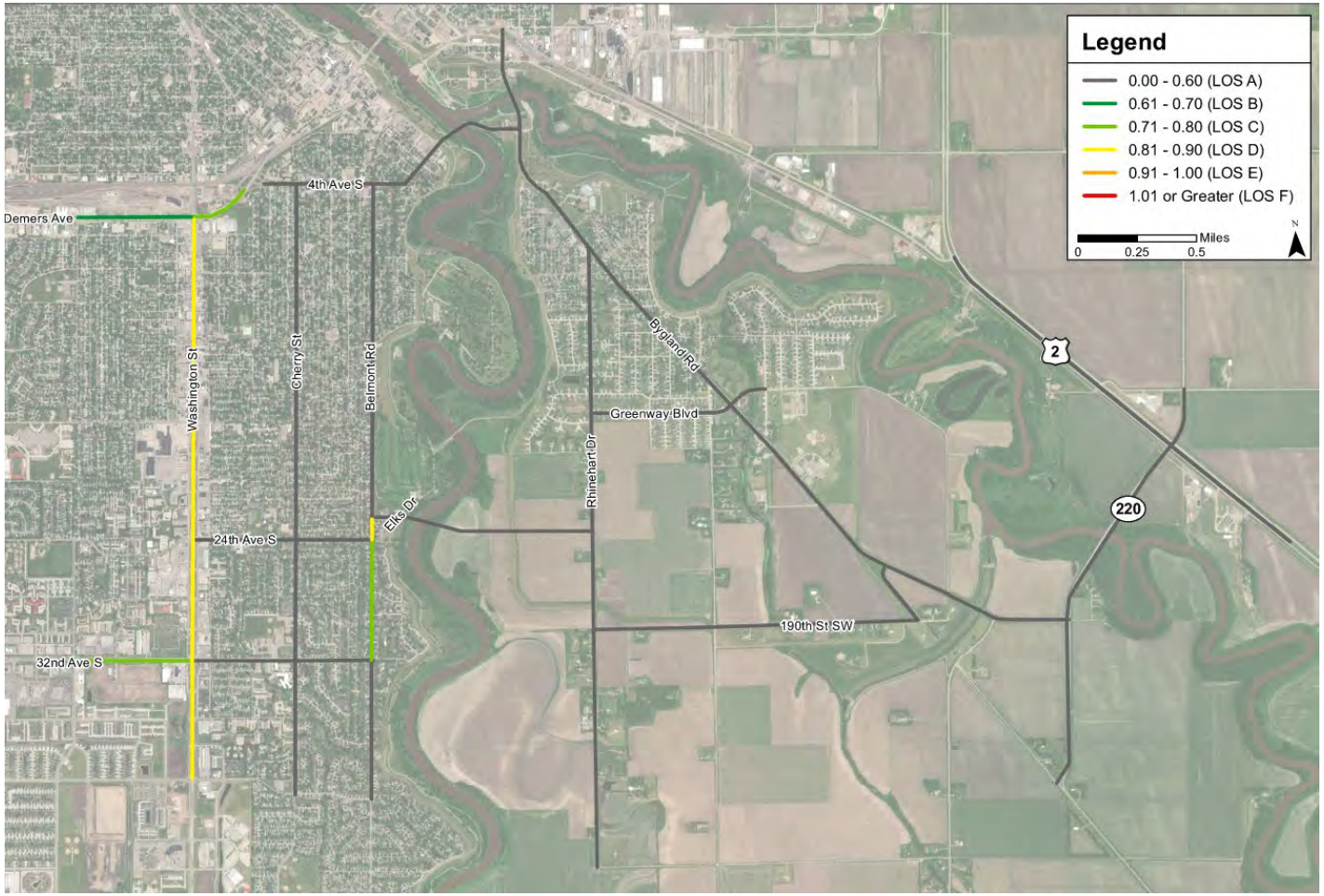
Traffic Operations & Mobility
2030 Elks Drive Bridge



Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	C	D
Cherry St & 32nd Ave S	AWSC	F	C
Belmont Rd & 32nd Ave S	AWSC	D	E
S Washington St & 24th Ave S	Signal	C	C
Cherry St & 24th Ave S	AWSC	B	A
Belmont Rd & 24th Ave S	TWSC	D	F
Belmont Rd & Elks Drive	TWSC	F	D
S Washington St & DeMers Ave	Signal	D	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	E	C
3rd Ave SE & 1st St SE	Signal	A	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	A	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	B	B
Elks Dr Bridge & Rhinehart Dr SE	TWSC	B	B
Bygland Rd SE & Greenway Blvd SE	TWSC	F	B
Bygland Rd SE & 190th St SW	TWSC	B	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	B	A
TH 220 & US 2	TWSC	B	B
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

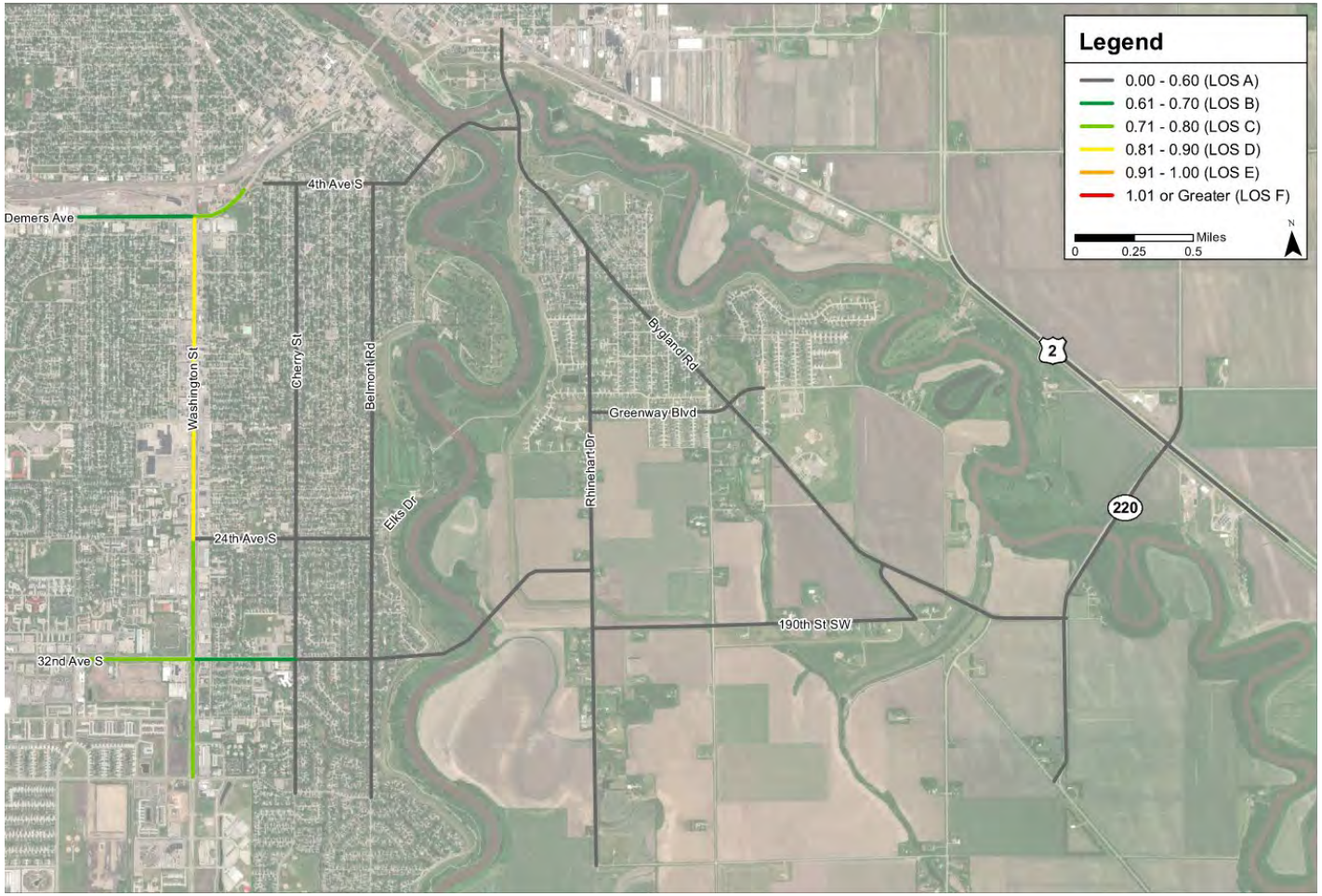
Traffic Operations & Mobility
2045 Elks Drive Bridge



Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	D	D
Cherry St & 32nd Ave S	AWSC	F	C
Belmont Rd & 32nd Ave S	AWSC	F	F
S Washington St & 24th Ave S	Signal	C	D
Cherry St & 24th Ave S	AWSC	B	B
Belmont Rd & 24th Ave S	TWSC	F	F
Belmont Rd & Elks Drive	TWSC	F	E
S Washington St & DeMers Ave	Signal	D	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	E	C
3rd Ave SE & 1st St SE	Signal	A	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	A	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	B	B
Elks Dr Bridge & Rhinehart Dr SE	TWSC	C	C
Bygland Rd SE & Greenway Blvd SE	Signal	B	A
Bygland Rd SE & 190th St SW	TWSC	B	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	B	A
TH 220 & US 2	TWSC	C	C
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

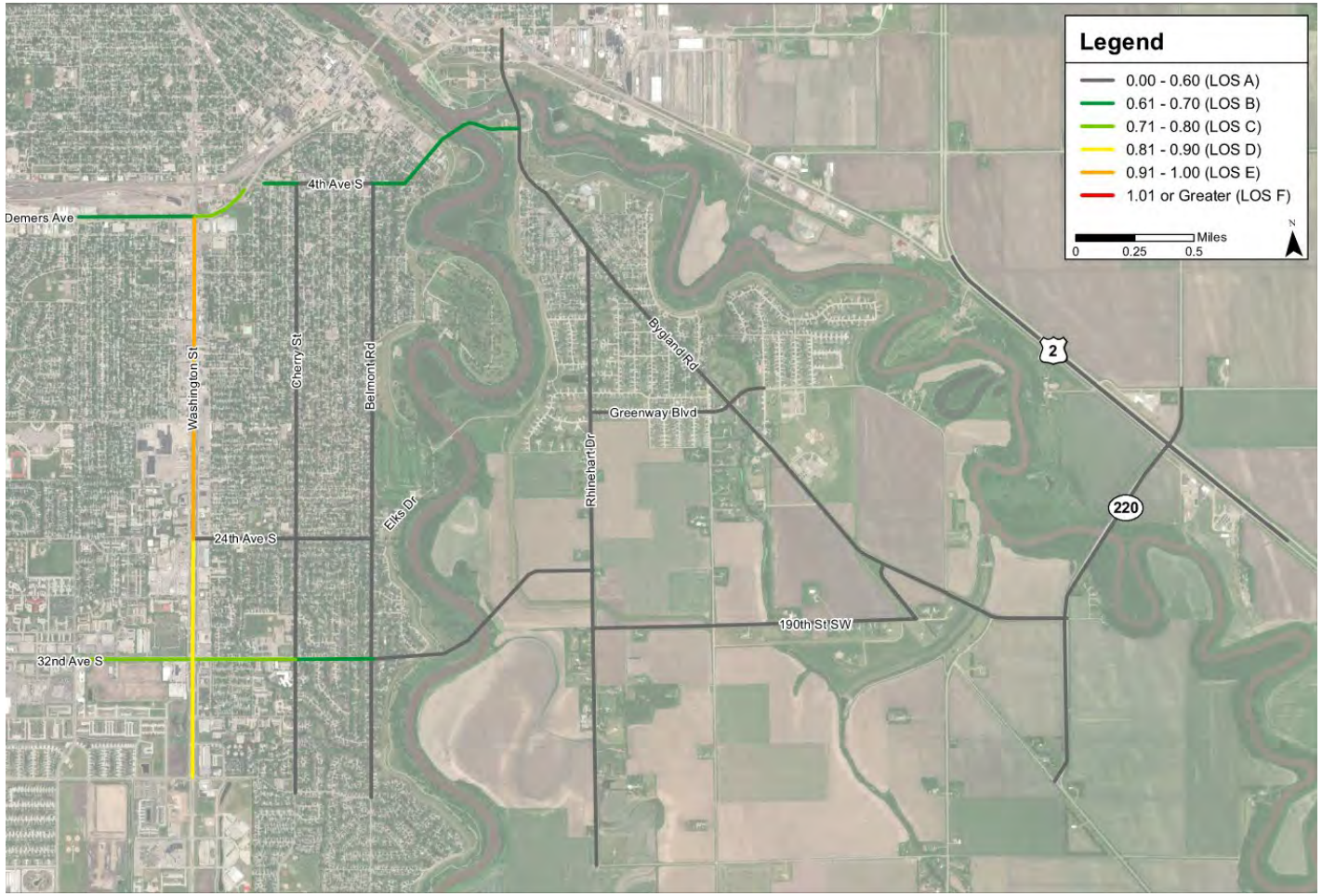
Traffic Operations & Mobility
2030 32nd Avenue Bridge



Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	D	D
Cherry St & 32nd Ave S	AWSC	F	C
Belmont Rd & 32nd Ave S	AWSC	F	F
S Washington St & 24th Ave S	Signal	B	C
Cherry St & 24th Ave S	AWSC	A	A
Belmont Rd & 24th Ave S	TWSC	B	C
Belmont Rd & Elks Drive	TWSC	B	B
S Washington St & DeMers Ave	Signal	D	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	E	C
3rd Ave SE & 1st St SE	Signal	A	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	A	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	B	B
32nd Ave Bridge & Rhinehart Dr SE	TWSC	B	B
Bygland Rd SE & Greenway Blvd SE	TWSC	F	B
Bygland Rd SE & 190th St SW	TWSC	B	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	B	A
TH 220 & US 2	TWSC	B	B
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Traffic Operations & Mobility
2045 32nd Avenue Bridge



Intersection	Control Type	AM Peak Hour	PM Peak Hour
		LOS	LOS
S Washington St & 32nd Ave S	Signal	E	D
Cherry St & 32nd Ave S	AWSC	F	F
Belmont Rd & 32nd Ave S	AWSC	F	F
S Washington St & 24th Ave S	Signal	C	C
Cherry St & 24th Ave S	AWSC	A	A
Belmont Rd & 24th Ave S	TWSC	C	C
Belmont Rd & Elks Drive	TWSC	B	C
S Washington St & DeMers Ave	Signal	D	D
Cherry St & 4th Ave S	Signal	A	A
Belmont Rd & 4th Ave S	AWSC	F	C
3rd Ave SE & 1st St SE	Signal	A	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	F	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	B	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	B	B
32nd Ave Bridge & Rhinehart Dr SE	TWSC	C	B
Bygland Rd SE & Greenway Blvd SE	Signal	A	A
Bygland Rd SE & 190th St SW	TWSC	B	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	B	A
TH 220 & US 2	TWSC	B	C
Rhinehart Dr SE & 190th St SE	AWSC	A	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Warrants Analysis

Signal Warrant Analysis Summary - 2045 Conditions

Scenario	Intersection	Warrants Met	Signal Warrants			All-Way Stop Control Warrants		
			Warrant 1 - 8-Hour Vehicle Volumes	Warrant 2 - 4-Hour Vehicle Volumes	Warrant 3 - Peak Hour	Criteria A - Signal Justified	Criteria C - Minimum Volumes	Criteria C - Minor Approach Max Delay
No Build	4th Ave & Belmont Rd	Signal, AWSC	NOT MET	NOT MET	MET	MET	MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	32nd Ave & Cherry St	AWSC	NOT MET	NOT MET	NOT MET	NOT MET	MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	MET	MET	MET	MET	NOT MET	NOT MET
Elks Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	24th Ave & Belmont Rd	Signal, AWSC	MET	MET	MET	MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	32nd Ave & Cherry St	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	Elks Dr & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
32nd Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	32nd Ave & Cherry St	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET

Mitigation Analysis Methodology

- Mitigation Hierarchy
  1. Add turn lanes without changes in traffic control
  2. Convert to all-way stop-control with minimum turn lane additions
  3. Convert to signalized control with minimum turn lane additions
  4. Convert single-lane roundabout
- Additional considerations at schools and crash issue intersections

