



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, JULY 13TH, 2022 – 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

Palo/Peterson _____
Ellis _____
Bail/Emery _____
Brooks _____
Riesinger _____

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

West _____
Magnuson _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JUNE 8, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF 2022-2025 T.I.P. ADMINISTRATIVE MODIFICATION KOUBA
6. MATTER OF DRAFT 2023-2026 T.I.P. PROJECT LISTINGS KOUBA

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7. MATTER OF TRANSPORTATION ALTERNATIVE (TA)
PROJECT APPLICATIONHALFORD
8. MATTER OF PAVEMENT MANAGEMENT CONDITION REPORT KOUBA
9. MATTER OF SAFE STREETS FOR ALL (SS4A) – SAFETY
ACTION PLAN DISCUSSIONHALFORD
10. MATTER OF BRIDGE UPDATEHALFORD
11. OTHER BUSINESS
 - a. 2021/2022 Annual Work Program Project Update KOUBA
 - b. Agency Updates:
 - Mid-Year Review
 - NDSU Meeting
 - Programing Update Workgroup..... KOUBA
12. ADJOURNMENT

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

**PROCEEDINGS OF THE
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CALL TO ORDER

Stephanie Halford, Chairman, called the June 8th, 2022, meeting of the MPO Technical Advisory Committee to order at 1:31 p.m.

CALL OF ROLL

On a Call of Roll the following member(s) were present: Wayne Zacher, NDDOT-Local Planning. Via Zoom: Ryan Brooks, Grand Forks Planning; David Kuharenko, Grand Forks Engineering; George Palo, NDDOT-Local District; Nancy Ellis, East Grand Forks Planning; Steve Emery, East Grand Forks Engineer; Rich Sanders, Polk County Engineer; Dale Bergman, Cities Area Transit; Jon Mason, MnDOT-District 2; and Ryan Riesinger, Airport Authority.

Absent: Brad Bail, Jason Peterson, Jane Williams, Michael Johnson, Lane Magnuson, Nels Christianson, Nick West, and Patrick Hopkins.

Guest(s) present: Patrick Weidemann, MnDOT; Anna Pierce, MnDOT-Central Office; and Barry Wilfarht, Chamber.

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

DETERMINATION OF A QUORUM

Halford declared a quorum was present.

MATTER OF APPROVAL OF THE MAY 11, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE MAY 11TH, 2022 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF APPROVAL OF FY2022-2025 T.I.P. AMENDMENT

Kouba reported that we were informed that the Railroad will be doing some improvements at the crossing near Merrifield. She said that she isn't sure what improvements are planned at this time, but they have received federal funding. She added that the Railroad will provide the local share.

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Kouba stated that we did advertise for a public hearing at today's meeting so she will now open the public hearing.

There was no one present for discussion, nor were any comments received either orally or in writing by the noon deadline. Kouba closed the public hearing.

Zacher reported that it is his understanding that the Railroad is planning on replacing the existing crossing. He said that he was given the cost and a price per lineal foot, and based on that he assumes it is just replacement of the crossing.

Ellis asked if anyone knows how long this project will take, is there a timeline. Zacher responded that he did not receive a timeline on it; basically, his understanding of the way it works is that the Railroad just goes out and does it and then they get reimbursed. He added that it is also his understanding that that is how these types of projects work. Ellis asked if they will notify us when it is closed and when the project is completed. Kouba responded that they probably won't. Sanders commented that the Railroad will notify Nick West, Grand Forks County Engineer when they will close it and it typically takes four days.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2022-2025 T.I.P. AMENDMENT 4, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Johnson, Christianson, Hopkins, Williams, Riesinger, West, and Magnuson.

MATTER OF PROGRAMMING UPDATE WORK GROUP

Kouba reported that Patrick Weidemann, MnDOT is present today to give us a better understanding of what the Programming Update Work Group is and what information they are looking to get from us.

Weidemann said that he is the Director of Capital Planning and Programming for the Minnesota Department of Transportation and one of his functional areas that he focuses on is that as they develop how they are going to program into the future, their STIPS and etc., they develop guidance and various things through their leadership. He explained that the Programming Update Work Group has been around in MnDOT now for the better part of twenty years; it is a group made up mostly of MnDOT folks as well as transportation partners, so cities, counties, the MPO's have representation on there, RDC's have representation, and the idea is that this group works together to make recommendations to their leadership in the department regarding how to approach programming. He said that this group gets very active when Transportation Acts are passed, and in this case they are dealing with the Infrastructure Investment, IIA, and they have

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been working through a couple of items, one in particular that is probably a center point for funding is what is called the STBG (Surface Transportation Block Grant) program.

Weidemann explained that the STBG is basically what, in Minnesota, they use to provide funding to their ATPs, as well as some of the districts for Non-NHS roadway work. He said that they have been working through the IJA, and there will be some increase in funding, so they have been working through quite a few elements, but they need to look at some of the policy elements and make some decisions, so he is going to walk through the presentation he has today, although he will pass over quite a few of the slides quickly. He explained that this is a presentation he gave to the Programming Update Work Group, but there is a specific component on here that he believes is what probably got your attention, which has to do with sub-allocation to small MPOs.

Weidemann reported that their STBG funding comes to them in two buckets; it comes by population across the State and in a Statewide as a whole bucket. He commented that the population bucket is very distinct, there are groups of population and money is to be spent in those population areas, so it is restricted in that sense. He said that the Statewide bucket can be spent anywhere, and it doesn't have those same types of limitations.

Weidemann commented that before IJA there were three population buckets, sub-buckets if you will, that the funding came into; the first was areas of less than 5,000 population, the second was 5,000 to 200,000, and the third was greater than 200,000 and then IJA came along kind of broke that middle 5,000 to 200,000 into two groups, with 5,000 to 50,000 and 50,000 to 200,000, so in essence it broke apart the small cities or towns across the State from areas that have MPOs, like the GF-EGF MPO. He said, though, that there was also some clarification policy language that came along with those splits, and IJA clarified the requirement for project consultation with MPOs and population areas between 50,000 and 200,000; so what does that mean, in areas over 200,000, such as the Metro Twin Cities, there is a direct pass-through federal allocation amount to the Metro Twin Cities, they actually get that federal amount to program as the MPO, but that is for coordination, and for those communities that are over 200,000 that still continues, but there is no requirement to do that for 50,000 to 200,000; States can choose to do that if they want, but it isn't required by FHWA. He said that the only requirement is that when the IJA Act is done we need to show that we spent the amount of money we have for the 50,000 to 200,000, we can spend it all in one community for the whole life of the bill, as long as we spent it in that population range.

Weidemann referred to the Small MPO Areas Funding Estimate if Sub-targeted table and explained that it is a chart that they developed in their office to kind of give folks a sense that if we were to take that 50,000 to 200,000 and divide it out by the small MPOs, how much would each MPO get. He said to focus your attention on the STBG Regular column, and you will see that for GF-EGF it is \$171,000 a year, and \$19,000 in STBG. He said that was part of the conversation they had during a meeting recently and it was pretty consistent for all the MPOs that when they looked at that number they said, wait a minute, we currently get a lot more going through MnDOT's ATP process than this, and the simple answer is that that is probably correct, if we went to a sub-allocation \$171,000, and that isn't going to buy very much, so you would have

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to build up several years before you would be able to do a decent projects, and a lot of the MPOs quickly realized that that would include MnDOT funds and you could use some of that money from MnDOT but MnDOT may not choose to put a project in there, so there became a quick sense from the PUW that the reality is that there wasn't a lot of desire across their members of the PUW to go to sub-allocations for the small MPOs, and so they came to a consensus at the meeting that, taking back out, is that they will continue their past practice, or recommend their past practice to their leadership that the small MPOs work within the local ATPs for programming of projects, but the MPO still has the ability to limit what projects get programmed in the MPO area, that is part of the planning process, but in terms of actual sub-allocation the recommendation right now is that we not do that, and that is kind of the crux of what the PUW was discussing at their last meeting.

Weidemann commented that the rest of the presentation is related to other issues that are not all that critical for the MPO; they have to do a lot with the census information, which they recently just learned isn't going to be ready for them into their next STIP cycle anyway, so he believes that that isn't even going to be an issue going forward, at least not at the present.

Kouba stated that she thinks that from the MPOs point of view, we are just kind of wondering how often does your group meet. She said that at the MPO Executive Director's meetings there are some updates given but is there a way to get more direct updates as to when these meetings happen. Weidemann responded that because they are working through a bunch of issues right now, they are meeting on a monthly basis, and there are two greater Minnesota representatives, they are Ron Chica and Brian Law, and one of the things they are supposed to do is after the meeting they are supposed to reach out to all of you and kind of lay out exactly what they are going to be doing and what the recommendation is that they are looking to take forward.

Weidemann stated that another thing is that they kind of reorganized the PUW recently, and he made a big stance that he wanted each of the District Planning Directors to be on the PUW so Jon Mason is a member of the PUW and he has the same ability to bring that information to the MPO, as a check-in, so he would encourage you to, if you aren't feeling that you are getting quite as much information as you should reach out and have Mr. Mason give you a regular update, it may be something you have as a standing agenda item for a while. Mason commented that he is comfortable giving an update at the Technical Advisory Committee meetings about things that happened at the previous PUW meeting. Ellis said that she would appreciate hearing more about that. Kouba said that she doesn't see that as being a problem, and they will make sure that Mr. Mason gets information of when we need anything from you for our Technical Advisory Committee meetings. Weidemann said that if you have any questions run them through Mr. Mason, and if you want him to come back, he would be happy to do so to explain the rationale on what some of the basics are.

MATTER OF NDDOT AND MNDOT PERFORMANCE MEASURES

Kouba reported that this is just an informational item. She explained that both the Minnesota DOT and the North Dakota DOT have presented performance measures that they are working on currently. She said that once they have set their targets, then the MPO will have 180 days to do

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their targets; those 180 days tend to focus on when North Dakota have their targets set, so when Minnesota has their targets set they will let us know but we will have to wait for North Dakota to set their targets as well before we can move forward with setting any new targets, but we wanted to make sure that you are informed of what is happening and to be aware of where Minnesota and North Dakota are at with their targets.

Kouba commented that most of the time during this process you will hear about PM1 and PM2 and PM3; those are generally the sections that are referred to for various things. She explained that PM1 are the Safety Performance Targets and both Minnesota and North Dakota have presented targets for that. She said that Minnesota is the only one that has presented targets for PM2, which is Pavement and Bridge Condition Performance Measure Targets, and PM3 is Reliability Performance Measures, and only Minnesota has presented those as well.

Kouba referred to information in the packet and commented that she would begin with the Minnesota targets. She explained that for Safety they have their proposed targets, and these are Statewide, and they are things they are looking at, and they are also looking at the likelihood due to the imbalance with 2020 and 2021 being kind of odd years for traffic fatalities and serious injuries, so that is why they are presenting these with the thought that they won't be able to meet the targets they set, but over the next few years they feel they will be able to meet them a little bit better, especially in the safety area. She added that these are looked at every year for both Minnesota and North Dakota.

Kouba said that for Minnesota she put in their next steps for the safety targets, and we should be hearing from them sometime in February and we will have to submit targets according to their schedule, but we haven't received a full schedule from North Dakota just yet.

Kouba commented that for PM2 and PM3 for Minnesota, it is on a four-year basis with a mid-point of reevaluation, so we are looking at new targets for 2025 and the reporting years would be 2024 and 2026. She stated that Minnesota likes to keep them the same for both the two-year and the four-year, and this is just the Interstate and given poor condition and then the non-interstate NHS system, so that is generally your highways as well as your principal arterials that are going to be on the NHS system.

Kouba stated that for the bridge condition we show either good or poor condition percentages on the NHS, so anything off the NHS system would not be considered in these percentages. She pointed out that it shows that they are at 30% after two years and 35% after four years of good condition and then 4% for both those times.

Kouba said that for the PM3, Reliability, which is basically what you are expecting a trip to be is going to be at timeframe of getting from Point A to Point B type of thing. She stated that they are looking at Interstate and Non-Interstate reliability, as well as freight reliability. She said that they are looking at the interstates across the State, however East Grand Forks doesn't have an interstate, only Grand Forks does, so that is one of the reasons why our MPO only has Interstate Reliability for one target, and it is mostly focused on the Grand Forks side.

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Kouba stated that the Non-Interstate NHS will have two different targets as well, but they are looking at 90% across the board with a 1.4 Reliability for freight.

Kouba commented that MnDOT is looking at having their targets finalized in October, and then we will have to look at where NDDOT is at with all the PM2 and PM3 targets. She added that for North Dakota we have received just the PM1 targets, and their safety performance measures.

Kouba referred to the NDDOT Safety Performance Measure (PM1) Targets table and pointed out that it shows the fatality rate, serious injury rate, and serious injury rate as well as the non-motorized rate. She stated that the first three of these that are part of the reason why they are getting done is because the State Safety Plan adopts these as well, and the Department of Public Safety also sets these targets, and they have to be the same.

Kuharenko commented that the targets that we have are all well and good, but do we have any idea as to where we are at currently in regard to these targets, because it is good to know the target area but it is also beneficial to know where we are at in regard to these targets; and he saw on one of the earlier slides, on the Minnesota side, that there are a couple of them we're not likely to achieve and there are a couple other ones that we are likely to achieve, so trying to get an idea on as to how close we are to some of these, how far away are we from some of these. Kouba responded that in our past whenever we reviewed for these we have reviewed where we have been, and in the past our MPO area has always been within our targets that we've set, and that might not be for Minnesota, it is a little different because it is a Statewide Target, it is one of the reasons why some of those targets that we've discussed in the past have been more focused on a local level and what information we have to be able to set those targets because there is such a difference, especially with safety, we have not necessarily chosen to follow the State Targets, we have set our own targets, and then when we are talking about some of the conditions and reliabilities we have done kind a combination of following both the Minnesota targets and the North Dakota targets, as well as setting our own.

Kouba stated that as we get into the setup process, we will present our own MPO targets, and where we are sitting with them.

**MATTER OF SOLICITATION OF PROJECT APPLICATIONS FOR THE FY2024-2025
ND TA (TRANSPORTATION ALTERNATIVES) PROGRAM**

Halford reported that we have had this before, so a lot of us are familiar with it. She explained that it is for years 2024 and 2025, so a few things to keep in mind when looking at this application, and if you are interested in filling one out, is that it needs Grand Forks City Council approval before you submit to the MPO by July 27th, 2022.

Halford stated that TA funding is basically still the 80/20 split, the 20 being the local or sponsor match, and it doesn't cover things like planning, engineering, buying right-of-way, utilities or things like that, but something different this year is that there is no longer a capped amount, and you will be notified in the fall of the status of your application.

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Halford said that, again, this is just really informational, and she is open to have discussions on any ideas of possible applications you want to submit or if you have any questions.

Kuharenko stated that last fall they ended up submitting an application for a shared use path on South 48th Street from 22nd to 32nd Avenue South. He said that one of the conversations that he had on this was that the solicitation that happened last fall ended up being thrown out, so it would mean resubmitting it, and since the caps have been removed they are looking at probably a larger project, but they still have to run it through their City Council, and will probably try getting it through their June 27th Committee of the Whole and July 5th City Council, so they are kind of waiting until things get completed here with the upcoming election, so that way they can get it to the MPO hopefully before the July meeting if possible.

Kuharenko commented that they would be looking at changing it up from what they applied for last fall and are looking at submitting for a shared use path on South 48th Street; instead of going from 22nd to 32nd they would be looking at redoing the entire gravel path, which is from 17th to 32nd, so it is a bit larger of a project, it also impacts on a number of businesses in this area including the ACME Tool Distribution Center, the FedEx Building, as well as LM Windpower, so they are hoping to see if they can get some letters of support from those businesses for the project that they would include with the application. Halford asked if there was anything the MPO could do to help them with in the meantime. Kuharenko responded that right now they are just trying to get a few things together, so not at this time.

MATTER OF BRIDGE UPDATE

Halford reported that this agenda item actually came forward as a request from the MPO Executive Policy Board in May. She explained that they asked staff to include this as a standing agenda item moving forward, with no end date, and it is basically just to keep the discussion open and everyone on the same page on what they are hearing, what they have been involved with, so as of now she just has what the MPO has been involved with and what we are looking at being part of, and then we can definitely open it up to anyone else that wants to add to the conversation.

Halford stated that as of now we are planning on a Joint Council meeting on July 11th. She added that the MPO has been asked to give an update on the study, like a 10 or 15-minute update. She said that they also asked what the next steps would be moving forward, it doesn't have to be a whole checklist, item by item, but they kind of want to know a direction of at least what the next step or two or three, as much as we can provide, of what we do next.

Halford commented that East Grand Forks has sent out an RFP that is due June 30th, and we have also been asked to represent and be part of the Selection Committee, so she will be part of that conversation.

Halford stated that that what she knows at this time, and she would open it up for any questions or any comments anyone may have.

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Sanders asked what East Grand Forks' RFP involve. Halford responded that that information is included in the staff report as an attachment. She asked if there was something on that that Mr. Sanders had a question on or do you just want a copy. Sanders responded that he would just look through the staff report. Halford stated that if you see anything you have a question on you are more than welcome to reach out to her or to David Murphy.

Halford reported that they will be doing the same thing at the MPO Executive Policy Board as well so this will be a standing item on both the Technical Advisory Committee and the MPO Executive Policy Board's agendas.

Emery commented that, so everyone is aware, as Mr. Murphy is putting together the RFP he had Todd Feland do a review and provide input on it, so the City of Grand Forks has been involved in the process too. Halford stated that Mr. Murphy did tell her, and maybe Mr. Kuharenko can confirm, that Al Grasser will be sitting on that Selection Committee to so there will be representation from the Grand Forks side as well. Kuharenko responded that he did hear that as well. Halford asked if Mr. Emery knew who else was going to be on that Selection Committee. Emery responded that as far as he knows it will be David Murphy, Jason Stordahl, Al Grasser, and two council members. Ellis added that Clarence Vetter is on, and maybe Todd Feland. Halford stated that as it we get closer to the date, more details will be shared.

UPDATES

A. 2021/2022 Annual Work Program Project Update

Kouba referred to the Unified Work Program Project update included in the packet and reported that, as you know we just finished up the Land Use Plan and are just waiting for Resolutions so that we can get the document printed and close out the item.

- 1) Transit Development Plan – Kouba reported that they had a Human Service Organization meeting to get their input on priorities, as well to focus on improving communication and reviewing a survey that UND had done along with some writers to gather input. She stated that they have set up a driver's meeting as well so we are hopefully getting to the point of finishing up that project soon and get a document completed in the next few months.
- 2) Bike and Pedestrian Plan – Kouba reported that they are just starting to roll things out, and they have an Open House scheduled for June 15th from 5:00 to 7:30 in the East Grand Forks City Hall Rotunda. She said that they are asking for feedback on Vision and Goals, as well as where people are walking and biking, so they will hopefully have more information on that at your next meeting.
- 3) Street and Highway Plan – Kouba reported that they just started this project, and had a meeting to discuss what information needs to be received from

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whom and hopefully we will be able to talk to more people for information and will set up a meeting in July.

- 4) Pavement Management – Kouba reported that there the PCI Data has been delivered and distributed to each of the Cities so hopefully you are getting back to Tony about any changes that might be needed and working on the policy settings and unit costs so that we can finish up this project as well

Emery asked who received this information for East Grand Forks. Kouba responded that Jason Stordahl did. Kuharenko verified that he received the information from Tony on the raw data. He added that it has been a while since he was on ICON, and the last time he was on he didn't see the data uploaded so that may have changed, but he believes that have gone through and updated the policy information and the costs a couple of weeks ago.

Kouba stated that they are finishing up the processing, the last of the ride quality, so hopefully that will be added to the data base soon.

B. Agency Updates

1) GF-EGF MPO

- a. AMPO Conference – Halford reported that Ms. Kouba and herself are planning on attending the AMPO Conference down in the Cities at the end of October and you are more than welcome to join us, there is more room in the car if anyone would like to join us.
- b. 2023-2024 Unified Planning Work Program – Halford reported that it is getting to that time of year when we need to start looking at our Unified Planning Work Program, as well as budgeting, so we will be getting into full swing of that coming up.
- c. MPO Mid-Year Review – Halford reported that we also have our MPO Mid-Year Review coming up at the end of the month. She added that we also were the lucky drawers of a Title VI Audit as well.

Halford summarized that those are just some of the things that are happening in our world coming up and we will definitely be giving updates on that as we move forward. She stated that she hopes, and this will be another standing item, having other agencies give updates and fill us in on projects that they are working on to kind of keep us all more in the loop of what everyone is up to, so she would like to open it up for anyone that would like to share with the group.

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2) OTHER AGENCIES

- a. NDDOT Update – Zacher reported that it sounds like the NDDOT have a Draft S.T.I.P. meeting with management on Monday the 13th, so you should have at least your draft project lists shortly thereafter for the development of your Draft T.I.P.
- b. Grand Forks Engineering Update – Kuharenko reported that they did get word that it looks like their HSIP project that they put through last fall to lengthen that southbound left turn lane at Washington and 28th went through, they got an email on that on Monday. He said that he thinks Ms. Halford was in on that email as well when that initially went through, as was Mr. Zacher. He stated that he doesn't know if we need to do a T.I.P. amendment on that or if we can just wait for the upcoming cycle because it is a FY2026 project, so it isn't like it is coming up right away. He said that other than that they will be working on getting grant applications together and requests together and he has already been working with local district picking their brains on potential HSIP projects and other upcoming regional and urban projects.
- c. MnDOT Update – Pierce reported that she will shamelessly plug that MnDOT has a number of planner positions open right now so if you know of anyone, please let them know to apply. She said that Jon Mason is hiring at someone at District 2 and then they have a couple NCO and for a variety of levels. She stated that also then for MnSHIP; they have coordinated with Stephanie and Teri to provide a MnSHIP (Minnesota State Highway Investment Plan) update to this group and the Executive Policy Board in August so that will be coming your way. She said that the Statewide Multi-Modal Transportation Plan is getting wrapped up and will be going out hopefully for public comment in early July for a 45 to 60 day comment period, she isn't sure what they settled on. She added that the Transportation Access Management Plan is going through an internal review and will be wrapped up in July and then they have the Rail Plan that is getting kicked off so you will start to hear more about it at the end of the year. She reported that they aren't having a Minnesota MPO Summer Workshop this year, so she would encourage you to consider going to AMPO instead.
- d. MnDOT District 2 Update – Mason reported that has a couple of updates from MnDOT District 2. He said that they are coordinating with Stephanie, Teri, and Steve on this, but MnDOT has an upcoming Highway 2B project, that essentially starts from the DeMers Intersection and goes out to Highway 2. He stated that it is planned in 2028 of their Capital Highway Investment Plan so it is a little way out there; one of their early field data collection and early engagement

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strategies for active transportation is to do these drone walks, so a group within their Traffic Engineering Office has already actually been on site and collected some drone footage to kind of host a meeting on July 12th where MnDOT Staff is inviting local participation, so they are trying to get the word out if anybody wants to attend that on July 12th from 9:00 a.m. to 11:00 a.m. He said that they will be meeting virtually and viewing the drone footage and talking about existing conditions and getting a little bit into the opportunities, not quite identifying strategies, to fully implement that piece of it, but really trying to get at identifying existing conditions, things that we see visually on the ground as well as perspectives typically used as perspectives, so if you are interested in that please let him know, and feel free to forward the invite to anyone else you think might be interested. He reported that the other update he was thinking about is that MnDOT just recently announced that it is conducting another Transportation Economic Development Funding solicitation. He said that there is approximately \$2 million dollars available during this solicitation for construction projects that will take place in FY2023 and 2024. He stated that those types of improvements are for Trunk Highway Projects typically related to making trunk highway improvements and improving economic development. He stated that he thinks the MPO has a copy of that announcement, but if you are interested in any more information please feel free to reach out to him or the person in MnDOT's Saint Paul Office that is conducting this solicitation. Emery asked if the project on Highway 2B, is that pretty much a mill and overlay and ADA improvements or what is the scope of work. Mason responded that they know that ADA will be a portion of the scope of work, but the scope of work hasn't been set yet, this is kind of one of those elements that they are using to influence the scope of work.

- e. NDDOT-Grand Forks Local District – Palo reported that 32nd Avenue South, the intersection at 34th, there is a change order that will be starting in the middle of June to help complete the safety aspect of the 32nd plan from last year. He stated that the contractor will be getting plans together to start in the middle of June and hopes to be done by the end of July. He added that another one that will be kicked off towards the end of the month is the Skyway over the BNSF tracks, the deck repair and the railroad repair on that site.
- f. East Grand Forks Engineering Update – Emery said that he doesn't have an update but he does have one question; on the Unified Work Program, for the Street and Highway Plan you are showing a completion date of February 29th of 2024, wasn't it October 1st of 2023. Kouba responded that the project completion date for the contract is in 2024. She explained that we will adopt it in 2023, but they will still

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 8th, 2022**

need to clear up a few things cleared up, especially because it has to be presented to FHwy and NDDOT in January, so there will be several things that will extend the contract into 2024 but the hard deadline is to have the adoption done by both the cities of Grand Forks and East Grand Forks by or before December of 2023. Emery said then that the final Draft of the Report is still due October 1st of 2023. Kouba responded that that is correct.

ADJOURNMENT

***MOVED BY BROOKS, SECONDED BY ELLIS, TO ADJOURN THE JUNE 8TH, 2022
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:27 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
July 13, 2022
MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Recommend the approval of the Administrative Modification to the FY2022-2025 TIP to the Executive Board,

TAC RECOMMENDED ACTION:

Matter of the Administrative Modification to the FY2022-2025 TIP.

Background:

After the MPO adopts a four-year TIP, administrative modifications may need to be processed when a project has minor revisions, which can be made by the Forks MPO staff after proper notification and verification that the changes fall into this category.

NDDOT reviewed project funding years in relation to the State Fiscal Year and has informed the MPO that one project will fall into the 2022 funding year instead of the 2023 funding year.

MPO staff has reviewed the the TIP Manual and has determined that a change in year of funding is a minor modification that does not rise to an amendment level.

Findings and Analysis

- Only the year of funding is changing.
- No cost changes.
- No Federal funding to Non-Federal funding source change is occurring.
- Staff recommends approval of administrative modifications.

Support Materials:

- NDDOT notification.
- MPO FY2022 administrative modification.

Projects with fall 2022 plan completion

From: Zacher, Wayne A. (wzacher@nd.gov)

To: teri.kouba@theforksmmpo.org

Cc: stephanie.halford@theforksmmpo.org; mijohnson@nd.gov; smhanson@nd.gov

Date: Monday, June 27, 2022 at 06:05 PM CDT

Teri,

Attached are sheets from your original 2022-2025 TIP. I have marked a couple of projects that have fall 2022 completion dates. There was at least one project shown in 2023 that will need to be moved to 2022 for the time being (we may end up changing back later).

I am not sure if we will need a TIP amendment to move funding years or if your TIP and public participation rules allow for this movement to be an administrative adjustment. Please process accordingly for July TAC/PB meetings.

Wayne A. Zacher, P.E.

