



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, AUGUST 10TH, 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. To ensure your comments are received 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(s) your comments address. If you would like to appear via video or audio link for comments or questions, please also provide your e-mail address and contact information to the above e-mail. 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.

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 JULY 13, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF GF-EGF MPO SELF-CERTIFICATION KOUBA

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- 6. MATTER OF 2023-2026 T.I.P..... KOUBA
 - a. Public Hearing
- 7. MATTER OF UND INTERN.....HALFORD
- 8. MATTER OF 20-YEAR STATE HIGHWAY INVESTMENT PLAN.....MNDOT
- 9. MATTER OF 2023-2024 UPWP/BUDGET DISCUSSIONHALFORD
- 10. OTHER BUSINESS
 - a. 2021/2022 Unified Planning Work Program Project Update KOUBA
 - b. Agency Updates:
 - Safe Streets For All (SS4A).....HALFORD
 - Bridge UpdateHALFORD
 - Programming Update Workgroup..... KOUBA
- 11. ADJOURNMENT

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

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 13th, 2022**

CALL TO ORDER

Stephanie Halford, Chairman, called the July 13th, 2022, meeting of the MPO Technical Advisory Committee to order at 1:37 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; Jane Williams, Grand Forks Engineering; George Palo, NDDOT-Local District; Nancy Ellis, East Grand Forks Planning; Steve Emery, East Grand Forks Engineer; Jon Mason, MnDOT-District 2; and Dale Bergman, Cities Area Transit.

Absent: Brad Bail, Ryan Riesinger, Jason Peterson, David Kuharenko, Michael Johnson, Lane Magnuson, Nels Christianson, Nick West, and Patrick Hopkins.

Guest(s) present: Gracie Lian, Grand Forks County and Troy Schroeder, NWRDC.

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 JUNE 8, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE THE JUNE 8TH, 2022 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF FY2022-2025 T.I.P. ADMINISTRATIVE MODIFICATION

Kouba reported that per a notice from the NDDOT an administrative modification to the FY2022-2025 T.I.P. is needed to move Grand Forks Project #18, rehab traffic signals on the Urban Road System, from 2023 to 2022. Zacher commented that he just wanted to point out that we may have to change this back. He explained that it has a September 1st completion date, so we have to assume it may go but it may end up being pushed back into 2023 as well.

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MOVED BY PALO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2022-2025 T.I.P. ADMINISTRATIVE MODIFICATION, AS PRESENTED.

Voting Aye: Brooks, Palo, Ellis, Emery, Mason, Zacher, and Williams.

Voting Nay: None.

Abstaining: None.

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

MATTER OF DRAFT 2023-2026 T.I.P. PROJECT LISTINGS

Kouba reported that we have released our 2023-2026 project listings for our T.I.P. She stated that to date they have not received any comments from the public, and there isn't anyone present today.

Kouba said that you will see notice that there is a slight format change, especially for the MPO number system, which was done to make it a little clearer and allow us to focus in on certain areas.

Kouba stated that there weren't many changes, and she knows that Ms. Pierce did send some changes to the Minnesota side projects that don't quite line up and she will definitely get those changes put in before the final T.I.P. is submitted for approval.

Zacher pointed out that Grand Forks Project #119003 or PCN 23232, which is the City wide signal system on the Urban Roads, has a funding source as the Bridge Program; he will have to check into that. He said that he was having connectivity issues at work, so he wasn't able to do so before the meeting.

Pierce commented that, just to clarify the comments that Ms. Kouba alluded to were only in the project description, there was nothing wrong with funding or the alignment on Minnesota side projects.

MOVED BY BROOKS, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2023-2026 T.I.P. PROJECT LISTINGS, AS PRESENTED.

Voting Aye: Brooks, Palo, Ellis, Emery, Mason, Zacher, and Williams.

Voting Nay: None.

Abstaining: None.

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

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MATTER OF TRANSPORTATION ALTERNATIVE (TA) PROJECT APPLICATIONS

Halford reported that a copy of the Transportation Alternative (TA) project application was included in the packet. She referred to the application and stated that it is the proposed application from the City of Grand Forks; they are looking at doing a shared use path along South 48th Street, between 17th Avenue and 32nd Avenue. She said that currently on the east side is a gravel path, and she believes this is a very exciting project because not only is it adding a mile worth of a shared use path, but it is also giving alternative transportation options to those businesses along there as well.

Halford commented that the Grand Forks City Council did approve this application, and she was originally going to defer to Mr. Kuharenko for any additional information on this project, but since he is not present today she will defer to Ms. Williams instead. Williams responded that she doesn't have any additional comments on the project.

Palo asked if this was going to replace what is already there to make it a more permanent concrete path. Halford responded that it will, she explained that they will take off the top layer of gravel and replace it with concrete, and it will be a 10-foot wide path.

MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE TRANSPORTATION ALTERNATIVE (TA) PROJECT APPLICATION, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

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

MATTER OF PAVEMENT MANAGEMENT CONDITION REPORT

Kouba reported that this is the final step for our Pavement Management Update, it is the final report. She said that she did bring it to several people; specifically, to David Kuharenko from Grand Forks Engineering, Steve Emery from East Grand Forks Engineering, and Jason Stordahl from East Grand Forks Public Works, but have not received any comments back from them about the summary report. She stated that she hopes that everyone else has had a chance to look through it. She added that she didn't see anything too surprising throughout the report herself when she went through it, but it is part of our pavement condition analysis when we do our Street and Highway Plans, so it is what we will be basing everything off of.

MOVED BY BROOKS, SECONDED BY PALO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PAVEMENT MANAGEMENT REPORT, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

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

**MATTER OF SAFE STREETS FOR ALL (SS4A) – SAFETY ACTION PLAN
DISCUSSION**

Halford reported that this is part of the Bipartisan Infrastructure Law, it is the Safe Street For All Program that is discretionary program with \$5 billion in funding over the next five years.

Halford stated that the purpose of this grant is to improve roadway safety to reduce or eliminate fatalities and serious injuries on our roads through safety action plans and implementation.

Halford said that the program provides funding to develop tools to help strengthen a community's approach to roadway safety and save lives. She added that it provides funding for two types of grants: Action Plan Grants and Implementation Grants. She said that the Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan and the Implementation Grants are available to implement those actions.

Halford stated that we are looking at award amounts that are estimated to be at least \$200,000, and since we are looking at a joint application, up to \$5 million in the MPO area.

Halford commented that they encourage joint applications, so having the DOTs, the Cities and the MPO coming together and putting in a joint application makes that application stronger. She added that it is an 80/20 split in funding

Halford stated that if you have one, or once you have an Action Plan in place you can go after the Implementation pot of monies, which starts at \$5 million and goes up to \$50 million.

Halford said that she had a meeting with Grand Forks and East Grand Forks staff about this opportunity, and both sides showed interest, but we all felt that it should be discussed at the Technical Advisory Committee and Executive Policy Board levels before applying and moving forward with it. She added that currently neither City has a Safety Action Plan in place, so if we move forward it would be a joint application with both Cities and the MPO for funding for a community wide Safety Action Plan, it wouldn't be either city, it would be for the whole area.

Halford stated that applications are due September 15th, awards will be announced at the end of the year or early in 2023, so it is a fast turnaround, and also, we would be looking at doing them in this next work program as well.

Zacher commented that he believes there is a webinar on this tomorrow afternoon. Halford responded that there is, and if anyone is interested in listening to it she can provide the link.

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Zacher added that it is basically it is just a quick registration through Federal Highway, and it is just on-line.

Halford said that this is not necessarily an action item, it is really just an information item but also looking for input because she will be bringing it to the Executive Policy Board and getting their thoughts, so if there is any input or if you would like to join the discussion and application, she would add that as part of the staff report for the Executive Policy Board, but really just looking for recommendations as to whether or not you feel this is a good idea, and any advice on whether or not we should move forward.

Ellis commented that she thinks this is a good thing to apply for. Halford stated that she will take this to the MPO Executive Policy Board and will keep the Technical Advisory Committee updated on what happens and what the next steps will be, and hopefully in the future that we received funding.

Information only.

MATTER OF BRIDGE UPDATE

Halford reported that the July 11th meeting of both City Councils, the MPO Executive Policy Board was held and there was discussion across the board on topics including safety, location, design, and so on. She stated that it had been a while since we all kind of sat in the same room together so that was nice and exciting to see just that to happen.

Halford said that in addition to the discussion on the potential inner-city bridge the Merrifield Bridge is also getting some momentum as well. She stated that it sounds like the Merrifield Bridge location will be added to the East Grand Forks RFP that is out there, that they will also look at Merrifield as well.

Halford commented that they also discussed that once a consultant has been chosen that another Joint Council/MPO Executive Policy Board meeting will be scheduled again to go back and answer some of the unanswered questions as well as to give a recap of where we are at with the RFP and who was selected.

Information only.

OTHER BUSINESS

A. 2021/2022 Annual Work Program Project Update

Kouba referred to the Unified Work Program Project update included in the packet:

- 1) Grand Forks Land Use Plan – Kouba reported that we now have a printed version of the 2050 Grand Forks Land Use Plan so we will be getting it out to everyone and once approved we can mark it as complete.

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- 2) Pavement Management System Update – Kouba reported that we just approved the draft report and once it is approved by the MPO Executive Policy Board we can mark it as complete.
- 3) Transit Development Plan Update – Kouba reported that we are working on the final information for our route suggestions, as well as working with our Human Service Agencies to come up with a Human Service Transit Coordination Plan section of the plan.
- 4) Bike/Ped Plan Update – Kouba reported that she did attach a written update for our Bike and Ped Plan but she will say that we had a pretty good turnout for the Bike Audit, and we currently have a survey out for people to fill out around the Grand Forks/East Grand Forks area available on the website, so please get the word out about it and if you haven't received the link to that survey let her know and she will get it to you. She added that the survey has been out for about a month now, and several organizations have also shared that information on their social media pages as well.
- 5) Street/Highway Plan Update – Kouba reported that she did attach a progress report from the consultant, but we are still in the beginning stages of the update. She stated that we are still getting data information to them and may be contacting people as needed for additional information.

B. Agency Updates

- 1) GF-EGF MPO
 - a. Mid-Year Review – Halford reported that the Mid-Year Review went very well, good conversation and good information, and it is always nice to kind of do a check-in and be in the same room with each other, so it was nice to be able to go back and forth altogether.
 - b. NDSU Meeting – Halford reported that this meeting was with ATAC and Ms. Kouba and herself went down to Fargo and met with them and went over where some of our projects are at and everything is looking very good.
 - c. Programming Update Workgroup – Kouba reported that Mr. Mason sent us the information that the Programming Update Workgroup has been talking about; they had their meeting on June 17th so their next one will probably be on July 22nd, and she doesn't know if there was anything specific that came up at the meeting on the 17th that was of interest, she knows that there is the small MPO suballocation that was brought up as additional information. Mason commented that was probably the big one

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that was directly related to the MPO. He said that he knows there are a lot of slides in this presentation, but he didn't have a chance to pare it down.

Mason stated that the direction with the Statewide Sub-Allocation to the MPOs didn't move forward and ultimately the current practices with the ATPs statewide is working better than a direct statewide allocation, in this case the MPO area receives the City's Sub-Targeting funds every four years and ultimately that is the better approach for the MPO.

Mason said that there was some discussion about the ATP Target Distribution formula, which is based on population and state aid needs, that the funding that goes to the counties and the cities in the area; with the 2020 Census information there was some discussion about including that in the new formula. He added that, apparently the new census information is being revised and we won't have that information for when we are anticipating getting the 2024 through 2027 STIP Targets, so that is a delayed piece in the process so ultimately, they are planning on using the same distribution formula as previous years.

Mason commented that MnDOT's Office of Transit and Transportation is interested in participating in the ATP's TA process as an advisor, probably doesn't affect the MPO to much.

Mason stated that there is a new bridge formula program funding, although he doesn't know all the details about it, but it is more or less a new program and there is different funding for different pots that the State is trying to figure out the most appropriate way to allocate those funds, whether it be X percent to MnDOT and X percent to the cities and counties to maintain the network within the state, so you are looking at a lot of data and trying to find the right balance for the state.