Mitigation Summary

Scenario	Intersection	Existing Control	2030 Unmitigated LOS	2045 Unmitigated LOS	Traffic Control Warrants Met	School Adjacent	Identified Crash Issues	Acceptable Mitigation Control Options[2]	Assumed Mitigation Option		
									Assumed Mitigated Control	2045 LOS with Assumed Mitigated Control	Notes
No Build	4th Ave & Belmont Rd	AWSC	F/F	F/F	Signal, AWSC	X		Signal/RAB (mini)	Signal	B/B	Signalized intersection with no additional turn lanes
	32nd Ave & Belmont Rd	AWSC	C/C	F/F	Signal, AWSC			AWSC/Signal/RAB	AWSC	C/C	Maintain AWSC and add SB right and NB left turn lanes
	32nd Ave & Cherry St	AWSC	E/B	F/C	AWSC	X		RAB	RAB	B/A	Single-lane RAB
	DeMers Ave & Washington St	Signal	E/D	F/E	Signal, AWSC		X	Signal	Signal	E/D	Additional lanes likely infeasible, CFI design recommended in prior study showed operational improvements[3]
	Bygland Rd & Rhinehart Dr[1]	TWSC	F/C	F/D	Signal, AWSC			Signal/RAB	RAB	C/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation
Elks Drive Bridge Build	4th Ave & Belmont Rd	AWSC	E/C	E/C	-	X		AWSC/RAB (mini)	Mini-RAB	A/A	Single-lane mini-RAB
	24th Ave & Belmont Rd[1]	TWSC	D/F	F/F	Signal, AWSC			Signal/RAB	Signal	A/B	Signalized intersection with no additional turn lanes
	32nd Ave & Belmont Rd	AWSC	D/E	F/F	Signal, AWSC			AWSC/Signal/RAB	AWSC	C/D	Maintain AWSC and add SB right, NB left, and EB left turn lanes
	32nd Ave & Cherry St	AWSC	F/C	F/C	Signal, AWSC	X		Signal/RAB	Signal	B/A	Signalized intersection with restriped NB approach to include a left turn storage lane and thru/right lane
	Belmont Rd & Elks Dr[1]	TWSC	F/D	F/E	Signal, AWSC			Signal/RAB	Signal	B/A	Signalized intersection with EB left turn lane and right turn storage lane
	Bygland Rd & Rhinehart Dr[1]	TWSC	F/C	F/C	Signal, AWSC			Signal/RAB	RAB	A/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation
32nd Ave Bridge Build	4th Ave & Belmont Rd	AWSC	E/C	F/C	-	X		AWSC/RAB (mini)	Mini-RAB	A/A	Single-lane mini-RAB
	32nd Ave & Belmont Rd	AWSC	F/F	F/F	Signal, AWSC			Signal/RAB	Signal	C/C	Signalized intersection with additional NB left turn lane
	32nd Ave & Cherry St	AWSC	F/C	F/F	Signal, AWSC	X		Signal	Signal	D/A	Signal with WBL/EBL turn lanes. Single-lane RAB expected to operate at LOS F in AM peak hour.
	32nd Ave & Washington St	Signal	D/D	E/D	-		X	Signal	Signal	D/D	Existing signalized control with additional SB and WB left turn lanes
	Bygland Rd & Rhinehart Dr[1]	TWSC	F/C	F/C	Signal, AWSC			Signal/RAB	RAB	B/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation

Notes:

(1) Results for worst approach are reported for two-way stop-controlled intersections

(2) Mitigation options that were warranted and would be expected to result in acceptable intersection level of service

(3) Additional lanes are likely infeasible due to right-of-way constraints. Prior studies showed potential operational improvements with one additional NB and SB through lane (Washington Street Traffic Operations Report, 2020) or with a Continuous Flow Intersection (CFI) design (Washington St. Corridor Study, 2012).

Questions/Discussion

www.forks2forksbridge.com/info

Tim Burkhardt

tburkhardt@alliant-inc.com

Transmittal Information	
To:	Earl Haugen (Grand Forks-East Grand Forks MPO)
From:	Tim Burkhardt, AICP, MPH (Alliant Engineering) Mike Kondziolka, PE, PTOE (Alliant Engineering)
Date:	8/6/2021
Subject:	Technical Memorandum #3-C: Future Build Alternatives Traffic Operations

1. Introduction

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

3. Traffic Analysis

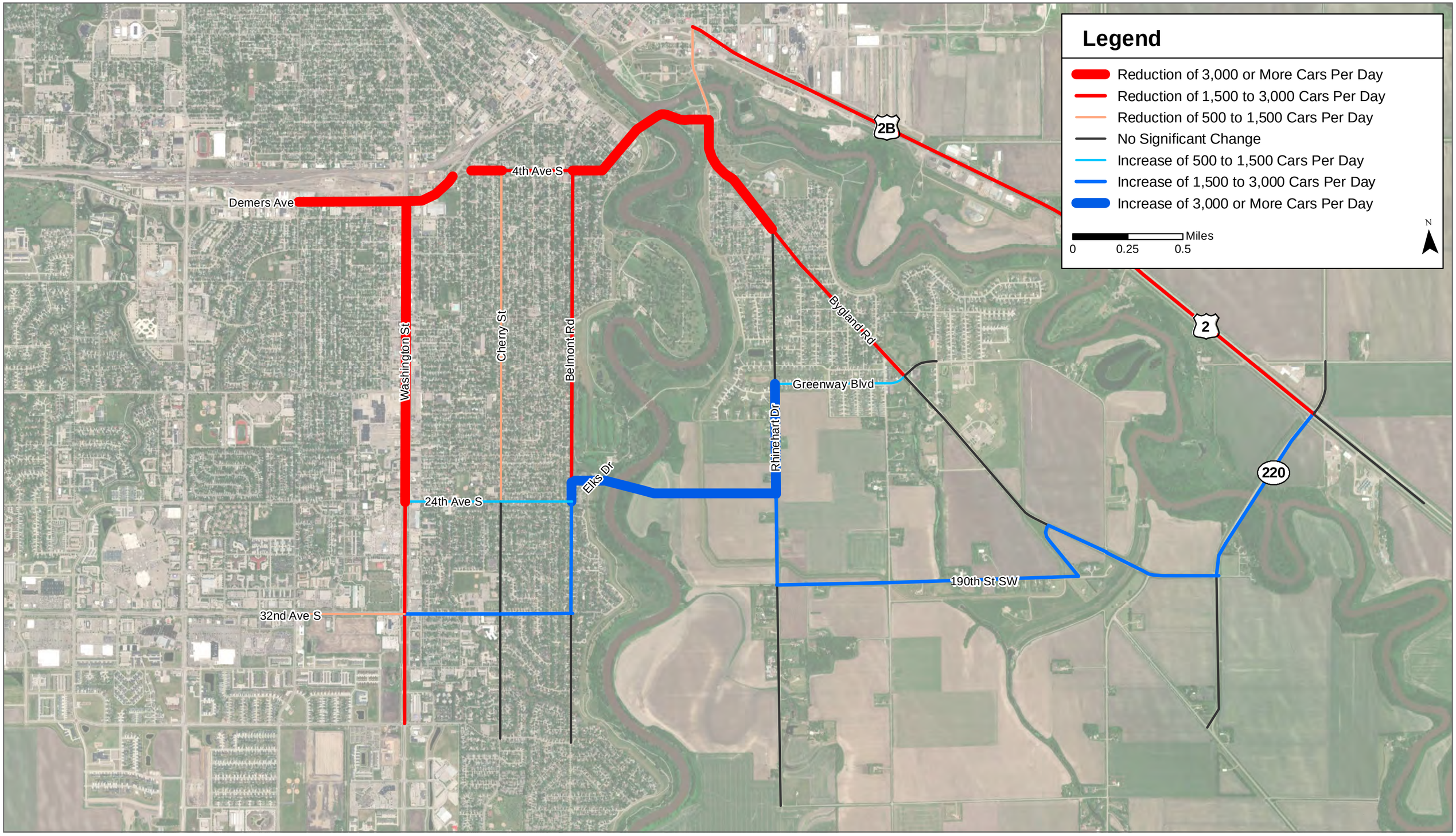
A traffic analysis was completed to assess the traffic operations and safety performance of the roadway network on both sides of the Red River in Grand Forks and East Grand Forks to assess existing conditions, forecast 2030 conditions, and forecast 2045 conditions under scenarios with no new bridge (No Build). Refer to Technical Memorandum #3-B for documentation of the Existing and No Build Conditions analysis.

3.1 FORECAST TRAFFIC VOLUMES AND PATTERNS

Refer to Technical Memorandum #3-A for documentation of the existing and forecast future traffic volumes, data sources, volume development, and forecasting methodology.

The changes in traffic volumes from the forecast 2030 and 2045 No Build scenarios to 2030 and forecast 2045 Build Conditions were illustrated to show the magnitude of the anticipated volume changes on the study area road network with each river crossing alternative compared to if no new river crossing was constructed. The average daily traffic (ADT) volume data for all scenarios was provided by the Advanced Traffic Analysis Center (ATAC) from travel demand modeling in the Grand Forks / East Grand Forks region completed for the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO).

Maps showing the forecast volume changes between the No Build vs. Elks Drive Bridge Conditions for 2030 and 2045 are provided in **Figure 3-1** and **Figure 3-2**, respectively. Maps showing the forecast volume changes between the No Build vs. 32nd Ave Bridge Conditions for 2030 and 2045 are provided in **Figure 3-3** and **Figure 3-4**, respectively.



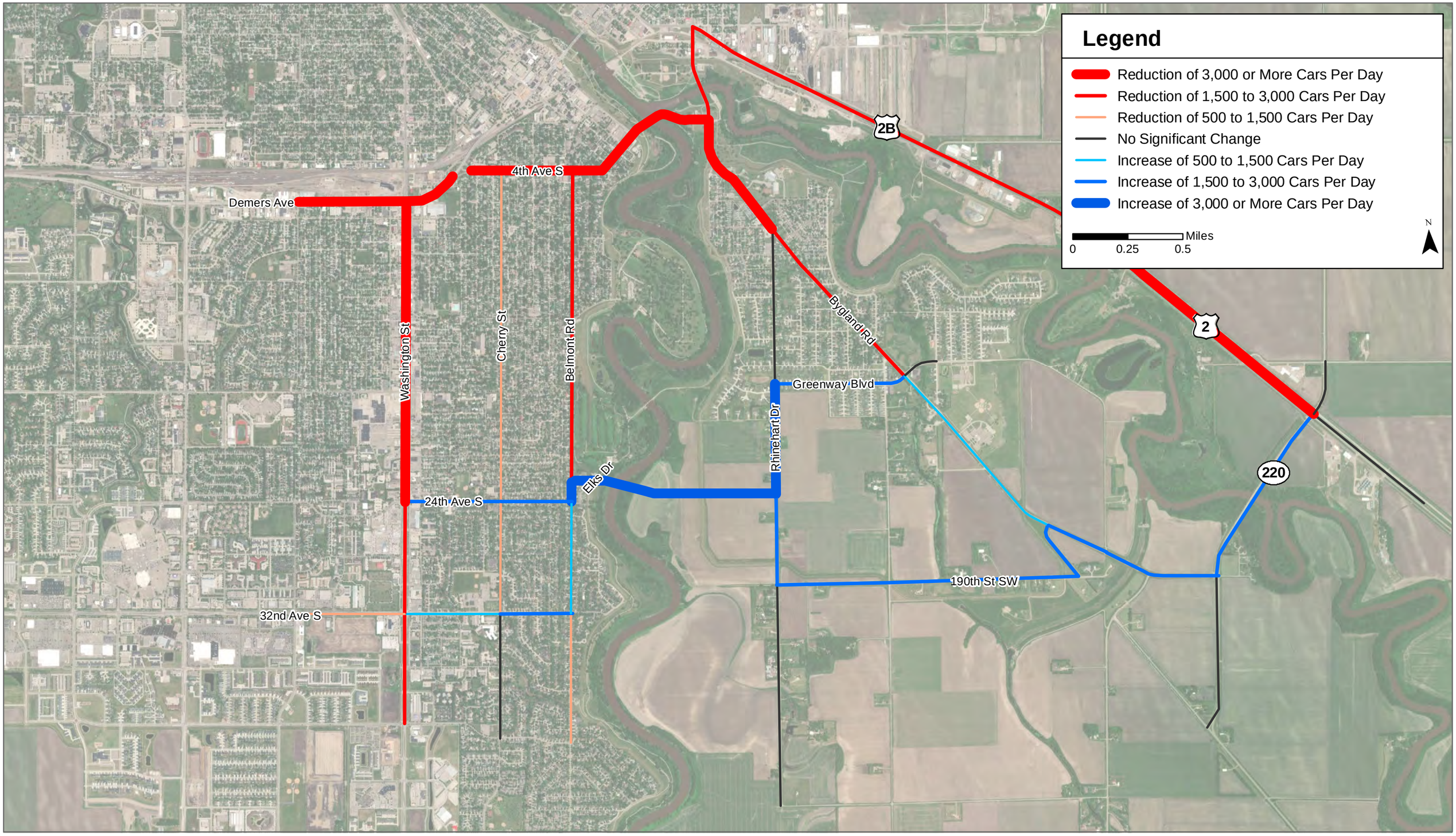
Future Bridge Traffic Impact Study

ALLIANT

Figure 3-1

2030 No Build to 2030 Elks Drive Bridge Traffic Volume Change

Source: ESRI World Imagery Basemap



Future Bridge Traffic Impact Study

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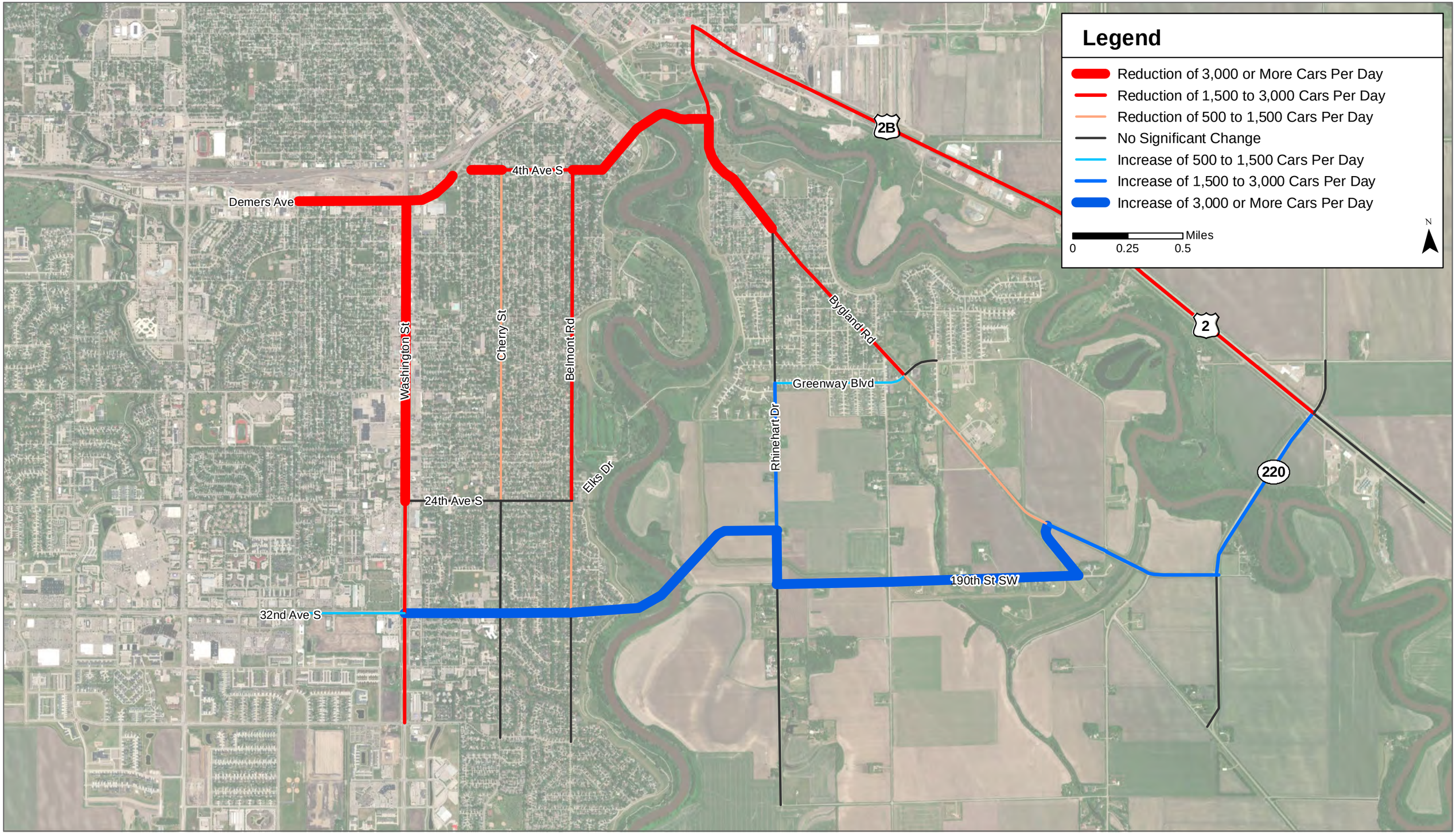
Figure 3-2