MPO Coordinator/Transportation Engineer

Local Government Division

ND Dept. of Transportation

608 E Blvd Ave

Bismarck, ND 58505-0700

Phone: (701)328-4828

Email: wzacher@nd.gov



GFEGFMPO Projects (for 2022 Bid).pdf
660.3kB

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
				FUNDING SOURCE					CONSTR.									
				REMARKS:					TOTAL									
Grand Forks #ND17			INTENTIONALLY LEFT BLANK															
PCN									Operations									
									Capital									
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
Grand Forks #ND18	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS:														
									Operations	0.00	0.00							
									Capital	0.00	0.00							
									P.E.	0.00	NA							
									R.O.W.	0.00	NA							
									CONSTR.	3,335.00	3,335.00							
									TOTAL	3,335.00	3,335.00							
PCN 23232	Grand Forks	varies		AMENDED July 2022 to shift to 2022														
	Grand Forks	varies																
	ITS Rehab	Discretionary																
									TOTAL	3,335.00	2,360.00	0.00		975.00				
									CONSTR.	3,335.00	2,360.00	0.00		975.00				
									TOTAL	3,335.00	2,360.00	0.00		975.00				
Grand Forks #ND19	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS:														
									Operations				0.00					
									Capital				0.00					
									P.E.				NA					
									R.O.W.				NA					
									CONSTR.					4,469.00				
									TOTAL					4,469.00				
PCN 23333	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS:														
									Operations				0.00					
									Capital				0.00					
									P.E.				NA					
									R.O.W.				NA					
									CONSTR.					4,469.00				
									TOTAL					4,469.00				
									Highway Safety Improvement Program					TOTAL				4,469.00



MPO Staff Report

Technical Advisory Committee:
July 13, 2022

MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Recommend the approval of draft FY2023-2026 TIP to the MPO Executive Board,

RECOMMENDED ACTION:

Matter of the Draft FY2023-2026 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 year 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.

The Minnesota side draft FY2023-2026 TIP was adopted in April. The final list of Minnesota side projects is being presented in July. The only difference between the draft list of projects and the final is an increase in percentage of Federal funding that Minnesota is allowed to use for certain program projects.

At that time, NDDOT was not prepared to draft a FY2023-2026 TIP/STIP document. Since then, NDDOT proceeded to submit a draft STIP 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 FY2023-2026 TIP for the Forks MPO area.

The MPO promulgated a draft TIP project listing 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 July 13th TAC meeting.

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.

The MPO Executive Board will be requested to approve the Draft TIP for 2023-2026 for the entire MPO study area. The full final TIP document is scheduled to be adopted in August.

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".

Support Materials:

- Copy of Draft 2023-2026 TIP project list out for public comment can be found on the MPO website.
- Copy of Public Hearing Notice.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Draft and Minnesota Final MPO 2023 to 2026 Transportation Improvement Program (TIP) project listings. The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting is held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on July 13th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The draft TIP lists all transportation improvement project programmed to be completed between the years of 2023 to 2026 in the MPO study area. A copy of the draft TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmpo.org until noon on July 13th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

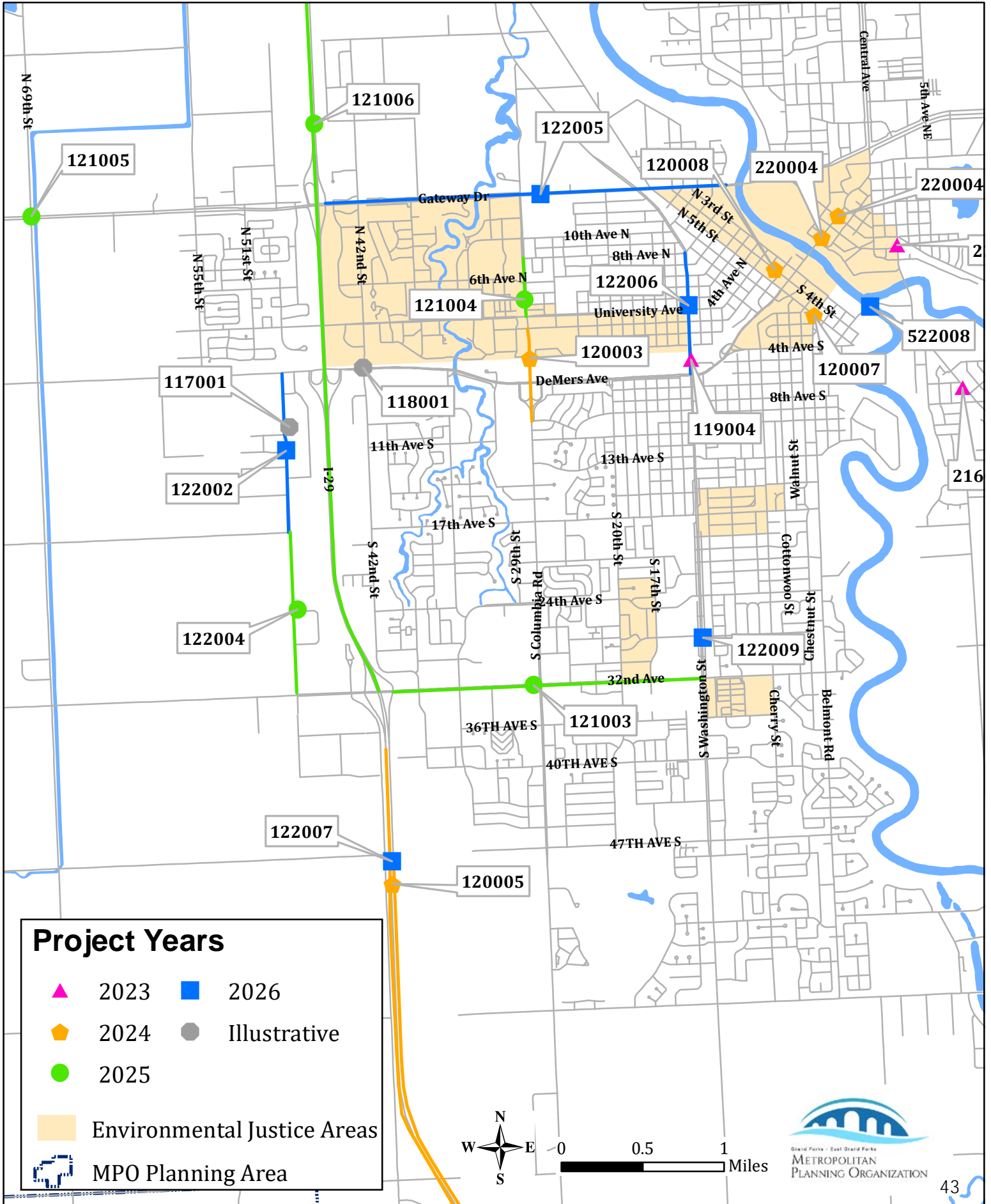
For further information, contact Stephanie Halford at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be 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 Stephanie Halford 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 Stephanie Halford of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

NORTH DAKOTA PROJECT LISTINGS

FIGURE 3-1: NORTH DAKOTA PROJECT LOCATIONS

2023- 2026 ND Transportation Improvement Program



GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #119001 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations								Operations	3,583,580			
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
					3,583,580	1,253,820	272,220	958,540	1,099,010	CONSTR.	NA			
					FTA 5307 (50/50)				TOTAL	3,583,580				
Grand Forks #119002 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital								Operations	NA			
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
					16,400	13,120	0	0	3,280	CONSTR.	NA			
					FTA 5307 (80/20)				TOTAL	16,400				
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE				
	PROJECT NUMBER	RESPONSIBLE AGENCY								CLASSIFICATION	ELEMENT	EXPENDITURES			
		PROJECT TYPE								FUNDING STATUS	2023	2024	2025	2026	
											Operations	Capital	P.E.	R.O.W.	CONSTR.
TOTAL					FEDERAL	STATE	OTHER	LOCAL							
FUNDING SOURCE															
Grand Forks #119003	Grand Forks	Varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS:											
PCN 23232	Grand Forks	Varies		Operations	0.00										
	ITS Rehab	Discretionary		Capital	0.00										
				P.E.	N/A										
TOTAL					3,335,000	2,360,000		975,000	CONSTR.	3,335,000					
Bridge Program										TOTAL	3,335,000				
Grand Forks #119004	Grand Forks	N Washington	Reconst the roadway, rehabilitate the structure and make sidewalks ADA compliant for the railroad underpass on US 81 B (N Washington St) just north of the intersection of ND 297 (DeMers Ave).	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and othe 50% funding through Bridge Program											
PCN 22167	NDDOT	Principle Arterial		Operations											
	Bridge Reconstruct	Discretionary		Capital											
				P.E.											
TOTAL					11,150,000	9,023,696	1,011,304	1,115,000	CONSTR.	11,150,000					
Urban Regional Secondary Roads & Bridge Programs										TOTAL	11,150,000				
Grand Forks #122001	Grand Forks	Varies	Deck overly and other repairs on various bridges on US-2, US-81, and I-29.	REMARKS:											
PCN 23015	NDDOT	Varies		Operations											
	Bridges	Discretionary		Capital											
				P.E.											
TOTAL					3,426,000	2,740,800	685,200		CONSTR.	3,426,000					
Bridge										TOTAL	3,426,000				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2023 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. Only PE has any project phase cost estimate. No ROW or Utilities phases for projects within MPO Area	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		62,570	56,320	6,260	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
FUNDING SOURCE									CONSTR.					
									TOTAL					
Grand Forks #120001 PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations			Operations		3,673,170							
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA		
					3,673,170	1,285,166	279,026	982,504	1,126,485	CONSTR.		NA		
									TOTAL		3,673,170			
FTA 5307														
Grand Forks #120002 PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital			Operations		NA							
	Fixed-Route Transit Service	Entitlement		Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA		
					16,400	13,120	0	0	3,280	CONSTR.		NA		
									TOTAL		16,400			
FTA 5307														

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
										Capital				
									P.E.					
									R.O.W.					
									CONSTR.					
FUNDING SOURCE									TOTAL					
Grand Forks #120003 PCN	Grand Forks	Columbia Road	Structure rehabilitation for the Columbia Road Overpass between 9th Ave S and 2nd Ave N	REMARKS:										
	NDDOT	Principal Arterial		Operations										
	Reconstruction	Discretionery		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				8,930,000	6,744,000			2,186,000	CONSTR.		8,930,000			
									TOTAL		8,930,000			
Urban Roads Local Program									TOTAL		8,930,000			
Grand Forks #120004 PCN 23348	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand Forks	REMARKS:										
	NDDOT	varies		Operations				0.00						
	ITS Rehab	Discretionery		Capital				0.00						
				P.E.				NA						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA			
				6,668,000	5,334,400	1,058,700		274,900	CONSTR.		6,668,000			
Urban Regional Secondary Roads Program									TOTAL		6,668,000			
Grand Forks #120005 PCN 23333	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS:										
	NDDOT	Interstate		portion inside the MPO Planning Area								0.00		
	Safety	Discretionery		Capital				0.00						
				P.E.				0.00						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00			
				4,469,000	4,022,000	447,000			CONSTR.		4,469,000			
Highway Safety Improvement Program									TOTAL		4,469,000			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE						
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026				
				FUNDING SOURCE					R.O.W.	CONSTR.							
									TOTAL								
Grand Forks #120006 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S Interchange and southward to ND 15 (Thompson) Interchange. Both directions.	REMARKS: STIP has listed as two separate projects. 3 miles are within the MPO area													
	NDDOT	Interstate		Operations													
	Rehabilitation	Discretionary		Capital													
									P.E.								
									R.O.W.								
									CONSTR.		1,906,000						
									TOTAL		1,906,000						
									Interstate Maintenance Program								
Grand Forks #120007 PCN	Grand Forks	S 5th St	Construct a roundabout at the S 5th St, Belmont Rd, and Division Ave intersection	REMARKS:													
	Grans Forks	Minor Arterial		Operations													
	Construct	Discretionary		Capital													
									P.E.								
									R.O.W.								
									CONSTR.		1,600,000						
									TOTAL		1,600,000						
									Main Street								
Grand Forks #120008 PCN	Grand Forks	N 4th St	Reconstruction between 1st Ave N and 2nd Ave N	REMARKS:													
	Grand Forks	Minor Arterial		Operations													
	Reconstruct	Discretionary		Capital													
									P.E.								
									R.O.W.								
									CONSTR.		2,700,000						
									TOTAL		2,700,000						
									Main Street								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2024 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. Only PE has any project phase cost estimates. No ROW or Utilities phases for projects within MPO Area	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		235,150	211,630	23,520	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
										Capital				
				FUNDING SOURCE					R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #121001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations											3,764,999	
	PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA
				3,764,999	1,317,295	286,001	1,007,066	1,154,647	CONSTR.					NA
				FTA 5307 (50/50)					TOTAL				3,764,999	
Grand Forks #121002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital											16,810	
	PCN	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				16,810	13,450	0	0	3,360	CONSTR.					
				FTA 5307 (80/20)					TOTAL				16,810	
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					R.O.W.	CONSTR.				
									TOTAL					
Grand Forks #121003 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026										
	NDDOT	Principal Arterial		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				3,356,000	2,684,800	335,600		335,600	CONSTR.			3,356,000		
				Urban Regional Secondary Roads Program					TOTAL			3,356,000		
Grand Forks #121004 PCN	Grand Forks	N Columbia Rd	Reconstruct between University Ave and 8th Ave N	REMARKS:										
	Grand Forks	Principle Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				7,302,000	5,167,000			2,135,000	CONSTR.			7,302,000		
				Urban Roads Local Program					TOTAL			7,302,000		
Grand Forks #121005 PCN 23343	Grand Forks	US 2	Replacement of pipe on US 2 at N 69th St intersection- southside+A1 (353.715 mile mark) Replacement of pipe on US 2 at N 62nd St intersection- southside+A1 (354.224 mile mark)	REMARKS: These two projects are identified seperately in the STIP										
	NDDOT	Principal Arterial		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				445,000	360,140	84,860			CONSTR.			445,000		
				Urban Regional Secondary Roads Program					TOTAL			445,000		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #121006 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S interchange and northward of US 81 interchange. Both directions.	REMARKS: STIP has listed as two separate projects										
	NDDOT	Interstate		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				2,799,000	2,519,000	280,000			CONSTR.			2,799,000		
				Interstate Maintenance					TOTAL			2,799,000		
Grand Forks #121007 PCN	Grand Forks	Varies	Install speed minders signage at various locations within Grand Forks	REMARKS:										
	Grand Forks	Varies		Operations										
	Safety	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				40,000	36,000			4,000	CONSTR.			40,000		
				Highway Safety Improvement Program (HSIP)					TOTAL			40,000		
Grand Forks #122004 PCN	Grand Forks	S 48th St	Convert gravel path to a paved multi-use path	REMARKS:										
	Grand Forks	Minor Arterial		Operations										
	Construct	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				530,000	424,000			106,000.00	CONSTR.			530,000		
				Transportation Alternatives					TOTAL			530,000		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2023 - 2026

FY 2025 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. No PE, ROW or Utilities phases for projects within MPO Aea	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									CONSTR.					
FUNDING SOURCE									TOTAL					
Grand Forks #122001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations											3,859,124	
	PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA
					3,859,124	1,350,227	293,151	1,032,243	1,183,514	CONSTR.				NA
FTA 5307									(50/50)	TOTAL				3,859,124
Grand Forks #122002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital											NA	
	PCN	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA
					16,810	13,450	0	0	3,360	CONSTR.				NA
FTA 5307									(80/20)	TOTAL				16,810
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
Grand Forks #122005 PCN	Grand Forks	Gateway Dr	Rehabilitate pavement between I-29 and Red River											
	NDDOT	Principle Arterial												
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				4,447,000	3,557,600	889,400			CONSTR.				4,447,000	
				State Highways					TOTAL					4,447,000
Grand Forks #122006 PCN	Grand Forks	N Washington	Reconstruction between 1st Ave N and 8th Ave N											
	NDDOT	Principle Arterial												
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				5,147,000	4,117,600	514,700		514,700	CONSTR.				5,147,000	
				State Highways					TOTAL					5,147,000
Grand Forks #122007 PCN	Grand Forks	South GF Interchange	Construct interchange on I-29 south of 32nd Ave S											
	NDDOT	Interstate												
	Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				52,600,000	47,340,000	2,630,000		2,630,000	CONSTR.				52,600,000	
				State Highways					TOTAL					52,600,000

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	
						TOTAL								
Grand Forks #522008 PCN	Grand Forks	Point Bridge	In Grand Forks & East Grand Forks. Rehab of the Point Bridge (ND BR#0000GF02) (MN BR#60506) over the Red River of the North	REMARKS: East Grand Forks covers the other half of the total project. Shown is for Grand Forks only										
	Grand Forks	Minor Arterial		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				1,200,000	960,000			240,000	CONSTR.				1,200,000	
				Urban Raods					TOTAL				1,200,000	
Grand Forks #122003 PCN	Grand Forks	S 48th St	Reconstruct between 11th Ave S and DeMers Ave	REMARKS:										
	Grand Forks	Minor Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				6,500,000	5,200,000	14,000		1,300,000	CONSTR.				6,500,000	
				Urban Roads Local Program					TOTAL				6,500,000	
Grand Forks #122009 PCN ??	Grand Forks	S Washington	Intersection improvements at 28th Ave S. Adding length to turn lane	REMARKS:										
	Grand Forks	Principle Arterial		Operations										
	Safety	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				280,000	252,000	14,000		14,000	CONSTR.				280,000	
				Highway Safety					TOTAL				280,000	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2026 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

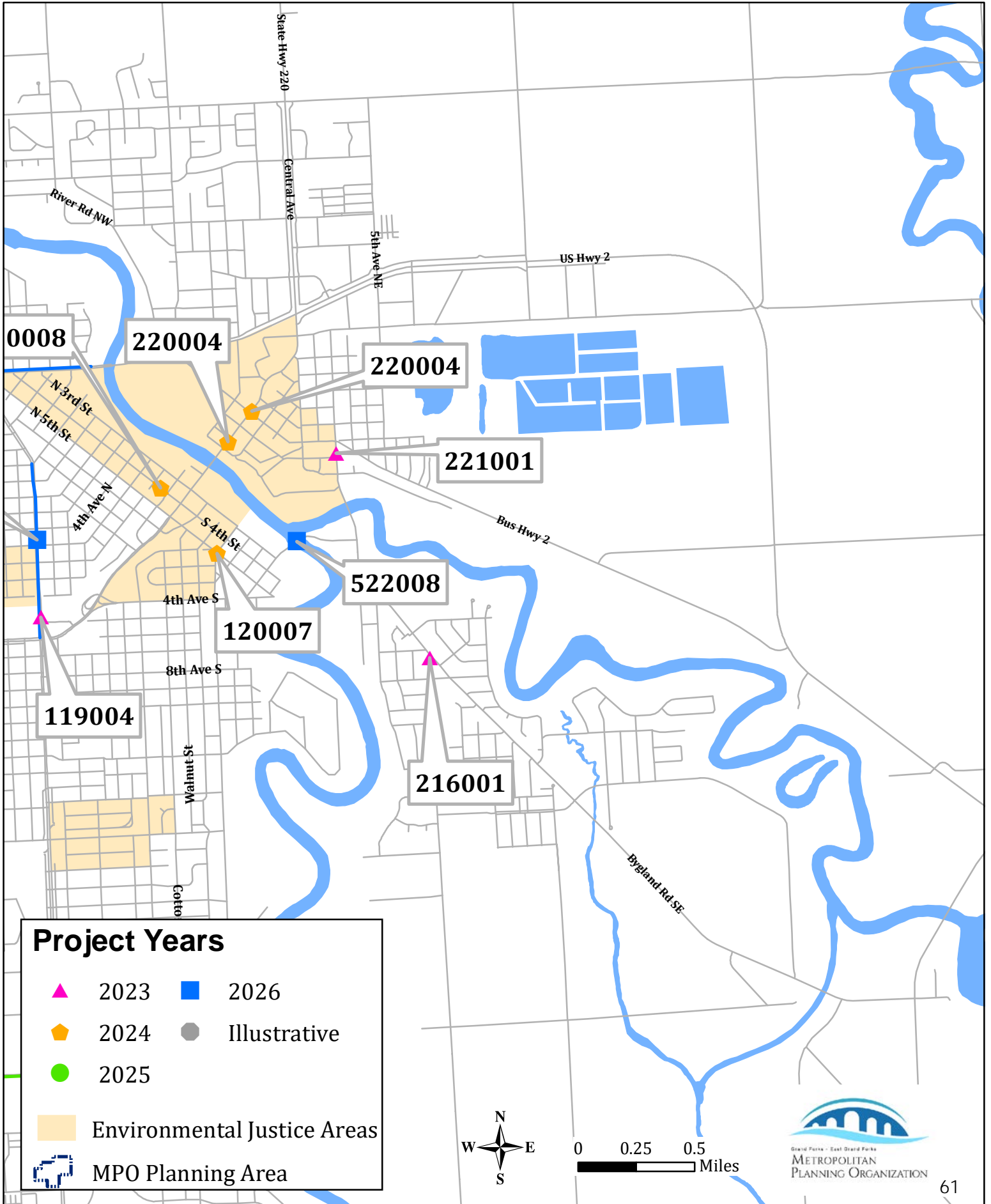
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
			FUNDING SOURCE					CONSTR.						
								TOTAL						
			Grand Forks TOTALS											
									Operations	3,583,580	3,673,170	3,764,999	3,859,124	
									Capital	16,400	16,400	16,810	16,810	
									P.E.	0	0	NA	NA	
									R.O.W.	0	0	NA	NA	
				TOTAL	143,777,292	113,258,683	9,271,162	3,980,352	17,267,136	CONSTR.	17,911,000	26,273,000	14,472,000	70,174,000
									TOTAL	21,510,980	29,962,570	18,253,809	74,049,934	

MINNESOTA PROJECT LISTINGS

2023- 2026 MN Transportation Improvement Program



GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL			
										ELEMENT			
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	AND SOURCE OF FUNDING					2023	2024	2025	2026
					PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital
FUNDING SOURCE							TOTAL						
East Grand Forks #219001	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). TRF-0018-23B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000 Estimated fare is \$4,640 Other is MN Transit Formula Funds									
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	569,170			
	Fixed-Route Transit Service	Entitlement		569,170	123,600	0	352,740	88,190	Capital	0.00			
	FTA 5307					TOTAL	569,170	P.E.	NA				
East Grand Forks #219002	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, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates). TRF-0018-23A	REMARKS: Contract demand response service Estimated fare is \$16,390 Other is MN Transit Formula Funds									
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	147,400			
	Paratransit Service for Disabled Persons	Entitlement		147,400	0	0	111,360	19,650	Capital	0.00			
	State Transit Funds					TOTAL	147,400	P.E.	NA				
East Grand Forks #			Intentionally left blank	REMARKS:									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	0.00			
				CONSTR.	NA				Capital	0.00			
				TOTAL	0.00				P.E.	NA			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE								
										ELEMENT	EXPENDITURES								
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	2023	2024	2025	2026						
	PROJECT TYPE	FUNDING STATUS			FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL				
East Grand Forks #221001	East Grand Forks	2nd Ave NE	BNSF RR Replace Existing Signal System at MSAS 119, 2nd Ave, East Grand Forks, Polk County Project # 60-00137		REMARKS: Other is MN Office of Freight Funds														
	MnDOT	Minor Arterial																	
	RR Xing	Discretionary																	
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.								
					300,000	270,000	0	30,000	0	NA	300,000								
					District Managed Program					TOTAL	300,000								
East Grand Forks #216001	East Grand Forks	Bygland Rd	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														
	East Grand Forks	Minor Arterial																	
	Reconstruction	Discretionary																	
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.								
					1,493,000	860,000		633,000	0.00	NA	1,493,000								
					NWATP City Sub-target					TOTAL	1,493,000								
East Grand Forks #			Intentionally left blank		REMARKS:														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.								
										NA	0.00								
										NA	0.00								
										0.00									
										0.00									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE				
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
										FUNDING SOURCE					
East Grand Forks #220001	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). TRF-0018-24B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$4,772 Other is MN Transit Formula Funds											
	East Grand Forks	Operations		Operations	586,240										
	Fixed-Route Transit Service	Entitlement		Capital	0.00										
					P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA				
				586,240	127,310	0	363,322	90,836	CONSTR.		NA				
				FTA 5307					TOTAL		586,240				
East Grand Forks #220002	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). TRF-0018-24A	REMARKS: Contract demand response service Estimated fare is \$16,880 Other is MN Transit Formula Funds											
	East Grand Forks	Operations		Operations	151,820										
	Paratransit Service for Disabled Persons	Entitlement		Capital	0										
					P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA				
				151,820	0	0	114,701	20,240	CONSTR.		NA				
				State Transit Funds					TOTAL		151,820				
East Grand Forks #220003	East Grand Forks	N/A	Purchase Class 400 replacement vehicle TRS-0018-24C	REMARKS: Other is MN Transit Formula Funds											
	East Grand Forks	Capital		Operations	0										
	Fixed-Route Transit Service	Entitlement		Capital	182,000										
					P.E.	N/A									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		N/A				
				182,000	145,600		18,200	18,200	CONSTR.		N/A				
				FHWA STPBG Program Flexed					TOTAL		182,000				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	2023	2024	2025	2026
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
	FUNDING SOURCE					CONSTR.								
										TOTAL				
East Grand Forks #220004	East Grand Forks	DeMers Ave	On DeMers Ave (USB2) at 2nd St NW & 4th St NW, Signal System Rreplacement/ADA Improvements	REMARKS:										
	MnDOT	Principal Arterial			Operations		0							
	Signal Replacement	Discretionary	Project # 6001-68		Capital		0							
					P.E.		NA							
				TOTAL	1,200,000	643,218	146,782	0	410,000	R.O.W.		NA		
									CONSTR.		1,200,000			
				Statewide Performance Program					TOTAL		1,200,000			
East Grand Forks #			Intentionally left blank	REMARKS:										
					Operations									
				Capital										
					P.E.									
				TOTAL					R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #			Intentionally left blank	REMARKS:										
					Operations									
				Capital										
					P.E.									
				TOTAL					R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL				
										AND SOURCE OF FUNDING				ELEMENT
	RESPONSIBLE AGENCY	CLASSIFICATION		PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	2023	2024	2025	2026
	FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
East Grand Forks #221001	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, 2025 (Costs for fixed-route service are estimates). TRF-0018-25B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$4,917 Other is MN Transit Formula Funds										
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			603,830		
	Fixed-Route Transit Service	Entitlement		603,830	131,130	0	374,222	93,561	Capital			0		
				FTA 5307					P.E.			NA		
East Grand Forks #221002	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). TRF-0018-25A	REMARKS: Contract demand response service Estimated fare is \$17,391 Other is MN Transit Formula Funds										
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			156,380		
	Paratransit Service for Disabled Persons	Entitlement		156,380	0	0	118,142	20,847	Capital			0		
				State Transit Funds					P.E.			NA		
East Grand Forks #			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				CONSTR.					Capital					
				TOTAL					P.E.					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
East Grand Forks #222001	East Grand Forks	N/A	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, 2026 to December 31, 2026 (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 \$5,128					Operations					621,945
	Fixed-Route Transit Service	Entitlement	TRF-0018-26B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					0
				621,945	135,000		385,449	96,368	CONSTR.					N/A
				FTA 5307					TOTAL					621,945
East Grand Forks #222002	Eagst Grand Forks	N/A	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2026 to December 31, 2026. 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 \$17,912										
	East Grand Forks	Operations		Other is MN Transit Formula Funds					Operations					161,070
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-26A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					0
				161,070	0	0	121,686	21,472	CONSTR.					N/A
				State Transit Funds					TOTAL					161,070
East Grand Forks #222003	East Grand Forks	N/A	Purchase Class 400 replacement vehicle	REMARKS: Other is MN Transit Formula Funds										
	East Grand Forks	Capital							Operations					0
	Fixed-Route Transit Service	Entitlement	TRS-0018-26A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					193,000
				193,000	154,400		19,300	19,300	CONSTR.					N/A
				FHWA STPBG Program Flexed					TOTAL					193,000

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
				FUNDING SOURCE					Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #522008	East Grand Forks	Point Bridge	Rehab the Point Bridge #60506 over the Red River of the North, includes mill and overlay of bridge approach on 1st St SE in East Grand Forks	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid										
	East Grand Forks	Minor Arterial							Operations				0	
	Bridge Repair	Discretionary	119-113-008						Capital				0	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				N/A	
				1,150,000	860,000	0	290,000	0	R.O.W.				N/A	
									CONSTR.				1,150,000	
				NWATP City Sub-target					TOTAL					1,150,000
East Grand Forks #			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
										CONSTR.				
									FUNDING SOURCE					
									TOTAL					
			East Grand Forks TOTALS						Other	0				
									Operations	716,570	738,060	760,210	783,015	
									Capital	0	182,000	0	193,000	
									P.E.	0	0	NA	NA	
									R.O.W.	0	0	NA	NA	
				7,515,855	3,450,258	146,782	2,932,121	898,662	CONSTR.	1,793,000	1,200,000	0	1,150,000	
									TOTAL	2,509,570	2,120,060	760,210	2,126,015	

ILLUSTRATIVE PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Illustrative Projects

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Pending Year
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2022
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				FUNDING SOURCE					CONSTR.	
									TOTAL	
Grand Forks #117001	Grand Forks	Maintenance Bldg	Expansion of the Public Transportation Maintenance Building and new fueling system	REMARKS: Project is applying for competitive grant programs						
	Grand Forks	Capital							Operations	
No PCN	Facility Expansion	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				6,000.00	4,800.00			1,200.00	CONSTR.	
FTA Programs									TOTAL	6,000.00
Grand Forks #118001	Grand Forks	N 42nd St	construct a new grade separation for N. 42nd St and the BNSF railline, includes intersection of DeMers Ave.	REMARKS:						
	Grand Forks	Minor Arterial							Operations	
No PCN	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				45,000.00					CONSTR.	45,000.00
									TOTAL	45,000.00
				REMARKS:						
									Operations	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
									CONSTR.	
									TOTAL	



MPO Staff Report
Technical Advisory Committee:
July 13, 2022
MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Matter approval of the Transportation Alternatives (TA) FY 2024 and 2025 City of Grand Forks Project Application

TAC RECOMMENDED ACTION:

Matter of Transportation Alternatives (TA) FY 2024 and 2025 Project Application.