Mason said that the last point, that is more funding related, is the target distribution to the ATPs. He stated that he thinks that Patrick might have hit on this a little bit at the last Technical Advisory Committee meeting, but MnDOT accepted the responsibility of using all of the IIJA federal funding increase in 2022, which allows the local agencies additional time to select projects, MnDOT is more or less paying back the local ATPs in those future years so they aren't losing any funding, it just allows them more time to select projects and properly allocate funding to those projects. He added that MnDOT offered to do that in 2023 as well, but through conversations at that Programming Update Workgroup and outside of that it sounds like the local agencies are interested in starting right away in 2023 with the funding increases, so what that means to the ATPs is, as we look at it, ultimately there will be increase in the Surface Transportation Block Grant funding that comes to the area, an increase in

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Transportation Alternative funding, as well as Highway Safety Improvement Program funding, so there hasn't been any decisions made on this yet, a lot of questions remain as to sort of how it will work and ultimately how much flexibility the ATPs have and MnDOT, as a State, in determining where those funds go and how they are used, but ultimately it is good news that additional money is coming to the northwest part of the state and we will be getting into the details in the coming months as how best to allocate those funds to existing and new projects.

2) OTHER AGENCIES

- a. NDDOT Update – Zacher reported that they will be looking at their next MPO Director's meeting sometime in September. He stated that the past few years we had them in the Spring and Fall, virtually, but past history sounds like it actually rotated around to the MPOs, so one MPO took the lead, so he will be working with Ms. Halford and the other MPO Directors to see what they want to do.

Zacher said that they have also had some conversations with Federal Highway regarding the Census designation, and they are still hoping, headquarters has reached out to the Census Bureau, and they are still hoping for having designations out in 2023, but in the background Federal Highway is also looking at multiple apportionments, basically, staying with 2010 or 2020 is his understanding.

- b. MnDOT Update – Pierce reported that she has a couple of things to mention. She said that first, and probably most pressing, is that there is extra HSIP funding for Fiscal Year 2023, and she did send information out via e-mail that the release for solicitation starts Friday, so please share with your jurisdictions that we still have to go through the same process that we normally do, and the MPO has to approve the submittal before it is due and the due date is September 9th to OTE, and that information should be coming from State aid here in every jurisdiction of Minnesota's City County email box today or tomorrow.

Halford asked how much funding is available. Pierce responded that she doesn't have the amount, but it will be 100% federal eligible costs and will focus on things with minimal environmental impacts like rumble strips, chevron signing, six-inch imbedded markings on high-risk roads, advanced intersection signing per county safety plans. She said that she does know it is a decent amount, and there will be a webinar on August 16th from 11:00 to Noon that will offer more information as well, and if you have more questions feel free to reach out to Derek Leuer or OTE. Halford commented that that sounds really

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good, and she will look over that and send it out. She added that it looks like it would have to come to the Technical Advisory Committee next month.

Pierce stated that that is the most pressing thing, but a couple of other updates; first MnSHIP public engagement has opened up and she believes she shared something with Ms. Halford this morning about that, but if not, you should be receiving something shortly and then there someone from the MnSHIP Team will be presenting at your August meeting.

Pierce stated that the Statewide Multimodal Transportation Plan is in the Governor's office waiting for approval that they can go out for public comment for that so they will be sending that out to get that shared more diversly and widespread as soon as it is available.

Pierce commented that, just like a shameless plug, they do have a number of planner positions open at CO and some of the District Offices as well, so if you know of a planner that is looking for a job, please send them to their MnDOT website or to her or Mr. Mason and they will get them to the right place for an application.

- c. NWRDC – Schroeder reported that he just wanted to give an update that their Transit Steering Committee is meeting tomorrow to approve their Local Coordination Plan, and once that has been approved it will go into their 30-day public comment process and the planning document will be available on their website so please check it out and send them feedback.

Information only.

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY PALO, TO ADJOURN THE JULY 13TH, 2022
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:19 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
August 10, 2022
MPO Executive Board:
August 17, 2022

STAFF RECOMMENDED ACTION: The approval of 2022 Self-Certification to the MPO Executive Board,

TAC RECOMMENDED ACTION:

Matter of the 2022 Self Certification.

Background:

Annually, the MPO, working in cooperation with the State DOTs adopts a self- certification resolution. In the past, this resolution was contained in the TIP document. In conjunction with the other MPOs and FHWA, the decision was made to cause the self- certification resolution to become a separate agenda item during the meeting the TIP is being finalized. The requirements remain that the self-certification be submitted at the same time the TIP is being submitted and included as an appendix to the TIP.

The purpose of the self-certification is to have the MPOs and State DOTs confirm to the USDOT that the requirements imposed upon the metropolitan planning process are being fulfilled. The resolution contains the relevant section of US Code and Federal Regulations being self-certified.

Findings and Analysis:

- The MPO and State DOTs need to self-certify that the metropolitan planning process is being fulfilled.
- The self-certification needs to be submitted at the same time the TIP is being submitted.
- The public needs an opportunity to comment upon the self-certification.
- The attached resolution identifies the various codes and regulations being self-certified.

Support Materials:

- Copy of Draft Self-Certification Resolution and supporting documentation.



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

**The Forks MPO
Self-Certification**

Transportation Planning Process Certification Statement

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Grand Forks-East Grand Forks
Metropolitan Planning Organization

North Dakota Department of
Transportation

Signature

Signature

Title

Title

Date

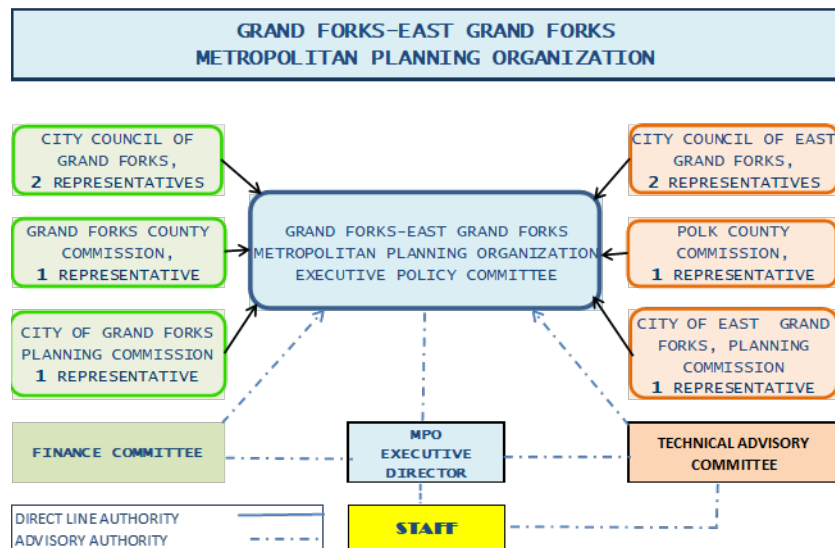
Date

Each year, when the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) approves the Transportation Improvement Program, they also certify that the 3-C planning process used in the Grand Forks and East Grand Forks Urbanized Area is following the above federal requirements.

By resolution, the MPO certifies that its 3-C planning process meets the federal requirements through the actions stated below:

Planning Requirements (23 USC 134 and 49 USC 5303)

The Grand Forks-East Grand Forks MPO has been designated by the Governors of Minnesota and North Dakota as the Metropolitan Planning Organization for the Grand Forks- East Grand Forks urbanized area. The MPO’s Policy Board is comprised of active representatives from four (4) local jurisdictions: Grand Forks, East Grand Forks, Grand Forks County, and Polk County. It is the policy of the MPO that all transportation related planning documents be completed utilizing the 3-C planning process, as indicated in this memorandum and other documents. This policy is annually certified with the T.I.P.



This process is carried out through the implementation of the **Unified Planning Work Program (2021-22)** and the development and adoption of a fiscally constrained annual **Transportation Improvement Program (2023-26)**, the development and adoption of a fiscally-constrained **Metropolitan Transportation Plan (2018)** every five years, the development of a regional Intelligent Transportation Systems (ITS) technology; all of which are vetted through procedures identified in the **Public Participation Plan (2020)** to assure the general public has access and input into the regional transportation planning efforts. Hard copies of each of the plans and programs are available at the MPO for public review and are also available on the MPO

website: www.theforksmpo.org. The MPO also works closely with transportation providers through the region to conduct major investment and corridor feasibility studies which serve to evaluate, refine, and select transportation options for implementation, and ensuring that policies, programs and projects when implemented will result in improved transportation systems within the region.

The MPO works closely with the Grand Forks and East Grand Forks Transit Agencies, collectively Cities Area Transit (CAT) on issues related to public transit and paratransit services. The MPO, along with CAT and with input from the public, develop and maintain a **Transit Development Plan** (originally adopted in 2016, amended in 2020). The TDP identifies near- and long-term policies and actions items for enhancing transit and paratransit service in the greater Grand Forks – East Grand Forks metropolitan area. The TDP also provide the framework for MPO requirements of **Coordinated Public Transit Human Services Transportation Plan** (included as part of TDP update).

Statewide Planning

The MPO works closely with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) to support the planning, funding, and implementation of statewide improvements. Whenever called upon, planning assistance is provided to assist NDDOT and MnDOT in meeting Statewide Planning requirements. The MPO and the state DOTs share financial information to carry out the fiscal constraint requirements of the planning process.

- A. 49 United States Code 5306 requires the involvement of private transportation providers in the planning and development of public transportation systems.

In the past year the MPO has met these requirements by:

1. Maintaining a Private Sector Participation Procedure related to the involvement of appropriate transportation providers in the 3-C transportation planning process
2. Inviting private transportation providers to opportunities to review and comment on metropolitan transportation studies. Such plans include the Transit Development Plan and Transportation Improvement Program.
3. Liaison, coordination, and direct input on transportation plans is obtained by the private sector by direct membership on the Technical Advisory Committee with one member from the Chamber of Commerce.
4. Selected transit support services have had task forces created to study the specific service and the private operators have participated at those task force meetings.

Their comments and views and how they were received are documented in the minutes of the task forces.

5. To date, no complaints from the private sector concerning any facet of our local public transportation efforts have been received

B. 23 United States Code, Section 134, Metropolitan Planning, (H) (6) Transportation Plan and (J) (4) Transportation Improvement Program, Opportunity for comment, as amended;

Each year, during the implementation of the activities identified in the UPWP, the MPO solicits public participation from citizens of the Cities of Grand Forks and East Grand Forks; Grand Forks and Polk Counties; the staff of North Dakota and Minnesota Departments of Transportation; and other transportation agencies and providers by written notification. Public meetings were held at various times and dates to invite the public to provide input and feedback.

Regarding the TIP, the MPO engages the public several times during the process of developing the TIP through formal public hearings. In April, the draft TIP is promulgated for feedback from the public. In August, the final draft is available prior to adoption. Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing.

Clean Air Act Section 174 and 176 (c) and (d)

The State Implementation Plans for Minnesota and North Dakota still do not require any transportation control measures for the Grand Forks-East Grand Forks urbanized area. As part of its multi-modal long range transportation planning efforts, the MPO does calculate the amount of green-house gas emissions estimated by its travel demand model. The MPO has established a performance target to reduce the transportation impact on the environment by 10% below the base year levels by the horizon year of 2045.

Title VI of the 1964 Civil Rights Act, Section 601

"No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in, denied the benefits of, or subject to discrimination under any programs receiving financial assistance (federal or local). The MPO follows its **Title VI and Non-Discrimination Plan** (2020) to meet its obligations under Title VI and in meeting defined Title VI Assurances. The document describes:

- The demographics of the Grand Forks – East Grand Forks Metropolitan Area,
- Environmental Justice areas and Limited English Proficiency populations within the MPO Planning Area Boundary,
- Demographics of MPO staff and Policy Board members, and
- An accomplishment report for both administrative/oversight activities as well as metropolitan transportation planning process activities for the 2021 calendar year.

MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs, and policies. All plans, programs, and policies, including public meeting announcements and agendas, contain the following language:

“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.”

The MPO continues to record Title VI efforts for the year, including responding to Title VI complaints, in its annual Title VI report. Title VI compliance documentation includes the following information:

- Since the last self-certification, the MPO has not received, nor been notified of any lawsuits or complaints alleging discrimination.
- The MPO receives Consolidated Planning Grant (CPG) funds, which are transportation planning funds from the Federal Highway Administration and the Federal Transit Administration. All of these funds are secured through the annual adoption of an Annual Unified Work Program. All necessary Civil Rights compliance documents needed to properly obtain these funds have been completed, submitted, and approved. Proposals to secure federal funds for FY 2016 are part of the MPO’s 2019-2020 work program process. These funds are utilized beginning January 1, 2019, the beginning of the MPO’s fiscal year.
- No formal civil rights compliance review has been performed on the MPO in the past three years by any level of government. The MPO did update its Title VI documentations and adopted a Limited English Proficiency (LEP) Plan. The MPO has updated its Title VI

Report as part of its annual TIP Self-certification. NDDOT also conducted an Audit of the Title VI compliance and found no issues.