2045 No Build to 2045 Elks Drive Bridge Traffic Volume Change

Source: ESRI World Imagery Basemap



Future Bridge Traffic Impact Study

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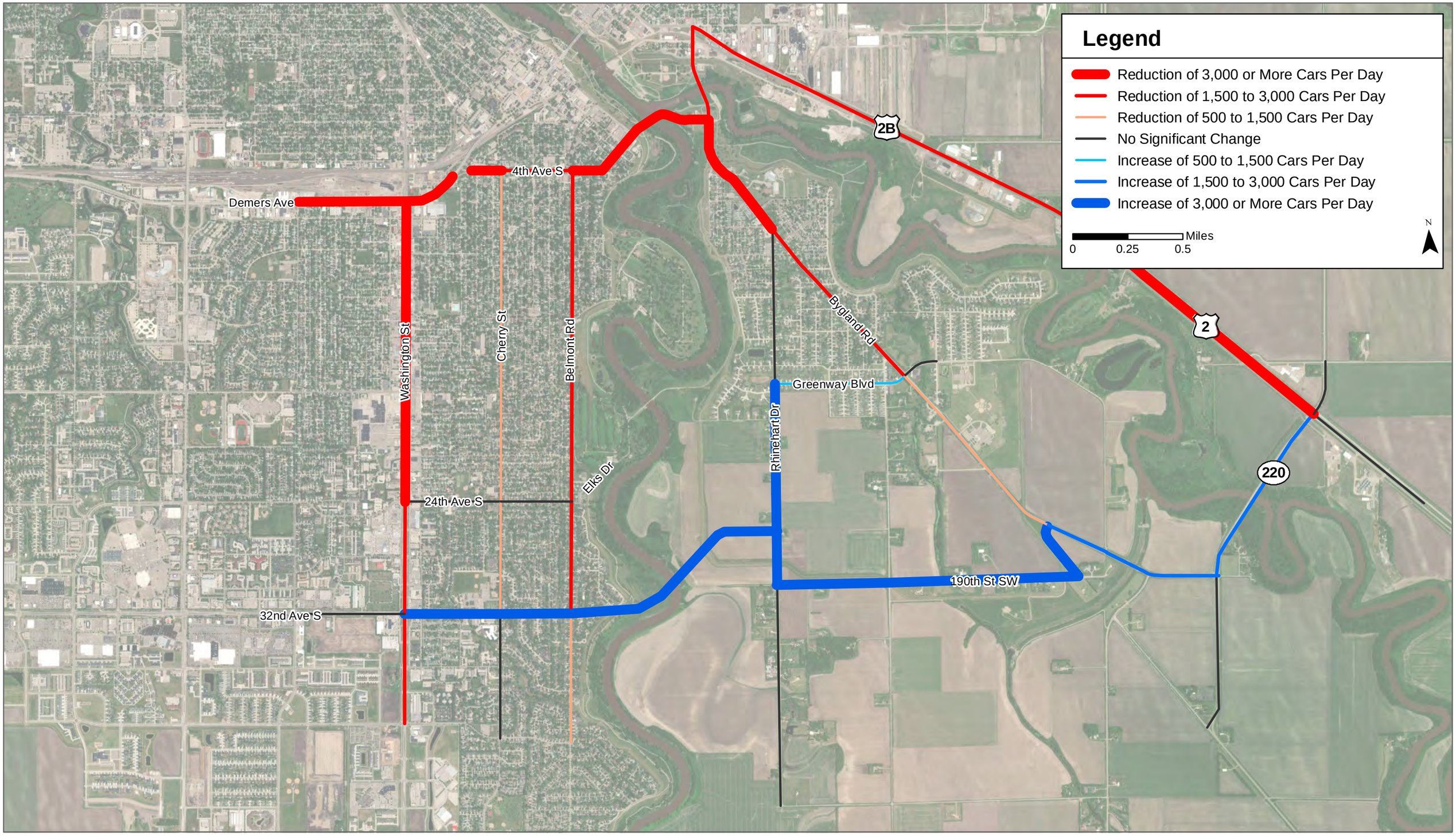
Figure 3-3
2030 No Build to 2030 32nd Ave Bridge Traffic Volume Change

Source: ESRI World Imagery Basemap



Future Bridge Traffic Impact Study

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Figure 3-4
2045 No Build to 2045 32nd Ave Bridge Traffic Volume Change

Source: ESRI World Imagery Basemap

As shown in the figures, the two bridge options would be expected to significantly reduce traffic in the northern half of the study area, with the most significant reductions occurring along S Washington Street, DeMers Avenue/4th Avenue S, Belmont Road, Minnesota Avenue/1st Street SE across the Point Bridge, Bygland Road SE north of Greenway Boulevard SE, and on US 2. These reductions are important because the roadway segments on S Washington Street, DeMers Avenue/4th Avenue S, and Minnesota Avenue/1st Street SE across the Point Bridge were forecast to approach or exceed capacity by 2045 under No Build conditions (without an additional bridge).

The most significant increases in traffic associated with the bridge options would be expected to occur in the southern half of the study roadway network along Greenway Boulevard SE, Rhinehart Drive SE south of Greenway Boulevard SE, Bygland Road SE south of Greenway Boulevard, 190th Street SW, TH 220, and along 24th Avenue S and 32nd Avenue S. The Elks Drive bridge option spreads the volume increases between the parallel east-west roads of Greenway Boulevard SE and 190th Street SW on the East Grand Forks side of the bridge, and between 24th Avenue S and 32nd Avenue S on the Grand Forks side. The 32nd Avenue S bridge option has more concentrated volume growth along 32nd Avenue S and 190th Street SW.

3.2 FUTURE BUILD TRAFFIC OPERATIONS AND MOBILITY

A traffic operations analysis was conducted to identify the need for improvements and understand anticipated traffic operations with the potential bridge options. This Build Conditions traffic operations analysis assesses the projected future mobility in the study area with a new bridge at either Elks Drive or 32nd Avenue S.

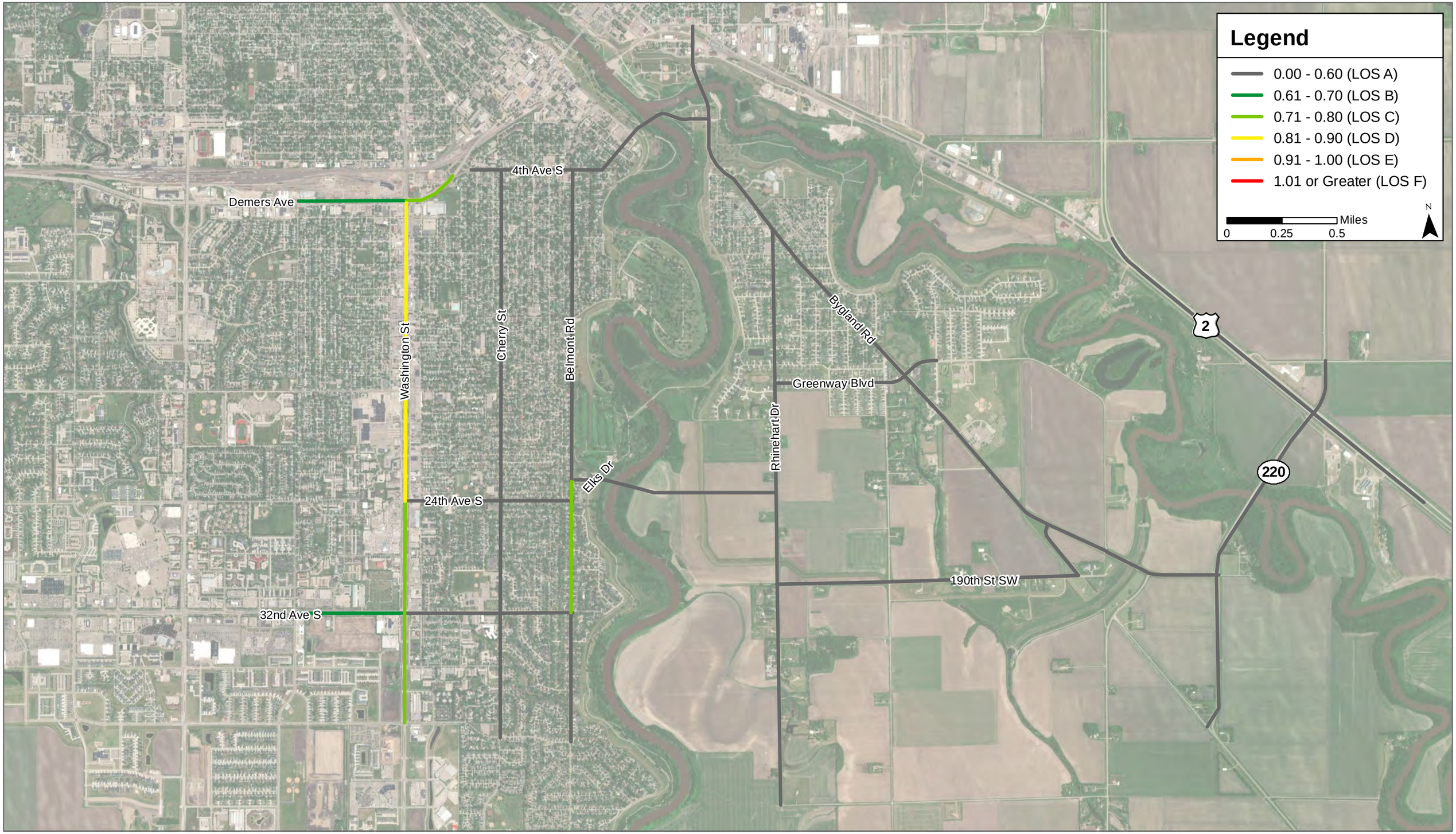
The programmed improvement to convert the existing two-way stop controlled (TWSC) intersection at Bygland Road SE & Greenway Boulevard SE to a signalized intersection was included in the 2045 Build Conditions modeling. The programmed conversion of the Bygland Road SE & Rhinehart Drive SE intersection from its current condition as a side street stop controlled intersection to a single-lane roundabout (RAB) was evaluated for both 2030 and 2045 Build Conditions. Because this project is in consideration of being removed from the program, the intersection was also analyzed under its existing geometry and intersection control configuration. The results for both conditions are provided in the 2030 and 2045 Build Conditions intersection traffic operations analysis tables.

The baseline conditions for the Build alternatives assumed no changes from the 2030 and 2045 No Build conditions other than the addition of the proposed bridges with minimal traffic control and geometric changes at the intersections where the proposed bridges would terminate. The assumed baseline conditions for the new intersections where the proposed bridges would connect to Rhinehart Drive SE included stop control on the new eastbound approach with a left turn lane and a right turn storage lane (same under both options). The intersection on Belmont Road where the Elks Drive Bridge would connect was also assumed to include a left turn lane and a right turn storage lane on the bridge approach, and maintained the current side-street stop control on Elks Drive. The bridge connection for the 32nd Ave Bridge option was assumed to maintain the all-way stop control (AWSC) currently in place at the 32nd Avenue S and Belmont Road intersection and included a single shared left/through/right lane on the westbound bridge approach. The lane geometry and traffic control on all approaches at the new bridge connection intersections other than the new bridge approaches were kept the same as existing conditions.

3.2.1 Roadway Segment Analysis

Using the same methodology as outlined in Technical Memorandum #3-B, a roadway segment analysis was completed for the study area under each of the alternative bridge conditions. The roadway segment analysis is a planning-level comparison of the forecast ADT volumes against the estimated capacity for each facility type. All information used in the volume-to-capacity (V/C) analysis, including forecast ADTs and roadway capacities, were provided by ATAC. This information included the volume and capacity data from the travel demand modeling of the Grand Forks and East Grand Forks area for the 2030 and 2045 forecast year Build Conditions for each bridge alternative.

The segment LOS based on V/C ratio for the study road segments under forecast 2030 Elks Drive Bridge Conditions, 2045 Elks Drive Bridge Conditions, 2030 32nd Ave Bridge Conditions, and 2045 32nd Ave Bridge Conditions are provided in **Figures 3-5** through **3-8**.



Future Bridge Traffic Impact Study

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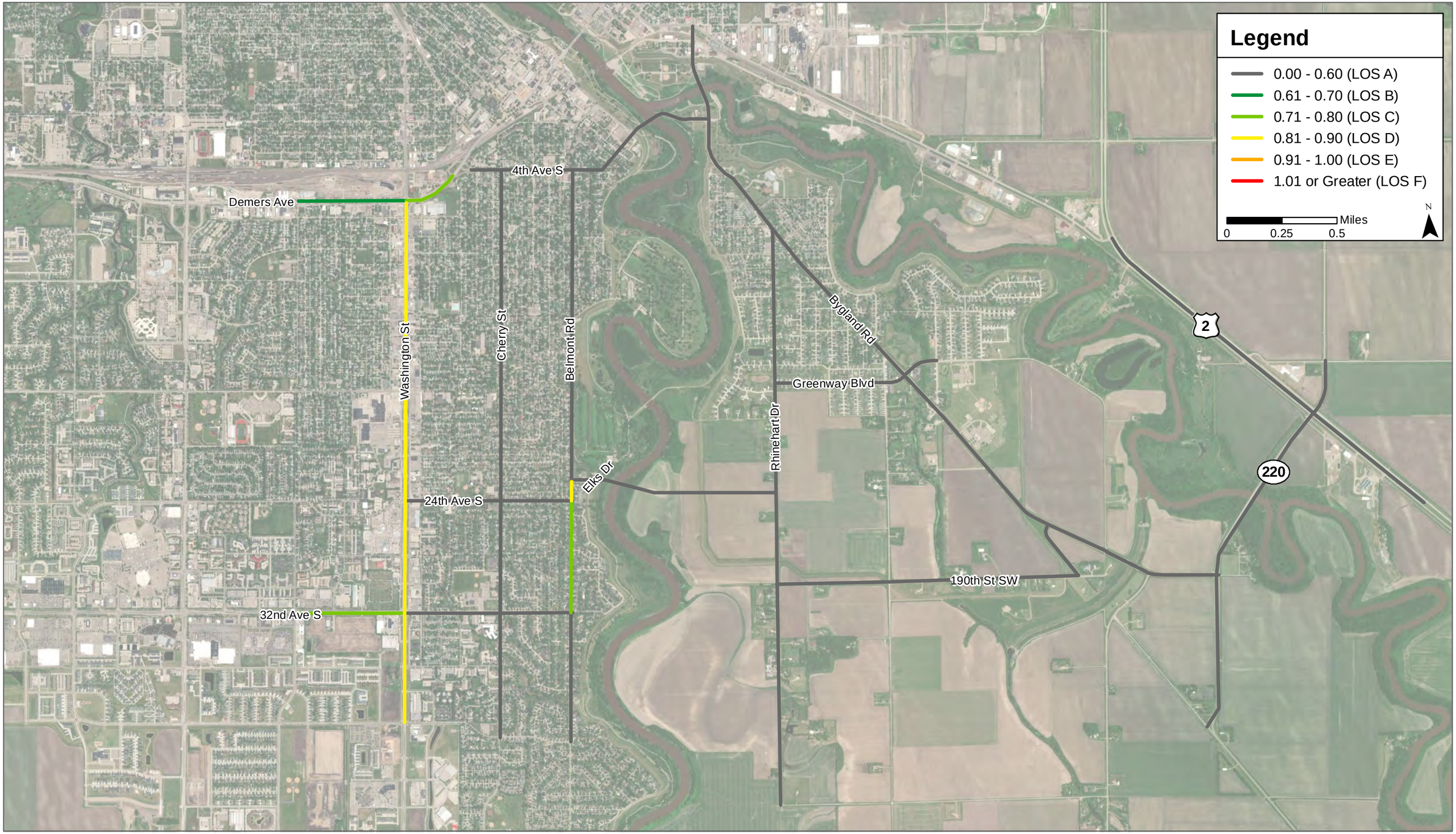
Figure 3-5