Background:

TA provides funding for programs and projects defined as transportation alternatives. They include pedestrian and bicycle facilities, Safe Routes to School projects, safe routes for non-drivers, community improvement activities, and environmental mitigation projects.

Applications need to be approved by Grand Forks City Council before being submitted to the GF/EGF MPO by July 27th, 2022. The GF/EGF MPO will send the applications to the NDDOT on behalf of the applicant.

Findings and Analysis

- The projects submitted are consistent with the MPO's Metropolitan Transportation Plan.
- The submitted proposed TA project follows the guidelines

Support Materials:

- Copy of the Grand Forks TA Application
- Copy of the Grand Forks TA Application City Council Staff Report

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



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

July 8, 2022

Mrs. Stephanie Halford
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: TA Application

Dear Mrs. Halford:

Attached please find the City of Grand Forks' TA Project Application. Please forward the application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649. Please provide any comments or requested revisions to us by Wednesday, July 22nd, 2022.

1. 2025 - Shared Use Path – S 48th St (32nd Ave S to 17th Ave S)

Sincerely,

A handwritten signature in blue ink, appearing to read "Allen R. Grasser".

Allen R. Grasser, P.E.
City Engineer

ARG/ccd

Cc: David Kuharenko
Ed Liberman
Christian Danielson

2022 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

S 48th St (17nd Ave S to 32nd Ave S)

Figure #1



1. PROJECT NAME

S 48th St Shared Use Path (17th Ave S to 32nd Ave S)

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 18}; 17th Ave S to 32nd Ave S

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen Grasser, PE
255 N. 4th St.
Grand Forks, ND 58203
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
A City with a population between 50,000 and 200,000

6. SPONSORING OFFICIAL

Mayor Brandon Bochenski
255 N. 4th St.
Grand Forks, ND 58203
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would convert an existing gravel path along the east side of S 48th St to a concrete shared-use path. It will begin at the shared-use path that has been constructed in 2022 with Transportation Alternative funding at the intersection of 32nd Ave S and S 48th St and extending north to the intersection at 17th Ave S. The path will likely be located on the east side of the road in the same location as the existing gravel path and reusing the existing gravel as a base for the shared-use path within the existing right-of-way and easements.

S 48th St is classified as a minor arterial street and has a posted speed limit of 35 mph. Based on the 2021 traffic count, S 48th St sees approximately 2,505 vehicles per day including 305 trucks. The Metropolitan Planning Organization's 2045 Long Range Transportation Plan indicates that this segment of S 48th St will see between 4,827 to 5,515 vehicles per day in 2045. A gravel bike path currently exists on the east side of S 48th St. from the from 17th Ave S to 32nd Ave S.

The existing gravel path is located east side of S 48th St and connects the city's business park and industrial park to the shared-use path along 32nd Ave S. There has been continued development in recent years in this area and this path will

connect the residential areas east of Interstate-29 directly to Border States Electric, FedEx Ground, and Acme Tool Distribution Center. Also, nearby to the proposed path is LM Windpower and Cirrus aircraft, some of Grand Fork's largest employers.

As development continues with large employment centers, bicyclists and pedestrians will prefer a more direct route to reach their destinations. 32nd Ave S is one of four crossings over Interstate-29 and the proposed path will act as one component for more direct access for workers east of the interstate to access these employment centers. The gravel path along the north side of 32nd Ave S from Heartland Dr. to S 48th St. has been converted to a concrete shared use path with TA Funds in 2022. The proposed project would be a direct continuation of the 32nd Ave project. This will provide a continuous paved route from residential areas east of I-29 to some of Grand Fork's largest employers in the industrial park. Currently there are no bus routes which extend to the industrial or business parks in this portion of town.

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

- a. Provide the second phase of bicycle and pedestrian accommodations.
- b. Provide a paved trail facility to directly connect the residential areas to the developing employment centers.
- c. Provide an additional improved segment to the overall bike path network for the City.

Improvements included in this path would be the following:

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

8. PROJECT COST

Total Estimate	= \$1,235,000
Ineligible costs (Engineering, Testing, etc.)	= \$135,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$1,100,000

9. WHAT TA CATEGORY BEST FITS THIS PROJECT?

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

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

10. SUPPORTING DATA**1. Is this project part of an identified recreation or transportation plan, if so explain?**

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a gravel path that could be upgraded to a concrete Shared-Use Path.

2. Is this project tied to another project? If so, please explain.

No.

3. How does this project fit with similar projects in your community and/or region?

This shared use path remains consistent with other paths that have been installed in the community. The path also continues the effort of installing shared-use paths to new developments in order to serve them with alternate methods of transportation. This project would be a continuation of the 32nd Ave S shared use path that has been installed in 2022 using TA funds.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

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




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

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY
City of Grand Forks

15. ENVIRONMENTAL IMPACTS

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

16. SIGNATURES

	<i>7/8/22</i>
Allen Grasser, City Engineer	DATE
	7/8/2022
Mayor Brandon Bochenski	DATE
	7/8/2022
MPO OFFICIAL	DATE

2022 TA Application (Fiscal Year 2024-2025)**48th (17th to 32nd) - Estimate****10' Wide Shared Use Path****7/6/2022**

48th (17th to 32nd) - Estimate

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 7,000.00	\$ 7,000.00
202	130	REMOVAL OF CURB & GUTTER	260	LF	\$ 30.00	\$ 7,800.00
203	113	COMMON EXCAVATION WASTE	790	CY	\$ 50.00	\$ 39,500.00
251	300	SEEDING CLASS III	2.2	ACRE	\$ 7,000.00	\$ 15,400.00
253	201	HYDRAULIC MULCH	2.2	ACRE	\$ 4,000.00	\$ 8,800.00
302	121	AGGREGATE BASE COURSE CL 5	160	CY	\$ 50.00	\$ 8,000.00
702	100	MOBILIZATION	1	LSUM	\$ 130,000.00	\$ 130,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 20,000.00	\$ 20,000.00
722	6200	ADJUST MANHOLE	8	EA	\$ 500.00	\$ 4,000.00
722	6201	ADJUST MANHOLE SPECIAL	17	EA	\$ 2,100.00	\$ 35,700.00
748	140	CURB & GUTTER-TYPE 1	260	LF	\$ 100.00	\$ 26,000.00
750	125	SIDEWALK CONCRETE 5IN	5680	SY	\$ 85.00	\$ 482,800.00
750	2115	DETECTABLE WARNING PANELS	140	SF	\$ 66.00	\$ 9,240.00
-	-	EROSION CONTROL	1	LSUM	\$ 20,000.00	\$ 20,000.00

Construction Total	\$ 814,240.00
Inflation (2024)	\$ 915,909.26
Contingencies (20%)	\$ 184,090.74
Construction Subtotal	\$ 1,100,000.00
Federal (80%)	\$ 890,230.00
Local (20%)	\$ 209,770.00
Consulting	\$ 120,000.00
Testing	\$ 15,000.00
Total Local	\$ 344,770.00

255 NORTH 4TH STREET
PO BOX 5200
GRAND FORKS, ND
58206-5200



PLANNING DEPARTMENT
(701) 746.2661

October 25, 2021

RE: S 48th Street from 22nd to 32nd Ave

To Whom It May Concern,

The Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC) would like to express their support for a shared-use path along S 48th Street (from 22nd to 32nd Ave). The group supports this project to provide better access to a busy and growing area of our community.

Bicyclists and Pedestrians have long recognized the need for a shared-use path along this section of S 48th Street. This recommendation is based on the goal connecting the residential area to the Industrial Park and Business Park. There is a growing need to provide a safe, reliable route of transportation along this road, a separate shared-use path would ease safety concerns and encourage all abilities to walk and bike in our community.

The Bicycle, Pedestrian and Greenway Advisory Committee represents both recreational and commuter bicyclists. The group was formed in 2008 to gather input, ideas, and assistance from citizens regarding the Greenway and the bicycle/pedestrian system in the community. Each month citizens meet to discuss how to improve the system and promote use.

System connection projects like these are one of many ways the city can encourage residents to use alternate modes of transportation. We appreciate your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Stephanie Halford".

Stephanie Halford, Senior Planner
Planning & Community Development Department
(701)792-2897 / shalford@grandforksgov.com



City of Grand Forks
Staff Report
Committee of the Whole – June 27, 2022
City Council – July 5, 2022

APPROVED & ACCEPTED
by City Council

07/05/2022

Maureen Storstad
Maureen Storstad
City Auditor

Agenda Item: Federal Funding Request – Transportation Alternatives Program

Submitted by: Engineering Department, David Kuharenko, PE (Assistant City Engineer)
Christian Danielson (Senior Civil Engineer)

Staff Recommended Action: **Approve the Transportation Alternatives project funding request and direct staff to submit the approved projects to the Grand Forks – East Grand Forks Metropolitan Planning Organization for submission to the North Dakota Department of Transportation**

Committee Recommended Action: Motion by Weber, Second by Vein refer to City Council with a recommendation to approve. Motion Carried unanimously.

Council Action:

Motion by Sande, second by Kvamme to approve on consent agenda. Motion carried unanimously.

BACKGROUND:

The Transportation Alternatives (TA) program has had multiple names in the past including the Transportation Alternatives Program (TAP) and Transportation Enhancements (TE). This program was also merged with the Safe Routes to School (SR2S) program. This program is for projects focused in the three areas of bicycle and pedestrian projects, scenic and environmental projects, and historic projects.

In the past, the city would apply for TA funding in the fall similar to the other funding opportunities. However, within the past year there have been significant changes to the TA program. Historically, there was only about \$800,000 to \$900,000 available annually for TA funding, with the recent changes this has increased significantly to approximately \$5.8 Million. This increase in funding resulted in the NDDOT accelerating projects which were originally programmed in 2024 to be accelerated to 2023. In addition to the significant increase in available funding the NDDOT has removed the funding limitations of \$200,000 for rural projects and \$290,000 for urban projects. With these changes, the NDDOT is turning away the applications that were submitted in the fall of 2021 and are asking for new applications due August 19, 2022.

Based on information on the NDDOT's website the available per year funding for FY 2024 and 2025 are as follows:

- Rural – less than 5,000 population - \$1,303,338
- Urban – 5,000 to 50,000 population - \$585,095
- Urban – 50,000 to 200,000 population - \$771,103
- TMA – Greater than 200,000 population - \$742,285
- Available for any area - \$2,363,977
- Total Funding Available Annually for FY 2024/2025 - \$5,765,798

The City of Grand Forks falls into the 50,000 to 200,000 population category and will be competing for funding with Bismarck and Mandan within that category. The eligibility for funding under this program is for construction only. Design engineering, construction engineering, utility relocation, and right of way are considered ineligible under this program. The typical funding split is 80% federal/20% local for eligible items.

With the removal of the funding limitations city staff is able to target larger scale projects that can complete a longer length of shared use path as a single project, instead of multiple projects reducing staff time spent on environmental documents and reduce consulting costs associated with construction engineering.

After considering possible projects for funding under this program, staff recommends for the following project:

- 2024 - Shared Use Path S 48th St (32nd Ave S to 17th Ave S) (\$1,235,000)

Shared Use Path S 48th St (32nd Ave S to 17th Ave S) 2024 TA Application: Currently on the east side of S 48th St from 32nd Ave S to 17th Ave S there is a 12" thick gravel path. The proposed project would be a continuation from the 32nd Ave S project and continue north removing the upper 5" of the gravel and paving a 5" thick 10' wide concrete shared use path. This would provide an additional mile of paved shared use path to the Business Park, the Industrial Park, providing improved access to businesses like Border States Electric, Acme Tools, and FedEx Ground. This project would be requesting approximately \$890,000 in Federal funding.

The TA program is a competitive funding program, meaning that a selection committee reviews the applications, compares the projects, and ranks them. The projects are then allocated funding until there is no funding remaining. By extending the limits of the project that we previously submitted we are providing connections to some of the larger employers in Grand Forks which can improve the competitiveness of our application.

Projects previously approved for Federal funding under this program include:

- 2013 – Shared Use Path on S 20th St (40th Ave S to 47th Ave S)
- 2014 – Shared Use Path on S 42nd St (17th Ave S to 24th Ave S)
- 2015 – Granitoid Pavement Preservation (Cottonwood St, 2nd Ave S, & 3rd Ave S)
- 2016 – Shared Use Path on Demers Ave (42nd St – 48th St) (Construction in 2017)
- 2017 – Shared Use Path on 55th St (University Ave to W Lanark Dr) (Const. in 2018)
- 2018 – Shared Use Path on 6th Ave N (N 40th St to English Coulee) (Const in 2019)
- 2019 – Shared Use Path on 17th Ave S (S 20th St to S 25th St) (Const in 2020)
- 2020 – Shared Use Path on S Columbia Rd (40th Ave S to 47th Ave S) (Const in 2021)
- 2022 – Shared Use Path on 32nd Ave S (Heartland Dr to S 48th St)

Federal funding granted through the TA program for these projects amount to approximately \$2 million and the amount programmed to the city accounts for approximately 19% of the total available urban funding through the TA program statewide for Fiscal Years 2013-2023.

Though we have received a large amount of federal funding through this program, in order to use these funds, all federal requirements must be met. These requirements are typically more complex and take significantly more staff time to complete than compared to a project completed only using local funding sources. Some of these requirements include an environmental document, a significantly larger plan set, having a project inspector on site whenever the contractor is on site, more detailed field inspection reporting, more complex project closeout documentation, among other differences.

ANALYSIS AND FINDINGS OF FACT:

- The TA program is a competitive funding program, providing federal funds on selected projects for construction only expenses.
- In recent years city costs for TA projects are becoming significantly closer to cost neutral compared to if the project was completed using 100% local funding. However, with the removal of the funding caps, TA funding has become more attractive.
- The TA program is currently soliciting for fiscal year 2024/2025.

SUPPORT MATERIALS:

- 2022-2025 TA Federal Funding Program List with Cost Estimates (1 page)
- Project Location Map (1 page)
- Grand Forks/East Grand Forks MPO 2021 Bikeway Map (1 page)
- TA Solicitation Letter Dated May 2022 (2 pages)

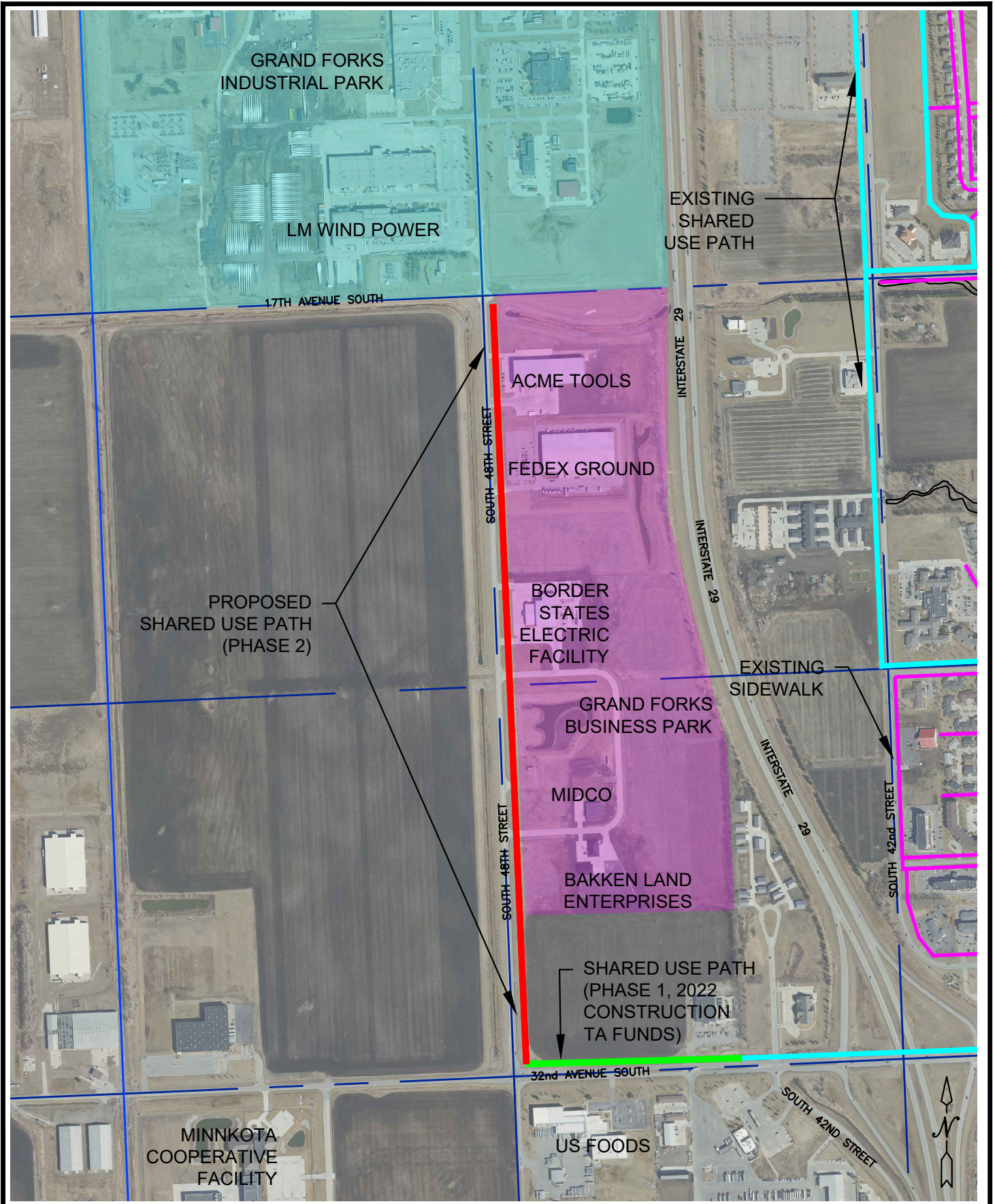
TA REQUESTS
CITY PROJECT SUMMARY 2022-2025
GRAND FORKS NORTH DAKOTA
SUBMITTED IN 2022

DATE: 6/21/2022

Allen Grasser
701.746.2640

FISCAL YEAR	CONST YEAR	CATEGORY	TYPE OF WORK	PROJECT LOCATION	TOTAL FEDERAL, STATE AND CITY MATCH	FEDERAL SHARE	STATE SHARE	CITY MATCH	CITY OTHER		TOTAL CITY COST	TOTAL PROJECT COST
									R/W	MISC		
2022	2022	TA	Shared Use Path	32nd Ave S S 42nd St to S 48th St	\$196,063	\$156,850	\$0	\$39,213	\$0	\$80,000	\$119,213	\$276,063
2022	2022	LOCAL	Bike Path	S Washington St Concrete Bikepath 55th Ave S to 59th Ave S	\$169,273	\$0	\$0	\$169,273	\$0	\$0	\$169,273	\$169,273
2022	2022	LOCAL	Bike Path	62nd Ave S Asphalt Bikepath Magnolia Dr to S 14th St	\$17,061	\$0	\$0	\$17,061	\$0	\$0	\$17,061	\$17,061
2023	2023	LOCAL	Rehabilitation/ Reconstruction	Columbia Rd Asphalt Bikepath 17th Ave S to 22nd Ave S	\$30,000	\$0	\$0	\$30,000	\$0	\$0	\$30,000	\$30,000
2024	2024	TA-1	Shared Use Path	S 48th St 32nd Ave S to 17th Ave S	\$1,100,000	\$890,230	\$0	\$209,770	\$0	\$135,000	\$344,770	\$1,235,000
				2022-2025 Totals	\$1,512,397	\$1,047,080	\$0	\$465,317	\$0	\$215,000	\$680,317	\$1,727,397

Newly requested projects are listed in bold text.



CITY OF
GRAND FORKS
ENGINEERING
DEPARTMENT

2024-2025 TA APPLICATION
SHARED USE PATH ON S 48TH ST
17TH AVE S TO 32ND AVE S

DATE
6/21/2022

CITY PROJECT
8540

SCALE
NTS

PAGE
1 of 1

May 25, 2022

TO: City Commission/City Auditors
County Commission/County Auditors
City Engineers of 11 Major Cities
Metropolitan Planning Organizations
Tribal Chairpersons
Tribal Planners
North Dakota Schools
ND Parks and Recreation

USDA Forest Service
ND Forest Service
ND Department of Health
ND Game and Fish
BIA Regional Office in Aberdeen
Transit Providers
US Fish and Wildlife
US Army Corps of Engineers

TRANSPORTATION ALTERNATIVES (TA) PROGRAM

The North Dakota Department of Transportation (NDDOT) is accepting applications for Transportation Alternatives (TA) Program projects for federal fiscal year 2024 and 2025.

TA provides funding for projects that include:

- 1) Pedestrian and bicycle projects.
- 2) Safe routes to school and safe routes for non-drivers' projects.
- 3) Conversion and use of abandoned railroad corridor projects for non-motorized users.
- 4) Construction of turnouts, overlooks, and viewing areas along roadways.
- 5) Community improvement activities including:
 - preservation and rehabilitation of operating historic transportation facilities;
 - vegetation management practices in transportation rights of way;
 - archaeological activities relating to impacts from implementation of a transportation project;
 - streetscape improvements;
 - and corridor landscaping.
- 6) Environmental mitigation projects.

The maximum award for Urban (\$290,000) and Rural (\$200,000) projects has been removed, there is no longer a capped amount.

To learn more about the TA program, including new funding guidelines, eligible project applicants, and instructions, go to <https://www.dot.nd.gov/divisions/localgov/TA.htm>.

TA applications are to be submitted to the NDDOT by August 19, 2022. If you have questions or need assistance with the application process, please contact Pam Wenger, Local Government Division, at (701) 328-4787 or pwenger@nd.gov.

With Gratitude,



William T. Panos
Director

38/pjw/sbs



MPO Staff Report
Technical Advisory Committee:
July 13, 2022
MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Approve the Draft Pavement Conditions Analysis Report.

TAC RECOMMENDED ACTION:

Matter of Approval of the Draft Pavement Conditions Analysis Report.

Background: The pavement condition data has been collected for the MPO since 2003 every 5 years. The last time this was done in 2013. With the collection there is an analysis report on the condition of the arterial and collector roads. After the 2015 report was finalized, the MPO was informed that we would no longer be allowed to have federal funds pay for this type of project. In 2020 the MPO was informed that we could use federal funds for this type of project. It was then put on the Work Program for 2021.

The scope of work for this project is for a data collection on arterial and collector roads in both directions within the City limits of Grand Forks and East Grand Forks. This is approximately 253 miles. Once the data is collected the pavement condition can be analyzed and a report written. This will help the MPO make recommendations for performance targets in the future, that are mandated by federal law, as well as help prioritizing projects in the 2050 Metropolitan Transportation Plan (MTP).

The contract with GoodPointe was approved in May 2021. The contract was extended in April 2022. With the draft report before you all the obligations of the contract have been fulfilled. The Cities of Grand Forks and East Grand Forks each have a maintenance contract that allows for upgrades to software and other support. The MPO has access to the software to get the needed data for performance measures and plans.

The analysis shows that overall, both Cities pavements are in good condition. The analysis also uses the budget and policies that each City has inputted to bring needed priority maintenance, rehabilitation, and reconstruction projects forward for review and work scoping based on engineering judgement.

Findings and Analysis

- The completion of Pavement Condition Analysis Report gives the MPO the needed data for performance measures and plans.
- Staff recommends approval of Draft Pavement Condition Analysis Report.
-

Support Materials:

- Draft Pavement Condition Analysis Report.

**Pavement Management Report
Grand Forks-East Grand Forks MPO**

DRAFT

PROJECT SUMMARY REPORT

June 28, 2022

Submitted by:



**GOODPOINTE
TECHNOLOGY**

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Executive Summary

Studies conducted by a number of agencies indicate that as pavement conditions decrease, the cost for the appropriate method of repair can quadruple. A graph of a typical case taken from the American Public Works Association, *The Hole Story*, is shown in the following figure.