- As a one-time submission, the Civil Rights Assurance was previously submitted to FTA in January 1988. Annually, the MPO adopts a State DOT Title VI Standard Assurance as part of its TIP approval.

Disadvantage Business Enterprises Section [1101(b) of MAP-21 and 49 CFR part 26]

The MPO cooperates with the NDDOT, since it is the lead state agency, in fulfilling its goal of percentage of work. The MPO includes in all its Requests for Proposals a clause that encourages all submittals to included minority and disadvantaged businesses to participate in the response. Further, the MPO submits a copy of the RFP for the NDDOT Qualifications Based Selection process.

Equal Employment Opportunity (23 CFR part 230)

Discrimination based on race, color creed, national origin, sex or age in employment business opportunities with The MPO is prohibited. The MPO works with the NDDOT and MnDOT in the implementation of an equal employment opportunity program on federal and federal-aid projects.

Prohibition of discrimination based on gender (23 USC Section 324)

The MPO maintains a no discrimination policy in our planning efforts, hiring practices or any other activity or product. Such actions include non-discrimination based on a person's gender. The MPO provides the following general caveat with its activities:

The MPO is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability, sexual orientation, and income status have access to MPO's programs and services.

Discrimination against individuals with disabilities (29 USC 794 Section 504)

The MPO takes pride in its planning efforts and agency operations to be inclusive of all individuals. We provide access for disabled individuals to all meetings and do not discriminate against any individual based on the presence of a disability. The MPO provides the following general caveat with its activities:

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.

The Older Americans Act, as amended (42 USC 6101)

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in any programs receiving financial assistance (federal or local). No person will be denied the benefits of or be subject to discrimination in their participation in MPO programs. The MPO subscribes to its **Title VI and Non-Discrimination Plan (2020)** to meet its obligations under Title VI and in meeting defined Title VI Assurances. The MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs, and policies.

The 3-C planning activities of the MPO are sensitive to the needs of the elderly and handicapped persons by:

- Creating a liaison with the elderly and handicapped community and service agencies on the Transportation Improvement Program.
- Specific notification of Transit Development Plan updates and associated activities and public meetings.
- A Section 504 Handicapped Transportation Services Program for Grand Forks and East Grand Forks was adopted in December 1987.

Additional opportunities take place during each City's process to approve projects and plans, which are submitted to the MPO for consideration.

Provisions of the Americans with Disabilities Act

The MPO does include a statement with all its notices and agendas:

"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.”

The MPO holds all its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any MPO meeting.

The MPO does not own the buildings in which its offices are housed, but rather, rents the office space. The buildings are, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access MPO offices. Further, the MPO requests written statements from the building owners that the buildings are ADA compliant.

Lastly, the MPO provided the opportunity for both Grand Forks and East Grand Forks to have a new ADA Right of way Transition Plan completed. East Grand Forks accepted this offer and the MPO, together with the City of East Grand Forks and the consulting firm of SRF Consulting, Inc., prepared and developed this document. This included a public engagement opportunity at each of the key points during the process. The Plan was adopted by East Grand Forks and is being used to make process towards complying with ADA within its right of way.

Restriction on influencing certain federal activities (49 CFR Part 20)

The MPO policy is that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant or loan or the entering into a cooperative agreement. No state or federal funds received by the agencies will be used directly or indirectly to influence any member of Congress, any member of the North Dakota or Minnesota State Legislatures, or any local elected official to favor or oppose the adoption of any proposed legislation pending before any federal, state or local legislative body. The MPO requires in each of its contract with consultants a provision signed by the consultant that this “anti-lobbying” provisions were met.

Restriction on Procurements from Debarred or Suspended Persons/Firms (49 CFR part 29 subparts A to E)

Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

All MPO contracts are covered transactions for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined in 49 CFR

29.995, or affiliates, as defined at 49 CFR 29.905, are excluded, or disqualified as defined at 49 CFR 29.940 and 29.945. The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into. The MPO includes with all Requests for Proposal and Contracts a form to receive from the bidder/firm a signed statement of the responsibilities in this area.

Drug Free Workplace Certification (49 CFR Part 29 sub-part F)

The MPO as part of its Administrative Policies and Procedures, and as part of its Personnel Policies maintain a Drug Free Workforce Policy. The MPO Employee Handbook identifies The MPO's Substance Abuse Policy, which includes prohibited acts, responsibilities for enforcement, and consequences for not following the policy.

Executive Order 12898- Environmental Justice in the Metropolitan Transportation Plan

The MPO maintains an Environmental Justice Manual (2020) to guide its implementation of the three principles of EJ. Environmental Justice areas are defined in the MPO EJ Manual. Funding is allocated as part of the UPWP to maintain an active participation and analytical approach that produces procedures that meet Environmental Justice requirements by ensuring that federally funded transportation projects adequately consider effects on low-income and minority segments of the population.

The MPO produces with its regional and sub-regional transportation studies information documenting the effects of proposed transportation improvements on areas identified as EJ areas.

The MPO provides with the annual TIP an overlay of programmed transportation projects with the defined EJ areas to identify projects that would potentially impact EJ residents. In conjunction with its Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.

The MPO's multi-modal long range transportation plan, environmental justice analysis is done on all alternatives being contemplated to identify projects that potentially impact EJ populations. Further, in conjunction with the MPO Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.



MPO Staff Report
Technical Advisory Committee:
August 10, 2022
MPO Executive Board:
August 17, 2022

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

TAC RECOMMENDED ACTION:

Matter of the Draft Final 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. 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 was presented in July. 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 Grand Forks/East Grand 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 MPO area.

The MPO posted a draft TIP for public review and comment. The draft will be available 10 days prior to the scheduled public hearing. The public hearing will be held during the August 10th 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. There is an additional project that the STIP has but the MPO TIP does not have. This may extend the public hearing.

The MPO Executive Board will be requested to approve the draft Final TIP for 2023-2026 for the entire MPO study area. Once adopted and approved, the TIP is inserted in the STIP by reference and cannot be modified without MPO approval. As such, the TIP is the referenced document for any decisions regarding projects programmed, project scopes, and project financing.

Findings and Analysis:

- The projects listed are consistent with the MPO's Metropolitan Transportation Plan.
- The projects listed are consistent with the respective draft STIPs.
- The projects have identified funding and therefore the TIP is fiscally constrained.
- Projects are being listed as "Illustrative".

Support Materials:

- Copy of Draft 2023-2026 TIP project list out for public comment can be found on the MPO website. https://www.theforksmpo.org/resources/transportation_improvement_plan_tip
- Copy of Public Hearing Notice.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2023 to 2026 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will start at 1:30 PM on August 10th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2023 to 2026. A copy of the Final TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the Final TIP can be submitted to the email address info@theforksmpo.org until noon on August 10th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

For further information, contact Stefanie Halford at 701/746/2660. The GF-EGF MPO 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-EGF MPO 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-EGF MPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM


FISCAL YEARS 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							Operations	2023	2024	2025	2026	
	PROJECT TYPE	FUNDING STATUS								Capital				
										P.E.				
TOTAL					R.O.W.									
FUNDING SOURCE					CONSTR.									
TOTAL					TOTAL									
Grand Forks #119003 PCN 23232	Grand Forks	Varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS:										
	Grand Forks	Varies		Operations	0.00									
	ITS Rehab	Discretionary		Capital	0.00									
				P.E.	N/A									
TOTAL					R.O.W.	N/A								
3,335,000					FEDERAL	2,360,000								
					STATE									
					OTHER									
					LOCAL	975,000								
Urban Roads Program					CONSTR.	3,335,000								
TOTAL					TOTAL	3,335,000								
Grand Forks #119004 PCN 22167	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 other 50% funding through Bridge Program										
	NDDOT	Principle Arterial		Operations										
	Bridge Reconstruct	Discretionary		Capital										
				P.E.										
TOTAL					R.O.W.									
11,150,000					FEDERAL	9,023,696								
					STATE	1,011,304								
					OTHER									
					LOCAL	1,115,000								
Urban Regional Secondary Roads & Bridge Programs					CONSTR.	11,150,000								
TOTAL					TOTAL	11,150,000								
Grand Forks #122001 PCN 23015	Grand Forks	Varies	Deck overly and other repairs on various bridges on US-2, US-81, and I-29.	REMARKS:										
	NDDOT	Varies		Operations										
	Bridges	Discretionary		Capital										
				P.E.										
TOTAL					R.O.W.									
3,426,000					FEDERAL	2,740,800								
					STATE	685,200								
					OTHER									
					LOCAL									
Bridge					CONSTR.	3,426,000								
TOTAL					TOTAL	3,426,000								



Summary of Comments on GF_Final_Projects_FY2023-2026_v2.pdf

Page: 2

 Number: 1 Author: tkouba Subject: Sticky Note Date: 7/28/2022 2:55:06 PM
Is This still correct? I couldn't find anything specific.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2023 Grouped Projects		TOTAL	FEDERAL	STATE	OTHER	LOCAL
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					
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	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					CONSTR.	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												
	Reconstruction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				8,930,000	6,744,000			2,186,000	CONSTR.		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												
	ITS Rehab	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				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												
	Safety	Discretionary												
				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 AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT FUTURE EXPENDITURES					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
	PROJECT TYPE	FUNDING STATUS			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	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													
	Rehabilitation	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
					1,906,000	1,716,000	190,000						1,906,000		
					Interstate Maintenance Program					TOTAL				1,906,000	
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													
	Construct	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
					1,600,000	1,280,000			320,000				1,600,000		
					Main Street					TOTAL				1,600,000	
Grand Forks #120008 PCN	Grand Forks	N 4th St	Reconstruction between 1st Ave N and 2nd Ave N		REMARKS:										
	Grand Forks	Minor Arterial													
	Reconstruct	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
					2,700,000	2,160,000			540,000				2,700,000		
					Main Street					TOTAL				2,700,000	



1

 Number: 1 Author: tkouba Subject: Sticky Note Date: 7/28/2022 2:58:13 PM

These two Main Street Projects don't show in the STIP projects that I have seen. Are they still being funded? Do they stay in?

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026


FY 2024 Grouped Projects		TOTAL	FEDERAL	STATE	OTHER	LOCAL
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					
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 AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT FUTURE EXPENDITURES						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations	EXPENDITURES					
	PROJECT TYPE	FUNDING STATUS			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	2023	2024	2025	2026		
									P.E.							
									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	Rehabilitation	Discretionary	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026										
	NDDOT	Principal Arterial														
						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	Reconstruction	Discretionary	REMARKS:										
	Grand Forks	Principle Arterial														
						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)	Rehabilitation	Discretionary	REMARKS: These two projects are identified seperately in the STIP										
	NDDOT	Principal Arterial														
						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	



 Number: 1 Author: tkouba Subject: Sticky Note Date: 7/28/2022 2:59:41 PM
I didn't find this anywhere. Is this still a project that is going through?

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 FUTURE EXPENDITURES			
				AND SOURCE OF FUNDING						2023	2024	2025	2026
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
	PROJECT TYPE	FUNDING STATUS							R.O.W.	CONSTR.			
				FUNDING SOURCE					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											
	Rehabilitation	Discretionary											
					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 23668	Grand Forks	Varies	Install dynamic speed signs at various school zone locations within Grand Forks	REMARKS:									
	Grand Forks	Varies											
	Safety	Discretionary											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					40,000	36,000			4,000	CONSTR.		40,000	
				Urban Roads Program					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											
	Construct	Discretionary											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					530,000	424,000			106,000.00	CONSTR.		530,000	
				Transportation Alternatives					TOTAL			530,000	




1





2



3

 Number: 1 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:00:55 PM
This is not listed in anything I have seen. Is this still being done?

 Number: 2 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:02:30 PM
This is not listed in anything I have seen. Is it still being funded?

 Number: 3 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:04:06 PM
I will be adding the Expand Joint Mod on the Sorlie Bridge.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026


FY 2025 Grouped Projects		TOTAL	FEDERAL	STATE	OTHER	LOCAL
Project Phase	Identifies the cost estimates for each phase. No PE, ROW or Utilities phases for projects within MPO Aea	0	0	0	0	0
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				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations				
	PROJECT TYPE	FUNDING STATUS								Capital				
										P.E.				
					R.O.W.					CONSTR.				
					TOTAL									
Grand Forks #122005 PCN	Grand Forks	Gateway Dr	Rehabilitate pavement between I-29 and Red River	REMARKS:										
	NDDOT	Principle Arterial								Operations				
	Rehabilitation	Discretionary								Capital				
						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	REMARKS:										
	NDDOT	Principle Arterial								Operations				
	Reconstruction	Discretionary								Capital				
						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	REMARKS:										
	NDDOT	Interstate								Operations				
	Construction	Discretionary								Capital				
						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			




 Number: 1 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:06:12 PM
I don't know where this came from but should I take it out of our TIP?