2030 Elks Drive Bridge Segment Volume/Capacity and Level of Service

Source: ESRI World Imagery Basemap



Future Bridge Traffic Impact Study

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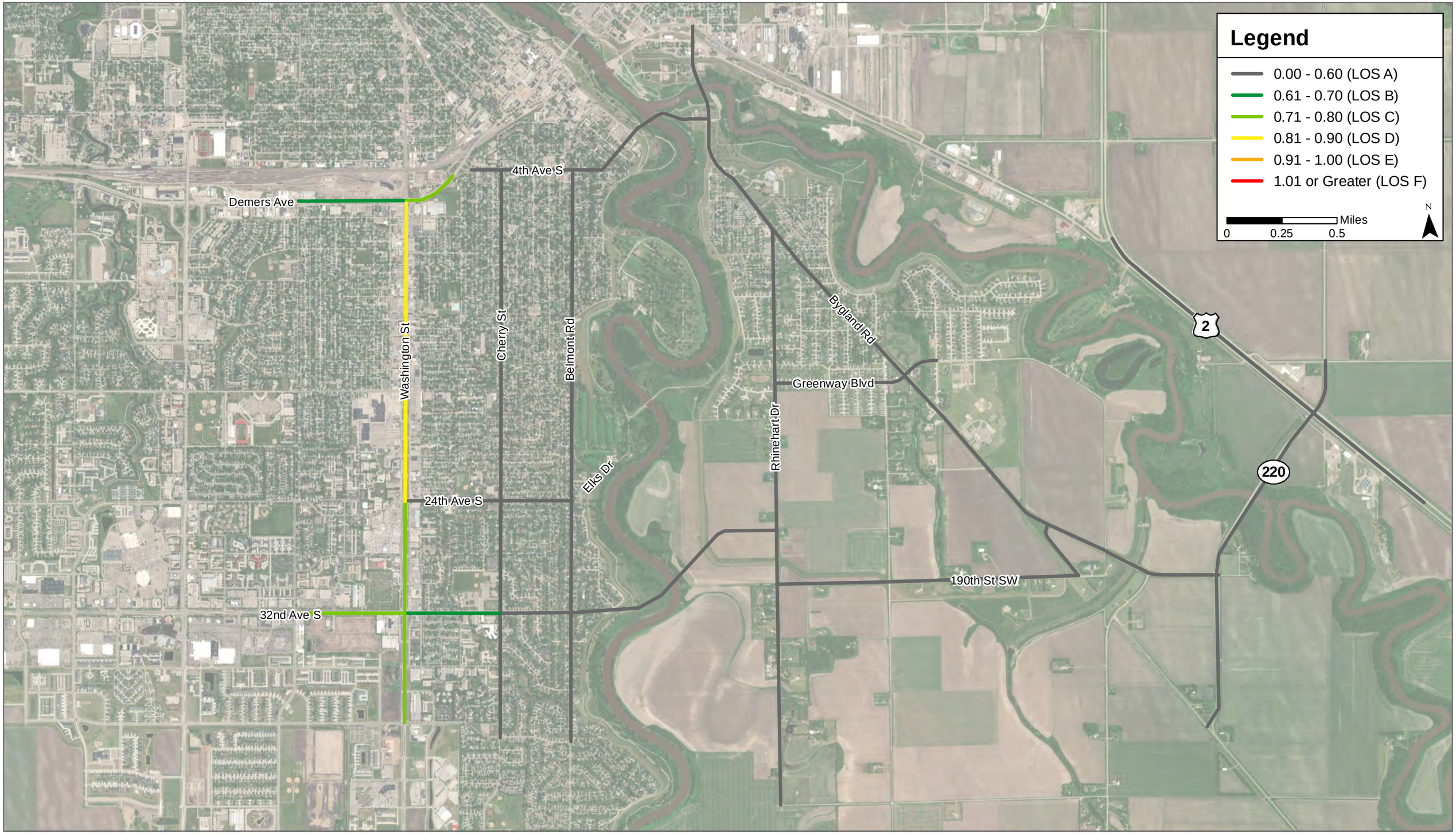
Figure 3-6

2045 Elks Drive Bridge Segment Volume/Capacity and Level of Service

Source: ESRI World Imagery Basemap



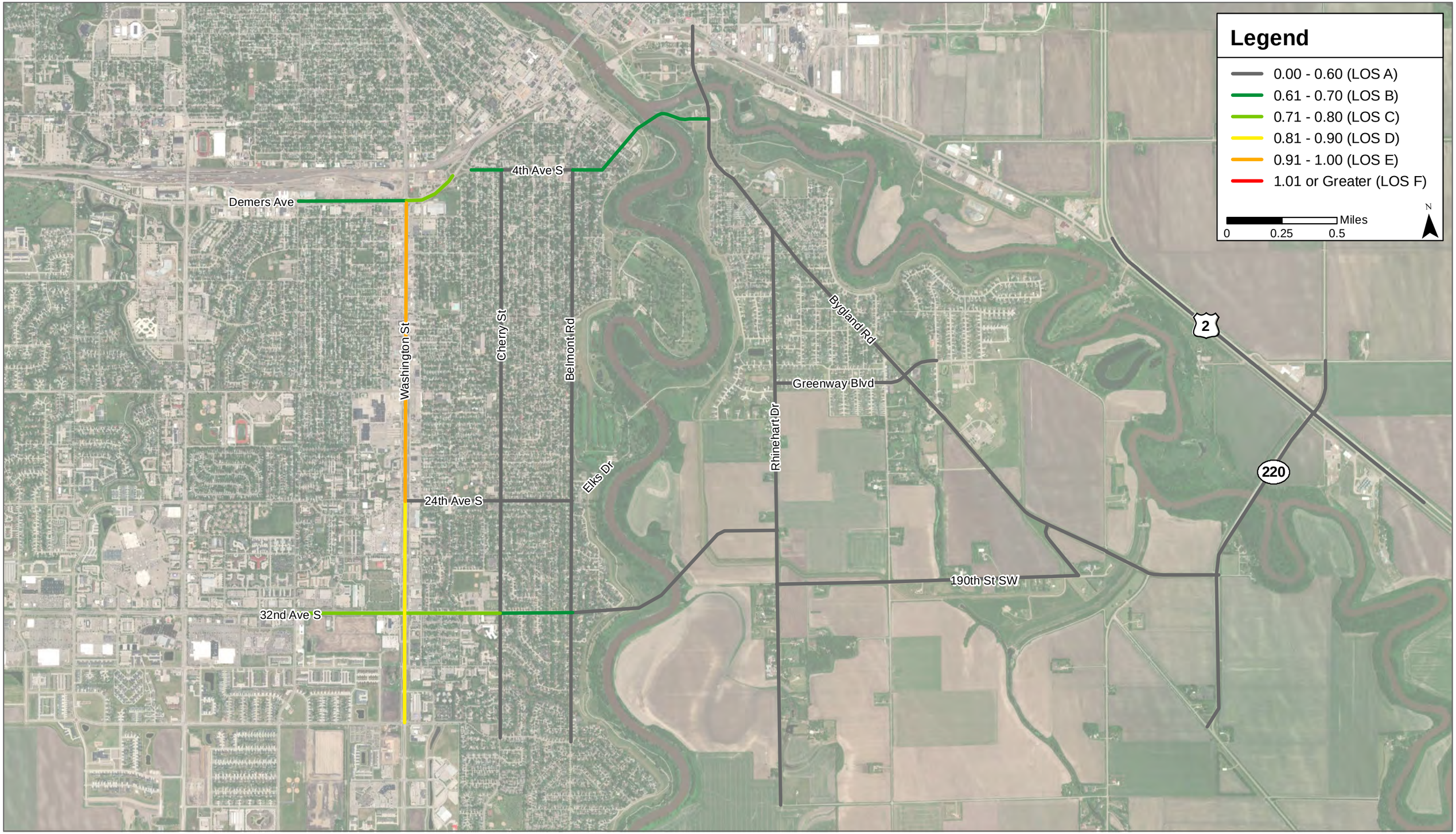
Future Bridge Traffic Impact Study

ALLIANT

Figure 3-7

2030 32nd Ave Bridge Segment Volume/Capacity and Level of Service

Source: ESRI World Imagery Basemap



Future Bridge Traffic Impact Study

ALLIANT

Figure 3-8

2045 32nd Ave Bridge Segment Volume/Capacity and Level of Service

Source: ESRI World Imagery Basemap

Based on the forecast ADTs and segment capacities, all roads within the study area would be expected to operate within capacity through the 2030 forecast year under both bridge alternatives. All roads would be expected to operate within capacity in 2045 under the Elks Drive Bridge alternative; however, the S Washington Street segment between DeMers Avenue / 4th Avenue S and 24th Avenue S would be expected to begin to approach capacity under 2045 32nd Ave Bridge Conditions, when it would be expected to operate at LOS E.

There are multiple factors that influence segment capacity. Some of these include facility type, number of through lanes, presence of turn lanes, and the presence of and type of median. While intersection capacity plays a critical and often controlling role in the capacity of a roadway network, providing adequate roadway capacity for the anticipated volume levels is critical to providing adequate vehicle mobility.

3.2.2 Intersection Traffic Operations Analysis

The Build Conditions intersection traffic operations analysis was conducted using the same methodology as was used for the Existing and No Build Conditions analysis. Refer to Technical Memorandum #3-B for details on the analysis methodology.

3.2.2.1 2030 Elks Drive Bridge Conditions

The intersection delay and LOS for the study intersections during the AM and PM peak hours under 2030 Elks Drive Bridge Conditions are provided in **Table 3-1**.

Table 3-1 – 2030 Elks Drive Bridge Conditions Intersection Delay and LOS

Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
S Washington St & 32nd Ave S	Signal	33.2	C	46.6	D
Cherry St & 32nd Ave S	AWSC	96.9	F	15.1	C
Belmont Rd & 32nd Ave S	AWSC	28.3	D	43.9	E
S Washington St & 24th Ave S	Signal	21.8	C	31.7	C
Cherry St & 24th Ave S	AWSC	10.4	B	9.8	A
Belmont Rd & 24th Ave S	TWSC	25.8	D	52.4	F
Belmont Rd & Elks Drive	TWSC	105.8	F	27.5	D
S Washington St & DeMers Ave	Signal	40.5	D	38.2	D
Cherry St & 4th Ave S	Signal	6.2	A	5.5	A
Belmont Rd & 4th Ave S	AWSC	38.2	E	18.2	C
3rd Ave SE & 1st St SE	Signal	7.8	A	6.4	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	63.3	F	20.0	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	9.4	A	6.2	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	10.2	B	10.4	B
Elks Dr Bridge & Rhinehart Dr SE	TWSC	14.0	B	12.7	B
Bygland Rd SE & Greenway Blvd SE	TWSC	78.8	F	11.8	B
Bygland Rd SE & 190th St SW	TWSC	10.4	B	10.4	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	10.2	B	9.4	A
TH 220 & US 2	TWSC	13.1	B	13.9	B
Rhinehart Dr SE & 190th St SE	AWSC	8.2	A	8.6	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Given the expectation of traffic shifting from the Point Bridge to the new bridge at Elks Drive, operations at Belmont Road & 4th Avenue S are expected to improve in the Elks Drive Bridge scenario. In 2030 No Build Conditions this intersection was expected to operate at LOS F in both peak hours, but with the traffic diversion to the proposed Elks Drive bridge, the current all-way stop design would be expected to operate at LOS E in the AM peak hour and LOS C in PM peak hour.

Multiple intersections along Belmont Road see degradation in operations compared to the No Build alternative in this scenario. The side-street stop controlled intersections at 24th Avenue S and Elks Drive would be expected to operate unacceptably on the stop controlled approaches, with 24th Avenue S failing (LOS F) in the PM peak hour and Elks Drive failing (LOS F) in the AM peak hour due to the additional traffic using the bridge.

The new intersection on Rhinehart Drive SE with the proposed Elks Drive Bridge would be expected to operate efficiently (LOS B on the stopped approach) with the assumed turn lane and side-street stop control on the eastbound bridge approach. The low northbound and southbound through volumes on Rhinehart Drive SE at this intersection would result in minimal conflicts with the turning movements going to and from the bridge.

The all-way stop controlled intersections on 32nd Avenue S at Belmont Road and Cherry Street would also be expected to reach or exceed capacity with the Elks Drive Bridge. This indicates that the anticipated traffic pattern changes would require improvements in traffic control or additional turn lanes at these intersections.

On the East Grand Forks side of the bridge, AM peak hour operations at the Bygland Road SE and Greenway Boulevard SE intersection would be expected to operate at LOS F in the 2030 Elks Bridge scenario due to increased volume using Greenway Boulevard SE to access the bridge. Operations at Bygland Road SE & Rhinehart Drive SE would be expected to improve with the Elks Drive Bridge, as both the stop control option and roundabout option improve from No Build Conditions in the AM peak hour. However, if no improvements were made to this intersection and the existing geometry and traffic control were maintained, significant delay would be expected on the Rhinehart Drive SE approach, which would be anticipated to operate at LOS F in the AM peak hour under 2030 Elks Drive Bridge Conditions.

3.2.2.2 2045 Elks Drive Bridge Conditions

The intersection delay and LOS for the study intersections during the AM and PM peak hours under 2045 Elks Drive Bridge Conditions are provided in **Table 3-2**.

Table 3-2 – 2045 Elks Drive Bridge Conditions Intersection Delay and LOS

Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
S Washington St & 32nd Ave S	Signal	36.6	D	48.2	D
Cherry St & 32nd Ave S	AWSC	222.4	F	23.2	C
Belmont Rd & 32nd Ave S	AWSC	78.8	F	110.3	F
S Washington St & 24th Ave S	Signal	28.5	C	36.4	D
Cherry St & 24th Ave S	AWSC	14.1	B	11.6	B
Belmont Rd & 24th Ave S	TWSC	89.2	F	405.7	F
Belmont Rd & Elks Drive	TWSC	154.6	F	41.3	E
S Washington St & DeMers Ave	Signal	47.7	D	37.2	D
Cherry St & 4th Ave S	Signal	6.5	A	5.7	A
Belmont Rd & 4th Ave S	AWSC	38.3	E	18.6	C
3rd Ave SE & 1st St SE	Signal	7.8	A	6.4	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	88.9	F	21.8	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	9.6	A	6.1	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	12.1	B	12.2	B
Elks Dr Bridge & Rhinehart Dr SE	TWSC	17.1	C	16.7	C
Bygland Rd SE & Greenway Blvd SE	Signal	14.1	B	6.4	A
Bygland Rd SE & 190th St SW	TWSC	10.8	B	10.9	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	11.1	B	9.8	A
TH 220 & US 2	TWSC	15.1	C	16.2	C
Rhinehart Dr SE & 190th St SE	AWSC	7.4	A	7.7	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Anticipated traffic operations in the Elks Drive Bridge alternative operate similarly in the 2045 condition as they did in the 2030 condition, though with increased delay due to additional traffic growth. No additional intersections are expected to experience unacceptable operations in 2045 beyond those that did in 2030 with the Elks Drive Bridge. However, where only one peak hour was expected to operate at LOS E or F in the 2030 conditions, both peak hours would be expected to operate unacceptably on Belmont Road at the intersections with Elks Drive, 24th Avenue S, and 32nd Avenue S under 2045 conditions.