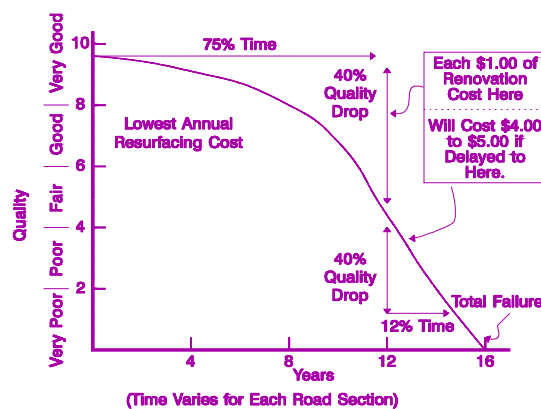


Figure 1

Grand Forks-East Grand Forks MPO contracted GoodPointe Technology to perform pavement management consultation services, which included a pavement surface and International Roughness Index (IRI) ride quality survey in 2021, to determine the surface condition of selected roadway and pavements under the jurisdiction of the Cities of Grand Forks, North Dakota and East Grand Forks, Minnesota.

The roadway pavements of each City were visually inspected using the ASTM Pavement Condition Index (PCI) methodology. The PCI is a methodology used to evaluate and rate pavements on a range of 100 (newly surfaced pavement) to 0 (failed pavement).

The Grand Forks street network consists of approximately 280 centerline-miles of roadways. Of this total: 187.4 miles are Portland Cement Concrete (PCC); 89.7 miles are Asphaltic Concrete (AC); 2.0 miles are gravel surfaced, and 0.9 miles are Brick/Granitoid pavement.

The overall average PCI of the Grand Forks Network is 81; the average PCI of PCC pavements is 86; the average PCI of AC pavements is 70.

The East Grand Forks street network consists of approximately 65.2 centerline-miles of roadways. Of this total: 43.9 miles are Portland Cement Concrete (PCC); 19.5 miles are Asphaltic Concrete (AC), and 1.8 miles are gravel surfaced.

The overall average PCI of the East Grand Forks Network is 80; the average PCI of PCC pavements is 87; the average PCI of AC pavements is 63.

Multi-year budget analysis scenarios were run for each City network, the results of which are presented in this report

Project Procedures

Digital Imaging Inventory Survey of ROW Features

In the summer of 2021 all designated roadway routes under the jurisdiction of each City were driven and imaged by one of our specially equipped data collection vehicles



All roadways designated as functionally-classified were imaged in both directions of travel; local, non-functionally classified roadways were imaged in a single direction. All imagery was captured with multiple full-frame progressive scan digital color cameras.



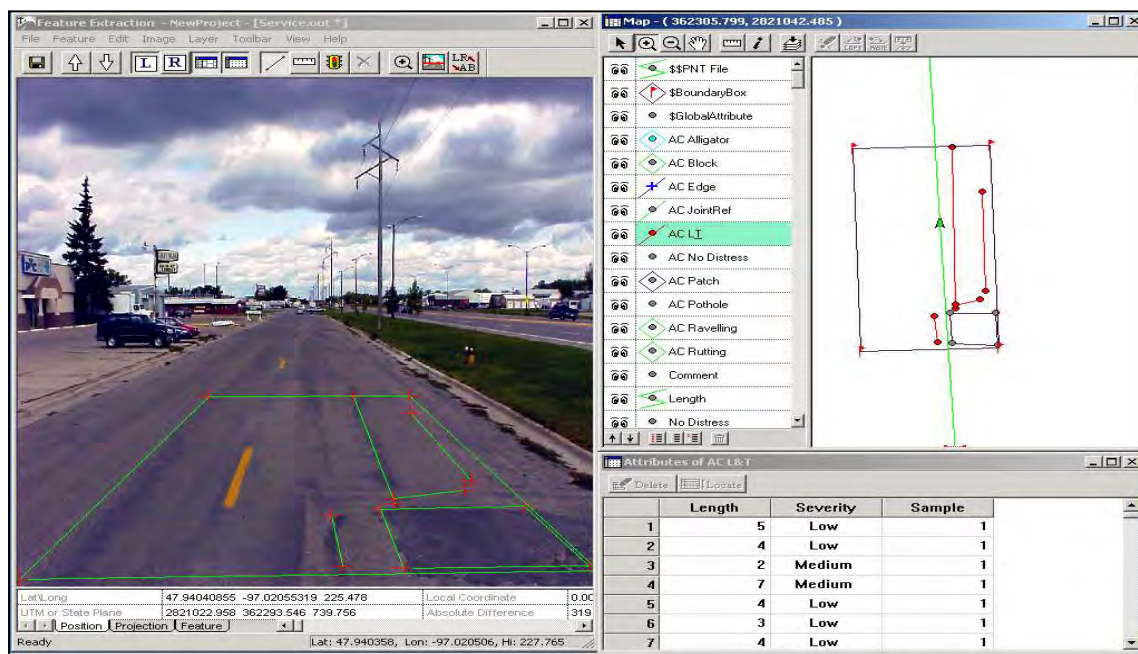
The cameras are high-resolution digital cameras, which take snapshots along the designated route, leaving intelligent-, geo-positioned images with accurately recorded six degrees of freedom information positioned along the roadway.

Pavement Inventory and Condition Survey

GoodPointe Technology used the most current set of available inventory data from available sources to perform the field survey of physical pavement features (e.g. pavement surface type, geometrics, etc.). Using the collected images, GoodPointe validated the information and any incorrect and/or missing inventory data was updated in the ICON database accordingly.

GoodPointe used the digital image data to facilitate a detailed pavement condition survey, in which the various pavement distresses were digitally measured from the images collected in the field.

Condition survey 'sample boxes', were placed on the pavement surface based upon the PCI sampling methodology for each PMS inventory section and then the specific pavement distresses within the sample box were identified and measured according to their relevant physical units (e.g. count, length, and area).



Digital image from the Extraction Software, showing sample box width, distress list, map of distress locations and attributes for each pavement condition feature re-projected on the perspective views.

The PCI survey distress data was recorded based upon actual surface conditions and physical characteristics of each pavement inventory unit defined in this project.

The digital image data collected in the field was automatically geo-referenced and stored in onboard computer hardware and then processed and uploaded to the ICON Infrastructure Management system database systems managed by the Cities of Grand Forks and East Grand Forks, both of which are hosted on a dedicated Amazon Web Services (AWS) cloud server managed by GoodPointe Technology.

Asphaltic Concrete (AC) Bituminous Surfaced Pavements




Distress #	ASTM PCI Distress # and Name	Severity Levels	Measurement Units
1	1. Alligator Cracking	L, M, H	Area (square feet)
2	2. Bleeding	L, M, H	Area (square feet)
3	3. Block Cracking	L, M, H	Area (square feet)
4	7. Edge Cracking	L, M, H	Linear (feet)
5	8. Joint Reflection Cracking	L, M, H	Linear (feet)
6	10. Longitudinal/Transverse Cracking	L, M, H	Linear (feet)
7	11. Patching and Utility Cut Patching	L, M, H	Area (square feet)
8	13. Potholes	L, M, H	Count
9	19. Raveling	L, M, H	Area (square feet)
10	15. Rutting	L, M, H	Area (square feet)





Portland Cement Concrete (PCC) Surfaced Pavements



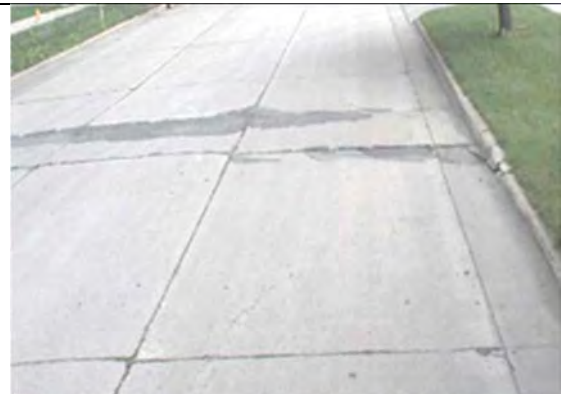

Distress #	ASTM PCI Distress # and Name	Severity Levels	Measurement Units
1	21. Blow-Ups	L, M, H	Number of Slabs
2	22. Corner Break	L, M, H	Number of Slabs
3	24. Durability ("D") Cracking	L, M, H	Number of Slabs
4	23. Divided Slab	L, M, H	Number of Slabs
5	25. Faulting	L, M, H	Number of Slabs
6	26. Joint Seal Damage	L, M, H	Overall Rating
7	28. Linear Cracking	L, M, H	Number of Slabs
8	29. Patching, Large, & Utility Cuts	L, M, H	Number of Slabs
9	30. Patching, Small	L, M, H	Number of Slabs
10	32. Popouts	No Severity	Number of Slabs
11	34. Punchouts	L, M, H	Number of Slabs
12	35. Railroad Crossing	L, M, H	Number of Slabs
13	36. Scaling/Map Cracking/Crazing	L, M, H	Number of Slabs
14	39. Spalling, Joint	L, M, H	Number of Slabs





PCI Survey Example Images

The following images depict typical conditions and recommended maintenance and repair (M&R) activities for Asphaltic Concrete (AC) and Portland Cement Concrete (PCC) pavements. NOTE: these example images have been selected from our historical pavement condition survey projects for the MPO over the years, prior to this project.

	Location	PCI	Recommended M&R Activity (Typical)
	55 th St N. 1 st Ave N. to University Ave	100	Do Nothing
	Alpha St 6 th St N. to Red Dot Pl	92	Routine PCC Local Maintenance
	University Ave S. Ent to 55 th St N.	90	AC Preventive Maintenance <i>Surface Treatment</i> (<i>seal coat, crack sealing</i>)
	Cherry St Pines Circle to 47 th Ave S.	86	Routine PCC Local Maintenance

	<p>Pinehurst Dr Columbia Rd to Pavement Change</p>	<p>86</p>	<p>AC Preventive Maintenance <i>(crack sealing)</i></p>
	<p>Cherry St Central Ct to Great Plains Ct</p>	<p>83</p>	<p>Routine PCC Maintenance <i>Local repairs (crack sealing, joint seal replacement, patching)</i></p>
	<p>Chestnut St 55th Ave S. to 52nd Ave S.</p>	<p>79</p>	<p>Routine PCC Maintenance <i>Local repairs (crack sealing, joint seal replacement, patching)</i></p>
	<p>Cherry St 28th Ave S. to 25th Ave S.</p>	<p>77</p>	<p>Routine PCC Maintenance <i>Local repairs (crack sealing, joint seal replacement, patching)</i></p>

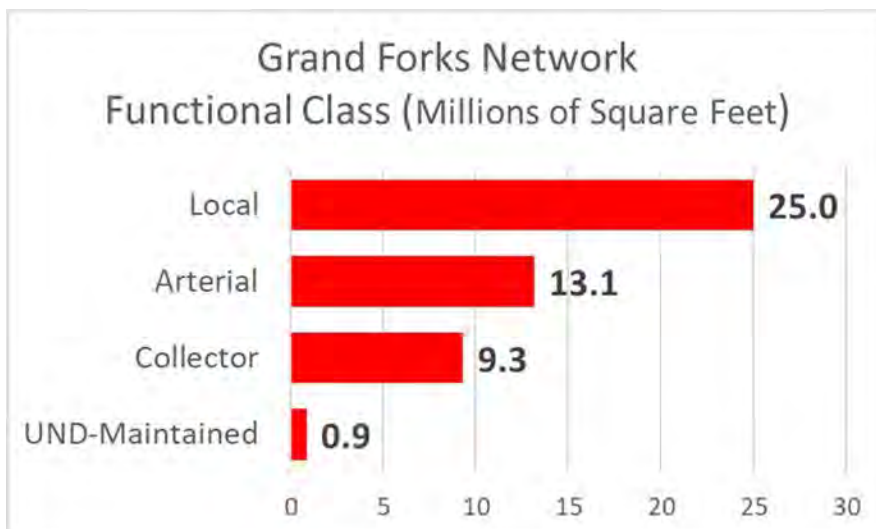
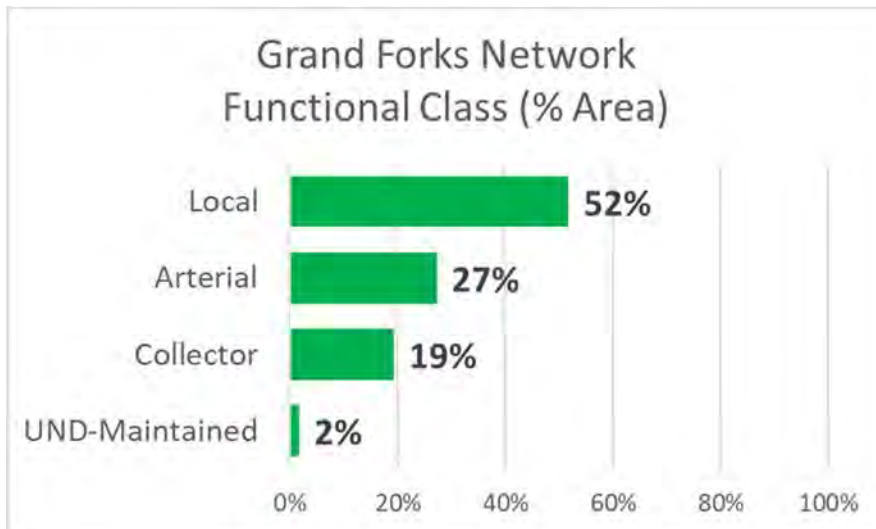
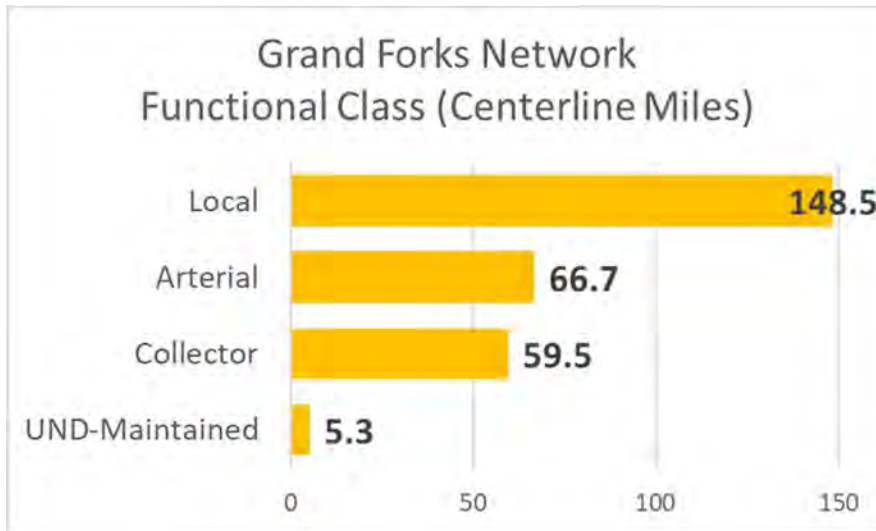
	<p>Cherry St 41st Ave S. to Great Plains Ct</p>	<p>72</p>	<p>Routine PCC Maintenance <i>Local repairs (crack sealing, joint seal replacement, patching)</i></p>
	<p>Chestnut St Walnut to 15th Ave S.</p>	<p>68</p>	<p>AC Preventive Maintenance <i>Surface Treatment (seal coat, crack sealing)</i></p>
	<p>Library Cir Library Cir S to 20th</p>	<p>60</p>	<p>Routine PCC Maintenance <i>Local repairs (crack sealing, joint seal replacement, patching)</i></p>
	<p>Knight Dr East End to Columbia Rd</p>	<p>51</p>	<p>PCC Maintenance <i>Local rehab repairs (slab replacement)</i></p>

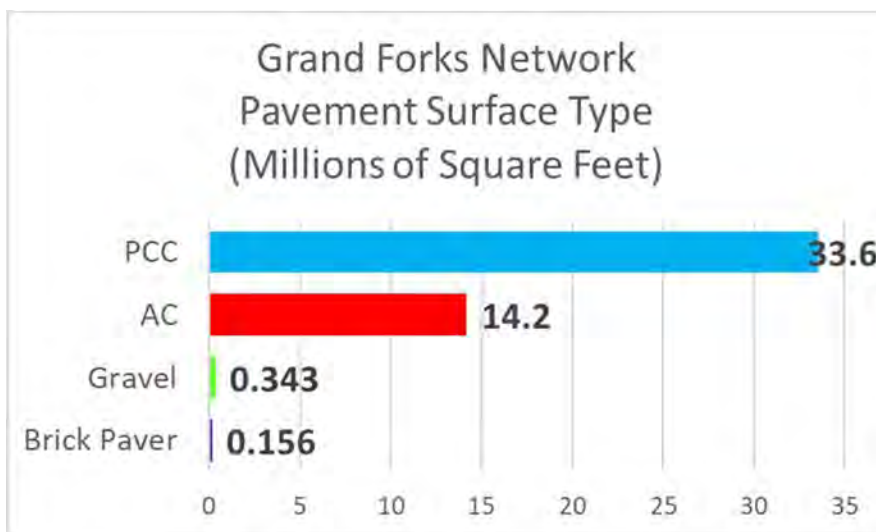
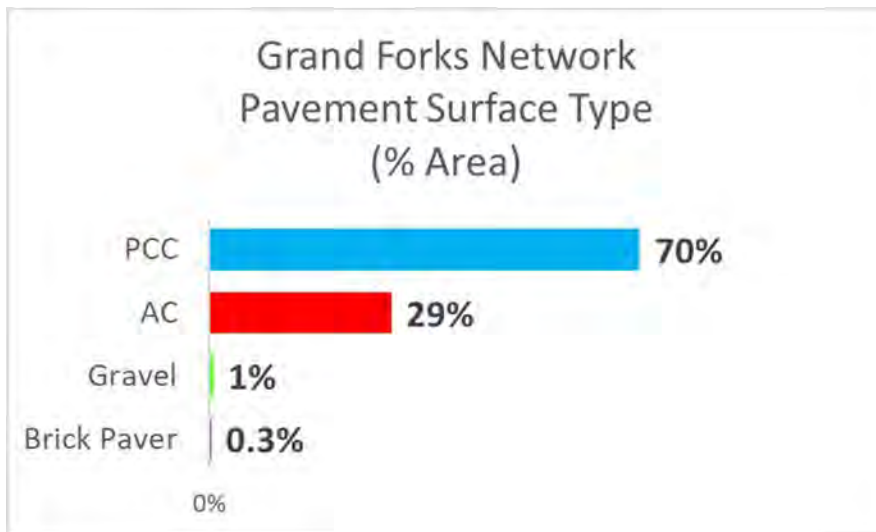
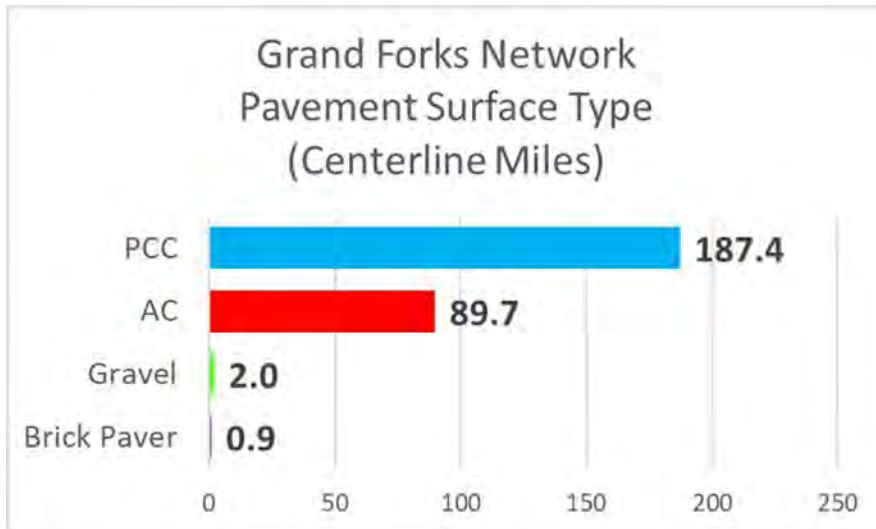
	<p>Euclid Plum to Pakenham Ave</p>	<p>49</p>	<p>PCC Maintenance <i>Local rehab repairs (patching and slab replacement)</i></p>
	<p>Chestnut St 24th Ave S. to 23rd Ave S.</p>	<p>43</p>	<p>AC Major Repair <i>Overlay, Mill & Overlay</i></p>
	<p>Walnut St 28th Ave S. to Schroeder Dr</p>	<p>38</p>	<p>PCC Maintenance <i>Local rehab repairs (patching and slab replacement)</i> Or PCC <i>Reconstruction</i></p>
	<p>Chestnut St 22nd to 23rd Ave</p>	<p>38</p>	<p>AC Major Repair <i>Overlay, Mill & Overlay</i></p>

	Lanark 10 th Ave S to Euclid	22	PCC Reconstruction
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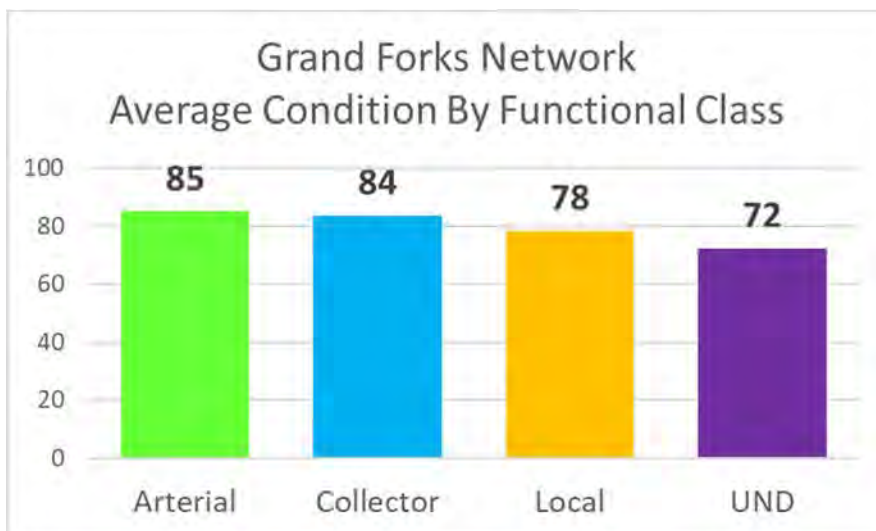
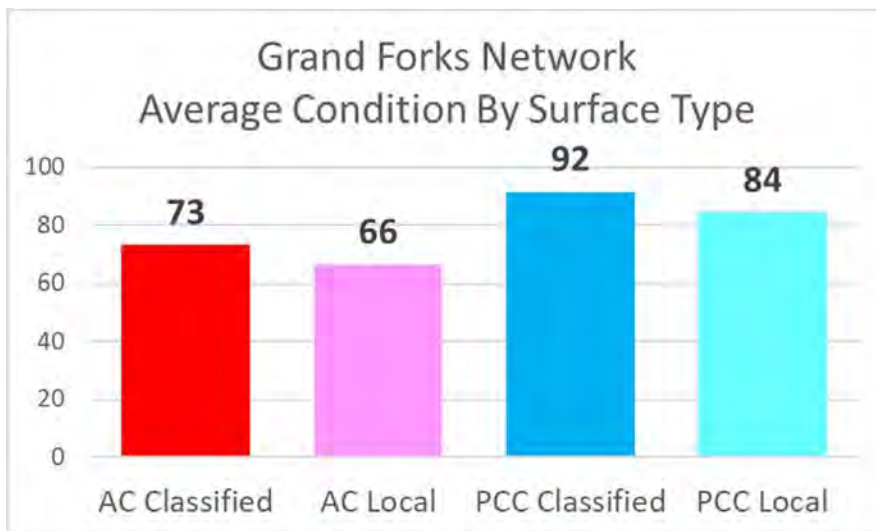
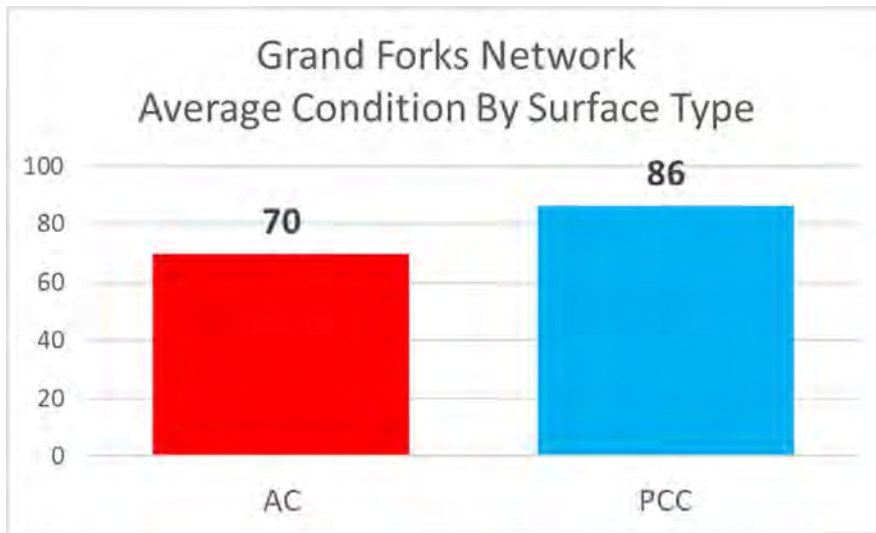
Project Results