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		TOTAL	FEDERAL	STATE	OTHER	LOCAL		ELEMENT	EXPENDITURES			
										2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations						
Grand Forks 12008 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							Capital					
	Rehabilitation	Discretionary							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 22003 PCN	Grand Forks	S 48th St	Reconstruct between 11th Ave S and DeMers Ave	REMARKS:										
	Grand Forks	Minor Arterial							Operations					
	Reconstruction	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				6,500,000	5,200,000			1,300,000	CONSTR.				6,500,000	
				Urban Roads Local Program					TOTAL				6,500,000	
Grand Forks 32009 PCN 23669	Grand Forks	S Washington	Intersection improvements at 28th Ave S. Adding length to turn lane	REMARKS:										
	Grand Forks	Principle Arterial							Operations					
	Safety	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				280,000	252,000	14,000		14,000	CONSTR.				280,000	
				Urban Roads Program					TOTAL				280,000	

 Number: 1 Author: tkouba Subject: Sticky Note Date: 8/3/2022 1:36:05 PM
This is not in the STIP for ND. It is in the MN STIP. Will this be back for the final or would the state like it removed?

 Number: 2 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:08:31 PM
I did not see this anywhere. Did it get funding or should it be removed?

 Number: 3 Author: tkouba Subject: Sticky Note Date: 7/28/2022 3:09:27 PM
We were told this received funding but I didn't see this in the STIP

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2026 Grouped Projects		TOTAL	FEDERAL	STATE	OTHER	LOCAL
Project Phase	Identifies the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	0	0	0	0	0
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) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Operations					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital					
				FUNDING SOURCE					P.E.					
				FUNDING SOURCE					R.O.W.					
				FUNDING SOURCE					CONSTR.					
				FUNDING SOURCE					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	



MPO Staff Report
Technical Advisory Committee:
August 10, 2022
MPO Executive Board:
August 17, 2022

STAFF RECOMMENDED ACTION: The approval of the partnership with the University of North Dakota for an internship to the MPO Executive Board,

TAC RECOMMENDED ACTION:

Matter of the partnership with the University of North Dakota (UND) for an intern to conduct a Traffic Speed Study for South Side of Grand Forks.

Background:

This discussion started a year ago as a great partnership opportunity with the University of North Dakota (UND) and Grand Forks/East Grand Forks Metropolitan Planning Organization.

The main objectives of the study include:

- Analyze traffic safety and speeding tickets data for South Grand Forks and determine locations that need more detailed speed studies.
- Determine the effects of traffic calming techniques on driver behavior and pedestrian safety.
- Recommend approaches to address traffic safety concerns.

The objective of the internship goes into more detail in the attachments.

Findings and Analysis:

- Effect of traffic calming techniques on traffic speed and pedestrian safety

Support Materials:

- Traffic Speed Study for South Side of Grand Forks Proposal
- Collaborative Research Agreement

Traffic Speed Study for South Side of Grand Forks

Proposal submitted by:

Principal Investigator: **Daba S. Gedafa, Ph.D., P.E., ENV SP**
Chair and Associate Professor of UND Civil Engineering

Proposed Budget: **\$30,000.00**

Proposed Time Period: **August 16, 2021-May 15, 2023**



Proposal Submitted to: **Grand Forks-East Grand Forks Metropolitan Planning Organization**



Grand Forks - East Grand Forks

**METROPOLITAN
PLANNING ORGANIZATION**

Introduction

Agencies work closely with law enforcement entities, state traffic safety offices, and the National Highway Traffic Safety Administration (NHTSA) to plan and implement policies that can help reduce the number of crashes in an effort to combat high costs, injuries, and deaths. One approach is through the Four Es of traffic safety: Enforcement, Engineering, Education, and Emergency Medical Services. The Four Es play an important part in road safety: each component is essential and, when taken together as a unified approach, has had great success in achieving the lowest crash rates in decades. There were 5.5 million police-reported traffic crashes in 2009. Law enforcement officers work diligently to prevent crashes by enforcing traffic safety laws such as seat belt use, child passenger protection, traveling over the speed limit, driving while impaired, and distracted driving. Studies have indicated that increased enforcement and educational campaigns can yield significant changes in driver behavior. A national awareness campaign called “Click It Or Ticket” has increased seatbelt use by as much as 85 percent between 2005 and 2009, saving an estimated 72,000 lives. The NHTSA, state DOTs, law enforcement, and state traffic safety offices can prevent crashes by addressing the four components in a holistic way. Technology can also improve and transform the way traffic safety advocates, traffic safety engineers, and other key stakeholders use the Four Es. The Four Es approach has contributed to a steady decline in fatality and injury rates over the past few years. The ultimate safety goal is Toward Zero Deaths (TZD) on all highways, which is a data-driven highway safety strategy that focuses on changing driver culture. The TZD initiative relies on data from crashes and police stops, in concert with the four Es, to determine priority areas and make policy and program changes that will reduce the current fatality rate per million vehicle miles traveled (VMT) from 1.14 to zero.

Data used in this analysis includes vehicle speed, traffic volume at the time of the crash, law enforcement crash investigation information, emergency medical response information, road sensor and design data, and the effectiveness of public education campaigns. This data can be analyzed holistically to assist decision-makers in creating strategies for comprehensive traffic safety improvement plans. Local, state, and federal agencies host this data in various databases, formats, and types of hardware, creating a challenge when integrating this information to create the holistic view of traffic safety needed to coordinate an approach that prevents crashes. Data analysis enables road designers, law enforcement officers, emergency medical responders, and those designing public education campaigns to identify trends and develop highway safety plans and interventions that will have the best return on investment.

Problem Statement

Safety and traffic concerns arise from increased vehicle traffic, excessive speed, and a disregard for stop signs in South Grand Forks. Speeding is a perceived issue near the intersection of Belmont Rd and 55th Ave S in particular. A pedestrian struck by a speeding vehicle in a residential neighborhood with low posted speed limits will have a much higher mortality rate. If a driver increases their speed from 20 mph to 30 mph, the pedestrian fatality rate may increase by 40%, especially since the driver’s ability to stop quickly decreases as their speed increases. That 10 mph increase in speed affects a driver’s stopping distance by about 85 feet, significantly impacting their ability to stop suddenly, especially under wet, snowy, and icy conditions.

One method used to increase a driver’s adherence to yielding for pedestrians and reducing their traffic speed is the installation of “Yield to Pedestrians within Crosswalks” signs. The Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) includes in-roadway “Yield to Pedestrians within Crosswalks” signs that can be placed at

uncontrolled marked crosswalks (FHWA 2009); however, the manual does not specify where these signs should be located in relation to the crosswalks. In-roadway signs may be effective since they are directly in the motorist's field of view and are located in close proximity to the crosswalk. One variable that has not yet been systematically and widely evaluated is the relationship between in-roadway sign placement relative to the crosswalk and the effect on yielding behavior. *Ellis et al. (2007)* conducted studies in Tampa, Florida, on the effects of placing these signs at different positions from crosswalks. The results indicated that placing the signs at the crosswalk line was either more or equally effective as placement at other locations. *Gedafa et al. (2014)* determined that placing a yield sign at a crosswalk was the most effective way of increasing the likelihood of a vehicle yielding for pedestrians; however, the authors recommended research on the repeatability of their results at other sites to increase the robustness of their findings. The primary motivation for this study is to fill data gaps by analyzing the effects of yield signs on pedestrian safety and traffic speed.

Objectives of the Study

The main objectives of the study include:

- Analyze traffic safety and speeding tickets data for South Grand Forks and determine locations that need more detailed speed studies.
- Determine the effects of traffic calming techniques on driver behavior and pedestrian safety.
- Recommend approaches to address traffic safety concerns.

Research Approach

The research approach needed to achieve the specified objectives is described in four different tasks. The tasks will be completed within 21 months, and the final report will include all experimental plans, data collection, data analysis, results, conclusions, and recommendations.

Task 1: Literature Review

This task will begin with reviewing relevant publications, research reports, guidance documents, and other agency practices. The review will focus on the effects of traffic speed on traffic safety and countermeasures. Some of the sources for the literature review include:

- The Transportation Research Information Services database (TRIS),
- Compendex and internet databases,
- Publications by the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), State Highway Agency, and other agencies, and
- Searching topics on the Community of Science and Science citation web pages.

Task 2: Traffic Safety and Speeding Tickets Analysis

Crash data for the study area will be obtained from the Traffic Safety Office of the North Dakota Department of Transportation. Speeding-related crashes will be investigated, along with the locations of traffic speed related accidents. Speeding tickets will be obtained from GFPD and analyzed to determine the locations that need further study. The PI started communicating with Penny Johnson, Records Administration Bureau of the GFPD, to obtain speeding tickets data.

Task 3: Execution of the Plan

Figure 1 illustrates the study area, which is between Belmont Rd and S. Washington St, and 32nd Ave S and 55th Ave South. The study area can be expanded or reduced according to discussions held with the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) and other stakeholders.

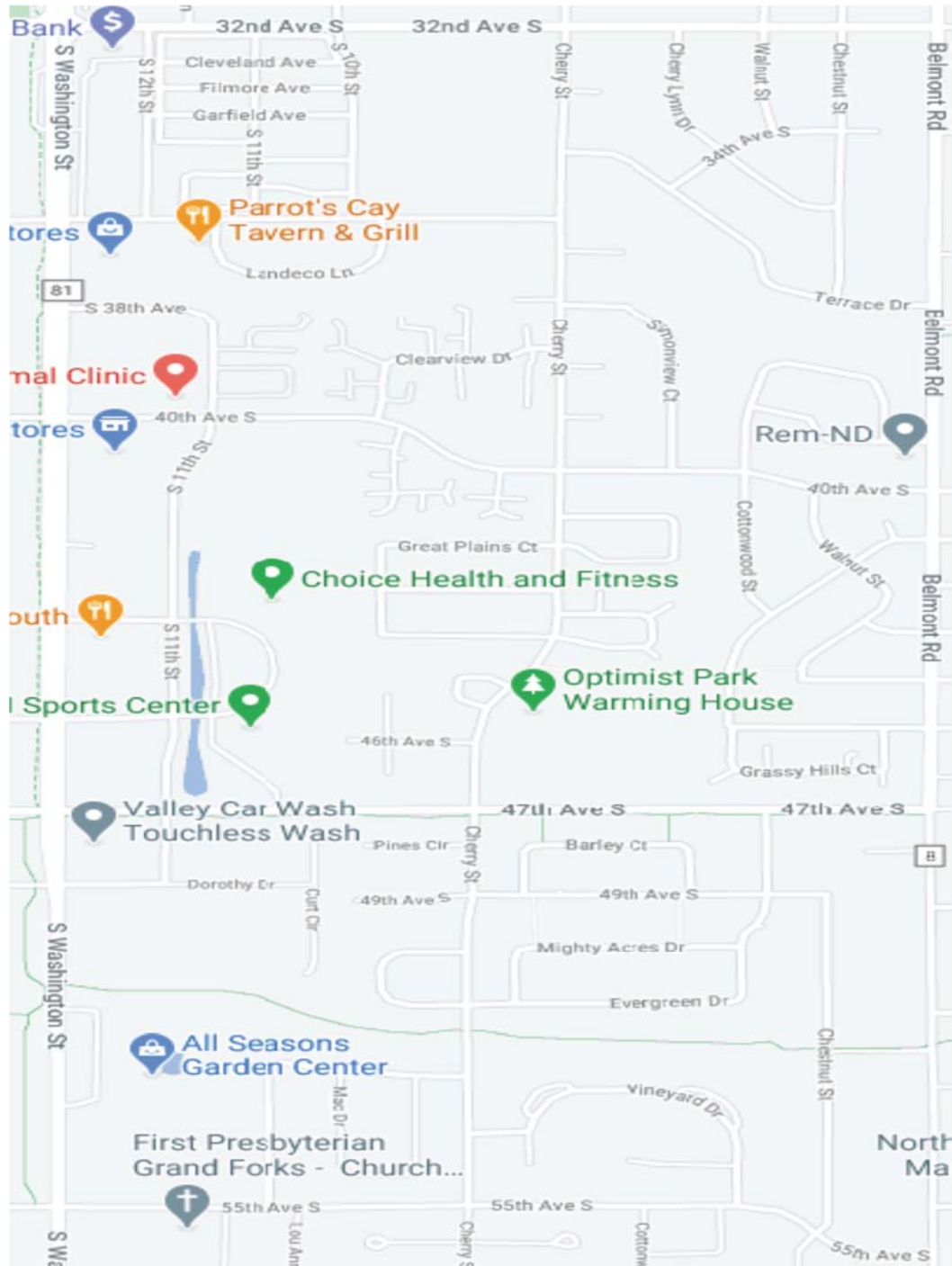


Figure 1. Study area.