The Bygland Road SE and Greenway Boulevard SE intersection is programmed to be signalized by the 2045 forecast year, which would be expected to improve operations at the intersection from unacceptable levels (LOS F in the AM peak hour) with the Elks Drive Bridge in 2030 to LOS B or better in 2045.

3.2.2.3 2030 32nd Ave Bridge Conditions

The intersection delay and LOS for the study intersections during the AM and PM peak hours under 2030 32nd Avenue Bridge Conditions are provided in **Table 3-3**.

Table 3-3 – 2030 32nd Avenue Bridge Conditions Intersection Delay and LOS

Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
S Washington St & 32nd Ave S	Signal	37.6	D	48.5	D
Cherry St & 32nd Ave S	AWSC	175.6	F	19.9	C
Belmont Rd & 32nd Ave S	AWSC	173.3	F	78.8	F
S Washington St & 24th Ave S	Signal	19.7	B	29.4	C
Cherry St & 24th Ave S	AWSC	9.3	A	9.2	A
Belmont Rd & 24th Ave S	TWSC	14.9	B	16.9	C
Belmont Rd & Elks Drive	TWSC	12.0	B	14.2	B
S Washington St & DeMers Ave	Signal	41.1	D	38.1	D
Cherry St & 4th Ave S	Signal	6.3	A	5.5	A
Belmont Rd & 4th Ave S	AWSC	38.4	E	18.1	C
3rd Ave SE & 1st St SE	Signal	7.9	A	6.4	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	70.6	F	20.5	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	9.1	A	6.1	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	10.0	B	10.1	B
32nd Ave Bridge & Rhinehart Dr SE	TWSC	14.2	B	12.5	B
Bygland Rd SE & Greenway Blvd SE	TWSC	67.8	F	11.8	B
Bygland Rd SE & 190th St SW	TWSC	11.4	B	10.7	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	10.3	B	9.4	A
TH 220 & US 2	TWSC	13.1	B	13.9	B
Rhinehart Dr SE & 190th St SE	AWSC	8.7	A	9.1	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Similar to the Elks Bridge Scenario, the expectation of traffic shifting from the Point Bridge to a new bridge at 32nd Avenue S would be expected to result in improved operations at Belmont Road and 4th Avenue S compared to 2030 No Build Conditions. The current all-way stop control at this intersection would be expected to operate at LOS E in the AM peak hour and LOS C in PM peak hour with the proposed 32nd Avenue Bridge, versus LOS F in both peak hours under 2030 No Build Conditions.

Traffic at the unsignalized study intersections on 32nd Avenue S would be expected to operate unacceptably in this scenario. The Cherry Street and 32nd Avenue S intersection would be expected to fail (LOS F) in the AM peak period, as would the Belmont Road and 32nd Avenue S intersection in both the AM and PM peak hours. Compared to the LOS C operations at these intersections in under 2030 No Build Conditions, these intersections would be expected to operate worse due to the expected shift in traffic from 4th Avenue S / DeMers Avenue to 32nd Avenue S.

Similar to the Elks Drive Bridge scenario, the intersection at Bygland Road SE and Greenway Boulevard SE would be expected to operate at LOS F in the AM peak period in 2030 with the 32nd Avenue Bridge maintaining the current two-way stop control condition on Greenway Boulevard SE. Similarly, the Bygland Road SE and Rhinehart

Drive SE intersection would be expected to operate at LOS F on the stop controlled Rhinehart Drive SE approach under the 32nd Avenue Bridge alternative in 2030 if no improvements were made to the intersection.

3.2.2.4 2045 32nd Ave Bridge Conditions

The intersection delay and LOS for the study intersections during the AM and PM peak hours under 2045 32nd Avenue Bridge Conditions are provided in **Table 3-4**.

Table 3-4 – 2045 32nd Avenue Bridge Conditions Intersection Delay and LOS

Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
S Washington St & 32nd Ave S	Signal	63.2	E	53.6	D
Cherry St & 32nd Ave S	AWSC	448.8	F	72.0	F
Belmont Rd & 32nd Ave S	AWSC	275.1	F	177.5	F
S Washington St & 24th Ave S	Signal	20.4	C	29.7	C
Cherry St & 24th Ave S	AWSC	9.5	A	9.4	A
Belmont Rd & 24th Ave S	TWSC	16.7	C	19.5	C
Belmont Rd & Elks Drive	TWSC	12.7	B	15.5	C
S Washington St & DeMers Ave	Signal	51.4	D	38.3	D
Cherry St & 4th Ave S	Signal	6.6	A	5.7	A
Belmont Rd & 4th Ave S	AWSC	53.4	F	21.2	C
3rd Ave SE & 1st St SE	Signal	8.0	A	6.6	A
Bygland Rd SE & Rhinehart Dr SE (Stop Control)	TWSC	118.7	F	23.7	C
Bygland Rd SE & Rhinehart Dr SE (Roundabout)	RAB	10.3	B	6.3	A
Rhinehart Dr SE & Greenway Blvd SE	TWSC	10.5	B	10.7	B
32nd Ave Bridge & Rhinehart Dr SE	TWSC	17.4	C	14.2	B
Bygland Rd SE & Greenway Blvd SE	Signal	9.0	A	6.0	A
Bygland Rd SE & 190th St SW	TWSC	12.3	B	11.3	B
Bygland Rd SE/Harley Dr & TH 220	TWSC	11.2	B	9.8	A
TH 220 & US 2	TWSC	14.8	B	16.0	C
Rhinehart Dr SE & 190th St SE	AWSC	9.4	A	10.0	A

Note: Delay and LOS for TWSC intersections reflect the worst approach

Traffic operations under the 32nd Avenue Bridge alternative in 2045 would be expected to function similarly to the 2030 scenario, with general increases in vehicle delays throughout the network. All intersections that were expected to reach or exceed capacity in 2030 with the 32nd Avenue Bridge would continue to fail. The PM peak hour would be expected to degrade to LOS F at the Cherry Street and 32nd Avenue S intersection by 2045, and the Belmont Road and 4th Avenue S intersection would be expected to degrade from LOS E to LOS F in the AM peak hour between 2030 and 2045. The S Washington Street and 32nd Avenue S intersection would be expected to approach capacity in the AM peak hour under the 2045 32nd Avenue Bridge alternative.

The Bygland Road SE and Greenway Boulevard SE intersection was programmed to be signalized by the 2045 forecast year, which would be expected to improve operations at the intersection from unacceptable levels (LOS F in the AM peak hour) with the 32nd Avenue Bridge in 2030 to LOS A during both peak hours in 2045.

The Red River Crossing Alternatives Analysis in Appendix C of the Grand Forks-East Grand Forks MPO 2045 Street Highway Plan Update completed in 2018 analyzed many of the same intersections in the PM peak hour through 2045 Build Conditions. While the results of the studies may vary due to different data sources and data dates, analysis methodologies, and signal timing optimization, both studies identify anticipated unacceptable operations during the PM peak hour under 2045 Elks Drive Bridge Conditions at the intersections on Belmont Road at Elks Drive, 24th Avenue S, and 32nd Avenue S. The 2018 study also indicated expected LOS E operations at the S Washington Street and 32nd Avenue S intersection, whereas this study indicates that the intersection could operate at LOS D with signal timing optimization with the forecast volumes. Additionally, the 2018 study identified the Bygland Road SE and Greenway Boulevard SE intersection as failing in the 2045 Elks Drive Bridge PM peak hour scenario, which was improved in this study with the programmed signalization of the intersection by the forecast 2045 horizon year.

Under the forecast 2045 32nd Avenue Bridge PM peak hour conditions, both the 2018 study and this study identified expected unacceptable operations at the Belmont Road and 32nd Avenue S intersection. Cherry Street was not included in the prior analysis, but was also shown to have expected failing operations in this study. The intersections on S Washington Street at DeMers Avenue and 32nd Avenue S were shown to operate unacceptably in the 2018 study during the PM peak hour; however, the analysis for this study indicates that both the intersections would be expected to operate at LOS D with signal timing optimization in the PM peak hour with the forecast 32nd Avenue Bridge traffic volumes.

3.3 TRAFFIC CONTROL WARRANTS ANALYSIS

After determining expected intersection delays and level of service in the Existing, No Build, Elks Drive Bridge, and 32nd Avenue Bridge scenarios, a traffic control warrants analysis was conducted to determine possible alternatives for traffic control at locations that exhibited intersection LOS E or F operations in either peak hour in each scenario. All-way stop control warrants and traffic signal warrants were analyzed for existing conditions, 2030 conditions, and 2045 conditions using the existing and forecast traffic volumes for the study intersections. The intersections on S Washington Street where operations are expected to reach LOS E or F were not evaluated for warrants because they are already fully signalized, high-capacity intersections, and would be assumed to remain signalized into the future.

The FHWA Manual on Uniform Traffic Control Devices (MUTCD) outlines thresholds for traffic volumes and delay conditions, among other criteria, that must be met for all-way stop control and traffic signal control to be warranted at a given intersection. To meet the warrants for a signalized intersection, any one of the warrants must be met. The volume-based signal warrants (1-3) were evaluated for this analysis. If signal warrants are met for an intersection, all-way stop control is also warranted for the intersection. In order to satisfy all-way stop control warrants where signal warrants are not met, both a minimum volume criterion and delay criterion must be met.

There are no definitive warrants for converting an intersection to a roundabout. Roundabouts were considered as a potential mitigation measure at all intersections where all-way stop control warrant or traffic signal

warrants were satisfied. Additionally, roundabouts were considered as a potential mitigation measure at locations where no warrants were met where they may provide a benefit to intersection or segment traffic operations or safety.

Table 3-5 through **Table 3-7** summarize the signal and all-way stop control warrants for Existing, 2030, and 2045 conditions.

Table 3-5 – Existing Signal and All-Way Stop Warrant Analysis Summary

Scenario	Intersection	Warrants Met	Signal Warrants			All-Way Stop Control Warrants		
			Warrant 1 - 8-Hour Vehicle Volumes	Warrant 2 - 4-Hour Vehicle Volumes	Warrant 3 - Peak Hour	Criteria A - Signal Justified	Criteria C - Minimum Volumes	Criteria C - Minor Approach Max Delay
Existing	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	32nd Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET

Table 3-6 – 2030 Signal and All-Way Stop Warrant Analysis Summary

Scenario	Intersection	Warrants Met	Signal Warrants			All-Way Stop Control Warrants		
			Warrant 1 - 8-Hour Vehicle Volumes	Warrant 2 - 4-Hour Vehicle Volumes	Warrant 3 - Peak Hour	Criteria A - Signal Justified	Criteria C - Minimum Volumes	Criteria C - Minor Approach Max Delay
No Build	4th Ave & Belmont Rd	AWSC	NOT MET	NOT MET	NOT MET	NOT MET	MET	MET
	32nd Ave & Cherry St	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	MET	MET	MET	MET	NOT MET	NOT MET
Elks Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	24th Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	32nd Ave & Cherry St	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	Elks Dr & Belmont Rd	Signal, AWSC	NOT MET	NOT MET	MET	MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Greenway Blvd[1]	Signal, AWSC	NOT MET	NOT MET	MET	MET	NOT MET	MET
32nd Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	NOT MET	MET	MET	NOT MET	MET
	32nd Ave & Cherry St	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Greenway Blvd[1]	Signal, AWSC	NOT MET	NOT MET	MET	MET	NOT MET	MET

Notes: (1) Intersection programmed to be signalized by the 2045 horizon year

Table 3-7 – 2045 Signal and All-Way Stop Warrant Analysis Summary

Scenario	Intersection	Warrants Met	Signal Warrants			All-Way Stop Control Warrants		
			Warrant 1 - 8-Hour Vehicle Volumes	Warrant 2 - 4-Hour Vehicle Volumes	Warrant 3 - Peak Hour	Criteria A - Signal Justified	Criteria C - Minimum Volumes	Criteria C - Minor Approach Max Delay
No Build	4th Ave & Belmont Rd	Signal, AWSC	NOT MET	NOT MET	MET	MET	MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	32nd Ave & Cherry St	AWSC	NOT MET	NOT MET	NOT MET	NOT MET	MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	MET	MET	MET	MET	NOT MET	NOT MET
Elks Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	24th Ave & Belmont Rd	Signal, AWSC	MET	MET	MET	MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	32nd Ave & Cherry St	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	Elks Dr & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
32nd Bridge	4th Ave & Belmont Rd	-	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	MET
	32nd Ave & Belmont Rd	Signal, AWSC	NOT MET	MET	MET	MET	MET	MET
	32nd Ave & Cherry St	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET
	Bygland Rd & Rhinehart Dr	Signal, AWSC	NOT MET	MET	MET	MET	NOT MET	MET

3.4 INTERSECTION MITIGATION

After the intersection traffic operations and traffic control warrants were evaluated, intersections that presented insufficient traffic operations were evaluated for potential mitigation options. Possible traffic control alternatives were identified at each intersection based on warrants met. Any mitigation must be adequate to acceptably serve projected traffic volumes through the 2045 horizon year, so the intersection mitigation analysis was completed using the 2045 volume conditions for the No Build and Build alternatives.

When determining the assumed mitigated control option, the following hierarchy of changes was followed to find an option that operated with acceptable intersection LOS and would be feasible to implement:

1. Add turn lanes without changes in traffic control
2. Convert to all-way stop control with minimum required turn lane additions (if existing TWSC)
3. Convert to signalized control with minimum required turn lane additions
4. Convert to a single-lane roundabout

Locations near schools with pedestrian crossings and intersections where the safety analysis identified a safety issue (see Technical Memorandum #3-B) were identified and considered when evaluating mitigation options. At these locations, mitigation options with additional lanes (which would increase crossing distances) and stop controlled operations (as opposed to higher levels of traffic control) were deprioritized over signal or roundabout options that would provide improved pedestrian crossing conditions by providing controlled crossings, shorter crossing distances, reduced vehicle speeds, and/or median pedestrian refuge areas. Crash issues, right-of-way availability, and previous study recommendations were also factored into design feasibility and potential effectiveness. For consistency of approach, the “assumed mitigation option” reflects the lowest-cost option that would be expected to provide acceptable operations and address pedestrian/safety issues where identified. This would be the would be the first option on the established hierarchy that would provide acceptable intersection operations. The intersection mitigation analysis is summarized in **Table 3-8.**