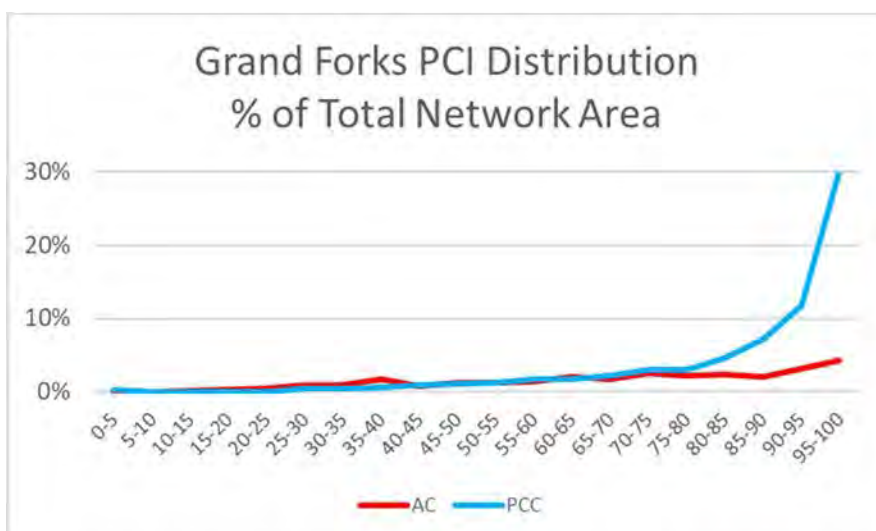
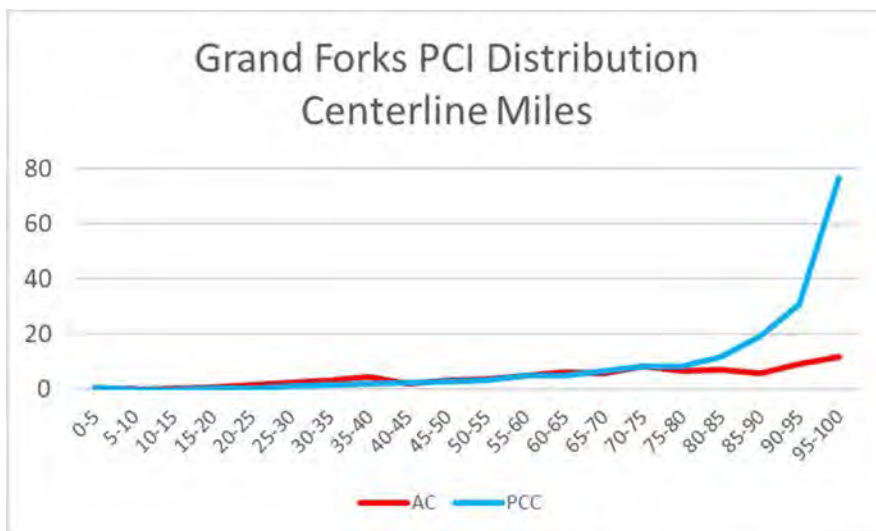
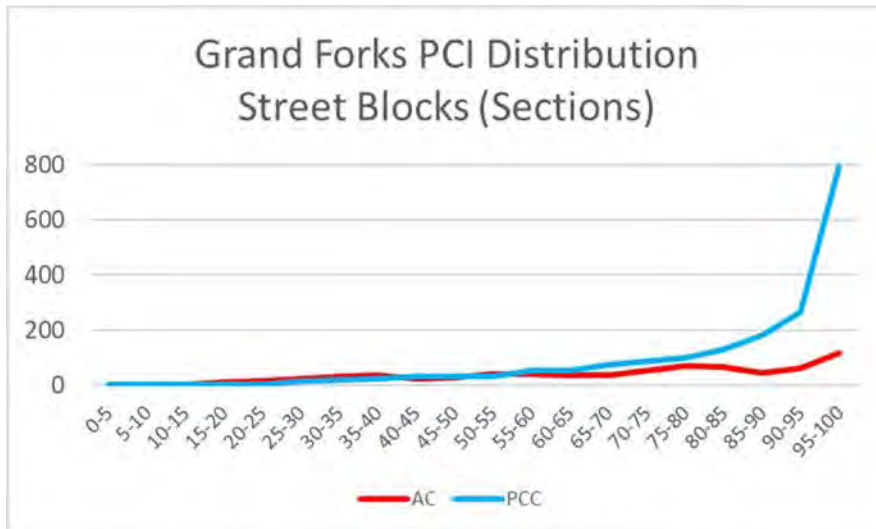
Grand Forks Inventory Summary

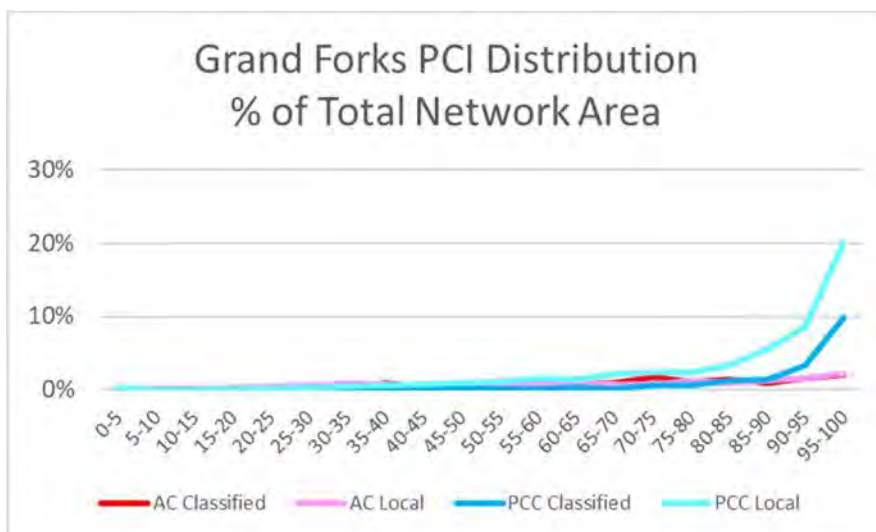
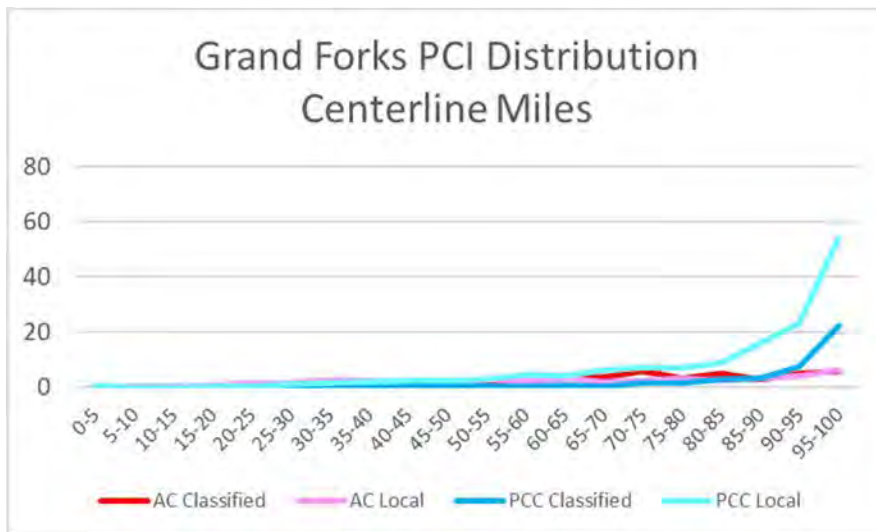
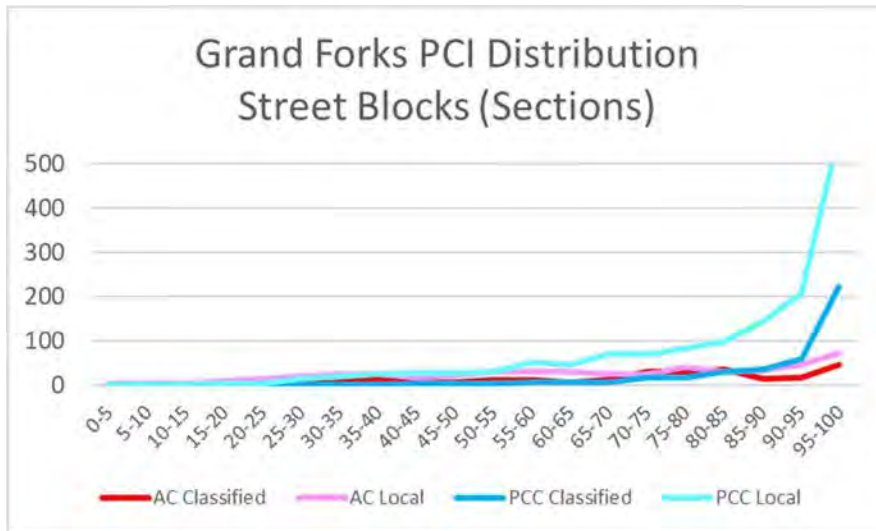


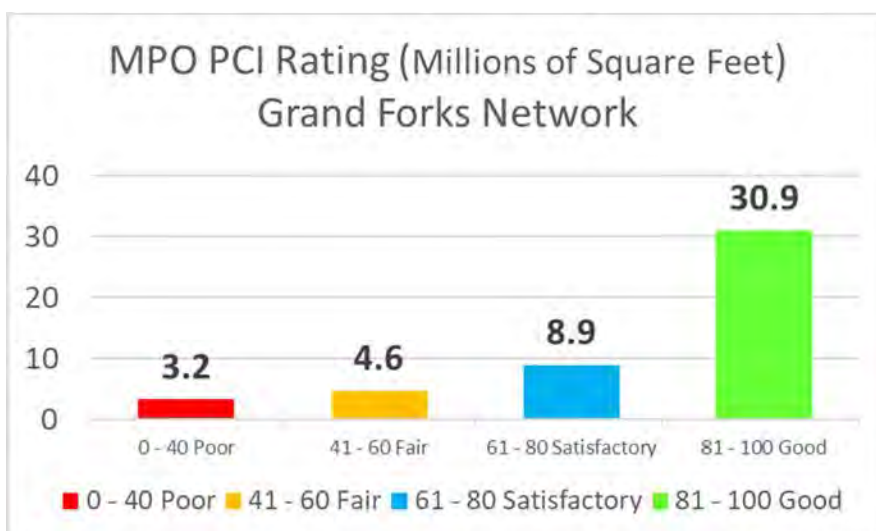
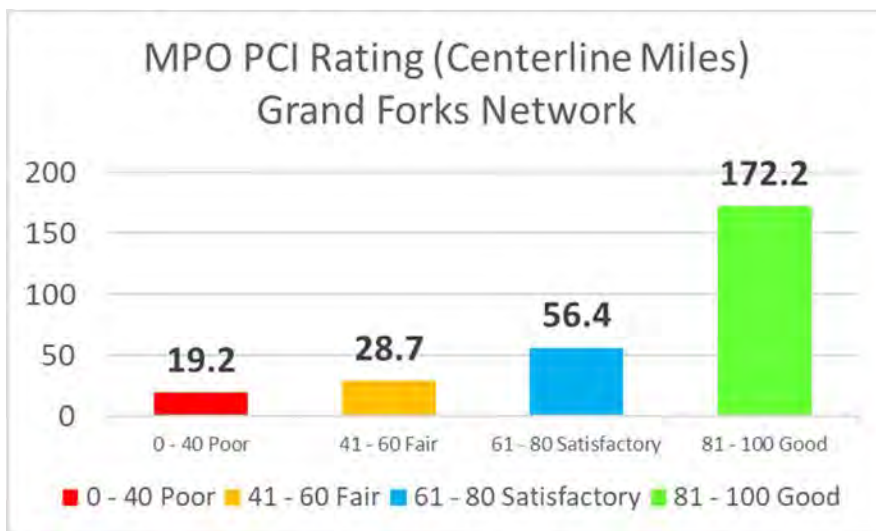
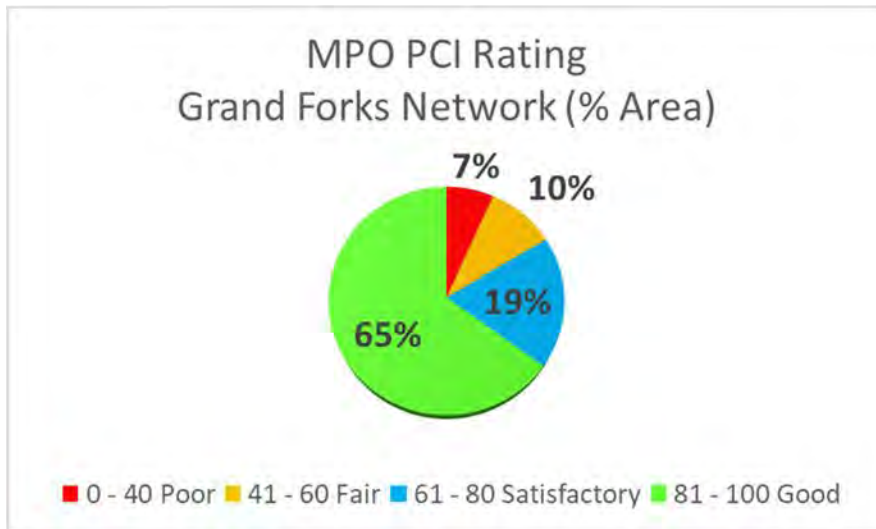


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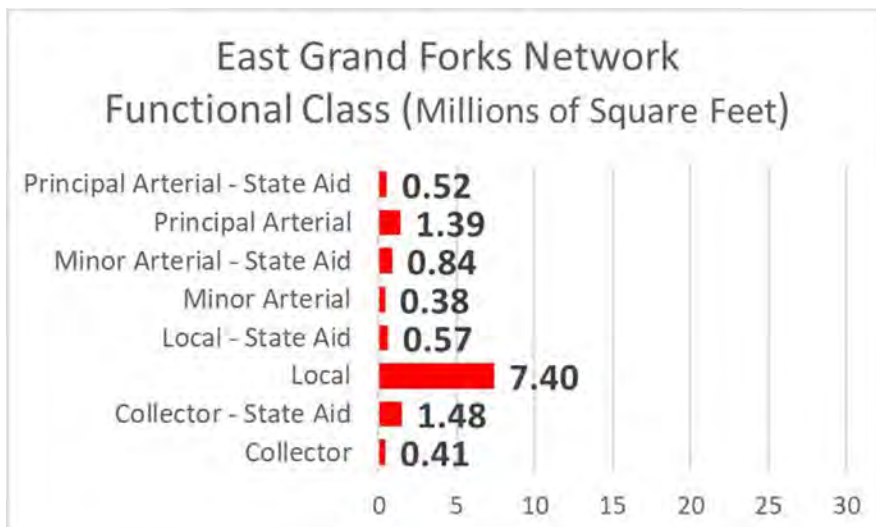
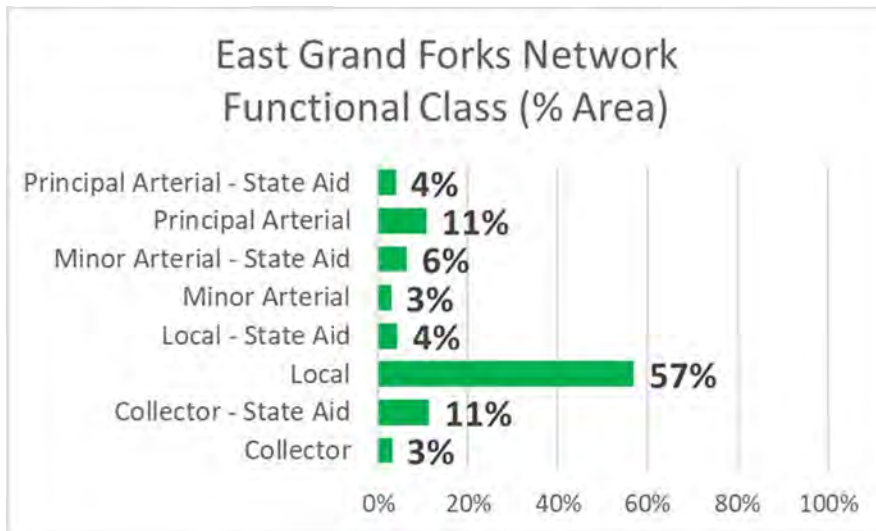
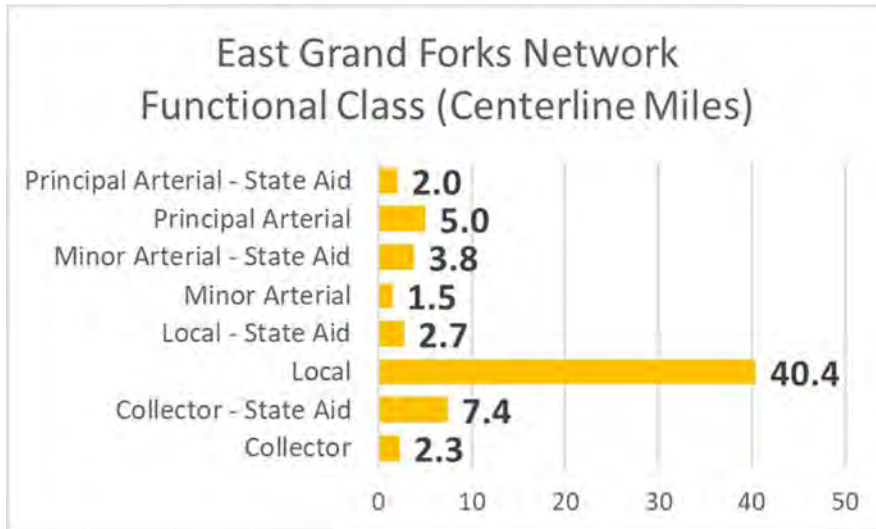


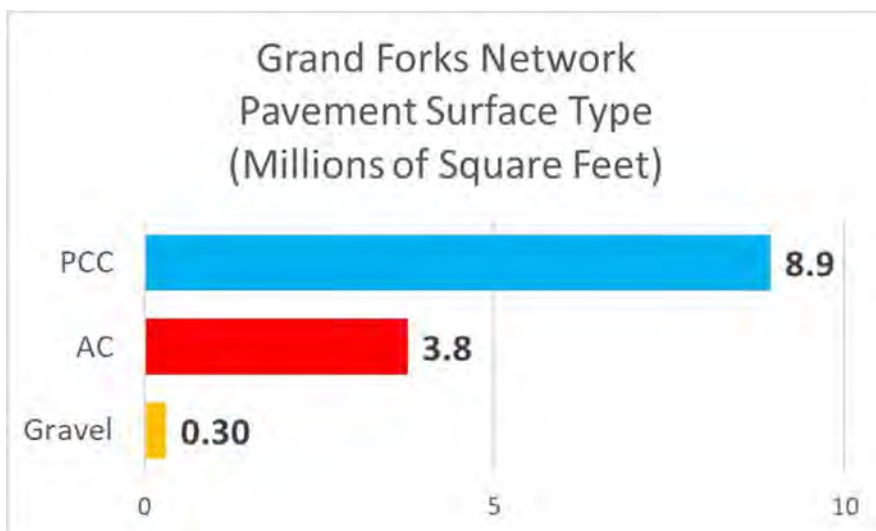
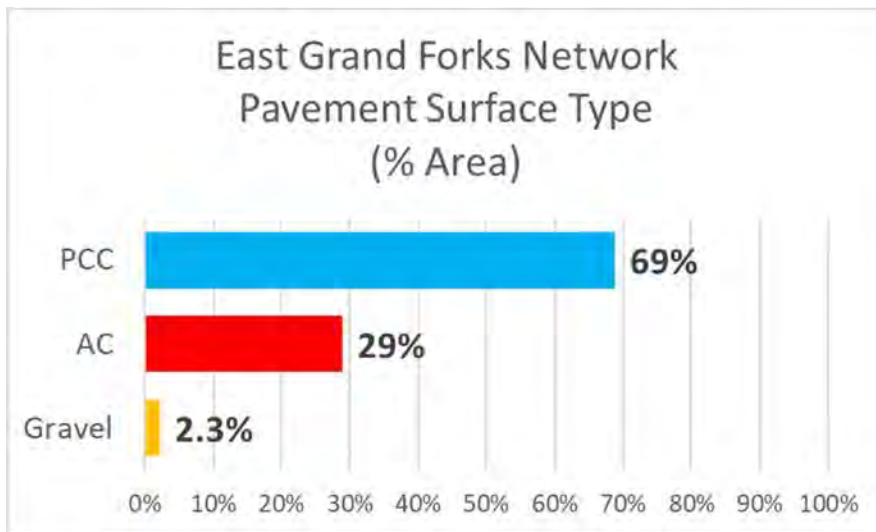
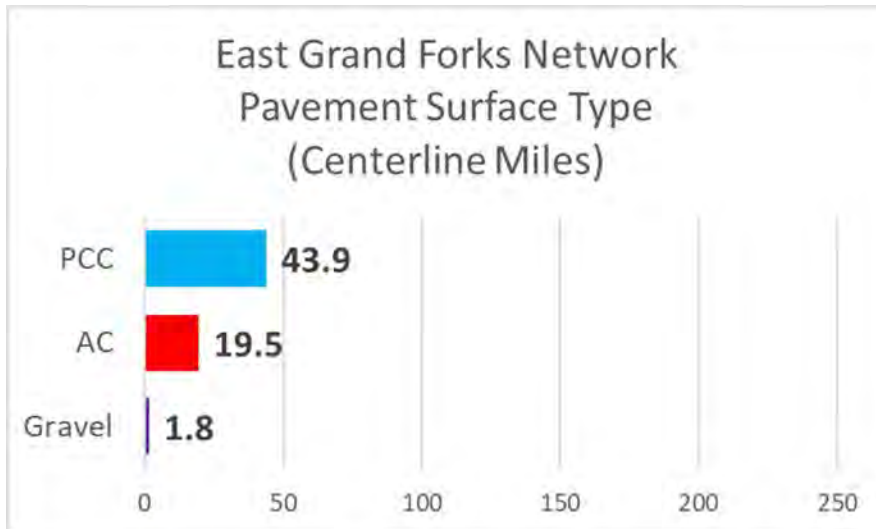




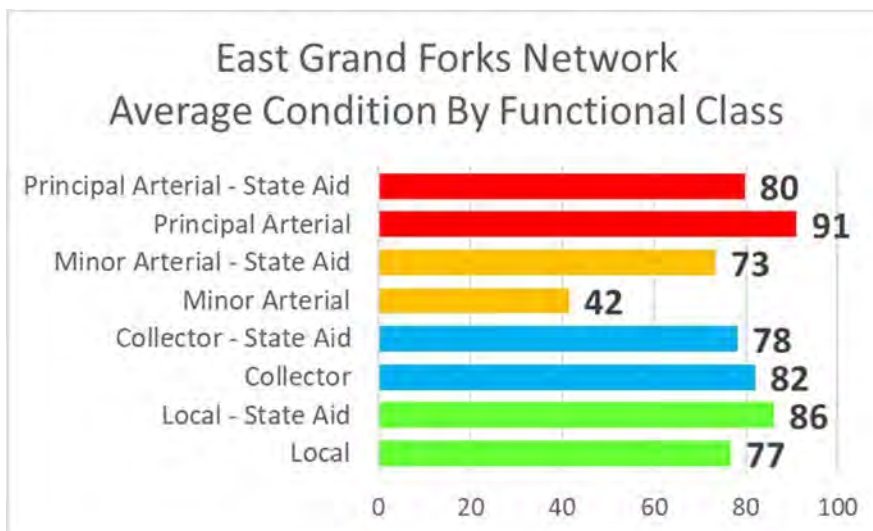
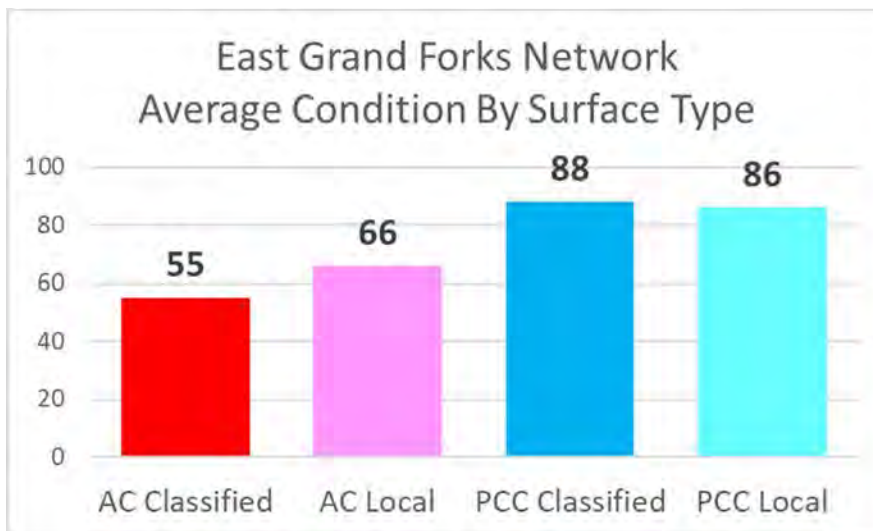
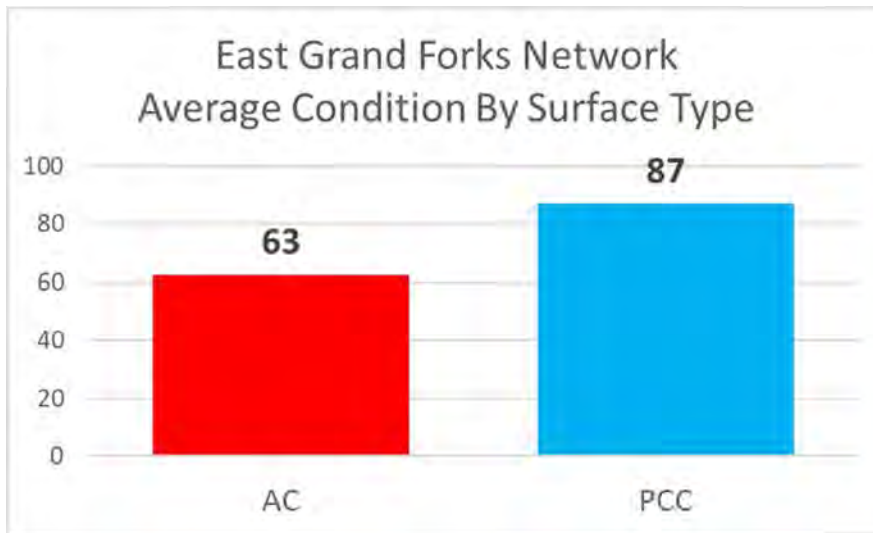