Effect of Traffic Calming Techniques on Traffic Speed and Pedestrian Safety

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level (*USDOT 2021*).

“Road diets” are one approach to traffic calming. Road diets involve a reduction in the width or number of vehicular travel lanes and reallocate that space for other uses such as bicycle lanes, pedestrian crossing islands, left turn lanes, or parking. Safety and operational benefits for vehicles and pedestrians include (*USDOT 2021*):

- decreasing vehicle travel lanes for pedestrians to cross,
- providing room for a pedestrian crossing median,
- improving safety for bicyclists when bicycle lanes are added,
- providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- reducing rear-end and side-swipe crashes,
- improving speed limit compliance, and
- decreasing crash severity when crashes do occur.

Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity (*USDOT 2021*).

A traffic speed study will be conducted on the current locations of concern for the study area and additional locations based on a traffic safety and speeding tickets data analysis. The effect of “Yield to Pedestrians in the Crosswalk” signs is included as an example. Additional traffic calming techniques will be decided once data analysis is complete to know the needs in coordination with the MPO, the City of Grand Forks Engineering Department, neighbors, and other stakeholders.

A speed study will be conducted using radar guns (Dr. Gedafa’s team owns two radar guns) and equipment owned by the City of Grand Forks Engineering Department (Jane Williams, City of Grand Forks Traffic Engineer, is committed to this project once the location(s) are determined).

Effects of Yield Signs on Pedestrian Safety and Traffic Speed

Engineers have traditionally marked crosswalks for three reasons: to increase pedestrian safety by identifying the safest location to cross the street, to alert drivers to the possibility of pedestrians crossing at that location, and to increase a pedestrian’s level of service and safety (*Van Houten et al. 2002*). Crosswalk markings and their correlation to increased pedestrian safety have been the subject of much debate. *Zegeer et al. (2001)* compared 1,000 marked and 1,000 unmarked crosswalks in 30 U.S. cities. Their study indicated only one instance where there was a significant difference in the number of crashes between marked and unmarked crosswalks: crosswalks on multilane roads with an uncontrolled approach had significantly more crashes than unmarked crosswalks if the road had average annual daily traffic (AADT) above 12,000. The study also indicated that more than 70% of pedestrians cross at marked locations: most notably those younger

than 12 and more than 64 years old. Recent research indicates that marked crosswalks can lead to a false sense of security; however, behavioral data collected from multiple sites before and after crosswalks were installed contradicted this hypothesis. This data indicated that marked crosswalks were associated with somewhat higher levels of pedestrian-observing behavior and somewhat lower driver speeds (*Knoblauch et al. 1999*). *Van Houten et al. (2001)* addressed the problem by placing “Yield Here for Pedestrian” signs in advance of the crosswalk. The study demonstrated a marked reduction in conflicts (67% to 87%) and a significant increase in the distance motorists began to slow in advance of the crosswalk.

Several studies have demonstrated that “Yield to Pedestrian” signs placed in-roadways can increase the percentage of motorists yielding for pedestrians (*FHWA 2009, Huang and Zegeer 2000*). In-roadway signs were also evaluated in other studies by *Turner et al. (2006)*. The research team collected data on motorist yielding behavior at 42 crosswalks in different regions of the United States. The results indicated that the in-roadway signs were associated with yielding rates of 87% for two-lane roads and were highly cost-effective in increasing yielding behavior. *Gedafa et al. (2014)* also determined that yield signs installed at any location results in vehicles yielding for pedestrians. The placement of the sign at a crosswalk is the most effective method for increased yielding and the presence of a yield sign results in a lower average traffic speed. These findings imply that the risk to pedestrians is lower in the presence of the sign. These studies need to be validated with additional studies at different locations.

Yield to Pedestrian Data

Yield to pedestrian data will be collected with and without yield signs at locations where pedestrian presence is significant, including school zones. Pedestrian and vehicle speed data will be collected with “Yield to Pedestrian” signs located at five different locations, all in-roadway: 0 ft - placed on the edge of crosswalk so that it will not be an obstacle to the pedestrians, as shown in Figure 2, and 30 ft, 60 ft, 90 ft, and 120 ft before the crosswalk along the centerline in both directions. The data for all locations will be collected in the morning and afternoon, with and without the yield signs. A graduate student will collect live data, ensuring safety by remaining at a safe distance from the roadway during data collection so that the flow of pedestrians and vehicles will not be affected and to avoid alerting the drivers.



Figure 2. Location of yield to pedestrian sign.

According to the pedestrian crossing law in North Dakota, the driver of a vehicle shall yield the right of way to a pedestrian by slowing down or stopping while they are crossing the roadway within a crosswalk, when the pedestrian has crossed half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching closely from the opposite half of the roadway. Four different behaviors will be observed with and without signs positioned at different locations during each data collection session: the number of drivers who yield for pedestrians, the number of drivers who do not yield for pedestrians when they could, the number of vehicle-pedestrian conflicts, and the number of pedestrians trapped at the centerline. Vehicle types observed in this study will be motorcycles, cars, and trucks.

If the driver stops or slows down and allows the pedestrian to cross, they will attain a score of “yielding.” A driver will be scored as not yielding if the driver passes in front of the pedestrian but can stop when the pedestrian arrives at the crosswalk. The Institute of Transportation Engineers (ITE) signal-timing formula, which considers driver reaction time, safe deceleration rate, posted speed, and road grade, will be used to calculate the distance beyond which a driver can safely stop for a pedestrian. A mark will be placed at this distance, and those drivers who pass this mark before the pedestrian starts to cross will be scored as yielding to pedestrians because they may not have sufficient distance to stop safely.

A conflict between a driver and a pedestrian will be scored whenever a driver suddenly stops or swerves to avoid striking a pedestrian, or whenever a pedestrian jumps, runs, or suddenly steps backward to avoid being hit by a vehicle. A pedestrian will be scored as trapped at the center whenever they have to wait at the centerline or median for 5 seconds or more (*Ellis et al. 2007*).

Traffic Speed

Traffic speed data will be collected at the same locations as the yield to pedestrian data. Decatur Doppler hand-held traffic radar speed guns will be used to collect traffic speed data with and without yield signs. Speed data will be collected early in the morning and late in the afternoon to avoid pedestrian traffic, the presence of which would skew the vehicle speed data. Posted speed limit (PSL) data will also be recorded.

Task 4: Data Analysis and Report Writing

Before and after comparisons will be completed to determine the effects of yield signs and potential temporary calming techniques.

Significant Difference Test for Yield to Pedestrian

The data will be analyzed using a chi-squared test as a test of independence with the null hypothesis that the two categorical variables are independent. Two-proportion z-tests will follow to compare proportions from dichotomous variables as a significant difference test. A significance level of 5% (type I error of 0.05) will be used for all tests.

Significant Difference Test for Traffic Speed

An independent, unpaired, or student t-test will be used to examine the significant differences between the traffic speeds with or without yield signs, and before or after the speed study. An independent t-test uses the difference of means between two groups in statistical tests (*SAS 2005*), expressed in terms of a p-value, representing the weight of evidence for rejecting the null hypothesis (*Ott and Longnecker 2001*). The null hypothesis can be rejected when the mean of difference between comparisons is significantly different, or where the p-value is less than the

selected significance level (α). A significance level of 5% (type I error of 0.05) will be used for all t-tests.

The final report draft will include literature reviews, experimental plans, data collection and analysis, conclusions, and recommendations. The recommendations will specifically address the effects of traffic speed on safety, and countermeasures including the four Es and speed bumps or speed tables. At least one of the research team members will present research results to the GF-EGF MPO and its stakeholders if necessary. The research team will revise final report drafts based on stakeholder comments before submitting the final report.

Budget and Time Schedule

Table 1 lists the budget for this project. Dr. Gedafa will be paid for approximately seven days of summer salary for his efforts. An MS student will be paid for 21-months at the 30% (12 hours per week) UND Standard Graduate Research Assistant rate. Fringe benefits for Dr. Gedafa and the MS student are calculated at 25% and 1% of their salaries, respectively. The budget for supplies has also been included. An indirect cost rate of 10% has been used instead of the regular UND indirect rate to match what is used for State and Local Agencies. The tentative start and end dates for the project are August 16, 2021, and May 15, 2023. The research team has the experience, expertise, and resources to complete the project within the schedule and budget.

Table 1. Budget

	Amount (\$)
Salary	
Daba Gedafa	3,372
MS Student	21,840
Fringe Benefits	
Daba Gedafa (25% of Salary)	843
MS Student (1% of Salary)	218
Supplies	1,000
Total Direct	27,273
Indirect Cost (10% of Direct Cost)	2,727
Grand Total	30,000

References

- Ellis, R., R. Van Houten, and J. L. Kim. (2007). "In-Roadway "Yield to Pedestrians Signs": Placement Distance and Motorist Yielding," *Transportation Research Record*, 2002:84-89.
- FHWA. (2009). *Manual of Uniform Traffic Control Devices 2009 Edition*. Federal Highway Administration (FHWA), Washington, D.C.
- Gedafa, D. S., B. Kaemingk, B. Mager, J. Pape, M. Tupa, and T. Bohan. (2014). "Impacts of Alternative Yield Sign Placement on Pedestrian Safety," *Transportation Research Record*, 2464 (1):11-19.
- Huang, H., and C. Zegeer. (2000). "Effects of Innovative Pedestrian Signs at Unsignalized Locations," *Transportation Research Record*, 1705:43-52.
- Knoblauch, R. L., M. Nitzburg, and R. L. Seifert. (1999). *Pedestrian Crosswalk Case Studies*. Federal Highway Administration (FHWA), U.S. Department of Transportation, Washington, D.C.
- Ott, L. R., and M. Longnecker. (2001). *An Introduction to Statistical Methods and Data Analysis*. 5th edition, California: Duxbury, Pacific Grove.
- SAS Institute, Inc. (2005). *JMP 6.0 Statistics and Graphics Guide*. Cary.
- Turner, S., K. Fitzpatrick, M. Brewer, and E. S. Park. (2006). "Motorist Yielding for Pedestrians at Unsignalized Intersections: Findings From a National Study on Improving Pedestrian Safety," *Transportation Research Record*, 1982:1-12.
- USDOT. (2021). "Traffic Calming to Slow Vehicle Speeds," [Traffic Calming to Slow Vehicle Speeds | US Department of Transportation](#), Accessed on August 11, 2021.
- Van Houten, R., D. McCusker, S. Huybers, J. E. L. Malignant, and D. Rice-Smith. (2002). "Advance Yield Markings and Fluorescent Yellow-Green RA 4 Signs at Crosswalks with Uncontrolled Approaches," *Transportation Research Record*, 1818:119-124.
- Van Houten, R., J. E. L. Malenfant, and D. McCusker. (2001). "Advance Yield Markings: Reducing Motor Vehicle–Pedestrian Conflicts at Multilane Crosswalks with Uncontrolled Approach," *Transportation Research Record*, 1773:69-74.
- Zegeer, C. V., J. R. Stewart, H. Huang, and P. Lagerwey. (2001). "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations," *Transportation Research Record*, 1773:56–68.

**COLLABORATIVE RESEARCH AGREEMENT
UND0026623**

This document sets forth the Agreement between the Grand Forks-East Grand Forks Metropolitan Planning Organization having its principal place of business in Grand Forks, ND (hereinafter referred to as COMPANY), and the University of North Dakota, an institution of higher education and an arm of the State of North Dakota, located in Grand Forks, ND (hereinafter referred to as UND). The parties to this Agreement are sometimes hereinafter referred to individually as a “Party” and collectively as the “Parties.”

WHEREAS UND is willing to conduct a project entitled “Traffic Speed Study for South Side of Grand Forks” and COMPANY, will receive the results of said project. THEREFORE, COMPANY and UND agree as follows.

Article 1 – Scope of Work

UND agrees to perform the scope of work as set forth in the proposal (hereinafter referred to as Project) which was submitted to UND and is attached as APPENDIX A.