Table 3-8 – Intersection Mitigation Summary

Scenario	Intersection	Existing Control	2030 Unmitigated LOS	2045 Unmitigated LOS	Traffic Control Warrants Met	School Adjacent	Identified Crash Issues	Acceptable Mitigation Control Options[2]	Assumed Mitigation Option		
									Assumed Mitigated Control	2045 LOS with Assumed Mitigated Control	Notes
No Build	4th Ave & Belmont Rd	AWSC	**F/F**	**F/F**	Signal, AWSC	X		Signal/RAB (mini)	Signal	B/B	Signalized intersection with no additional turn lanes
	32nd Ave & Belmont Rd	AWSC	C/C	**F/F**	Signal, AWSC			AWSC/Signal/RAB	AWSC	C/C	Maintain AWSC and add SB right and NB left turn lanes
	32nd Ave & Cherry St	AWSC	**E/B**	**F/C**	AWSC	X		RAB	RAB	B/A	Single-lane RAB
	DeMers Ave & Washington St	Signal	**E/D**	**F/E**	Signal, AWSC		X	Signal	Signal	**E/D**	Additional lanes likely infeasible, CFI design recommended in prior study showed operational improvements[3]
	Bygland Rd & Rhinehart Dr[1]	TWSC	**F/C**	**F/D**	Signal, AWSC			Signal/RAB	RAB	C/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation
Elks Drive Bridge Build	4th Ave & Belmont Rd	AWSC	**E/C**	**E/C**	-	X		AWSC/RAB (mini)	Mini-RAB	A/A	Single-lane mini-RAB
	24th Ave & Belmont Rd[1]	TWSC	**D/F**	**F/F**	Signal, AWSC			Signal/RAB	Signal	A/B	Signalized intersection with no additional turn lanes
	32nd Ave & Belmont Rd	AWSC	**D/E**	**F/F**	Signal, AWSC			AWSC/Signal/RAB	AWSC	C/D	Maintain AWSC and add SB right, NB left, and EB left turn lanes
	32nd Ave & Cherry St	AWSC	**F/C**	**F/C**	Signal, AWSC	X		Signal/RAB	Signal	B/A	Signalized intersection with restriped NB approach to include a left turn storage lane and thru/right lane
	Belmont Rd & Elks Dr[1]	TWSC	**F/D**	**F/E**	Signal, AWSC			Signal/RAB	Signal	B/A	Signalized intersection with EB left turn lane and right turn storage lane
	Bygland Rd & Rhinehart Dr[1]	TWSC	**F/C**	**F/C**	Signal, AWSC			Signal/RAB	RAB	A/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation
32nd Ave Bridge Build	4th Ave & Belmont Rd	AWSC	**E/C**	**F/C**	-	X		AWSC/RAB (mini)	Mini-RAB	A/A	Single-lane mini-RAB
	32nd Ave & Belmont Rd	AWSC	**F/F**	**F/F**	Signal, AWSC			Signal/RAB	Signal	C/C	Signalized intersection with additional NB left turn lane
	32nd Ave & Cherry St	AWSC	**F/C**	**F/F**	Signal, AWSC	X		Signal	Signal	D/A	Signal with WBL/EBL turn lanes. Single-lane RAB expected to operate at LOS F in AM peak hour.
	32nd Ave & Washington St	Signal	D/D	**E/D**	-		X	Signal	Signal	D/D	Existing signalized control with additional SB and WB left turn lanes
	Bygland Rd & Rhinehart Dr[1]	TWSC	**F/C**	**F/C**	Signal, AWSC			Signal/RAB	RAB	B/A	Single-lane RAB based on detailed 2015 Bygland Road Study results and 2016 Intersection Control Evaluation

Notes:

(1) Results for worst approach are reported for two-way stop-controlled intersections
(2) Mitigation options that were warranted and would be expected to result in acceptable intersection level of service
(3) Additional lanes are likely infeasible due to right-of-way constraints. Prior studies showed potential operational improvements with one additional NB and SB through lane (Washington Street Traffic Operations Report, 2020) or with a Continuous Flow Intersection (CFI) design (Washington St. Corridor Study, 2012).

The S Washington Street and DeMers Avenue intersection was not able to be feasibly mitigated in the 2045 No Build scenario with conventional improvements such as signal timing/phasing changes, additional through lanes, or additional turn lanes. The Washington Street Reconstruction Traffic Operations Report completed in 2020 recommended adding one though lane in the northbound and southbound directions on S Washington Street. While these improvements would mitigate traffic operations at the intersection, they may not be feasible due to the limited available right-of-way and large costs and impacts associated with acquiring it to expand the road. The Washington Street Corridor Study completed in 2012 showed operational benefits to reconstructing the intersection as a Continuous Flow Intersection (CFI) at this location. The CFI design was also included as an alternative in the Metropolitan Transportation Plan (MTP). The North Dakota Department of Transportation, in conjunction with local agencies, is planning to conduct a Road Safety Review (RSR) for the S Washington Street and DeMers Avenue intersection that will evaluate safety conditions further and will provide recommendations based on its findings.

The 4th Avenue S and Belmont Road intersection does not meet signal or all-way stop control warrants under the 2045 Elks Drive Bridge or 2045 32nd Avenue Bridge options; however, removing the all-way stop control and converting to a two-way stop controlled intersection would be anticipated to operate unacceptably and would result in degraded conditions for pedestrian crossings. While a traffic signal isn't warranted based on traffic volumes, a single-lane mini-roundabout would be expected to mitigate the delay issues and operate at LOS A in both peak hours for both bridge alternatives. This option would also provide traffic calming by forcing vehicles to slow down to traverse the roundabout, which would be beneficial due to the proximity to Phoenix Elementary School. A mini-roundabout would provide improved pedestrian crossing conditions by providing a single lane in each direction and providing a median refuge on at the crosswalks, allowing pedestrians to cross one direction of traffic at a time.

Locations with high pedestrian traffic near schools should consider additional pedestrian accommodations such as curb extensions (to reduce crossing distance), signalized pedestrian crossings, and/or adding median pedestrian refuges to improve crossing conditions. These may be considered at any location where pedestrian demand substantiates a need for safer crossing conditions, but particularly should be considered at the intersections adjacent to schools. This includes the intersections at 4th Avenue S and Belmont Road and at 32nd Avenue S and Cherry Street. This level of intersection design is not being conducted as part of this system-level planning study.

Transmittal Information	
To:	Earl Haugen (Grand Forks-East Grand Forks MPO)
From:	Tim Burkhardt, AICP, MPH (Alliant Engineering) Hannah Johnson, EIT (Alliant Engineering)
Date:	7/02/2021
Subject:	Technical Memorandum #4: Purpose and Need

1. Introduction

This technical memorandum for the Grand Forks-East Grand Forks Future Bridge Traffic Impact Study presents the project Purpose and Need. Other technical memoranda produced for this study are listed below.

2. Existing and Future Area Characteristics

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

3. Traffic Analysis

Refer to Technical Memoranda #3-A and 3-B for a description of the traffic analysis methodology and the future No Build traffic operations and safety performance. Traffic analysis with a new bridge will be completed and documented in Technical Memorandum #3-C.

4. Purpose and Need

4.1 INTRODUCTION

A Purpose and Need Statement explains why an agency or agencies are undertaking a project and describes the main objectives of the project. The “need” describes the transportation problems to be addressed by the project. The “purpose” is a broad statement of the intended transportation results. Together, the purpose and need are a way to measure and understand to what extent the alternatives being considered meet the project needs.

Alternatives that do not address the transportation needs of the project and do not meet the purpose of the project are documented as such and are not studied further. This Purpose and Need statement, like other products being developed during this planning study, may be adopted or used during a subsequent environmental review process.

5. Purpose

The following draft purpose statement has been prepared for the project.

> *The purpose of the Grand Forks-East Grand Forks Future Bridge Project is to improve mobility and connectivity between Grand Forks and East Grand Forks by reducing congestion on the Point Bridge and connecting roadways ~~and by~~ while providing a more direct connection for trips between the two cities.*

6. Need

The project needs discussion identifies transportation deficiencies that currently exist or are reasonably expected to occur within the project area. The needs section discusses the transportation problems which led to the initiation of the project (primary needs). In addressing these needs, the agencies involved also look for other transportation problems or opportunities for system improvements within the area that may be addressed concurrently (secondary needs).

6.1 PRIMARY NEEDS

The desire for a new multimodal connection between the Cities of Grand Forks and East Grand Forks across the Red River has been under discussion for many years. A key issue identified in the 2045 Metropolitan Transportation Plan (MTP) is the need for an additional southern Red River crossing. An updated review of existing and proposed transportation conditions has identified the following primary needs related to mobility and congestion and system linkage.

6.1.1 Mobility/Congestion

Forecast No Build travel demand in years 2030 and year 2045 shows performance (level of service) and congestion on the Point Bridge and on roadway segments and at intersections leading to the bridge.

- The following roadway segments on or near the Point Bridge are expected to operate at or near capacity by 2045:
  - Washington St
  - DeMers Ave
  - Point Bridge
- The following intersections, including those on or near the Point Bridge, are expected to operate at or near capacity by 2045:
  - Washington & 32nd Ave S
  - Cherry St & 32nd Ave S
  - Belmont Rd & 32nd Ave S
  - Washington St & DeMers Ave
  - Belmont Rd & 4th Ave S
  - Bygland Rd SE & Rhinehart Dr SE (if not improved previously)

6.1.2 Multimodal System Linkage

Travel demand modeling demonstrates the travel constraint created by the limited number and location of bridges across the Red River between Grand Forks and East Grand Forks for both motorized and non-motorized traffic.

- There is a demonstrated travel demand south of the Point Bridge on both sides of the river, resulting in longer trips and/or out-of-direction travel due to vehicles, including transit vehicles, traveling north to cross at the Point Bridge and then south again on both sides of the river.
- There is a lack of non-motorized crossings of the Red River in the southern portion of Grand Forks and East Grand Forks. The southmost pedestrian/bicycle facility across the river connects approximately 17th Avenue in Grand Forks with 11th St SE in East Grand Forks. This crossing is primarily a recreational facility and is long and meandering. There are no other crossings south of this point that support multimodal travel between the two cities.

6.2 SECONDARY NEEDS

Secondary needs are transportation problems or opportunities for improvements within the study area that may be able to be addressed, if feasible, at the same time the primary needs are addressed.

6.2.1 Crashes

Review of crash history on study area roadway segments and intersections shows locations that have a crash rate that exceeds the critical crash rate or have a K/A (fatal and severe injury) rate that exceeds the critical K/A rate.

- The following segments have critical crash concerns:
  - 24th Avenue S between S Washington Street and Cherry Street
  - 4th Avenue S / 1st Street SE between Belmont Road and 3rd Avenue SE / Bygland Road (Point Bridge)
  - S Washington Street between DeMers Avenue and 24th Avenue S
  - Cherry Street between 4th Avenue S and 24th Avenue S
  - 32nd Avenue S between S 20th Street and S Washington Street
  - DeMers Avenue / 4th Avenue S between S Washington Street and Cherry Street
  - US 2 between 180th Street SW and TH 220
- The following intersections have critical crash concerns:
  - 32nd Ave S & Washington St S
  - 24th Ave S & Washington St S
  - DeMers Ave & Washington St S
  - Bygland Rd SE & Greenway Blvd SE

6.2.2 Social and Economic Factors

The following social and economic issues are important community drivers for the future bridge study.

- Neighborhood Quality of Life: Traffic volumes in some locations are high due to out of direction traffic from the limited number of river crossings between the two cities. Achieving a more balanced distribution of trips on the system would support neighborhood quality of life.
- Support for Economic Development: Significant growth is anticipated in the southern areas of Grand Forks and East Grand Forks. Improving the quality of access between the cities, and improving mobility and safety at key intersections, is expected to benefit area businesses and provide for redevelopment and economic growth, consistent with approved land use and transportation plans.

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

August 11, 2021

MPO Executive Board:

August 18, 2021

RECOMMENDED ACTION: Recommend the approval of draft Final FY2022-2025 TIP to the MPO Executive Board,

RECOMMENDED ACTION:

Matter of the Final Draft FY2022-2025 TIP.

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

The Minnesota side draft FY2022-2025 TIP was adopted in April. At that time, NDDOT was not prepared to draft a FY2022-2025 TIP/STIP document. Since then, NDDOT proceeded to submit a draft STIP to the public prior to the Forks MPO being able to present a draft TIP. During the past several months, the necessary coordination has been taking place among the state dots and transit operators to prepare a united FY2022-2025 TIP for the Forks MPO area.

A new template was provided to the MPO for consideration. The MPO utilized the template as best it could for this TIP document. Continued improvements will be considered in future TIPs to further implement the suggested improvements.

The MPO promulgated a draft TIP for public review and comment. The draft will be available 10 days prior to the scheduled public hearing. The public hearing will be held during the August 11th TAC meeting. MnDOT has submitted comments. Most were editorial and based on an earlier draft provided to them that was different from the one provided to the general public.

The most significant comment provided by MnDOT centers on the cost estimates for East Grand Forks transit. During the past several months, these transit numbers have been revised and revised to reflect changes. The draft out for comment utilized the latest cost allocation model between the Cities of Grand Forks and East Grand Forks. It results in increased costs in providing demand response services. The MPO used this as the basis for the FY2022 costs. And for each year thereafter used a YOE to reflect inflation costs. MnDOT is requesting using the cost estimates from the FY2021-24 TIP instead. The MnDOT cost estimates are attached to reflect the differences between the two. One result with using MnDOTs cost is that the actual estimated cost that the two Cities are agreeing that demand response service will be for East Grand Forks is not being reflected in the TIP.

East Grand Forks transit operator and MnDOT OTAT was discussing the differences between these two cost estimates. The differences is not substantial enough to warrant additional public comment, per the MPO's TIP Procedural Manual.

Two other projects were flagged by MnDOT. The first is on US#2. This is an ELLE project, meaning it is being completed in one year (2021) but financed in another year (2022). The draft TIP used the cost estimate from last year's TIP. MnDOT has let the project so the contract cost is known; MnDOT is requesting the TIP reflect the know cost rather than estimated cost.

The second involves the FY2022 City Sub-target project of the roundabout at Bygland/Rhinehart. The TIP reflects all the costs to deliver the project; MnDOT request reflecting just the construction costs.

You will notice that for the North Dakota side "grouped" projects, the cost estimate is not currently known. A future amendment to the TIP will be needed to update the TIP to reflect the costs once they are identified. Another project on the North Dakota side has become identified after the public comment period began. Adding a previously unidentified project involving federal funds woud trigger additional public comment period. This project will be amended in when the "group" project cost estimates are also being amended into the TIP.

The MPO Executive Board will be requested to adopt the draft Final TIP for 2022-2025 for the entire MPO study area. Once adopted and approved, the TIP is inserted in the STIP by reference and cannot be modified without MPO approval. As such, the TIP is the referenced document for any decisions regarding projects programmed, project scopes, and project financing.

Findings and Analysis:

- The projects listed are consistent with the MPO's Metropolitan Transportation Plan.
- The projects listed are consistent with the respective draft STIPs.
- The projects have identified funding and therefore the TIP is fiscally constrained.
- Projects are being listed as "Illustrative".
- Some project on the North Dakota side as listed as "pending". This means that if enough federal funds become available, they may be funded the year they are listed. If not enough federal funds become available, the project should be one of the first funded projects in the next year

Support Materials:

- Copy of draft Final 2022-2025 TIP out for public comment can be found on the MPO website.
  - https://www.theforksmpo.org/UserFiles/Servers/Server_16222865/Image/Resources/FY2022-2025TIPDraftFinalJuly30.pdf
- Copy of Public Hearing Notice.
- MnDOT request changes to Minnesota Side project listings.