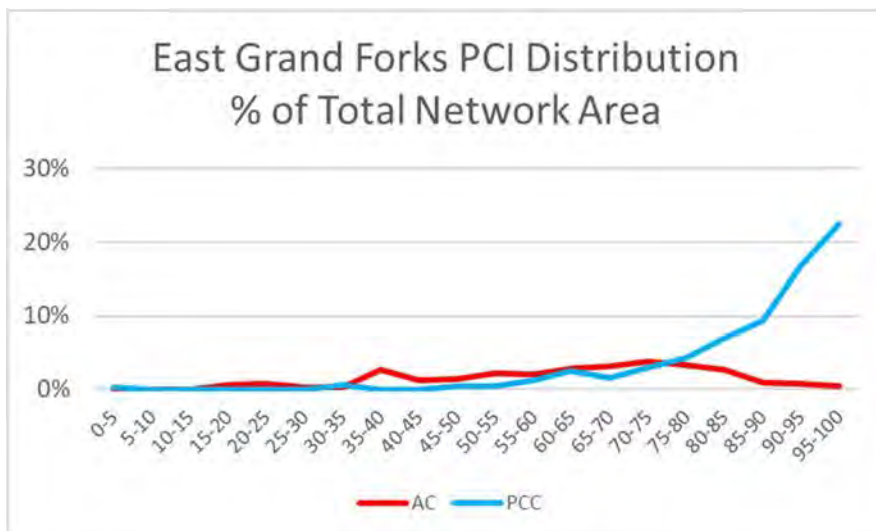
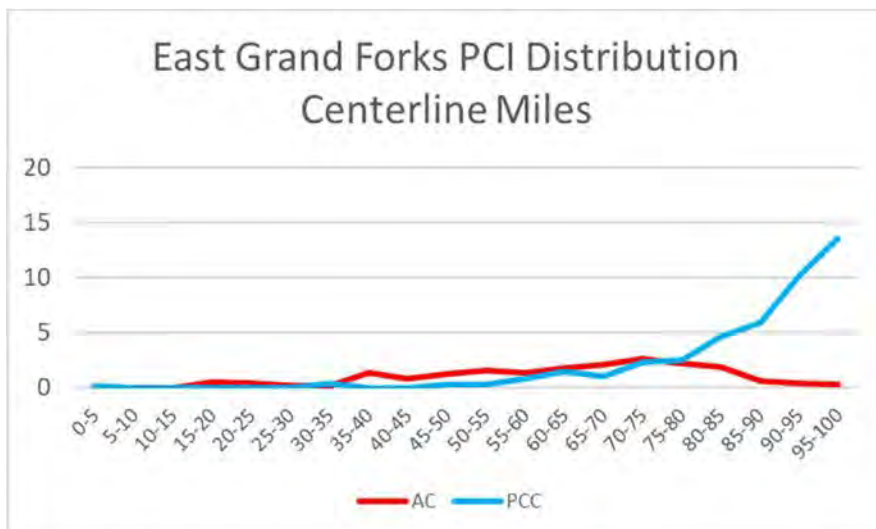
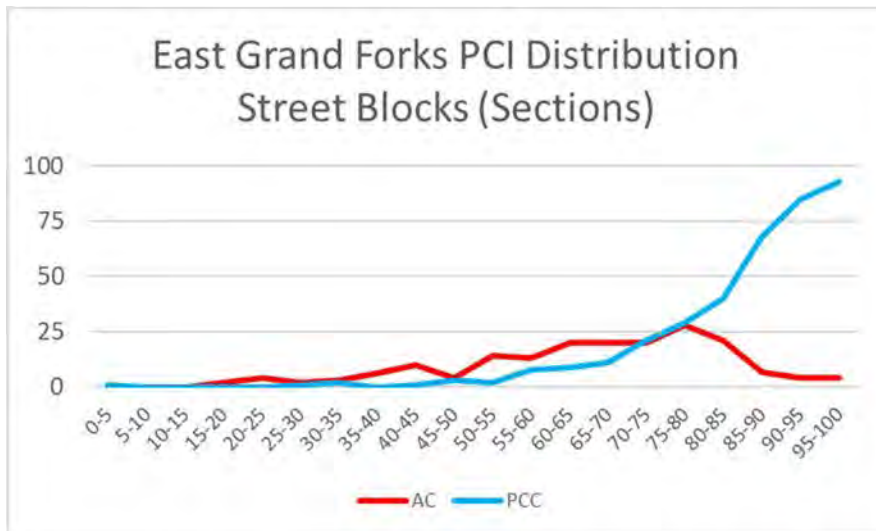
East Grand Forks Inventory Summary

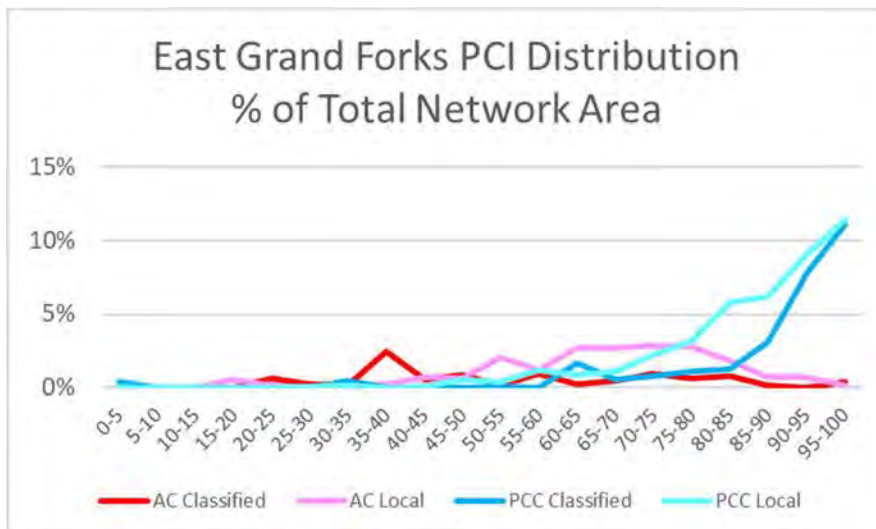
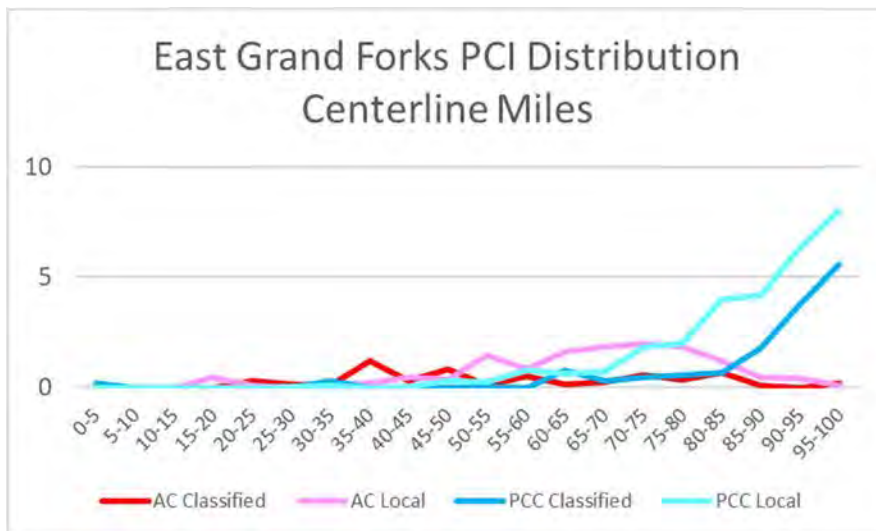
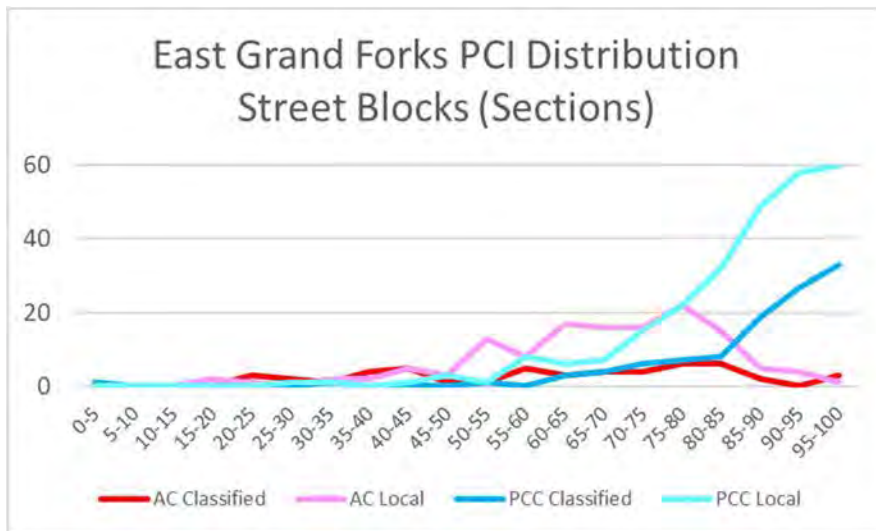


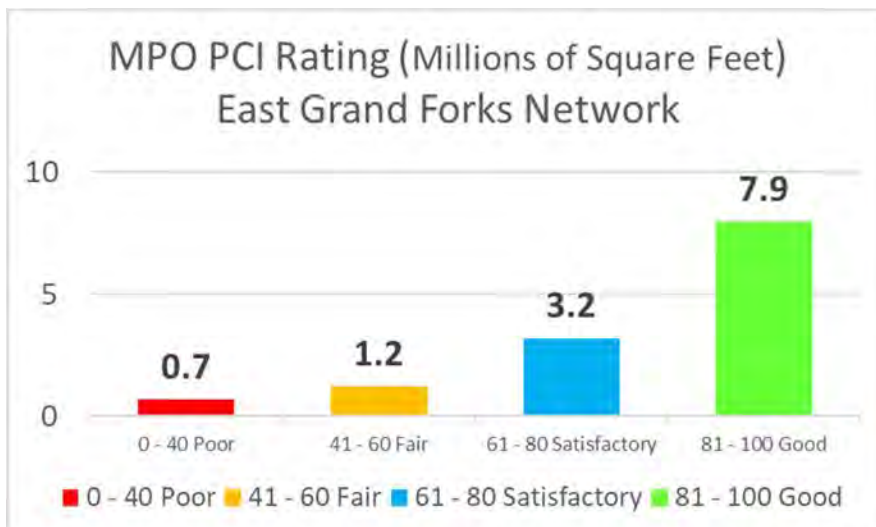
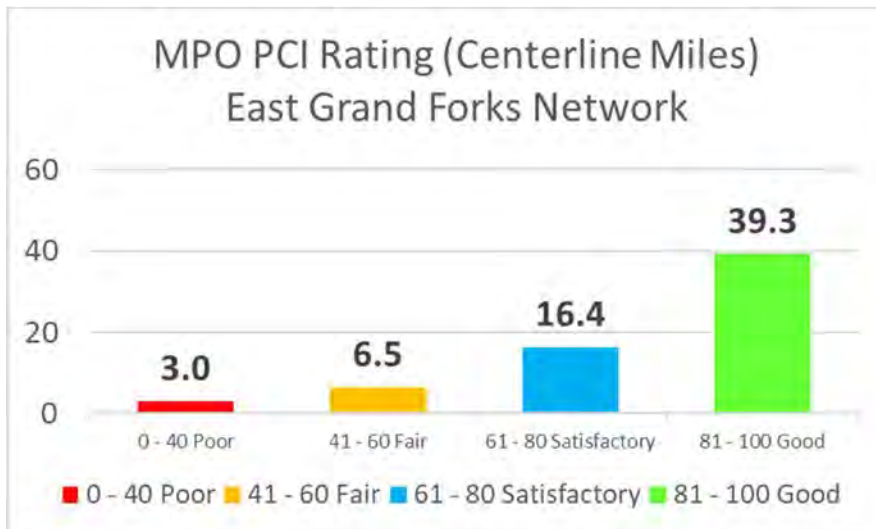
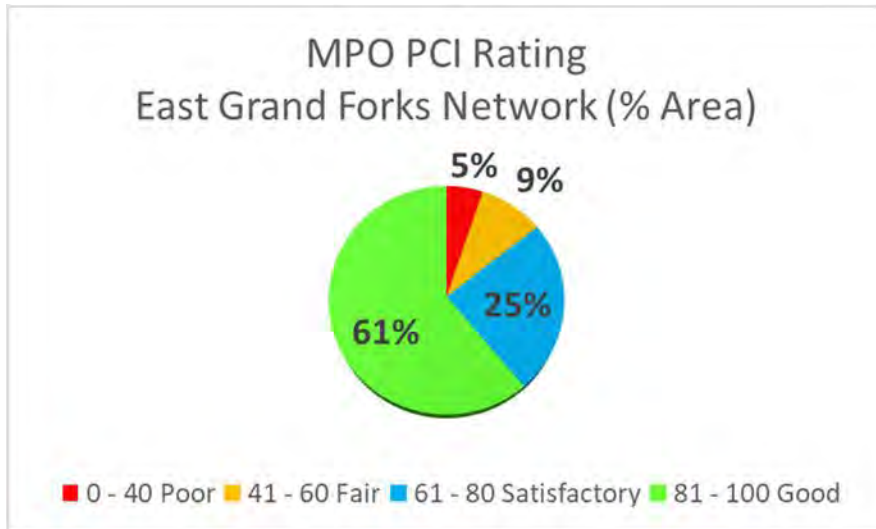


East Grand Forks PCI Condition Summary









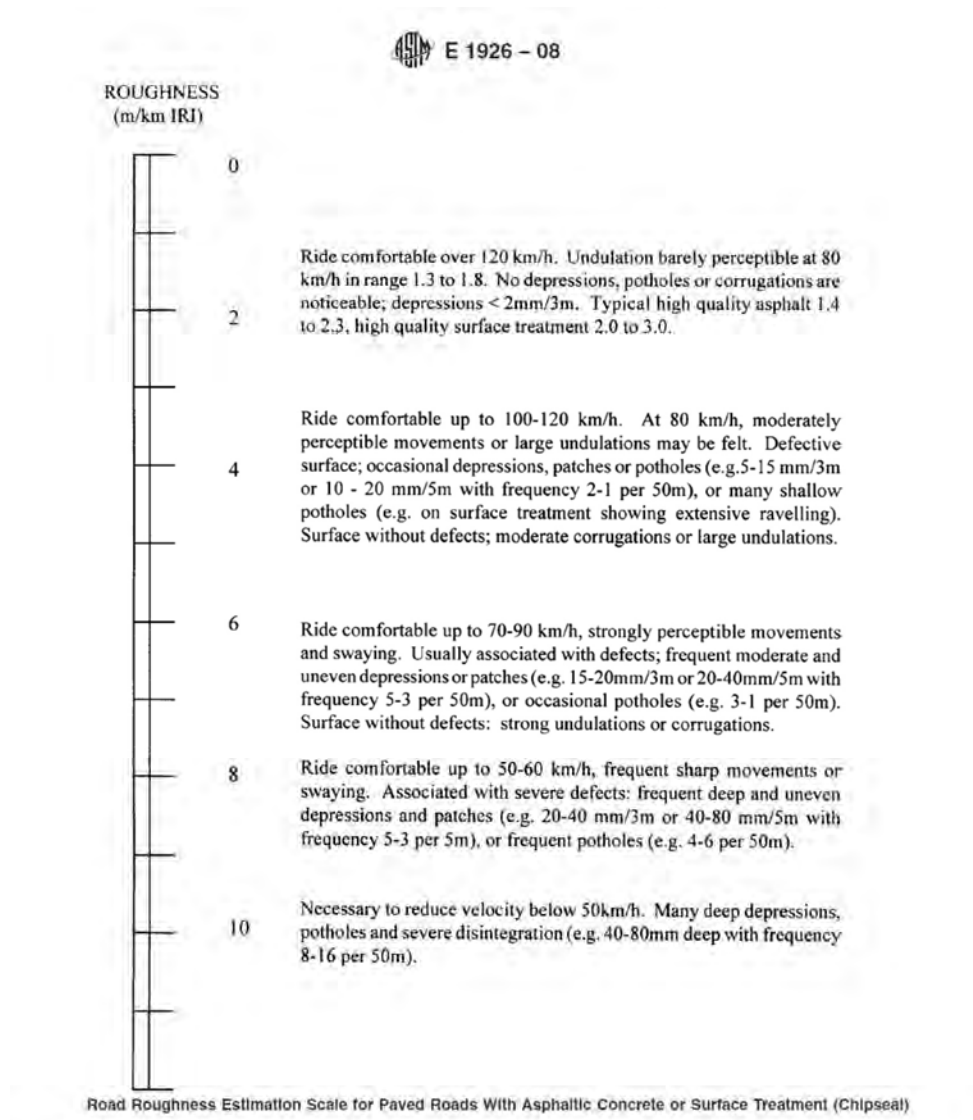
International Roughness Index (IRI) Ride Quality Survey

Under this task, GoodPointe collected ride quality data for each of the roadways in the City pavement network, using the International Roughness Index (IRI).

The IRI is a numerical measure; an IRI value of 0 is associated with a perfectly smooth roadway surface and is practically unattainable--the higher the IRI value, the poorer the ride quality.

The following figure, from the ASTM technical standard E 1926-08, provides a road roughness estimation scale for paved roads:

Designation: E 1926 – 08



IRI Relationship to PCI

The IRI generally has a reverse relationship with the [PCI](#). A smooth road with low IRI usually has a high PCI. However, this is not always the case, and a road with low IRI could have a low PCI too and vice-versa. Therefore, one of these performance indicators is not necessarily enough to describe the road condition comprehensively.

Ride Quality Survey Results

City of Grand Forks

Note: all IRI measurements are presented in the units of meters/kilometers (m/km)

Functional Class	AC	PCC	Average IRI
Arterial	2.16	2.41	2.33
Collector	2.26	2.96	2.76
Local	2.87	3.36	3.24
UND-Maintained	3.28	2.94	3.08
Overall Average IRI	2.60	3.09	3.09

Average IRI by Roadway Functional Classification

Category	Length (Miles)	% by Length	Area (Millions of Square Feet)	% by Area
IRI: 0 - 2 Very Good	71.8	26%	12.2	26%
IRI: 2 - 4 Good	173.4	63%	30.1	63%
IRI: 4 - 6 Fair	30.6	11%	5.3	11%
IRI > 6 Poor	1.1	0.4%	0.187	0.4%
Grand Total	277.0	100%	47.8	100%

IRI Summary by Condition Category, by Length and Area

Ride Quality Survey
Functional Class, by Roadway Length (Centerline Miles)

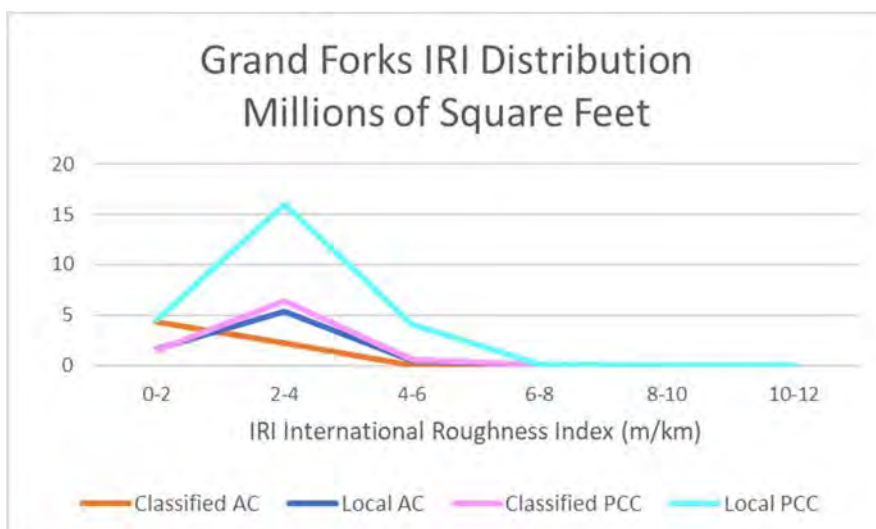
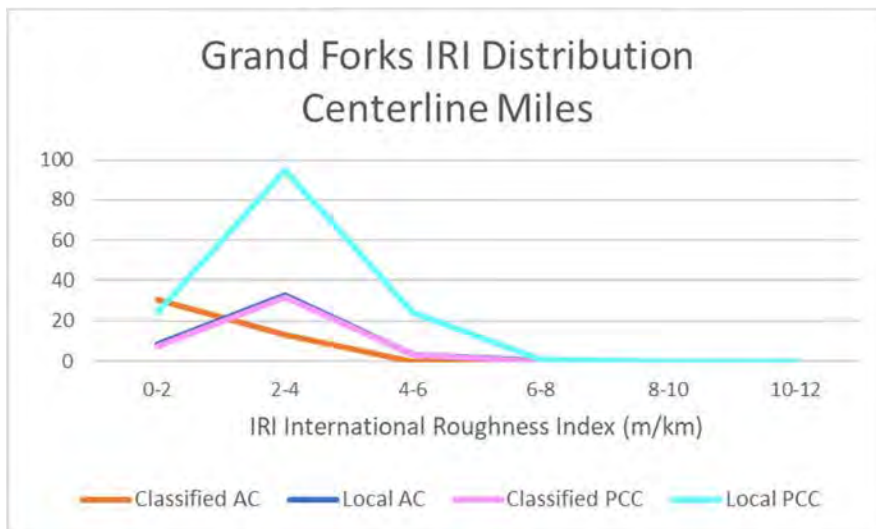
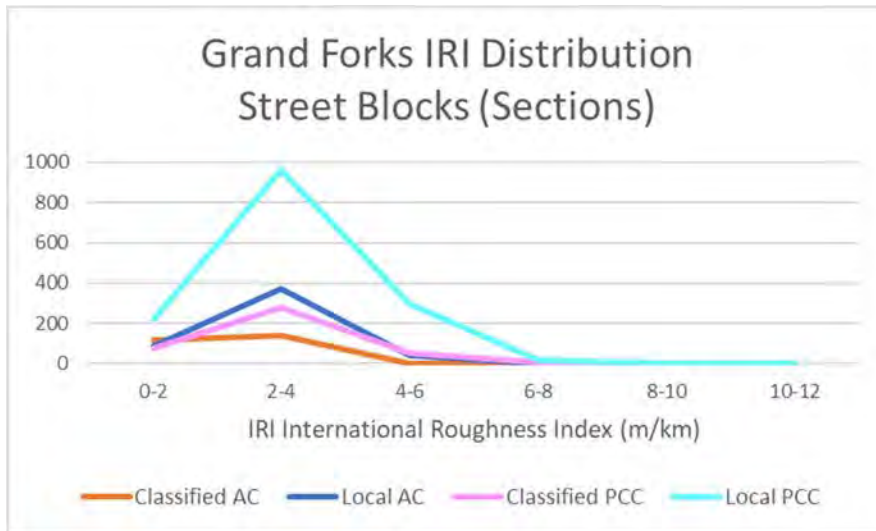
City of Grand Forks

	Length (Miles)	% of Functional Class	Overall % of Network
Arterial	66.5		24.0%
IRI: 0 - 2 Very Good	33.1	49.9%	12.0%
IRI: 2 - 4 Good	31.9	48.0%	11.5%
IRI: 4 - 6 Fair	1.3	2.0%	0.5%
IRI: > 6 Poor	0.1	0.1%	0.03%
Collector	59.3		21.4%
IRI: 0 - 2 Very Good	26.7	44.9%	9.6%
IRI: 2 - 4 Good	30.0	50.3%	10.8%
IRI: 4 - 6 Fair	2.6	4.5%	1.0%
IRI: > 6 Poor	0.0	0.03%	0.01%
Local	146.0		52.7%
IRI: 0 - 2 Very Good	11.4	7.8%	4.1%
IRI: 2 - 4 Good	107.7	73.8%	38.9%
IRI: 4 - 6 Fair	25.9	17.7%	9.4%
IRI: > 6 Poor	1.0	0.65%	0.34%
UND-Maintained	5.1		1.8%
IRI: 0 - 2 Very Good	0.6	10.8%	0.2%
IRI: 2 - 4 Good	3.8	73.8%	1.4%
IRI: 4 - 6 Fair	0.8	15.2%	0.3%
IRI: > 6 Poor	0.0	0.20%	0.00%
Grand Total	276.8		100%

Ride Quality Survey
Functional Class, by Roadway Area (Millions of Square Feet)

City of Grand Forks

	Area (Millions of Square Feet)	% of Functional Class	Overall % of Network
Arterial	13.08		27%
IRI: 0 - 2 Very Good	6.72	51%	14%
IRI: 2 - 4 Good	6.08	46%	13%
IRI: 4 - 6 Fair	0.27	2%	0.6%
IRI: > 6 Poor	0.01	0.11%	0.03%
Collector	9.28		19%
IRI: 0 - 2 Very Good	3.44	37%	7%
IRI: 2 - 4 Good	5.34	57%	11%
IRI: 4 - 6 Fair	0.49	5%	1%
IRI: > 6 Poor	0.00	0.04%	0.01%
Local	24.55		51%
IRI: 0 - 2 Very Good	1.94	8%	4%
IRI: 2 - 4 Good	18.07	74%	38%
IRI: 4 - 6 Fair	4.38	18%	9%
IRI: > 6 Poor	0.17	0.68%	0.35%
UND-Maintained	0.82		1.7%
IRI: 0 - 2 Very Good	0.09	11%	0.2%
IRI: 2 - 4 Good	0.60	73%	1.3%
IRI: 4 - 6 Fair	0.13	15%	0.3%
IRI: > 6 Poor	0.00	0.20%	0.00%
Grand Total	47.73		100%



Ride Quality Survey Results

City of East Grand Forks

Note: all IRI measurements are presented in the units of meters/kilometers (m/km)

Functional Class	AC	PCC	Average IRI
Collector	1.97	3.25	2.43
Collector - State Aid	2.58	3.06	2.93
Local	2.51	3.12	2.91
Local - State Aid	3.37	3.63	3.60
Minor Arterial	1.28	2.28	1.45
Minor Arterial - State Aid	2.46	3.81	3.11
Principal Arterial	2.47	2.11	2.21
Principal Arterial - State Aid		3.44	3.44
Overall Average IRI	2.44	3.12	2.90

Average IRI by Roadway Functional Classification and pavement type

Category	Length (Miles)	% by Length	Area (Millions of Square Feet)	% By Area
IRI: 0 - 2 Very Good	12.87	20%	2.92	23%
IRI 2 - 4 Good	45.16	71%	8.74	69%
IRI 4 - 6 Fair	5.22	8%	1.03	8%
IRI > 6 Poor	0.11	0%	0.02	0%
Grand Total	277	100%	12.71	100%