Article 2 – Period of Performance

The Agreement will become effective and will commence on August 16, 2022. UND shall use its best efforts to complete the Project by May 15, 2023. Should UND determine an extension to complete the Project is necessary, the proposed extension and reason for the extension shall be submitted to COMPANY. COMPANY and UND shall act in good faith to reach an agreed upon extension date, which shall be put in writing.

Article 3 – Consideration and Payment

This is a Cost Reimbursable agreement. The total cost to perform the Project is estimated to be and may not exceed \$30,000.00. Invoices shall be submitted to COMPANY for payment monthly.

The final invoice will be submitted by UND, no later the 90 days after the end date of this agreement.

Invoices should be sent to: _____

Project Contact person for COMPANY: _____

Financial Contact person for COMPANY: _____

Project Contact person for UND: Daba S. Gedafa, Ph.D, daba.gedafa@und.edu

Financial Contact person for UND: Chassi Herman, chassi.herman@und.edu

Administrative Contact person for UND: Sherry Zeman, sherry.zeman@und.edu

Article 4 – Progress Reports

Quarterly progress reports detailing a summary of the activities in the previous quarter are due no later than 30 days after the quarter end. The first reporting period shall commence upon the effective date of this agreement. The final report shall be a technical report and shall include the following sections: Summary, Introduction, Methods & Materials, Results, Discussion and References.

Article 5 – Publications

UND has the right to publish all research data and methods resulting from its work under this Agreement. UND will submit all manuscripts and abstracts for review and comment prior to submission for publication, and COMPANY shall have the right to require that its confidential and/or proprietary information be removed or otherwise protected. Failure of COMPANY to respond within 30 days after submission will indicate its approval to publish in the form in which submitted.

Publications will acknowledge funding with the following or substantially similar language: “Research funding was provided by GF/EGF Metropolitan Planning Organization (COMPANY)”

Article 6 – Confidentiality

A. Confidential Information from COMPANY

1. Receipt of Confidential Information. In the course of UND’s direct performance hereunder, UND may receive confidential and proprietary information of COMPANY’s required to be disclosed for the purposes of performing the study. Such confidential and proprietary information may include, without limitation, oral or written information regarding COMPANY’s business or technology, including discoveries, inventions, research and development efforts, processes, samples, methods, product know-how, and all derivatives, improvements, enhancements to any of the above which are disclosed to UND under this Agreement, as well as information of third parties as to which COMPANY has an obligation of confidentiality (collectively, “Confidential Information”). Whenever practicable, Confidential Information shall be conspicuously marked as such.
2. Duty of Confidentiality. UND shall not disclose such Confidential Information to third parties other than those with a need to know, such as members of the IACUC, employees, subcontractors, agents and affiliates involved in conducting the Project and who are already bound by similar obligations of confidentiality to UND. UND's non-disclosure obligations do not apply (i) if the Confidential Information is made publicly available through no fault of UND, (ii) if the Confidential Information is completely and independently developed by UND as evidenced by prior written records, (iii) if disclosure is required by law, provided that adequate advance and prompt notice is given to COMPANY as reasonably possible, and that such disclosure is only made to the extent required by law, or if written permission for disclosure is granted by COMPANY, which shall not be construed to supersede any law or regulation, or (iv) to information that fails to qualify for at least one exception to North Dakota’s open records laws. UND also agrees to use Confidential Information only for the purpose of fulfilling the obligations

under this Agreement and, if requested, shall return all Confidential Information to COMPANY at the end of the Study.

3. Cooperation regarding Legally Required Disclosure. In the event that UND is requested pursuant to, or required by, applicable law or regulation or by legal process to disclose any confidential information, UND agrees to provide COMPANY with prompt written notice of such request or requirement in order to enable COMPANY to seek an appropriate protective order or other remedy, to consult with UND with respect to COMPANY taking steps to resist or narrow the scope of such request or legal process, or to waive compliance, in whole or in part, with the terms of this paragraph. In any such event, UND will use reasonable efforts to ensure that all confidential information and other information that is so disclosed will be accorded confidential treatment. Notwithstanding the foregoing, nothing herein shall be construed to prevent UND from complying with its obligations under North Dakota's open records laws.

B. Confidential Data from UND

COMPANY shall treat as confidential any scientific data that UND has provided to COMPANY (collectively, "Confidential Data"). Any such information or data shall not be issued, reproduced or disclosed other than for the purpose of carrying out this Agreement and shall only be disclosed to those COMPANY employees who are directly concerned with the use and evaluation of the confidential data, and who are bound by confidentiality obligations at least as stringent as those contained herein.

- C. The Parties agree that the obligations of non-disclosure stated in this article shall remain in effect for five (5) years following the termination of this Agreement.

Article 7 – INTELLECTUAL PROPERTY AND PATENT RIGHTS

- A. Ownership of inventions conceived or reduced to practice in the course of the performance of this Agreement ("Inventions") shall be defined in accordance with the rules of inventorship as practiced in the United States of America. Inventions made solely by COMPANY that arise out of the performance of this Agreement, will be solely owned by COMPANY ("COMPANY Inventions"). Inventions made solely by UND that arise out of the performance of this Agreement will be solely owned by UND ("UND Inventions"). Inventions made jointly by COMPANY and UND that arise out of the performance of this Agreement will be jointly owned by UND and COMPANY ("Joint Inventions"), and in the absence of an agreement to the contrary, such as a license as proposed in 7.C.3 below, UND and COMPANY may each exercise its ownership rights in and to the Joint Inventions.

B. UND shall promptly disclose to COMPANY in writing all UND Inventions, and Joint Inventions made jointly with COMPANY, and whether patentable or not. COMPANY shall promptly disclose to UND in writing all Inventions made by COMPANY jointly with UND, and whether patentable or not. UND shall promptly execute all documents and take all such other action as may be reasonably requested by COMPANY in order to permit COMPANY to obtain the benefit of and perfect its rights under this Agreement, and shall cause any employees and/or collaborators, including without limitation its agents and students, to take such action. In particular, UND shall make available all relevant clinical and laboratory data, as well as samples of materials obtained in the course of or as a result of the performance of this Agreement. COMPANY shall reimburse UND for any reasonable out-of-pocket expenses required to be incurred in connection with making such data and samples available.

C. Licenses

1. Internal Use Only. COMPANY shall be entitled to a non-exclusive, non-commercial, non-transferable, royalty-free license for all UND Inventions for COMPANY's internal, non-commercial research purposes only ("COMPANY Internal Use License").
2. Nonexclusive License. Within ninety (90) days after Notification to COMPANY by the University of a Disclosure under Section 7.B, COMPANY may request, as follows, a non-exclusive, non-transferable, limited term, royalty-bearing license to UND Inventions covered by such Disclosure. This non-exclusive license would be to make, have made, use, lease, or sell products and/or services which embody some or all of the UND Inventions covered by the Disclosure; provided that COMPANY agrees (a) to demonstrate reasonable efforts to commercialize the Intellectual Property, and (b) to pay all patenting and other intellectual property protection costs and related expenses for countries chosen by mutual agreement with UND (and to pay all costs and related expenses for countries chosen by the COMPANY but not chosen by UND). Any costs for intellectual property protection under this article are subject to the University's other non-exclusive licensee's for UND Inventions and COMPANY will only pay its pro-rata portion on any country filing in which it desires to participate in. Such non-exclusive license is subject to the standard terms and conditions of UND's non-exclusive licenses and to negotiation of an agreement between UND and COMPANY on reasonable economic conditions.
3. Exclusive License. Within one hundred and eighty (180) days after Notification to COMPANY by UND of a Disclosure under Section 7.B, COMPANY may request an exclusive, royalty-bearing, non-transferable, limited-term license to UND Inventions and/or UND's rights in Joint Inventions covered by the Disclosure in the United States and/or any other country for which COMPANY alone or COMPANY and UND jointly elect to obtain intellectual property protection. This exclusive license will be to make, have made, use, lease, sell, or otherwise dispose of products and/or services which embody some or all of the Inventions covered by the Disclosure; provided that the COMPANY agrees (i) to demonstrate reasonable efforts to commercialize the Intellectual Property, and

- (ii) to pay all patenting and Intellectual Property protection costs and related expenses. An exclusive license is subject to the standard terms and conditions of UND's licenses and to negotiation of and agreement between the UND and COMPANY on reasonable economic conditions. In the event of COMPANY's written request for such exclusive license, UND will not conduct any such negotiations with any other party during the first one hundred eighty (180) days after Notification to COMPANY by UND of a Disclosure under Section 7.B.
4. University License. UND will have a non-exclusive, non-transferable, non-royalty bearing, non-commercial license to use and make derivative works of all COMPANY Inventions for internal academic and research purposes ("UND Internal Use License").
- D. It is recognized and understood that the existing inventions and technologies of COMPANY, and/or UND are their separate property, respectively, and are not affected by this Agreement and neither party shall have any claims to or rights in such existing inventions and technologies of the other party, except to the extent set forth in a separate written agreement between the parties which shall not be affected by this Agreement.
- E. COMPANY hereby represents and warrants that all of COMPANY's employees and collaborators have a legal obligation to assign to COMPANY all intellectual property or developments made by such employees or collaborators, in each case sufficient for COMPANY to fulfill its obligations under this Agreement.
- F. UND hereby represents and warrants that all of UND's employees have a legal obligation to assign to UND all intellectual property or developments made by such employees, in each case sufficient for UND to fulfill its obligations under this Agreement.

Article 8 – Independent Contractor

UND is an Independent Contractor, not a partner or joint venture, and shall not act as an agent for COMPANY, nor shall UND be deemed to be an employee of COMPANY for any purpose whatsoever. UND shall not have any authority, either express or implied, to enter into any agreement, to incur any obligations on behalf of the COMPANY, or to commit COMPANY in any manner whatsoever without COMPANY's express prior written consent.

Article 9 – Termination

If UND should fail to fulfill one or more of its obligations under this Agreement or breach any one or more of the terms and conditions of this Agreement, COMPANY may, upon its election, at any time terminate this Agreement by giving not less than thirty (30) days' prior written notice of termination to UND specifying any such breach or default. In the event of termination pursuant to this Article, UND shall stop all work hereunder. No costs incurred after the effective date of termination will be allowable, except 1) those costs which UND could not reasonably avoid or eliminate, 2) those costs which were otherwise authorized by the termination notice, or 3) those costs which were incurred in UND's satisfactory fulfillment of its obligations under this Agreement. In no event will the total of payments

under this Agreement, if terminated, exceed the amount authorized by COMPANY in Article 3 of this Agreement.

Either party may terminate this Agreement for convenience by thirty (30) days' written notice to the other party. In the event of such termination, UND shall immediately stop all work and shall be reimbursed for allowable costs incurred under such termination and for all costs incurred after the effective date of such termination, which UND could not reasonably avoid or eliminate or which were otherwise authorized by the termination notice. In no event will the total of payments under this Agreement, if terminated, exceed the amount authorized by the COMPANY in Article 3 of this Agreement.

Article 10 – Liability

Each Party shall be responsible for claims, losses, damages, and expenses which are proximately caused by the negligence or wrongful acts or omissions of that party or its employees, agents, or representatives acting within the scope of their employment. Nothing herein shall preclude either party from asserting against third parties any defenses to liability it may have under the law or be construed to create a basis for a claim or suit when none would otherwise exist. This provision shall survive the termination of this Agreement.

Article 11 – Governing Law

This Agreement shall be governed by, construed, and enforced in accordance with the laws of the state of North Dakota.

Article 12 - Miscellaneous

This Agreement, with attached APPENDIX A, constitutes the entire agreement between the parties relative to the subject matter.

All changes, alterations, or modifications to this Agreement will be in writing and signed by the authorized officials of the parties hereto.