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2022 to 2025 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will start at 1:30 PM on August 11th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2022 to 2025. A copy of the Final TIP is available for review and comment at the MPO website www.theforksmpo.org Written comments on the Final TIP can be submitted to the email address info@theforksmpo.org until noon on August 11th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2025
East Grand Forks #MN1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is $530,000 The Federal and Local revenues may be replaced by CARES Estimated fare is $4,500 **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations	552.58			
	Fixed-Route Transit Service	Entitlement	TRF-0018-22B		Capital	0.00			
					P.E.	NA			
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.	NA			
				~~552.58~~ / 120.00 / 0.00 / 342.47 / 85.62	CONSTR.	NA			
				552.59 FTA 5307	TOTAL	552.58			
East Grand Forks #MN2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is $15,900 The Local revenues may be replaced by CARES **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations	143.11			
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-22A		Capital	0.00			
					P.E.	NA			
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.	NA			
				~~143.11~~ / 0.00 / 0.00 / ~~108.12~~ / ~~19.08~~	CONSTR.	NA			
				117,045 State Transit Funds 117,045	TOTAL	143.11			
East Grand Forks #MN3	East Grand Forks	NA	Purchase Class 400 replacememnt vehicle for Demand Response	REMARKS: **Other is MN Transit Formula Funds**					
	East Grand Forks	Capital			Operations	0.00			
					Capital	169.00			
					P.E.	NA			
	Paratransit Service for Disabled Persons	Entitlement	TRS-0018-22TA	TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.	NA			
				169.00 / 135.20 / / 16.90 / 16.90	CONSTR.	NA			
				FHWA STPBG Program flexed	TOTAL	169.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSI-FICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2025
East Grand Forks #MN4	East Grand Forks / MnDOT / Rehabilitiation	US 2 / Principal Arterial / Discretionary	WBL - FROM 5TH AVE NE (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING Project # 6001-61	REMARKS: Project being physically done in FY2021 Project being fiscally done in FY2022 TOTAL: 10,200.00 / FEDERAL: 8,160.00 / STATE: 2,040.00 / OTHER: 0.00 / LOCAL: 0.00 FUNDING SOURCE: District Managed Program	Operations Capital P.E. R.O.W. CONSTR. TOTAL	0.00 0.00 NA NA 10,200.00 10,200.00			
East Grand Forks #MN5	East Grand Forks / East Grand Forks / Reconstruction	Bygland Rd / Minor Arterial / Discretionary	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout Project # 119-119-013	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid TOTAL: 1,867.00 / FEDERAL: 860.00 / STATE: / OTHER: 847.00 / LOCAL: 160.00 FUNDING SOURCE: NWATP City Sub-target	Other Operations Capital P.E. R.O.W. CONSTR. TOTAL	162.00 0.00 0.00 150.00 62.00 1,493.00 1,867.00			
East Grand Forks #MN6	East Grand Forks / MnDOT / Rehabilitation	Mn220 N / Minor Arterial / Discrectionery	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswection with US2 Project #6017-44	REMARKS: TOTAL: 410.00 / FEDERAL: 0.00 / STATE: 290.00 / OTHER: 0.00 / LOCAL: 120.00 FUNDING SOURCE: District Managed Program	Operations Capital P.E. R.O.W. CONSTR. TOTAL	0.00 0.00 NA NA 410.00 410.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2025
East Grand Forks #MN7	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is $545,000 Estimated fare is $4,500 **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations		569.16		
	Fixed-Route Transit Service	Entitlement	TRF-0018-23B		Capital		0.00		
					P.E.		NA		
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.		NA		
				~~569.16~~ / ~~123.60~~ / ~~0.00~~ / ~~352.74~~ / ~~88.19~~	CONSTR.		NA		
				620,330 / 135,00 / FTA 5307 / 485,330 total for other and local	TOTAL		569.16		
East Grand Forks #MN8	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2023. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is $15,900 **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations		147.40		
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-23A		Capital		0.00		
					P.E.		NA		
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.		NA		
				~~147.40~~ / ~~0.00~~ / ~~0.00~~ / ~~111.36~~ / ~~19.65~~	CONSTR.		NA		
				115,880 / State Transit Funds / 115,880 total for other and local	TOTAL		147.40		
East Grand Forks #MN9			Intentionally left blank	REMARKS:					
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES		
						2022	2023	2024	2025
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
				FUNDING SOURCE	TOTAL				
East Grand Forks #MN10	MnDOT	2nd Ave NE	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 119, 2ND AVE NE, EAST GRAND FORKS, POLK COUNTY	REMARKS: **Other is MN Office of Freight Funds**					
	East Grand Forks	Minor Arterial			Operations		0.00		
					Capital		0.00		
			Project # 60-00137		P.E.		NA		
	RR xing	Discretionary		TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.		NA		
				300.00 / 270.00 / 0.00 / 30.00 / 0.00	CONSTR.		300.00		
					TOTAL		300.00		
East Grand Forks #MN11			Intentionally left blank	REMARKS:					
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				
East Grand Forks #MN12			Intentionally left blank	REMARKS:					
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2025
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
				FUNDING SOURCE	TOTAL				
East Grand Forks #MN13	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is $560,000 Estimated fare is $4,500 **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations			586.23	
	Fixed-Route Transit Service	Entitlement	TRF-0018-24B		Capital			0.00	
					P.E.			NA	
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.			NA	
				~~586.23~~ / ~~127.31~~ / ~~0.00~~ / ~~363.33~~ / ~~99.83~~	CONSTR.			NA	
				639,900 / 140,000 / FTA 5307 / 499,900	TOTAL			586.23	
East Grand Forks #MN14	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2024 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is $15,900 **Other is MN Transit Formula Funds**					
	East Grand Forks	Operations			Operations			151.83	
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-24A		Capital			0.00	
					P.E.			NA	
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.			NA	
				~~151.83~~ / ~~0.00~~ / ~~0.00~~ / ~~114.70~~ / ~~20.24~~	CONSTR.			NA	
				119,360 / State Transit Funds / 119,360	TOTAL			151.83	
East Grand Forks #MN15	East Grand Forks	NA	Purchase Class 400 ~~replacememnt~~ vehicle	REMARKS: **Other is MN Transit Formula Funds**					
	East Grand Forks	Capital			Operations			0.00	
	Fixed-Route Transit Service	Entitlement	~~TRF~~-0018-24C		Capital			179.00	
					P.E.			NA	
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.			NA	
				179.00 / 83.20 / 0.00 / 77.90 / 17.90	CONSTR.			NA	
				Flexed STPBG Program FHWA	TOTAL			179.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2024
East Grand Forks #MN16	East Grand Forks	DeMers Ave	On DeMers Ave (USB2), AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT/ADA IMPROVEMENTS	REMARKS:					
	MnDOT	Principal Arterial	Project # 6001-68		Operations			0.00	
					Capital			0.00	
					P.E.			NA	
	Signal Replacement	Discretionary		TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.			NA	
				1,200.00 / 632.00 / 158.00 / 0.00 / 410.00	CONSTR.			1,200.00	
				Statewide Performance Program	TOTAL			1,200.00	
East Grand Forks #MN17			Intentionally left blank	REMARKS:					
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				
East Grand Forks #MN18			Intentionally left blank	REMARKS:					
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT 2022	FUTURE EXPENDITURES 2023	2024	2025
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
				FUNDING SOURCE	TOTAL				
East Grand Forks #MN19	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2024 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is $560,000					
	East Grand Forks	Operations		Estimated fare is $4,500	Operations				603.82
	Fixed-Route Transit Service	Entitlement	TRF-0018-25B	**Other is MN Transit Formula Funds**	Capital				0.00
					P.E.				NA
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				NA
				~~603.82~~ / ~~131.13~~ / ~~0.00~~ / ~~374.23~~ / ~~93.56~~	CONSTR.				NA
				655,900 / 143,500 / FTA 5307 / 512,400	TOTAL				603.82
East Grand Forks #MN20	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2025 to December 31, 2025. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is $15,900					
	East Grand Forks	Operations		**Other is MN Transit Formula Funds**	Operations				156.38
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-25A		Capital				0.00
					P.E.				NA
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				NA
				~~156.38~~ / ~~0.00~~ / ~~0.00~~ / ~~118.15~~ / ~~20.85~~	CONSTR.				NA
				122,340 / State Transit Funds / 122,340	TOTAL				156.38
East Grand Forks #MN21			Intentionally left blank	REMARKS:					
					Operations				
				Other is MN Transit Formula Funds	Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
					TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA / PROJECT NUMBER	PROJECT LOCATION / RESPONSIBLE AGENCY / PROJECT TYPE	FACILITY / CLASSIFICATION / FUNDING STATUS	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES		
						2021	2022	2023	2024
					Operations				
					Capital				
					P.E.				
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.				
					CONSTR.				
				FUNDING SOURCE	TOTAL				
			East Grand Forks TOTALS						
					Other	162.00			
					Operations	695.69	716.56	738.06	760.20
					Capital	169.00	0.00	179.00	0.00
					P.E.	150.00	0.00	NA	NA
				TOTAL / FEDERAL / STATE / OTHER / LOCAL	R.O.W.	62.00	0.00	NA	NA
				17,235.51 / 10,642.44 / 2,488.00 / 2,856.90 / 1,162.83	CONSTR.	12,103.00	300.00	1,200.00	
					TOTAL	13,341.69	1,016.56	2,117.06	760.20

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

August 11, 2021

MPO Executive Board:

August 18, 2021

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit FY2022 5310 Mid-Year Grant application with the priority order given.
TAC RECOMMENDED ACTION:

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5310 Grant application.

Background: Due to the increase in emergency funds, NDDOT decided to put out a mid-year request for projects. In June, the MPO, together with NDDOT, solicited applications for FY 2022 FTA Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)/American Rescue Plan (ARP) 5310 projects. The NDDOT has a deadline of August 26, 2021. All applications from the MPO area need to have MPO submittal to NDDOT through Black Cat; applications were due to the MPO by August 3rd. This ensured the candidate projects could be vetted through the MPO in time to meet the NDDOT deadline. The only applications that the MPO received were for 5310 projects was from Cities Area Transit (CAT). There is a total of $865,000 in funding available for 5310.

The 5310 program focuses funding to Elderly and Individuals with Disabilities. Projects can be submitted by public transit providers, nonprofit agencies, social service agencies and others. All projects must show consistency with the locally adopted Human Services Public Transportation Coordination Plan in the current TDP. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of $67,850.

CAT 5310 funding request includes the following projects in priority order:

1. **Mobility Manager:** The Mobility Manager serves as a regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and

benefits) is $67,850. CAT is requesting $67,850 in Section 5310 CRRSAA/ARP funding: there is no local match required.

In the previous application CAT made this request. They were awarded $34,544 in federal funds with a match of $8,636, totaling $43,180. With the need to spend CRRSAA/ARP funds right away the full amount of the position is being requested. A request to delay the spending of the previous award will be requested, moving the spending year to FY2023.

The timing overlaps between the adoption of the FY2022-25 TIP and the actual award of this candidate project. However, the funding is such that this second award, if any, will be spent first.

ND FTA #5310 Summary Table

5310 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Mobility Manager	$67,850	$67,85	$0

Findings and Analysis:

- In the TDP, the Coordinated Human Service Transportation section emphasizes the need for marketing and education. This work falls under the Mobility Manager's responsibilities.
- **If awarded funds, this project will delay spending previous federal funds for this project resulting in a possible amendment to the TIP.**
- **MPO staff is still working with NDDOT/FTA staff to fully iron out the specifics of how this will all work**.
- Staff recommends approval of the FTA #5310 CRRSAA/ARP application.

Support Materials:

- CAT Staff reports
- 5310 Applications

City of Grand Forks
Staff Report
Committee of the Whole – July 26, 2021
City Council – August 2, 2021

Agenda Item: North Dakota Section 5310 Mid-Year Funding Application for 2022 CRSSA/ARP Funds and Authorizing Resolution for Funding application

Submitted by: Dale Bergman, Public Transportation Division Director

Staff Recommended Action: Approve Cities Area Transit (CAT) application for North Dakota Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities in the amount of $67,850 and the signing of the Authorizing Resolution for funding application.

July 26, 2021 – Committee Recommended Action:

August 2, 2021 – Council Action:

BACKGROUND:

The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities program for 2022 CRSSA/ARP funds at 100% Federal funding . Staff recommends approval of the Section 5310 Federal funding request of $67,850 and budget amendments needed upon award and also authorize the signing of the authorizing resolution to apply for the funds.

ANALYSIS AND FINDINGS OF FACT:

- The Section 5310 funding request includes the following project:

1. **Mobility Manager Position**
   The Mobility Manager serves as the regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is $67,850. CAT is requesting $67,850 in Section 5310 CRSSA/ARP funding; there is no local match required.

SUPPORT MATERIALS:

- Section 5310 Mid-Year CRSSAARP Funding Application
- FY 2022 Authorizing Resolution

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FY2022 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities – Mid-Year Application		
Agency Name	**City of Grand Forks Cities Area Transit**	
Agency Contact	**Dale Bergman**	Phone: **701-746-2590**
DUNS #	**071347249**	

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to ***improve mobility for older adults and individuals with disabilities throughout the country.*** Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services in order to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- This application for funding will use FTA annual apportionment Section 5310 funds, Coronavirus Response and Relief Supplemental Apportionments Act (CRRSAA) for 2021 and American Rescue Plan (ARP) Act of 2021 funds.
- CRRSAA and ARP for operating and mobility manager projects is 100% federal funds with no match required. Funding these operating and mobility manager projects is the top priority for these funds. ADA vehicles may not be funded at 100%.
- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- Public transportation: the term 'public transportation' means regular, continuing shared–ride surface transportation services that are open to the general public or are open to a segment of the general public defined by age, disability, or low income; and does not include: intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or

more specific establishments; or intra-terminal or intra-facility shuttle service.

- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:
  - The number of 5310 one-way trips;
  - The number of 5310 vehicles you have in service; and
  - 5310 ridership demographics.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below $5,000.
- If you receive $750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
- All applications are due **August 26, 2021, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, jsmall@nd.gov or conelson@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides for seniors and disabled individuals, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is $1.50, $0.75 for students, and $0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is $3.00. CAT plans to begin operating additional services on the University of North Dakota campus this year. This, along with restructured routing, will serve to increase ridership over the next five years.

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

X Yes List section and page number(s): This request is important to continue the Mobility Management

Program and bring aging vehicles to a state of good repair. This is vital to meeting the demand for transportation in and around Grand Forks and East Grand Forks. The need for a Mobility Manager position was introduced in the 2009 Coordinated Plan and again in the 2012 and 2017 updates. The current plan calls for "targeted mobility management and niche marketing materials" on page 6-15. Replacement of "DAR Vehicles" is identified on page 10-1.

☐ No (Applicant must provide an explanation)

3. What percentage of change in ridership has your agency experienced in the SFY2021 reporting period? Provide a brief explanation of the reason for the change in ridership.

X Increase

☐ Decrease The agency has seen a slow steady increase in ridership on both the fixed route and the paratransit. Most riders are getting back to the new normal and now doing medical and shopping trips.

4. List all existing public transportation providers operating in your service area. *See definition of public transportation under the Notes on Page 1 of this application.*

Cities Area Transit does all trips within the city limits. We do have other rural transit properties coming into the city limits such as, The Bus from Crookston, MN, Walsh County transit, Pembina County Transit, and Devil Lake Transit

5. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

X Yes

☐ **No**

6. Please describe the need for transit service in your area for seniors and disabled individuals. Why does this need exist? How have you determined this need? How will the proposed project address this need for service?

Grand Forks is a hub in the northeast region of North Dakota. The CAT system serves a wide variety of users – seniors, persons with disabilities, youth, New Americans, college students, adults, etc. There is a need to expand services to reach developing areas of the community. Grand Forks is growing to the south and to the west, where there is limited or no fixed route service available. The Mobility Manager helps users and agencies access transportation services through education, outreach and travel training. By promoting and educating the community on fixed route service, pressure is relieved on paratransit. This is especially important as public transit strives to meet the demand of the aging population.

7. Provide a description of how you market the transportation program and to whom in the box below.

X Yes **Yes** CAT services are marketed through outreach efforts, the CAT website, print materials, social media, and radio ads.

☐ **No**

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY2020 & 2021.**

***Enter current fleet information below.**

***Current fleet and mileage information MUST also be updated in BlackCat Inventory.**

	SFY2020 - Ridership and Fleet Information	SFY2021- Ridership and Fleet Information
Number of Annual Ridership (Trips) Provided	179456 YTD	103820 YTD
Number of Annual Revenue Hours	55725 YTD	31611 YTD
Number of Annual Revenue Miles	533747 YTD	309274 YTD
Number of Vehicles in Fleet	27	27

10. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)
1. Medical
2. Work
3. Shopping

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded to BlackCat Resources prior to submission of this application.

8. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

Yes - 2017

9. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

10. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

X Yes

☐ **No**

11. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

10-1

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

12. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

Mobility Manager Position – This position serves as the regional transit coordinator and is responsible for planning, marketing, education and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers.

13. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

X Yes

☐ **No**

14. Total cost of this project.

Total Cost (include federal and local amounts): $67,850
Federal Funds Requested: $67,850
Local Match Amount: 0
Source(s) of Local Match: ARP Funding

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

15. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year:
Make/Model:
Seating Capacity:
Lift/Ramp: ☐ Yes ☐ No
Gas/Diesel/Other:

16. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?
17. What type of vehicle are you requesting?
☐ Replacement Vehicle ☐ Expansion Vehicle
18. If requesting a replacement, which vehicle in your fleet are you replacing?
a. Vehicle Information Number (VIN):
b. Vehicle Year:
c. Make/Model:
d. Current Mileage:
e. Vehicle In Service Date:
f. Has this vehicle information been updated in BlackCat Inventory? ☐ Yes ☐ No
19. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).
20. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?
21. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Initial Vehicle Delivery Date:
Final Vehicle Deliver Date:
Contract Completion:
Final Payment Submitted to DOT:
22. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - $64,700 - $88,000	6 - 9
ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - $45,000 – $56,000	3 - 6
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - $109,500 – $111,000	6 - 9
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - $45,818	1 - 4
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - $96,720 - $110,000	6 - 9
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.

23. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).
Type: Quantity: Purpose:
24. How does this project enhance your transportation program?
25. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
☐ Yes ☐ No (Applicant must provide an explanation)
26. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Global Resources.
☐ Yes ☐ No (Applicant must provide an explanation)
27. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
☐ Yes ☐ No (Applicant must provide an explanation)
28. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:
29. Total cost for the project?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Travel & Training

30. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.

Total amount reimbursed for travel in FY2021:
31. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.
Total estimated travel budget for FY2022:

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital).

Local match listed here cannot be already targeted as match for a FY2022 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Cost of Project	Local Match Needed	Sources of Local Match*
1	Mobility Manager	$67,850	$0	CRSSA/ARP Funds
2				
3				
4				
5				

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

Section 5310 Applicants must submit the following (check box when complete):	
X	Completed 5310 Application;
X	Completed the FY2021 FTA Certifications and Assurances in BlackCat, (only complete once per year);
X	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match that include the dollar amount committed, State Aid Contract or award letter showing dollar amounts, mill levy, city funds, etc.;
X	Update vehicle information, mileage and condition in BlackCat Inventory;
X	Update Transit Board Members information in BlackCat;
X	Certify and upload a current Authorizing Resolution form;
X	Upload your annual registration from the System for Award Management (SAM.gov);
	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
X	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.

I hereby certify that as a person authorized to sign for

_____

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and

2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and

3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and

4. The transit agency agrees to meet the applicable federal and state requirements.

_____ _____

Signature of Authorized Representative Date

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

August 11, 2021

MPO Executive Board:

August 18, 2021

RECOMMENDED ACTION: Possible Amendment to 2022 Work Program.

Matter of the Possible Amendment to 2022 UPWP.

Background: The 2021-2022 Unified Planning Work Program (UPWP) was adopted last Fall. The Work Program identifies the work activities the MPO will accomplish during this two year period. It identifies the funding sources that will be available to complete these activities. From time to time, amendments are necessary.

During July, MnDOT was able to provide the Forks MPO with additional CPG funding, see attached staff report. This originally was being processed during our August meetings so TAC would have been involved; however, timing became a crunch so the MPO Board had to act without TAC recommendation. Our FY2022 Work Program has had approximately $25,000 added and for now that added revenue was put into increasing the consultant costs for the update to our Bike/Ped Element of our MTP. During the MPO Board discussion, there were questions whether this was the proper work activity to add these funds. The response was that the Work Program was always amendable if other priorities warranted changing work activities. A future amendment of the Work Program could be done.

The MPO Board also tabled the City of East Grand Forks request to amend the MTP to remove the roundabout at Bygland/Rhinehart project and in it place insert the reconstruction/extension of 10th St NE. More details were requested prior to the MPO Board believing it had enough information to take action. A formal request may come from East Grand Forks to have the MPO do a study of the transportation needs of the Industrial Park area of East Grand Forks, which is where 10th St NE is located. The extent of the study's scope is being fleshed out. Additionally, the City is weighing the constraints of MPO process to conduct such a study versus doing it on their own.

As you know, the finances of the Work Program are very tight. The increased funding may not be enough to fully fund a study of the EGF Industrial Park transportation needs. Some other work activities may be requested for use of these funds.

Findings and Analysis:

- The 2022 Work Program identified the work activities the MPO will complete.
- Proposed amendment has been submitted due to newly available funding.
- MnDOT will provide just under $20,000 in federal CPG funds which will need an additional just under $5,000 local match to go towards consultant costs for updating Bike/Ped Element.
- The Amended UPWP was adopted to accept the increased funding to wards the Bike/Ped

Element.

- A new request for use of these funds may be forthcoming from the City of East Grand Forks.

Support Materials:

- July Staff Report to MPO Board.

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

22 July 2021

Wayne Zacher
NDDOT Local Gov't
808 E. Boulevard Ave
Bismarck, ND 58505

RE: Amendment to UPWP

Dear Mr. Zacher:

The Grand Forks – East Grand Forks Metropolitan Planning Organization adopted an amendment to its 2021-2022 Unified Planning Work Program at its July 19th meeting. The full amended sections of the document are attached.

The amendment adds some additional revenue into the FY2022; the funds are August Redistribution funds MnDOT is providing to the Forks MPO. These funds have been assigned to augment the consultant costs for updating our MTP Bike/Pedestrian Element. The attached document includes the MPO Staff Report that supported this action. It also includes the pages from the UPWP that are amended.

If you have any questions, do not hesitate to contact me.

Sincerely,

Earl T. Haugen
Executive Director

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

NA

MPO Executive Board:

July 21, 2021

RECOMMENDED ACTION: Recommend Approval of Proposed Amendment to 2022 Work Program.

Matter of the Proposed Amendment to 2022 UPWP.

Background: The 2021-2022 Unified Planning Work Program (UPWP) was adopted last Fall. The Work Program identifies the work activities the MPO will accomplish during this two year period. It identifies the funding sources that will be available to complete these activities. From time to time, amendments are necessary.

MnDOT notified it MPOs that additional federal funds could be available. The original email amount identified a possible additional amount for each MOP based upon the funding distribution formula. This identified just under $400 for the Forks MPO. Each MPO was provided an opportunity to express a desire to use the funds and identify the activity that would be completed. The Forks MPO staff expressed a desire yet for $400 the activity was suggested to be used towards coordination with MnDOT Transit due to our updating of the TDP.

MnDOT subsequently followed-up with a phone conversation indicating that some MPOs were not taking advantage of these funds; so the funds grew towards as much as just shy $20,000. With this increased amount, MPO staff identified it augmenting the consultant budget for the upcoming update to the Bike/Ped Element of our MTP. With the needed match of just under $5,000, our consultant cost would be changed from $95,000 to $120,000.

Originally, the timing of accepting this was to be done during our August TAC and Board meetings. We found out that it had to be approved in July. We have already missed the July TAC meeting so there is no recommendation from TAC.

Findings and Analysis:

- The 2022 Work Program identified the work activities the MPO will complete.
- Proposed amendment has been submitted due to newly available funding.
- MnDOT will provide just under $20,000 in federal CPG funds which will need an additional just under $5,000 local match to go towards consultant costs for updating Bike/Ped Element.

Support Materials:

- Emails from MnDOT.

August Redistribution Funds - MnDOT - GFEGF MPO

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

To: earl.haugen@theforksmpo.org

Cc: wzacher@nd.gov; roberta.retzlaff@dot.gov; kristen.sperry@dot.gov

Date: Wednesday, July 14, 2021, 12:46 PM CDT

Earl,

As noted at our chat this morning, funds became available for August Redistribution. Grand Forks-East Grand Forks MPO has identified an immediate need for the funds. Noting that there is a use for them for the 2022 UPWP to increase the funds available for a consultant to complete a more robust bike/ped element than previously planned.

GFEGF MPO has demonstrated previously and through current work plans that the MPO can spend all its allocated funds.

Please note that although this process occurs annually, we are not aware exactly how much funds will be available each year. Nor do we expect that the same MPOs will exhibit the same needs each year. As we have always noted, the PL funds are a “use it, or lose it” situation.

The Fargo-Moorhead Metropolitan Council of Governments also identified a need for the funds, but opted out of the redistribution in order for their portion of the funds to be given to the GFEGF MPO for this year. Metro COG acknowledged a more immediate need with GFEGF MPO for these specific funds.

Based on other MPOs opting out of the August Redistribution the GFEGF MPO will have an additional $19,603.00 of Federal funds available to be used in the CY2022 UPWP. These funds require a $4,900.75 20% local match. This creates a total increase in $24,503.75 for the CY2022 UPWP.

Therefore you now have $69,667 available in Federal Funds to budget for CY 2022 UPWP from MnDOT instead of the original $50,064.

In order to receive these funds, the MPO must complete the following by the following deadlines:

1. Amend the current CY2022 UPWP with Policy Board approval by the end of August 2021.
2. Send the amended CY2022 UPWP to MnDOT and NDDOT.
3. NDDOT will process through FHWA-ND; MnDOT will approve and notify FHWA-MN of the process before Labor Day (September 7th)
4. FHWA will go through their approval process, which must include obligating the funds, by September 15.
5. Once approved, MnDOT and NDDOT will coordinate the transfer of funds, which needs to be requested by September 28th.

Please let me know if you have any questions or concerns with the timeline.

Thanks,

Anna Pierce

(she/her)

Metropolitan Planning Program Coordinator

Office of Transportation System Management | Policy Planning

395 John Ireland Blvd MS 440, Saint Paul, MN 55155

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.

RE: August Redistribution Funds - MnDOT - GFEGF MPO

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

To: earl.haugen@theforksmpo.org

Cc: wzacher@nd.gov; roberta.retzlaff@dot.gov; kristen.sperry@dot.gov

Date: Thursday, July 15, 2021, 11:44 AM CDT

Earl,

I found out today we are even more under the gun to get the 2022 UPWP amended. Sorry.

Apparently transfers cannot occur after August 2, 2021 for the remainder of the FFY, so that means that the 2022 UPWP needs to be amended in July and sent over to Wayne and I. At that point Wayne can draw up the transfer request and send it over to us.

Bobbi and Kristen, I can't recall, but does the amended UPWP need to be approved by FHWA-ND before we submit for the transfer request? This is a new process for me.

Thanks,

Anna Pierce

(she/her)

Metropolitan Planning Program Coordinator

Anna.M.Pierce@state.mn.us | o: 651-366-3793

2021-2022 UNIFIED PLANNING WORK PROGRAM

AMENDMENT #1

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

Prepared By

Grand Forks – East Grand Forks Metropolitan Planning Organization

July 2021

The signature below constitutes the official adoption of AMENDMENT #1 to the 2021-2022 Unified Planning Work Program (UPWP) by the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). The Unified Planning Work Program (UPWP) was adopted by the MPO Executive Policy Board at its July 21, , 2021, meeting.

Jeanne Mock — July 21, 2021

Jeannie Mock, Chair **Date**
Grand Forks – East Grand Forks MPO

GRAND FORKS-EAST GRAND FORKS
FY2022 FUNDING SOURCE SUMMARY

	FUNDING SOURCES				**BUDGETED AMOUNTS**			
	Fed/St	**St/Loc***	**Total**	**%**	**Fed/St**	**St/Loc***	**Total**	**%**
CPG 2021**	$550,000	$126,500	$676,500	79%	$550,000	$126,500	$676,500	100.0
CPG Previous Year***	$116,000	$29,000	$145,000	17%	$116,000	$29,000	$145,000	100.0
Mn Redistribution of CPG Funds	$20,000	$5,000	$25,000	3%	$20,000	$5,000	$25,000	100.0
Minnesota State Funding*	$11,000	$2,750	$13,750	1.6%	$11,000	$2,750	$13,750	100.0
TOTAL	**$697,000**	**$163,250**	**$860,250**	**100.0**	**$697,000**	**$163,250**	**$860,250**	**100.0**

* Minnesota State Money is used for match for federal funds reducing local match.
** Contains ND CPG and MN CPG
*** Carry-over of funds

GRAND FORKS – EAST GRAND FORKS
COST ALLOCATION

Fund	**Amount**	**Percent**
Consolidated Planning Grant	$666,000	77.5%
Mn CPG Redistribution	$20,000	2.3%
MN State	$11,000	1.3%
Local Match to MN State	$2,750	0.3%
Other Local Match	$160,500	18.6%
TOTAL	**$860,250**	**100%**

Percentages are rounded to nearest tenth so may not add exactly to 100%.

GRAND FORKS - EAST GRAND FORKS

Amendment #1

2022 ANNUAL WORK PROGRAM

Activity		Funding Source			STAFF						
		FED/STATE	STATE LOCAL*	TOTAL	Ex. Dir FTE=1.0	Planner FTE=1.0	Planner FTE=1.0	Office Man FTE=1.0	Intern FTE=1.0	TOTAL Staff Hrs	Consultant Cost
100.0 PROGRAM ADMINISTRATION											
100.1	General Administration	24,000	6,000	30,000	**120**	**35**	**0**	**290**		445	
100.2	UPWP Development	12,000	3,000	15,000	**50**	**10**	**0**	**155**		215	
100.3	Financial Management	12,000	3,000	15,000	**25**			**225**		250	
100.4	Facilities and Overhead	$24,000	$6,000	30,000							
200.0 PROGRAM SUPPORT AND COORDINATION											
200.1	Interagency Coordination	28,000	7,000	35,000	**60**	**110**	**0**	**550**		720	
200.2	Pub. Info. & Cit. Part.	12,000	3,000	15,000	**100**	**20**	**0**	**135**		255	
200.3	Education/Training & Travel	16,000	4,000	20,000	**130**	**65**	**0**	**50**		245	
200.4	Equipment	8,000	2,250	10,250							
300.0 PLANNING AND IMPLEMENTATION											
300.1	**Transportation Plan Update & Imp.**	**404,000**	**101,000**	**505,000**					0	0	**420,000**
	300.11 Street/Highway Element	**240,000**	**60,000**	**300,000**	**500**	**300**		**75**			$260,000
	300.12 Bike/Ped Element	**116,000**	**29,000**	**145,000**	**240**	**375**		**50**			$120,000
	300.13 Transit Development Plan	**48,000**	**12,000**	**60,000**							$40,000
	ATAC	**8,000**	**2,000**	**10,000**							$10,000
300.2	**Corridor Planning**	**28,000**	**7,000**	**35,000**							
	300.21 ATAC Traffic Count	**24,000**	**6,000**	30,000	**40**						$25,000
	300.22 Corridor Preservation	4,000	1,000	5,000	**40**	**55**	**0**				
300.3	**TIP and Annual Element**	**20,000**	**5,000**	**25,000**	**200**	**75**	**0**	**100**	0	375	
300.4	**Land Use Plan GF completion**	**44,000**	**11,000**	**55,000**	**50**	**30**	**0**			80	$45,000
300.5	**Special Studies**	**0**	**0**	0							
300.6	**Plan Monitoring, Review & Evaluation**	**24,000**	**6,000**	**30,000**							
	300.61 Performance Annual Rpt.	8,000	2,000	10,000	**100**	**100**	**0**	**50**	**250**	500	
	300.62 Data Collection	16,000	4,000	20,000	**90**	**105**	**0**	**60**	**200**	455	
300.7	**GIS Development & Application**	**24,000**	**6,000**	**30,000**	**20**	**500**	**0**	**25**	**400**	945	
	TOTAL	**688,000**	**172,250**	**860,250**	$164,516 1765	$86,935 1780	$0 0	$75,101 1765	$10,200 850	$336,752 6160	$500,000

* Minnesota and North Dakota State Funding will be used for local match.

MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2021

TABLE OF CONTENTS- UPDATE AUGUST, 2021

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	Website is: www.gf2050plan.com Survey results were shared by the consultant to the Land Use Subcommittee at a meeting on August 4th. Also, an exercise was done to show where there are opportunities for infill growth and completion of areas where city has provided city services..	60%	31-Dec-21	30-Mar-22
East Grand Forks Land Use Plan Update	The Steering Committee met to review the goals and land use map, they are available on the website. Starting work on information for public meeting sometime in August Www.egfplan.org	80%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Ad Hoc Group met July 20th. Website established: www.forks2forksbridge.com/info Online public event ongoing with a presentation done on July 27th.	57%	31-Dec-20	30-Dec-21
Pavement Management System Update	Contract was signed. GoodPointe and the MPO are working with the City's to finalize Drive Maps.	27%	31-Dec-21	30-Dec-21
Transit Development Program TDP	Contract with Kimley-Horn finalized and executed. Work has started and is in the very early stages of development.	19%	31-Mar-22	31-Dec-22
Aerial Photo	LiDAR has been captured; the aerial photo has been captured; processing is now taking place	60%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	90%	On-going	