IRI Summary by Condition Category, by Length and Area

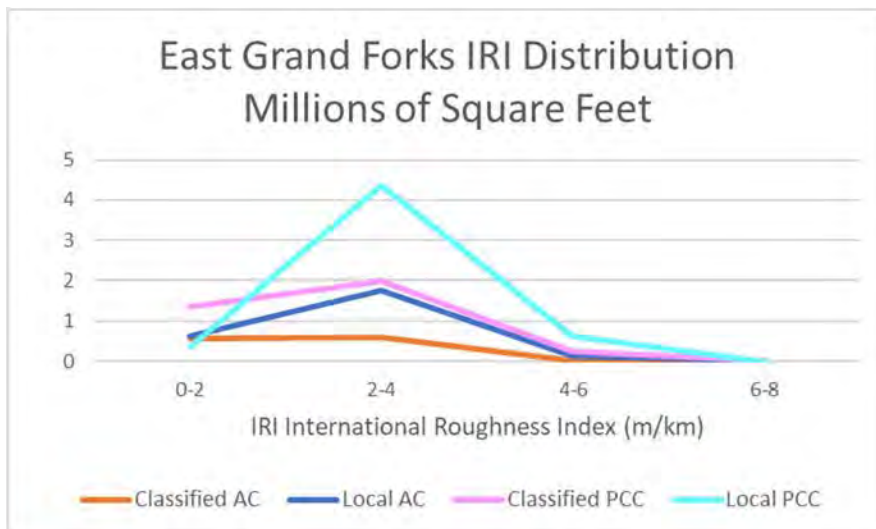
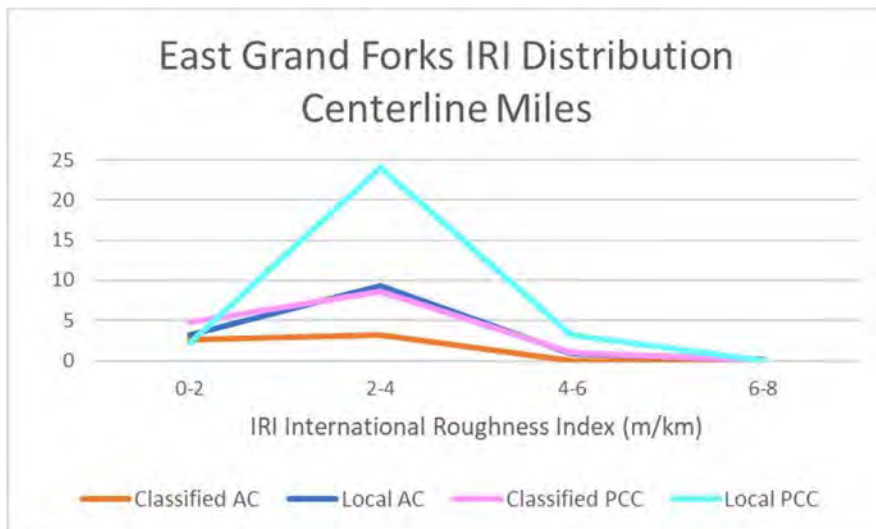
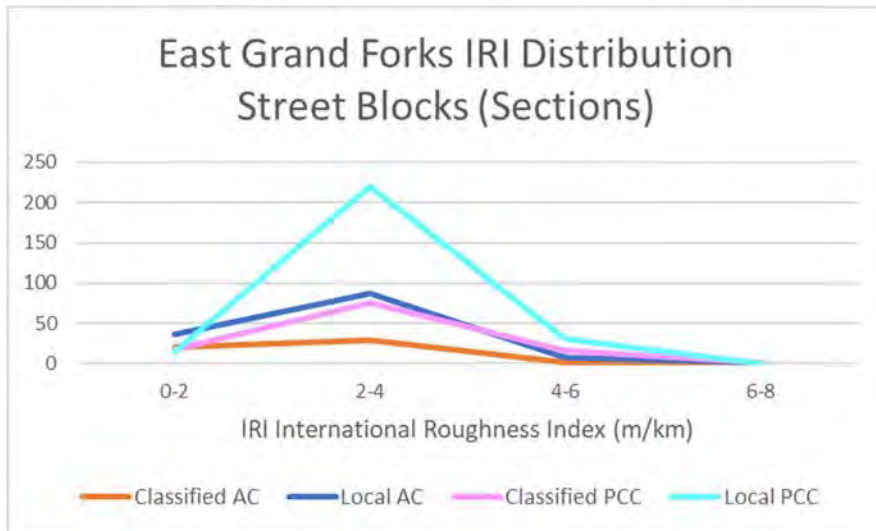
Ride Quality Survey
Functional Class, by Roadway Length (Centerline Miles)

City of East Grand Forks	Length (Miles)	% of Functional Class		Overall % of Network
Principal Arterial-State Aid	2.0			3%
IRI: 0 - 2 Very Good	.2	10%		0%
IRI: 2 - 4 Good	1.6	81%		3%
IRI: 4 - 6 Fair	0.2	9%		0%
IRI: > 6 Poor	0.0	0%		0%
Principal Arterial	5.0			8%
IRI: 0 - 2 Very Good	3.7	74%		6%
IRI: 2 - 4 Good	1.3	26%		2%
IRI: 4 - 6 Fair	0.0	0%		0%
IRI: > 6 Poor	0.0	0%		0%
Minor Arterial-State Aid	3.8			6%
IRI: 0 - 2 Very Good	0.9	24%		1%
IRI: 2 - 4 Good	2.7	72%		4%
IRI: 4 - 6 Fair	0.1	4%		0%
IRI: > 6 Poor	0.0	0%		0%
Minor Arterial	1.5			2%
IRI: 0 - 2 Very Good	1.3	90%		2%
IRI: 2 - 4 Good	0.2	10%		0%
IRI: 4 - 6 Fair	0	0%		0%
IRI: > 6 Poor	0	0%		0%
Collector – State Aid	6.9			11%
IRI: 0 - 2 Very Good	0.4	6%		1%
IRI: 2 - 4 Good	5.9	86%		9%
IRI: 4 - 6 Fair	0.5	8%		1%
IRI: > 6 Poor	0.0	0%		0%
Collector	2.3			4%
IRI: 0 - 2 Very Good	11.2	54%		2%
IRI: 2 - 4 Good	1.0	45%		2%
IRI: 4 - 6 Fair	0.0	0%		0%
IRI: > 6 Poor	0.0	1%		0%
Local – State Aid	2.7			4%
IRI: 0 - 2 Very Good	0.4	16%		1%
IRI: 2 - 4 Good	1.3	47%		2%
IRI: 4 - 6 Fair	1.0	36%		2%
IRI: > 6 Poor	0.0	0%		0%
Local	39.1			62%
IRI: 0 - 2 Very Good	4.6	12%		7%
IRI: 2 - 4 Good	31.1	79%		49%
IRI: 4 - 6 Fair	3.4	9%		5%
IRI: > 6 Poor	0.1	0%		0%
Grand Total	63.4	100%		100%

Ride Quality Survey

Functional Class, by Roadway Area (Millions of Square Feet)

City of East Grand Forks	Area (Millions SF)	% of Functional Class	Overall % of Network
Principal Arterial-State Aid	0.518		4%
IRI: 0 - 2 Very Good	0.049	9%	0%
IRI: 2 - 4 Good	0.418	81%	3%
IRI: 4 - 6 Fair	0.052	10%	0%
IRI: > 6 Poor	0	0%	0%
Principal Arterial	1.393		11%
IRI: 0 - 2 Very Good	1.080	78%	9%
IRI: 2 - 4 Good	0.313	22%	2%
IRI: 4 - 6 Fair	0	0%	0%
IRI: > 6 Poor	0	0%	0%
Minor Arterial-State Aid	0.842		7%
IRI: 0 - 2 Very Good	0.243	29%	2%
IRI: 2 - 4 Good	0.567	67%	4%
IRI: 4 - 6 Fair	0.032	4%	0%
IRI: > 6 Poor	0	0%	0%
Minor Arterial	0.381		3%
IRI: 0 - 2 Very Good	0.340	89%	3%
IRI: 2 - 4 Good	0.041	11%	0%
IRI: 4 - 6 Fair	0	0%	0%
IRI: > 6 Poor	0	0%	0%
Collector - State Aid	1.409		11%
IRI: 0 - 2 Very Good	0.079	6%	1%
IRI: 2 - 4 Good	1.215	86%	10%
IRI: 4 - 6 Fair	0.115	8%	1%
IRI: > 6 Poor	0	0%	0%
Collector	0.408		3%
IRI: 0 - 2 Very Good	0.194	48%	2%
IRI: 2 - 4 Good	0.209	51%	2%
IRI: 4 - 6 Fair	0	0%	0%
IRI: > 6 Poor	0.005	1%	0%
Local - State Aid	0.575		5%
IRI: 0 - 2 Very Good	0.116	20%	1%
IRI: 2 - 4 Good	0.266	46%	2%
IRI: 4 - 6 Fair	0.193	34%	2%
IRI: > 6 Poor	0	0%	0%
Local	7.179		57%
IRI: 0 - 2 Very Good	0.819	11%	6%
IRI: 2 - 4 Good	5.708	80%	45%
IRI: 4 - 6 Fair	0.634	9%	5%
IRI: > 6 Poor	0.018	0%	0%
Grand Total	12.705		100%



CFR 490.313 Summary – City of Grand Forks

FHWA Cracking Rating by Centerline Miles

	GOOD	FAIR	POOR	Grand Total
AC	41.2	1.8	1.4	44.4
PCC	34.6	3.9	3.7	42.1
Grand Total	75.8	5.7	5.1	86.6

FHWA Cracking Rating by % Area

	GOOD	FAIR	POOR	Grand Total
AC	40%	2%	1%	43%
PCC	46%	5%	5%	57%
Grand Total	86%	7%	7%	100%

FHWA Faulting Rating by Centerline Miles

	GOOD	FAIR	POOR	Grand Total
PCC	9.4	32.6	0.1	42.1
Grand Total	9.4	32.6	0.1	42.1

FHWA Faulting Rating by % Area

	GOOD	FAIR	POOR	Grand Total
PCC	23%	76%	0%	100%
Grand Total	23%	76%	0%	100%

FHWA Rutting Rating by Centerline Miles

	GOOD	FAIR	POOR	Grand Total
AC	41.4	2.5	0.6	44.4
Grand Total	41.4	2.5	0.6	44.4

FHWA Rutting Rating by % Area

	GOOD	FAIR	POOR	Grand Total
AC	92%	6%	2%	100%
Grand Total	92%	6%	2%	100%

CFR 490.313 Summary – City of East Grand Forks

	FHWA Cracking Rating by Centerline Miles			CRACKING
	GOOD	FAIR	POOR	Grand Total
AC	5.5	0.2	0.2	5.8
PCC	9.9	2.9	1.7	14.5
Grand Total	15.4	3.1	1.9	20.4

	FHWA Cracking Rating by % Area			CRACKING
	GOOD	FAIR	POOR	Grand Total
AC	23%	1%	1%	25%
PCC	52%	14%	8%	75%
Grand Total	75%	15%	9%	100%

	FHWA Faulting Rating by Centerline Miles			FAULTING
	GOOD	FAIR	POOR	Grand Total
PCC	3.1	11.5	0	14.5
Grand Total	3.1	11.5	0	14.5

	FHWA Faulting Rating by % Area			FAULTING
	GOOD	FAIR	POOR	Grand Total
PCC	21%	79%	0%	100%
Grand Total	21%	79%	0%	100%

	FHWA Rutting Rating by Centerline Miles			RUTTING
	GOOD	FAIR	POOR	Grand Total
AC	5.4	0.3	0.1	5.8
Grand Total	5.4	0.3	0.1	5.8

	FHWA Rutting Rating by % Area			RUTTING
	GOOD	FAIR	POOR	Grand Total
AC	93%	6%	1%	100%
Grand Total	93%	6%	1%	100%

Infrastructure Investment Analysis

After updating the inventory and condition data, an investment analysis was prepared. The goal of this analysis was to define the optimal level of investment needed to meet desired city infrastructure performance.

As part of this analysis, GoodPointe coordinate with the MPO and designated engineering staff from each City to identify performance targets (i.e., standard infrastructure service life, maintenance activities/frequency, etc.). Cost estimates for future capital and maintenance investments were then developed in accordance with these performance targets, and used to prepare alternative investment scenarios.

For each of the infrastructure categories included three investment scenarios were developed in order to analyze the potential impacts and implications over time. These investment scenarios generally included the following:

1. Maintain Current Condition Scenario – Determines the level of investment required to maintain the current condition of the roadway network for the next five (5) years.
2. TO BE DETERMINED
3. TO BE DETERMINED

For 'budget input' type of scenarios, the estimated revenue used for modeling future capital and maintenance investments come from federal, state, and local sources.

The scenarios compiled for this report were primarily based upon the pavement condition index (PCI) data that was collected for this project. Any roadways that were under construction at the time of the condition survey project or that were re-paved after the condition survey, were updated with an improved PCI rating before performing this analysis.

Parameters Used in the Analysis For each scenario:

Analysis Period: Five (5) Years (2023-2027)

Inflation Factor: 4.0%

Budget: investment level that is required to achieve a stated scenario objective.

Backlog: calculated cost to fix all the deferred maintenance work in the given year of an analysis period according to the specified global pavement management policy.

Backlog: Budget (Ba:Bu) Ratio: the numerical ratio of Budget divided by Backlog; for every \$1.00 of budget investment, the Ba:Bu indicates how many dollars of projects are deferred due to a lack of funding.

City of Grand Forks

Scenario 1: Maintain Current Condition for 5 Years

6/28/2022

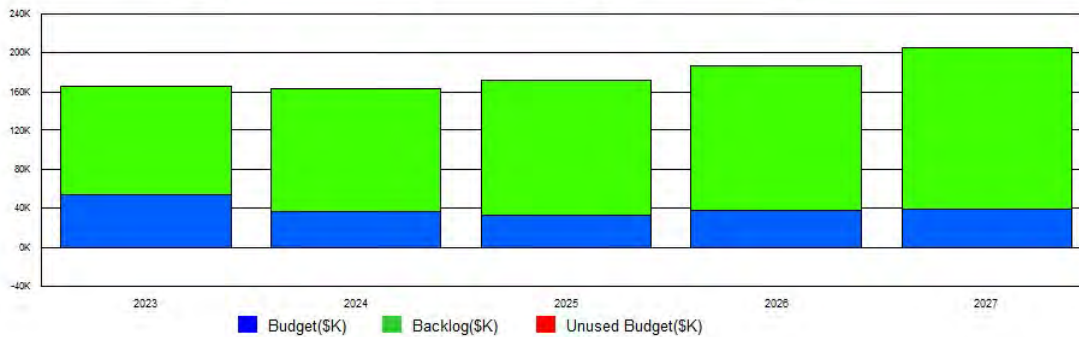
Report Name : BudgetVsBacklog.rpt

1

Budget vs. Backlog Report

Scenario: ** 2022 Maintain for 5 Years

Year	Input Budget (\$K)	Unused Budget (\$K)	Budget (\$K)	Backlog (\$K)	Backlog: Budget	Average CI
2023	54,067	0	54,067	111,799	2.07	81
2024	36,747	0	36,747	127,144	3.46	81
2025	33,037	0	33,037	139,047	4.21	81
2026	38,414	0	38,414	148,928	3.88	81
2027	39,137	0	39,137	166,038	4.24	81
Average:	40,281	0	40,281	138,591	3.57	81.0
Total:	201,403	0	201,403	692,956		



City of East Grand Forks

Scenario 1: Maintain Current Condition for 5 Years

6/28/2022

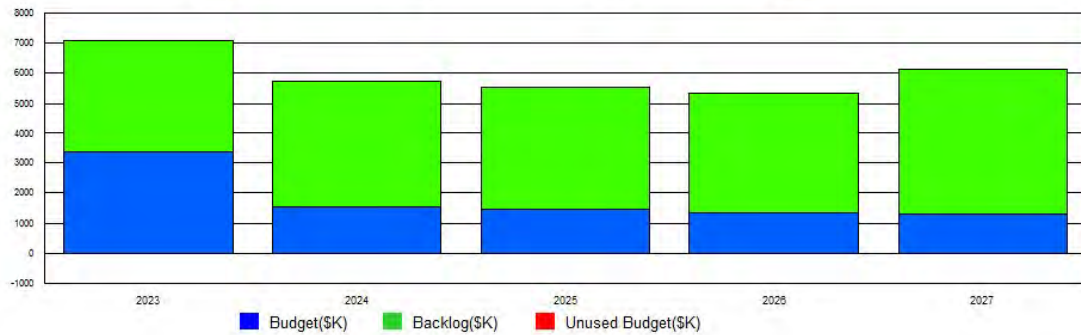
Report Name : BudgetVsBacklog.rpt

1

Budget vs. Backlog Report

Scenario: ** 2022 Maintain Current Condition

Year	Input Budget (\$K)	Unused Budget (\$K)	Budget (\$K)	Backlog (\$K)	Backlog: Budget	Average CI
2023	3,345	0	3,345	3,744	1.12	80
2024	1,550	0	1,550	4,187	2.70	80
2025	1,468	0	1,468	4,073	2.77	80
2026	1,333	0	1,333	4,011	3.01	80
2027	1,309	0	1,309	4,834	3.69	80
Average:	1,801	0	1,801	4,170	2.66	80.1
Total:	9,005	0	9,005	20,849		





MPO Staff Report

Technical Advisory Committee:
July 13, 2022

MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Recommend the approval to proceed with the joint application for Safe Streets For All (SS4A) – Safety Action Plan grant with the City of Grand Forks, City of East Grand Forks and the Grand Forks and East Grand Forks metropolitan Planning Organization (MPO).

RECOMMENDED ACTION:

Matter of the Safe Streets For All grant application.

Background:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022, up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives.

The SS4A program provides funding for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan. Applicants for Implementation Grants can self-clarify that they have in place one or more plans that together are substantially similar to and meet the eligibility requirements for Action Plan.

An Action Plan is the foundation of the SS4A grant program. Action Plan Grants provide Federal funds to eligible applicants to develop or complete an Action Plan. Action Plan Grants may also fund supplemental Action Plan activities. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a local area.

Action Plan Grant example activities:

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Award amounts will be based on estimated costs, with an expected minimum of \$200,000 for all applicants, an expected maximum of \$1,000,000 for a political subdivision of a State or a federally recognized Tribal government, and an expected maximum of \$5,000,000 for a metropolitan planning organization (MPO) or a joint application comprised of multijurisdictional group of entities that is regional scope.

Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions and leverage the expertise of agencies with established financial relationships with DOT and knowledge of Federal grant administration requirements.

The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs.

Once we have SS4A Safety Action Plan in place it makes us eligible for Implementation Grants. DOT expects the minimum award will be \$5,000,000 and the maximum award will be \$30,000,000 for political subdivisions of a State. For applicants who are federally recognized Tribal governments or applicants in rural areas, DOT expects the minimum award will be \$3,000,000 and the maximum award will be \$30,000,000. For an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope, the expected maximum award will be \$50,000,000.

Eligible Implementation Grant examples:

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.

- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems.
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

Findings and Analysis:

- Applications must be submitted by 5:00PM EDT on Thursday, September 15, 2022.
- Award announcements are expected to be made by the end of calendar year 2022 or early 2023.
- If awarded, we will need to do amendment to the Unified Work Program for 2023-2024.

Support Materials:

- SS4A Info Sheet
- SS4A Action Plan Grant Application

Safe Streets and Roads for All Action Plan Grant

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

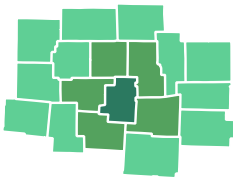
Step 1



Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out [“How to Apply” webinars](#) and other [resources](#).
- Learn more about the Safe System Approach, and comprehensive safety action planning.

Step 2



Decide who will apply

- Confirm that you are [eligible to apply](#).
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

Step 3



Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4

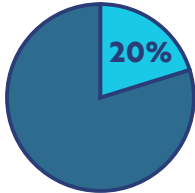


Choose your planning approach

- Will you develop a new plan or complete an existing plan(s)?
- Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis?
- See the [SS4A Decision Flow Chart](#) for more guidance.



Step 5



Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

Step 6



Prepare application

- Complete [SF forms](#) (424, 424A, 424B, LLL).
- Prepare responses to selection criteria and develop a map.
- Use the [Action Plan Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

Step 7



Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274330](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact support@grants.gov or 800-518-4726 for assistance.

Step 8



Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

Grant
Awardees
Only





Safe Streets and Roads for All

Action Plan Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Lead Applicant: _____ UEI: _____

Funding request:
(choose one)

<input type="checkbox"/> New Action Plan <i>Create a new conforming Action Plan</i>	<input type="checkbox"/> Complete Action Plan <i>Complete or update components of an existing plan(s) to create a conforming Action Plan</i>	<input type="checkbox"/> Supplemental Planning Activities <i>Additional planning activities must have a conforming Action Plan documented by a Self-Certification Eligibility Worksheet</i>
---	--	---

Applicant(s)	Jurisdiction Population (#)	Average Annual Motor-Vehicle-Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
	U.S. Census Data	FARS Data			U.S. Census Data

Total Value for Application: _____ %

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:	Jurisdiction Population (#)	Average Annual Motor-Vehicle-Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
_____	_____	_____	_____	_____	_____ %
Joint Applicant(s):					
1 _____	_____	_____	_____	_____	_____ %
2 _____	_____	_____	_____	_____	_____ %
3 _____	_____	_____	_____	_____	_____ %
4 _____	_____	_____	_____	_____	_____ %

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant



Safe Streets and Roads for All Action Plan Application Template

Lead Applicant's State:

Mark "NA" if a Federally recognized Tribal government

Additional State **#1** that this Action Plan grant will serve:

Additional State **#2** that this Action Plan grant will serve:

Funding Request for Lead Applicant's State (\$):

Provide total cost if a Federally recognized Tribal government

\$ _____

Funding request for Additional State **#1** (\$):

\$ _____

Funding request for Additional State **#2** (\$):

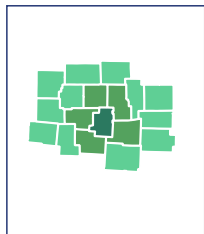
\$ _____

NOFO Criterion #3

Narrative:
(300-word limit)

Remember to provide separately:

Map



Required Forms



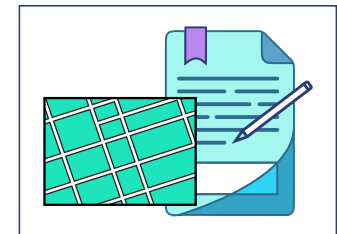
- SF-424 Application for Federal Assistance
 - SF-424A Budget Information for Non-Construction Programs
 - SF-424B Assurances for Non-Construction Programs
 - SF-LLL Disclosure of Lobbying Activities
- Apply to Grants.gov package: PKG00274330

Self-Certification Eligibility Worksheet

Only Required for Supplemental Planning Activities



Other Documentation
Optional





MPO Staff Report
Technical Advisory Committee:
July 13, 2022
MPO Executive Board:
July 20, 2022

RECOMMENDED ACTION: Informational item on the future bridge discussion.

TAC RECOMMENDED ACTION: None

Matter of the Bridge Discussion Update.

Background:

At the request of the MPO Executive Board they have asked for a standing agenda item on the discussion of Future Bridges. Where any updates on activities and discussions can be shared with the committee.

- East Grand Forks sent out an RFP (Request For Proposals), due June 30th, 2022. They received three proposals from:
 - SRF
 - KLJ
 - Stantec
- Joint Council meeting for July 11th, 2022
 - MPO Executive Board has been invited

Findings and Analysis:

- **Informational Only**

Support Materials:

-

MPO Unified Planning Work Program 2021-2022

Project	Task	% Complete	Original Completion Date	Projected Completion Date
Grand Forks Land Use Plan Update	Printed document should be here the week of July 11th. Website is: www.gf2050plan.com	99%	31-Dec-21	30-Jun-22
East Grand Forks Land Use Plan Update	website is: www.egfplan.org COMPLETED	100%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Website established: www.forks2forksbridge.com/info COMPLETED	100%	31-Dec-20	2/29/2022
Pavement Management System Update	The draft Pavement Condition Analysis Report is up for approval.	90%	31-Dec-21	29-Jul-22
Transit Development Program TDP	Finalizing all tasks to get a draft plan to the sterring committee for input before public input.	70%	31-Mar-22	31-Dec-22
Bicycle & Pedestrian Element Update	Bike audit was done on June 30th. Had around ten people join in. Working on releasing a public survey. See monthly report.	15%	31-Mar-23	
Street & Highway Plan/ MTP Update	Foundation is being set for webpage and communication. See attached Monthly report.	10%	29-Feb-24	
Aerial Photo	COMPLETED	100%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	100%	On-going	

Grand Forks / East Grand Forks Bike/Ped Element Update Monthly Project Check-In Meeting (June 2022)

June 30, 2022

Attendees: Teri Kouba (GF/EGF MPO), David Peterson (BMI PM)

Agenda

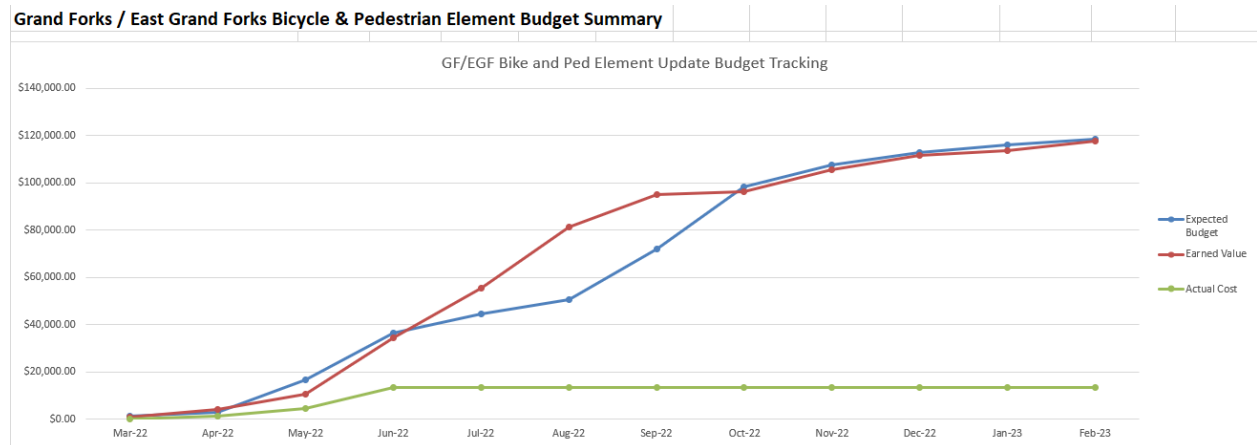
1. Monthly Status Report
2. Budget Update
3. Additional Items

Monthly Status Report

1. **Public Participation**
 - a. Project website receiving additional updates – content from Open House to be added along with summary documents. Will also add photos from the bike audit. Additional documents can be added as they are reviewed/approved by MPO.
 - b. Survey #1 is uploaded to Alchemer. David to share with MPO today. Suggest release for July 5th, to run for at least two weeks. Should include a social media push.
 - c. Advisory Committee #1 – Held 6/14. David to provide meeting summary notes to MPO
 - d. Online Comment Map still collecting information. Suggest leaving up until survey closes.
 - e. Bike Audit Ride – TODAY! 6/30 at 5:30pm
 - f. Future public participation tasks – targeted meetings, RR meeting, Open House #2, Survey #2
2. **Policy/Plan Review and Visioning**
 - a. Policy/Plan review draft document complete. David will share with MPO by Friday 7/1
 - b. Visioning document underway. David will share with MPO by end of next week (7/8)
3. **Existing Conditions / System Evaluation**
 - a. Draft nearing completion. David to share with MPO by end of next week (7/8)
4. **Safe Routes to Schools Components**
 - a. Alta convening second meeting of working group on 7/14. Anticipate this task should be progressing soon in July.
5. **Tasks not yet started**
 - a. Network Development
 - b. Bike/Ped Facility Type Guidelines
 - c. Fiscal Constraint/Implementation Plan
 - d. Policy Recommendations
 - e. Draft and Final Report

Budget Update

We are aware of the 10% retainage not reflected on initial invoices. We will ensure this is included on all future invoices through the end of the project.



- To date we have invoiced about \$13,500 and our budget anticipated a spend closer to \$30,000 at this time (gap between green and blue lines)
- This reflects not having received some invoicing from Alta, and a slower than anticipated start on some of our core tasks that are not yet started (network development, guidelines, implementation).
- BMI's last pay period ended last week, and this included a large push in the public participation category. Also anticipate more spend to complete existing conditions.
- In general, we are not worried about not spending budget, and we should be able to catch up quickly in July and August.

Next Planned Monthly Check-In Meeting July 27th, 1-2pm.

Additional Issues to Discuss?

Invoice Progress Report

Date: Tuesday, July 05, 2022

Project: Grand Forks – East Grand Forks 2050 Streets Plan Update

To: Stephanie Halford
Teri Kouba

From: Jason Carbee

Subject: Progress Report for May 27, 2022 to June 30, 2022

The work completed during the period includes:

Task 1 – Project Management

HDR staff completed the following items:

- Internal accounting systems for this study
- Internal project management plan
- Internal quality management plan
- Internal management meeting for project initiation
- MPO / Consulting team kick-off meeting (June 3)
- Established MPO/consulting team progress meetings for every three weeks
- Conducted progress meeting on June 23.