If one or more of the provisions of the Agreement are held invalid, illegal, or unenforceable in any respect, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired thereby.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year last specified below:

COMPANY

UNIVERSITY OF NORTH DAKOTA

By: _____

By: _____

Name: _____

Ms. Michael P. Sadler

Title: _____

Director, Research & Sponsored Program Dev

Date: _____

Date: _____

**APPENDIX A-1
SCOPE OF WORK**

Traffic Speed Study for South Side of Grand Forks

Proposal submitted by:

Principal Investigator: **Daba S. Gedafa, Ph.D., P.E., ENV SP**
Chair and Associate Professor of UND Civil Engineering

Proposed Budget: **\$30,000.00**

Proposed Time Period: **August 16, 2021-May 15, 2023**



Proposal Submitted to: **Grand Forks-East Grand Forks Metropolitan Planning Organization**



Grand Forks - East Grand Forks

**METROPOLITAN
PLANNING ORGANIZATION**

Introduction

Agencies work closely with law enforcement entities, state traffic safety offices, and the National Highway Traffic Safety Administration (NHTSA) to plan and implement policies that can help reduce the number of crashes in an effort to combat high costs, injuries, and deaths. One approach is through the Four Es of traffic safety: Enforcement, Engineering, Education, and Emergency Medical Services. The Four Es play an important part in road safety: each component is essential and, when taken together as a unified approach, has had great success in achieving the lowest crash rates in decades. There were 5.5 million police-reported traffic crashes in 2009. Law enforcement officers work diligently to prevent crashes by enforcing traffic safety laws such as seat belt use, child passenger protection, traveling over the speed limit, driving while impaired, and distracted driving. Studies have indicated that increased enforcement and educational campaigns can yield significant changes in driver behavior. A national awareness campaign called “Click It Or Ticket” has increased seatbelt use by as much as 85 percent between 2005 and 2009, saving an estimated 72,000 lives. The NHTSA, state DOTs, law enforcement, and state traffic safety offices can prevent crashes by addressing the four components in a holistic way. Technology can also improve and transform the way traffic safety advocates, traffic safety engineers, and other key stakeholders use the Four Es. The Four Es approach has contributed to a steady decline in fatality and injury rates over the past few years. The ultimate safety goal is Toward Zero Deaths (TZD) on all highways, which is a data-driven highway safety strategy that focuses on changing driver culture. The TZD initiative relies on data from crashes and police stops, in concert with the four Es, to determine priority areas and make policy and program changes that will reduce the current fatality rate per million vehicle miles traveled (VMT) from 1.14 to zero.

Data used in this analysis includes vehicle speed, traffic volume at the time of the crash, law enforcement crash investigation information, emergency medical response information, road sensor and design data, and the effectiveness of public education campaigns. This data can be analyzed holistically to assist decision-makers in creating strategies for comprehensive traffic safety improvement plans. Local, state, and federal agencies host this data in various databases, formats, and types of hardware, creating a challenge when integrating this information to create the holistic view of traffic safety needed to coordinate an approach that prevents crashes. Data analysis enables road designers, law enforcement officers, emergency medical responders, and those designing public education campaigns to identify trends and develop highway safety plans and interventions that will have the best return on investment.

Problem Statement

Safety and traffic concerns arise from increased vehicle traffic, excessive speed, and a disregard for stop signs in South Grand Forks. Speeding is a perceived issue near the intersection of Belmont Rd and 55th Ave S in particular. A pedestrian struck by a speeding vehicle in a residential neighborhood with low posted speed limits will have a much higher mortality rate. If a driver increases their speed from 20 mph to 30 mph, the pedestrian fatality rate may increase by 40%, especially since the driver’s ability to stop quickly decreases as their speed increases. That 10 mph increase in speed affects a driver’s stopping distance by about 85 feet, significantly impacting their ability to stop suddenly, especially under wet, snowy, and icy conditions.

One method used to increase a driver’s adherence to yielding for pedestrians and reducing their traffic speed is the installation of “Yield to Pedestrians within Crosswalks” signs. The Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) includes in-roadway “Yield to Pedestrians within Crosswalks” signs that can be placed at

uncontrolled marked crosswalks (FHWA 2009); however, the manual does not specify where these signs should be located in relation to the crosswalks. In-roadway signs may be effective since they are directly in the motorist's field of view and are located in close proximity to the crosswalk. One variable that has not yet been systematically and widely evaluated is the relationship between in-roadway sign placement relative to the crosswalk and the effect on yielding behavior. *Ellis et al. (2007)* conducted studies in Tampa, Florida, on the effects of placing these signs at different positions from crosswalks. The results indicated that placing the signs at the crosswalk line was either more or equally effective as placement at other locations. *Gedafa et al. (2014)* determined that placing a yield sign at a crosswalk was the most effective way of increasing the likelihood of a vehicle yielding for pedestrians; however, the authors recommended research on the repeatability of their results at other sites to increase the robustness of their findings. The primary motivation for this study is to fill data gaps by analyzing the effects of yield signs on pedestrian safety and traffic speed.

Objectives of the Study

The main objectives of the study include:

- Analyze traffic safety and speeding tickets data for South Grand Forks and determine locations that need more detailed speed studies.
- Determine the effects of traffic calming techniques on driver behavior and pedestrian safety.
- Recommend approaches to address traffic safety concerns.

Research Approach

The research approach needed to achieve the specified objectives is described in four different tasks. The tasks will be completed within 21 months, and the final report will include all experimental plans, data collection, data analysis, results, conclusions, and recommendations.

Task 1: Literature Review

This task will begin with reviewing relevant publications, research reports, guidance documents, and other agency practices. The review will focus on the effects of traffic speed on traffic safety and countermeasures. Some of the sources for the literature review include:

- The Transportation Research Information Services database (TRIS),
- Compendex and internet databases,
- Publications by the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), State Highway Agency, and other agencies, and
- Searching topics on the Community of Science and Science citation web pages.

Task 2: Traffic Safety and Speeding Tickets Analysis

Crash data for the study area will be obtained from the Traffic Safety Office of the North Dakota Department of Transportation. Speeding-related crashes will be investigated, along with the locations of traffic speed related accidents. Speeding tickets will be obtained from GFPD and analyzed to determine the locations that need further study. The PI started communicating with Penny Johnson, Records Administration Bureau of the GFPD, to obtain speeding tickets data.

Task 3: Execution of the Plan

Figure 1 illustrates the study area, which is between Belmont Rd and S. Washington St, and 32nd Ave S and 55th Ave South. The study area can be expanded or reduced according to discussions held with the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) and other stakeholders.

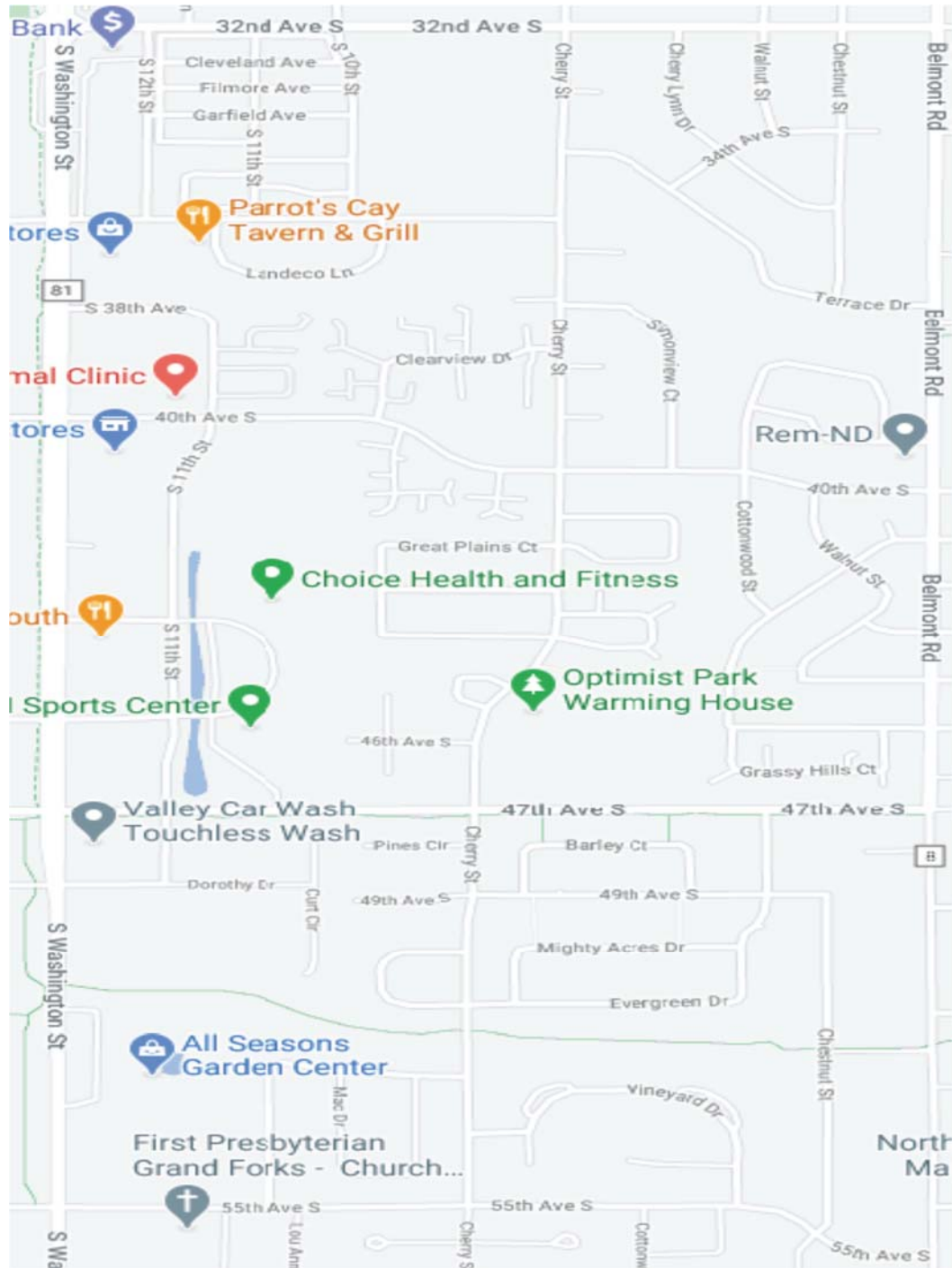


Figure 1. Study area.

Effect of Traffic Calming Techniques on Traffic Speed and Pedestrian Safety

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level (*USDOT 2021*).

“Road diets” are one approach to traffic calming. Road diets involve a reduction in the width or number of vehicular travel lanes and reallocate that space for other uses such as bicycle lanes, pedestrian crossing islands, left turn lanes, or parking. Safety and operational benefits for vehicles and pedestrians include (*USDOT 2021*):

- decreasing vehicle travel lanes for pedestrians to cross,
- providing room for a pedestrian crossing median,
- improving safety for bicyclists when bicycle lanes are added,
- providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- reducing rear-end and side-swipe crashes,
- improving speed limit compliance, and
- decreasing crash severity when crashes do occur.

Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity (*USDOT 2021*).

A traffic speed study will be conducted on the current locations of concern for the study area and additional locations based on a traffic safety and speeding tickets data analysis. The effect of “Yield to Pedestrians in the Crosswalk” signs is included as an example. Additional traffic calming techniques will be decided once data analysis is complete to know the needs in coordination with the MPO, the City of Grand Forks Engineering Department, neighbors, and other stakeholders.

A speed study will be conducted using radar guns (Dr. Gedafa’s team owns two radar guns) and equipment owned by the City of Grand Forks Engineering Department (Jane Williams, City of Grand Forks Traffic Engineer, is committed to this project once the location(s) are determined).

Effects of Yield Signs on Pedestrian Safety and Traffic Speed

Engineers have traditionally marked crosswalks for three reasons: to increase pedestrian safety by identifying the safest location to cross the street, to alert drivers to the possibility of pedestrians crossing at that location, and to increase a pedestrian’s level of service and safety (*Van Houten et al. 2002*). Crosswalk markings and their correlation to increased pedestrian safety have been the subject of much debate. *Zegeer et al. (2001)* compared 1,000 marked and 1,000 unmarked crosswalks in 30 U.S. cities. Their study indicated only one instance where there was a significant difference in the number of crashes between marked and unmarked crosswalks: crosswalks on multilane roads with an uncontrolled approach had significantly more crashes than unmarked crosswalks if the road had average annual daily traffic (AADT) above 12,000. The study also indicated that more than 70% of pedestrians cross at marked locations: most notably those younger

than 12 and more than 64 years old. Recent research indicates that marked crosswalks can lead to a false sense of security; however, behavioral data collected from multiple sites before and after crosswalks were installed contradicted this hypothesis. This data indicated that marked crosswalks were associated with somewhat higher levels of pedestrian-observing behavior and somewhat lower driver speeds (*Knoblauch et al. 1999*). *Van Houten et al. (2001)* addressed the problem by placing “Yield Here for Pedestrian” signs in advance of the crosswalk. The study demonstrated a marked reduction in conflicts (67% to 87%) and a significant increase in the distance motorists began to slow in advance of the crosswalk.