Task 2 – Data Collection

- HDR staff completed a draft data collection responsibilities and status matrix, and shared it with MPO staff.
- HDR staff began collecting data that could be downloaded from the web.

Task 3 - Goals, Objectives & Performance Measures

No work was completed on this task during the period.

Task 4 – Existing and Future Existing-Plus-Committed System Needs

No work was completed on this task during the period.

Task 5 – Financial Plan

No work was completed on this task during the period.

Task 6 – Alternatives Development & Prioritization

No work was completed on this task during the period.

Task 7 – 2050 Long Range Transportation Plan Documentation

No work was completed on this task during the period.

Task 8 - Public Engagement

- HDR staff completed development and review of a draft public involvement plan (PIP) for the plan update and shared it with MPO staff.
- HDR staff outlined and storyboarded the project website and shared the concept with MPO staff.
- HDR staff began planning for the online activity that would replace the fourth public meeting.

Expenses

There were no expenses during the period.

**Programming Update Workgroup
10:30 AM to 1:00 PM June 17, 2022
Meeting Agenda**

10:30 Welcome – Patrick Weideman & Brian Gage

10:35 STBG Program – Patrick Weidemann

- **Small MPO Suballocation**
- **FY 2023 – 2026 STIP Issue**
- **Transportation Alternatives**

Final Discussion & Recommendations

11:00 STBG Off-System Bridge Issue – Brian Gage

11:15 New Bridge Fund Program Discussion – Brian Gage

11:45 Final Recommendation on STBG Off-System Bridge Issue

12:00 FY 2023 Initial Discussion – Patrick Weidemann & Brian Gage

12:45 Next Meeting/Adjourn

NEXT MEETING – Patrick Weidemann / Brian Gage

- Next Meeting is July 22nd, 10:00 to 1:30
- Final FY 2023 Discussion



STBG Program Final Discussion Topics

STBG – Discussion #1

Small MPO Suballocation

Patrick Weidemann

Discussion Summary

- IJJA added a new populations category split of 50,000 to 200,000 that was not in FASTACT.
- OTSM clarified that states were not required to suballocate to small MPOs, only ensure funding was being spent according to the population categories.
- OTSM also clarified that small MPOs remain at a “consultation” status and not at the higher “cooperative” status of larger MPOs.

Discussion Summary

- There were several comments from PUW members that most of the small MPOs currently receive a bigger share of the ATP funding than what their suballocation amount would be if MnDOT divided it out.

Small MPO Areas Funding Estimate if Sub-targeted

MPO	STBG Regular*	STBG TA*
Duluth	\$1,953,000	\$217,000
Fargo	\$936,000	\$104,000
Grand Forks	\$171,000	\$19,000
La Crosse	\$81,000	\$9,000
Mankato	\$1,188,000	\$132,000
Rochester	\$2,295,000	\$255,000
St. Cloud	\$2,376,000	\$264,000
Total	\$9,000,000	\$1,000,000

*These are only estimated using FY 2022 appropriation levels and the Carbon Reduction Program percentages for each MPO.

TP&IC Recommendation

The PUW recommends to TP&IC that:

- MnDOT will continue its past practice of not suballocating STBG funding to the small MPOs of the State.
- Small MPOs will continue to work through their local Area Transportation Partnership to fund area projects.

Final Discussion

STBG Discussion #2

FY 2023-2026 STIP Issues

New TMA

Issue #1:

Fargo-Moorhead TMA
Status



★ Designed by TownMapsUSA.com

Discussion Summary

- FHWA has informed us that the new Census data release will be delay.
- The Fargo-Moorhead area will become a TMA and will receive a direct allocation of STBG like the Twin Cities Met Council, however that is likely after FY 2023.
- A review of the amount of funding programmed by ATP-4 within the FMCOG for the 4-years of the draft 2023-2026 STIP was about \$3.0 M.

Discussion Summary

- The amount of funding FMCOG should be allocated for that same period-of-time is \$4.0 M.
- This means that FMCOG will only need to program an additional \$1.0 M of new funding for that time frame.
- Because of the relatively small dollar amount, MnDOT believes managing the amount off the top is the easiest way to limit impacts to anyone and provide flexibility to FMCOG for when they become fully operational as a TMA.

TP&IC Recommendation

PUW Recommends to TP&IC the following:

1. Projects currently programmed by ATP-4 in FMCOG need to stay programmed or be replaced by another FMCOG project.
2. MnDOT will find the estimated \$1.0 M in additional STBG funding for FMCOG off the top of the entire program.
3. Any STBG or STBG TA population category funding shift adjustments that result from FMCOG becoming a TMA will be managed by OTSM at the statewide level and existing ATP targets will be held harmless.

Final Discussion

New Census Data Issue



Issue #2: New Census Data

Discussion Summary

- The ATP target distribution formula is currently driven by a combination of population and State Aid Needs.
- The population portion of the target currently uses the 2010 Census figures.
- 2020 Census figures should be finalized by this fall, prior to the start of the 2024-2027 STIP development.
- If we apply the new populations to the target formula for all years of that new STIP, it is likely that the targets to each ATP may go up or down depending upon their unique situation.

New Update

- FHWA announced that the release date of the new Census information has been pushed back.
- This will likely mean that the FY 2024-2027 STIP targets will be distributed using the current Census information.
- At this time, the PUW will not need to address this issue and MnDOT OTSM is recommending that the issue be tabled until early fall.
- The issue can then be taken up in conjunction with the overall funding target formula for review by the PUW.

Additional Discussion

- Is the PUW comfortable with tabling this issue until later this calendar year?
- If not, does the PUW want to discuss three options that have been used in the past or how would you like to proceed to reach a consensus?

STBG Discussion #3

Transportation Alternatives

Discussion Summary

- The TA funding increases will be distributed to the ATPs for programming, as has been done in the past.
- MnDOT's Office of Transit and Active Transportation (OTAT) would like to work more closely with ATPs during their project programming process to help identify ways to bridge current or potential gaps in the systems.
- OTAT can also help identify for ATPs areas of strong alignment with the state policy and planning related activities to active transportation.

Transportation Alternatives Target Increases by ATP

ATP	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
ATP-1	0.6	0.7	0.7	0.7	0.7
ATP-2	0.4	0.4	0.4	0.4	0.4
ATP-3	0.9	0.9	1.0	1.0	1.1
ATP-4	0.4	0.5	0.5	0.5	0.5
ATP-6	0.7	0.8	0.8	0.8	0.9
ATP-7	0.5	0.5	0.6	0.6	0.6
ATP-8	0.4	0.4	0.4	0.5	0.5
Metro	4.8	5.0	5.3	5.5	5.7
State Total	8.7	9.2	9.7	10	10.4

TP&IC Recommendation

The PUW recommends to TP&IC that:

1. Funding increases in the TA program be distributed according to formula to each of the ATPs.
2. ATPs include a representative of the Office of Transit and Active Transportation on any subcommittee or scoring/ranking group for STBG TA funding.

Final Discussion

ATP	Prog	FY2022		FY2023			FY2024			FY2025			FY2026			FY2022 to FY2026 Total		
		FAST Act	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec
ATP 1	STBG	6.8	6.8	7.0	7.0	7.9	7.4	8.7	8.4	7.4	8.8	8.6	7.4	9.0	8.7	36.0	40.4	40.4
	STBG-TA	0.9	0.9	0.9	0.9	1.7	0.9	2.0	1.8	0.9	2.0	1.8	0.9	2.0	1.8	4.5	7.9	8.0
	NHFP	-	-	-	-	-	1.8	1.8	1.8	-	-	-	-	-	-	1.8	1.8	1.8
	HSIP	1.7	1.7	1.7	1.7	2.3	1.7	2.5	2.3	1.7	2.5	2.3	1.8	2.8	2.6	8.6	11.1	11.2
Total	All	9.4	9.4	9.6	9.6	11.9	11.8	15.0	14.3	10.0	13.3	12.7	10.1	13.8	13.1	50.9	61.2	61.4
ATP 2	STBG	3.9	3.9	4.0	4.0	4.5	4.2	4.9	4.8	4.2	5.0	4.9	4.2	5.1	4.9	20.5	23.0	23.0
	STBG-TA	0.4	0.4	0.4	0.4	0.9	0.4	1.1	0.9	0.4	1.1	0.9	0.4	1.1	0.9	2.0	4.0	4.0
	HSIP	0.8	0.8	0.8	0.8	1.1	0.8	1.1	1.1	0.8	1.2	1.1	0.9	1.3	1.3	4.1	5.3	5.4
Total	All	5.1	5.1	5.2	5.2	6.5	5.4	7.1	6.8	5.4	7.3	6.9	5.5	7.5	7.1	26.6	32.3	32.4
ATP 3	STBG	9.5	9.5	13.3	13.3	14.5	10.4	12.2	11.8	10.4	12.4	12.0	10.4	12.6	12.2	54.0	60.0	60.0
	STBG-TA	1.6	1.6	1.6	1.6	2.7	1.6	3.2	2.8	1.6	3.2	2.8	1.6	3.3	2.9	8.0	12.9	12.8
	NHFP	-	-	1.3	1.3	1.3	2.5	2.5	2.5	-	-	-	-	-	-	3.8	3.8	3.8
	HSIP	3.4	3.4	3.4	3.4	4.5	3.4	5.0	4.6	3.4	5.1	4.7	3.5	5.5	5.1	17.1	22.3	22.3
Total	All	14.5	14.5	19.5	19.5	22.9	17.9	22.9	21.7	15.4	20.7	19.5	15.5	21.4	20.2	82.8	98.9	98.8
ATP 4	STBG	4.9	4.9	5.0	5.0	5.6	5.3	6.2	6.0	5.3	6.3	6.1	5.3	6.4	6.2	25.8	28.8	28.8
	STBG-TA	0.7	0.7	0.7	0.7	1.3	0.7	1.5	1.3	0.7	1.5	1.3	0.7	1.5	1.3	3.5	5.9	5.9
	HSIP	1.3	1.3	1.3	1.3	1.7	1.3	1.9	1.8	1.3	1.9	1.8	1.4	2.2	2.1	6.6	8.7	8.7
Total	All	6.9	6.9	7.0	7.0	8.6	7.3	9.6	9.1	7.3	9.7	9.2	7.4	10.1	9.6	35.9	43.4	43.4
ATP 6	STBG	7.9	7.9	8.2	8.2	9.2	8.6	10.1	9.8	8.6	10.3	10.0	8.6	10.5	10.1	41.9	47.1	47.0
	STBG-TA	1.2	1.2	1.2	1.2	2.1	1.2	2.5	2.2	1.2	2.5	2.2	1.2	2.6	2.3	6.0	10.0	10.0
	NHFP	-	-	1.1	1.1	1.1	-	-	-	-	-	-	-	-	-	1.1	1.1	1.1
	HSIP	2.3	2.3	2.3	2.3	3.1	2.3	3.4	3.1	2.3	3.4	3.2	2.5	3.9	3.6	11.7	15.3	15.3
Total	All	11.4	11.4	12.8	12.8	15.5	12.1	16.0	15.1	12.1	16.2	15.4	12.3	17.0	16.0	60.7	73.5	73.4
ATP 7	STBG	5.5	5.5	5.7	5.7	6.4	6.0	7.1	6.8	6.0	7.2	6.9	6.0	7.3	7.1	29.2	32.7	32.7
	STBG-TA	0.7	0.7	0.7	0.7	1.4	0.7	1.6	1.4	0.7	1.6	1.4	0.7	1.6	1.4	3.5	6.3	6.3
	HSIP	1.4	1.4	1.4	1.4	1.9	1.4	2.0	1.9	1.4	2.1	1.9	1.6	2.4	2.3	7.2	9.4	9.4
Total	All	7.6	7.6	7.8	7.8	9.7	8.1	10.7	10.1	8.1	10.9	10.2	8.3	11.3	10.8	39.9	48.4	48.4
ATP 8	STBG	4.3	4.3	4.5	4.5	5.1	4.7	5.6	5.4	4.7	5.6	5.4	4.7	5.7	5.5	22.9	25.7	25.7
	STBG-TA	0.7	0.7	0.7	0.7	1.2	0.7	1.4	1.2	0.7	1.5	1.3	0.7	1.5	1.3	3.5	5.7	5.7
	HSIP	1.1	1.1	1.1	1.1	1.5	1.1	1.6	1.5	1.1	1.7	1.5	1.1	1.7	1.6	5.5	7.2	7.2
Total	All	6.1	6.1	6.3	6.3	7.8	6.5	8.6	8.1	6.5	8.8	8.2	6.5	8.9	8.4	31.9	38.6	38.6
ATP M	STBG	52.3	52.3	54.0	54.0	60.7	57.0	67.1	64.8	56.3	67.5	65.2	57.0	69.3	67.0	276.6	310.1	310.0
	STBG-TA	7.4	7.4	7.2	7.2	13.4	7.2	15.8	13.7	7.2	16.0	13.9	7.2	16.2	14.1	36.2	62.5	62.5
	NHFP	26.5	26.5	-	-	-	8.0	8.0	8.0	28.6	28.6	28.6	10.0	10.0	10.0	73.1	73.1	73.1
	HSIP	13.1	13.1	14.4	14.4	18.1	14.4	19.6	18.4	14.4	20.0	18.8	14.8	21.2	20.1	71.1	88.3	88.5
	CMAQ	31.6	31.6	31.6	31.6	32.9	31.6	34.2	33.5	31.6	34.9	34.2	31.6	35.5	34.8	158.0	167.7	167.0
Total	All	130.9	130.9	107.2	107.2	125.1	118.2	144.6	138.4	138.1	166.9	160.7	120.6	152.1	146.0	615.0	701.7	701.1
ATP C (Statewide)	STP	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	40.0	40.0	40.0
	BROS	6.8	6.8	6.0	6.0	6.0	6.0	9.7	9.7	6.0	9.8	9.8	6.0	10.0	10.0	30.8	42.2	42.3
	CRP	-	12.0	-	-	12.2	-	20.6	12.5	-	20.8	12.7	-	21.6	13.5	-	62.9	62.9
	PROTECT	-	6.3	-	-	6.4	-	10.7	6.5	-	10.9	6.7	-	11.0	6.8	-	32.7	32.7
	GRANT	-	-	40.0	40.0	40.0	8.0	8.0	8.0	-	-	-	-	-	-	48.0	48.0	48.0
	RSS	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	30.5	30.5	30.5
	NHFP	7.5	7.5	-	-	-	-	-	-	-	-	-	-	-	-	7.5	7.5	7.5
	NHPP	6.2	6.2	3.5	3.5	3.5	3.5	-	4.6	3.5	-	4.6	3.5	-	4.7	20.2	9.7	23.6
	164	0.2	0.2	-	-	-	-	4.6	-	-	4.6	-	-	4.7	-	0.2	14.0	0.2
Total	All	34.8	53.1	63.6	63.6	82.2	31.6	67.6	55.4	23.6	60.1	47.9	23.6	61.3	49.1	177.2	287.5	287.7
Grand Total	All	226.7	245.0	239.0	239.0	290.2	218.9	302.3	279.0	226.5	314.0	290.7	209.8	303.6	280.3	1,120.9	1,385.5	1,385.2

Estimated STIP Funding Guidance levels for FY2022 to FY2026
 Does not include Carbon Reduction (CRP), PROTECT, Bridge Formula Program (BFP), National Electric Vehicle Infrastructure (NEVI), and adjustments from August Redistribution



FY2023 Target Distribution to ATPs Initial Discussion

Discussion Summary

- FY2022 – MnDOT accepted the responsibility of using all the new IIJA formula funds with the commitment to increase funding to ATPs in future years.
- FY2023 – MnDOT could do the same, or
- IIJA increases would be added the ATP STIP targets
- IIJA increased need to authorized on projects or used for Advance Construction PAYBACKs. **The increases cannot be used to create more Advance Construction.**

Reading the Table

- Shows adjusted distribution for STBG, TA, HSIP, NHFP, and CMAQ
- FAST Act – Shows current STIP Targets for the ATP
- **FY22 Rec** – Shows FY22 flat in FY22 with increases in FY23-FY26
- **FY23 to DOT** – Shows FY22 & FY23 flat with increased in FY24-FY26
- Annual amounts fluctuate because of Freight (NHFP) funding)
- *The delayed targets are equally distributed in addition to the increases built in to IJA.*

ATP	Prog	FY2022		FY2023			FY2024			FY2025			FY2026		
		FAST Act	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec	FAST Act	FY23 to DOT	FY22 Rec
ATP 1	STBG	6.8	6.8	7.0	7.0	7.9	7.4	8.7	8.4	7.4	8.8	8.6	7.4	9.0	8.7
	STBG-TA	0.9	0.9	0.9	0.9	1.7	0.9	2.0	1.8	0.9	2.0	1.8	0.9	2.0	1.8
	NHFP	-	-	-	-	-	1.8	1.8	1.8	-	-	-	-	-	-
	HSIP	1.7	1.7	1.7	1.7	2.3	1.7	2.5	2.3	1.7	2.5	2.3	1.8	2.8	2.6
Total	All	9.4	9.4	9.6	9.6	11.9	11.8	15.0	14.3	10.0	13.3	12.7	10.1	13.8	13.1

Initial Thoughts

- Are the ATPs ready for increased targets in FY2023?
- Does this apply to all programs (Transportation Alternatives, Safety)?
- Does it apply to all ATPs?
- Is there an understanding that the amounts on the table will be adjusted?

Next Steps

- July Meeting
 - Deep Dive Discussion
 - Possible recommendations to TP&IC
- Following TP&IC Recommendation to Commissioner
 - New Targets will be sent out to ATPs via District Planning Directors

Thank you again!

Brian Gage

Brian.gage@state.mn.us



STBG Off-System Bridges (BROS) Program Final Discussion

Discussion Summary

- IIJA increases the funding for Off-System Bridges, currently targeted at \$6,000,000 per year.
- IIJA provides an additional \$9,100,000+ per year for Off-System Bridges under the new Bridge Formula Program (BFP).
- FAST Act unobligated apportionment exceeds \$24,000,000.
- Generally, Off-System bridge funds can only be used for off-system bridges.
- Potential opportunity to use Off-System Bridge funds for On-System Bridges under certain conditions.

Estimated Bridge Needs

- Replacement Costs for Local Bridges in Poor Condition:
 - Local Off-System Bridges – 113,000,000
 - Local On-System Bridges – 246,000,000
- *Replacement Costs for MnDOT Bridges in Poor Condition:*
 - *MnDOT Off-System Bridges – 15,000,000*
 - *MnDOT On-System Bridges – 1,441,000,000 (includes Blatnik Bridge)*

Estimated Bridge Needs

Bridges in Poor Condition (including Blatnik Bridge)						
System and Ownership	Bridge Count	Percent by Count	Deck Area (SF)	Percent by Deck Area	Replacement Cost	Percent by Replacment Cost
Off-System	313	65.1%	541,132	14.1%	127,611,000	7.0%
Local Owned	302	62.8%	478,649	12.5%	112,536,000	6.2%
MnDOT Owned	11	2.3%	62,483	1.6%	15,075,000	0.8%
On-System	168	34.9%	3,287,721	85.9%	1,687,070,000	93.0%
Local Owned	92	19.1%	703,133	18.4%	245,715,000	13.5%
MnDOT Owned	76	15.8%	2,584,588	67.5%	1,441,355,000	79.4%
Grand Total	481	100.0%	3,828,853	100.0%	1,814,681,000	100.0%

Bridges in Poor Condition (excluding Blatnik Bridge)						
System and Ownership	Bridge Count	Percent by Count	Deck Area (SF)	Percent by Deck Area	Replacement Cost	Percent by Replacment Cost
Off-System	313	65.2%	541,132	16.7%	127,611,000	14.0%
Local Owned	302	62.9%	478,649	14.8%	112,536,000	12.3%
MnDOT Owned	11	2.3%	62,483	1.9%	15,075,000	1.6%
On-System	167	34.8%	2,693,535	83.3%	787,070,000	86.0%
Local Owned	92	19.2%	703,133	21.7%	245,715,000	26.9%
MnDOT Owned	75	15.6%	1,990,402	61.5%	541,355,000	59.2%
Grand Total	480	100.0%	3,234,667	100.0%	914,681,000	100.0%

Local Off-System Bridge Funding

Year	Current BROS Target	New BROS Target	Unobligated Balance*	Bridge Formula Program for Off-System**
FY2022	6,000,000	7,800,000	24,000,000	9,800,000
FY2023	6,000,000	8,000,000		9,100,000
FY2024	6,000,000	8,100,000		9,100,000
FY2025	6,000,000	8,300,000		9,100,000
FY2026	6,000,000	8,500,000		9,100,000
Total		40,700,000	24,000,000	46,200,000
Grant Total			110,900,000	

*FAST Act apportionments

**BFP Off-System 100% federal

TP&IC Recommendation

The PUW recommends to TP&IC that:

- SALT identifies an achievable target level for Off-System Bridges based on deliverability, geographic balance, and On-System needs.
- If the target level is less than annual funding levels, then SALT will work with OFM, OTSM, and FHWA to use Local Off-System Bridge funds for Local On-System Bridges.
- SALT will develop a distribution approach for the On-System Bridge funding.

Thank you again!

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Bridge Formula Program (BFP) Detailed Discussion

Program Details

- **Purpose:** To replace, rehabilitate, preserve, protect, and construct highway bridges
- **Budget Authority:** from the **General Fund; not subject to any limitation on obligations**
- **Appropriations:** Formula based on the relative costs of replacing a State's bridges classified as in poor condition and rehabilitating a State's bridges classified as in fair condition
 - 75% by the proportion the total cost of replacing all bridges classified in poor condition

Program Details

- **Setasides:** 15% of apportionment for use on “off-system” bridges
 - Highway bridges located on public roads, other than bridges located on Federal-aid highways
 - Off-system: Functionally classified as rural minor collectors or local roads.
- **Federal Share:** In accordance with formula programs, 100% for off-system bridges
- **Eligible Uses:** Highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads

Estimated Bridge Needs

Bridges in Poor Condition (including Blatnik Bridge)						
System and Ownership	Bridge Count	Percent by Count	Deck Area (SF)	Percent by Deck Area	Replacement Cost	Percent by Replacment Cost
Off-System	313	65.1%	541,132	14.1%	127,611,000	7.0%
Local Owned	302	62.8%	478,649	12.5%	112,536,000	6.2%
MnDOT Owned	11	2.3%	62,483	1.6%	15,075,000	0.8%
On-System	168	34.9%	3,287,721	85.9%	1,687,070,000	93.0%
Local Owned	92	19.1%	703,133	18.4%	245,715,000	13.5%
MnDOT Owned	76	15.8%	2,584,588	67.5%	1,441,355,000	79.4%
Grand Total	481	100.0%	3,828,853	100.0%	1,814,681,000	100.0%

Bridges in Poor Condition (excluding Blatnik Bridge)						
System and Ownership	Bridge Count	Percent by Count	Deck Area (SF)	Percent by Deck Area	Replacement Cost	Percent by Replacment Cost
Off-System	313	65.2%	541,132	16.7%	127,611,000	14.0%
Local Owned	302	62.9%	478,649	14.8%	112,536,000	12.3%
MnDOT Owned	11	2.3%	62,483	1.9%	15,075,000	1.6%
On-System	167	34.8%	2,693,535	83.3%	787,070,000	86.0%
Local Owned	92	19.2%	703,133	21.7%	245,715,000	26.9%
MnDOT Owned	75	15.6%	1,990,402	61.5%	541,355,000	59.2%
Grand Total	480	100.0%	3,234,667	100.0%	914,681,000	100.0%

Bridge Formula Program Funding

Year	BFP Estimated Obligation	85% On-System Bridges		15% for Off-System Bridges*
FY2022	65,200,000	55,400,000		9,800,000
FY2023	60,400,000	51,300,000		9,100,000
FY2024	60,400,000	51,300,000		9,100,000
FY2025	60,400,000	51,300,000		9,100,000
FY2026	60,400,000	51,300,000		9,100,000
Subtotal		260,600,000		46,200,000
Grant Total	306,800,000	306,800,000		

*BFP Off-System 100% federal

Options

- Option 1 – MnDOT / Off-System Split
- Option 2 – MnDOT / SALT / Off-System Split
- Option 3 – MnDOT / ATP / Off-System Split
- Option 4 – Statewide Investment Plan
- Option 5 – Statewide Solicitation

1 – MnDOT / Off-System Split

- 15% for Off-System Bridges managed through SALT (providing additional funding to existing BROS program)
- 85% for MnDOT managed through Statewide Performance Program (SPP) – Bridge
- Equivalent of 15% added to STBG funds distributed to ATPs by formula
- Pros
 - Uses existing distribution formulas and processes (no new programs)
- Cons
 - Does not specifically direct funds to Local On-System Bridges

2 – MnDOT / SALT / Off-System Split

- 15% for Off-System Bridges managed through SALT (providing additional funding to existing BROS program)
- 70% for MnDOT managed through Statewide Performance Program (SPP) – Bridge
- 15% for new Local On-System Bridge Program managed by SALT
- Pros
 - Focuses dedicated bridge funds on Local On-System bridges
- Cons
 - SALT required to develop new program to prioritize funding

3 – MnDOT / ATP / Off-System Split

- 15% for Off-System Bridges managed through SALT (providing additional funding to existing BROS program)
- 70% for MnDOT managed through Statewide Performance Program (SPP) – Bridge
- 15% distributed by formula to ATPs.
- Pros
 - Uses existing distribution formulas and processes (no new programs)
 - ATPs can prioritize bridges in their region
- Cons
 - ATPs will be required to use funds on eligible bridge projects
 - ATP distribution may not align with bridge needs

4 – Statewide Investment Plan

- 15% for Off-System Bridges
- 85% for On-System Bridges
- MnDOT Bridge Office and SALT develops an investment plan
- Pros
 - Ability to address the greatest needs first
 - Maximizes the available funding
- Cons
 - Requires development of a plan
 - May not align with regional balance

5 – Statewide Solicitation

- 15% for Off-System Bridges
- 85% for On-System Bridges
- MnDOT Bridge Office and SALT lead solicitation process
- Pros
 - Submitted projects indicate local agency readiness and buy-in
 - Opportunity to leverage additional local matching funds
- Cons
 - Requires development of a solicitation process
 - May not align with regional balance / could focus on those that can delivery

Here's where we talk about Preferences

- Do we want to focus of Local On-System Bridges?
- Do we want the ATPs to have flexibility to choose?
- How does statewide programs work?
- The need changes as Poor bridges are fixed and Fair bridges age. How best do we manage these shifts?
- BFP Off-System are 100%, BROS are up to 81.42%, how will this be managed?
- Any other comments?

Next Steps

- PUW members consider these options (or others) and discuss them with those they represent.
- Next PUW meeting we discuss (and propose) a recommendation to TP&IC

Thank you again!

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