Several studies have demonstrated that “Yield to Pedestrian” signs placed in-roadways can increase the percentage of motorists yielding for pedestrians (*FHWA 2009, Huang and Zegeer 2000*). In-roadway signs were also evaluated in other studies by *Turner et al. (2006)*. The research team collected data on motorist yielding behavior at 42 crosswalks in different regions of the United States. The results indicated that the in-roadway signs were associated with yielding rates of 87% for two-lane roads and were highly cost-effective in increasing yielding behavior. *Gedafa et al. (2014)* also determined that yield signs installed at any location results in vehicles yielding for pedestrians. The placement of the sign at a crosswalk is the most effective method for increased yielding and the presence of a yield sign results in a lower average traffic speed. These findings imply that the risk to pedestrians is lower in the presence of the sign. These studies need to be validated with additional studies at different locations.

Yield to Pedestrian Data

Yield to pedestrian data will be collected with and without yield signs at locations where pedestrian presence is significant, including school zones. Pedestrian and vehicle speed data will be collected with “Yield to Pedestrian” signs located at five different locations, all in-roadway: 0 ft - placed on the edge of crosswalk so that it will not be an obstacle to the pedestrians, as shown in Figure 2, and 30 ft, 60 ft, 90 ft, and 120 ft before the crosswalk along the centerline in both directions. The data for all locations will be collected in the morning and afternoon, with and without the yield signs. A graduate student will collect live data, ensuring safety by remaining at a safe distance from the roadway during data collection so that the flow of pedestrians and vehicles will not be affected and to avoid alerting the drivers.



Figure 2. Location of yield to pedestrian sign.

According to the pedestrian crossing law in North Dakota, the driver of a vehicle shall yield the right of way to a pedestrian by slowing down or stopping while they are crossing the roadway within a crosswalk, when the pedestrian has crossed half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching closely from the opposite half of the roadway. Four different behaviors will be observed with and without signs positioned at different locations during each data collection session: the number of drivers who yield for pedestrians, the number of drivers who do not yield for pedestrians when they could, the number of vehicle-pedestrian conflicts, and the number of pedestrians trapped at the centerline. Vehicle types observed in this study will be motorcycles, cars, and trucks.

If the driver stops or slows down and allows the pedestrian to cross, they will attain a score of “yielding.” A driver will be scored as not yielding if the driver passes in front of the pedestrian but can stop when the pedestrian arrives at the crosswalk. The Institute of Transportation Engineers (ITE) signal-timing formula, which considers driver reaction time, safe deceleration rate, posted speed, and road grade, will be used to calculate the distance beyond which a driver can safely stop for a pedestrian. A mark will be placed at this distance, and those drivers who pass this mark before the pedestrian starts to cross will be scored as yielding to pedestrians because they may not have sufficient distance to stop safely.

A conflict between a driver and a pedestrian will be scored whenever a driver suddenly stops or swerves to avoid striking a pedestrian, or whenever a pedestrian jumps, runs, or suddenly steps backward to avoid being hit by a vehicle. A pedestrian will be scored as trapped at the center whenever they have to wait at the centerline or median for 5 seconds or more (*Ellis et al. 2007*).

Traffic Speed

Traffic speed data will be collected at the same locations as the yield to pedestrian data. Decatur Doppler hand-held traffic radar speed guns will be used to collect traffic speed data with and without yield signs. Speed data will be collected early in the morning and late in the afternoon to avoid pedestrian traffic, the presence of which would skew the vehicle speed data. Posted speed limit (PSL) data will also be recorded.

Task 4: Data Analysis and Report Writing

Before and after comparisons will be completed to determine the effects of yield signs and potential temporary calming techniques.

Significant Difference Test for Yield to Pedestrian

The data will be analyzed using a chi-squared test as a test of independence with the null hypothesis that the two categorical variables are independent. Two-proportion z-tests will follow to compare proportions from dichotomous variables as a significant difference test. A significance level of 5% (type I error of 0.05) will be used for all tests.

Significant Difference Test for Traffic Speed

An independent, unpaired, or student t-test will be used to examine the significant differences between the traffic speeds with or without yield signs, and before or after the speed study. An independent t-test uses the difference of means between two groups in statistical tests (*SAS 2005*), expressed in terms of a p-value, representing the weight of evidence for rejecting the null hypothesis (*Ott and Longnecker 2001*). The null hypothesis can be rejected when the mean of difference between comparisons is significantly different, or where the p-value is less than the

selected significance level (α). A significance level of 5% (type I error of 0.05) will be used for all t-tests.

The final report draft will include literature reviews, experimental plans, data collection and analysis, conclusions, and recommendations. The recommendations will specifically address the effects of traffic speed on safety, and countermeasures including the four Es and speed bumps or speed tables. At least one of the research team members will present research results to the GF-EGF MPO and its stakeholders if necessary. The research team will revise final report drafts based on stakeholder comments before submitting the final report.

Budget and Time Schedule

Table 1 lists the budget for this project. Dr. Gedafa will be paid for approximately seven days of summer salary for his efforts. An MS student will be paid for 21-months at the 30% (12 hours per week) UND Standard Graduate Research Assistant rate. Fringe benefits for Dr. Gedafa and the MS student are calculated at 25% and 1% of their salaries, respectively. The budget for supplies has also been included. An indirect cost rate of 10% has been used instead of the regular UND indirect rate to match what is used for State and Local Agencies. The tentative start and end dates for the project are August 16, 2021, and May 15, 2023. The research team has the experience, expertise, and resources to complete the project within the schedule and budget.

Table 1. Budget

	Amount (\$)
Salary	
Daba Gedafa	3,372
MS Student	21,840
Fringe Benefits	
Daba Gedafa (25% of Salary)	843
MS Student (1% of Salary)	218
Supplies	1,000
Total Direct	27,273
Indirect Cost (10% of Direct Cost)	2,727
Grand Total	30,000

References

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- Huang, H., and C. Zegeer. (2000). "Effects of Innovative Pedestrian Signs at Unsignalized Locations," *Transportation Research Record*, 1705:43-52.
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- Ott, L. R., and M. Longnecker. (2001). *An Introduction to Statistical Methods and Data Analysis*. 5th edition, California: Duxbury, Pacific Grove.
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- Turner, S., K. Fitzpatrick, M. Brewer, and E. S. Park. (2006). "Motorist Yielding for Pedestrians at Unsignalized Intersections: Findings From a National Study on Improving Pedestrian Safety," *Transportation Research Record*, 1982:1-12.
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MPO Staff Report
Technical Advisory Committee:
August 10, 2022
MPO Executive Board:
August 17, 2022

STAFF RECOMMENDED ACTION: Presentation of the 20 Year State Highway Investment Plan.

TAC RECOMMENDED ACTION:

Matter of the 20 Year State Highway Investment Plan.

Background:

The **20-Year Minnesota State Highway Investment Plan (MnSHIP)** directs capital investment for Minnesota’s state highway system. The plan must identify investment priorities given current and expected funding. It is updated every four years, as required by the Minnesota Statute. This MnSHIP update spans the 20-year planning period from 2018 to 2037.

The Minnesota Department of Transportation considers many factors in developing MnSHIP. The plan prioritizes future investments to address the widening gap between highway revenues and construction costs. MnSHIP also considers federal and state laws, MnDOT policy and current and expected future conditions on the state highway system.

MnSHIP describes how MnDOT will use capital investments to repair, replace and improve the state highway system. The plan does not address how MnDOT funds the operation of the system or day-to-day maintenance.

MnSHIP is part of a “family of plans” that connects vision and policy direction for transportation in Minnesota to how MnDOT selects projects and makes improvements on the state highway system. The Statewide Multimodal Transportation Plan describes statewide objectives and strategies that help MnDOT and its partners make progress toward the Minnesota GO 50-Year Vision. MnSHIP links policies and objectives in the Minnesota GO 50-Year Vision and the Statewide Multimodal Transportation Plan with capital investments on the state highway system.

Support Materials:

- MnShip Presentation

20-Year State Highway Investment Plan



MINNESOTA **GO**

GF/EGF Metropolitan Planning Organization Technical Advisory Committee

August 10, 2022

Thanks for having us! Why are we here?

- MnDOT is planning for the future of your state highway system!
- MnDOT needs your input in determining which investments are most important to Minnesotans



How to provide feedback today



What are we planning for? What is MnSHIP?

SEPTEMBER 2022

20-YEAR STATE HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

MINNESOTA **GO**

What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



Why does MnSHIP matter?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO
50-YEAR VISION

Statewide Multimodal
Transportation Plan



20-Year State
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY
INVESTMENT PLAN (CHIP)**

Project planning and development
Updated annually

**4-YEAR STATE
TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**

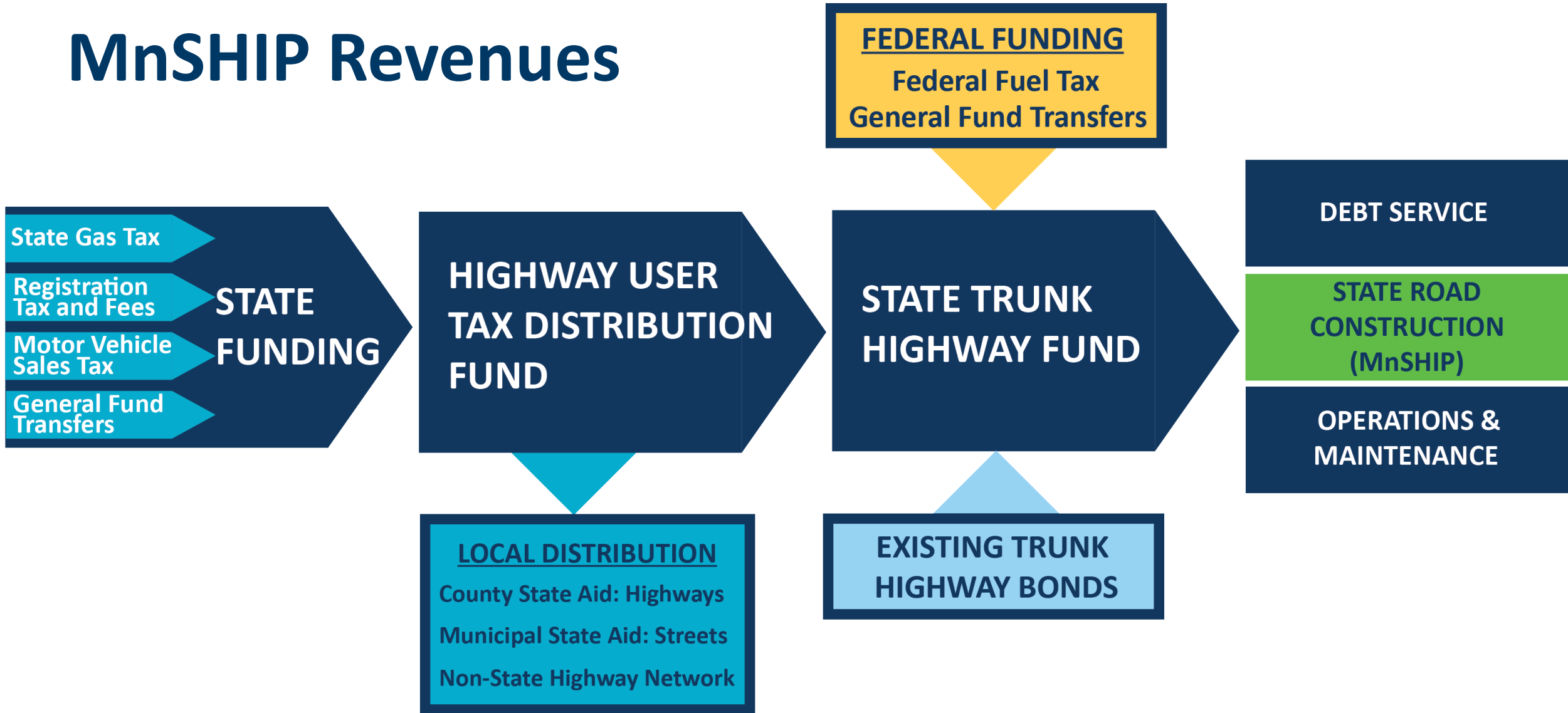
Project design and its program

CONSTRUCTION

100 Years of Highways

- **Minnesota's state highway system recently turned 100!**
- **History of system is complex**
- **State highways improved access between cities and towns throughout the state – supporting economic growth and vitality**
- **Construction of state highways also divided, disconnected and destroyed some communities**
- **Vehicle emissions contribute to climate change**
- **Much has changed in 100 years and more will change in the future. We need to ensure the benefits and burdens of future transportation decisions are equitable and work towards reducing existing inequities.**

MnSHIP Revenues





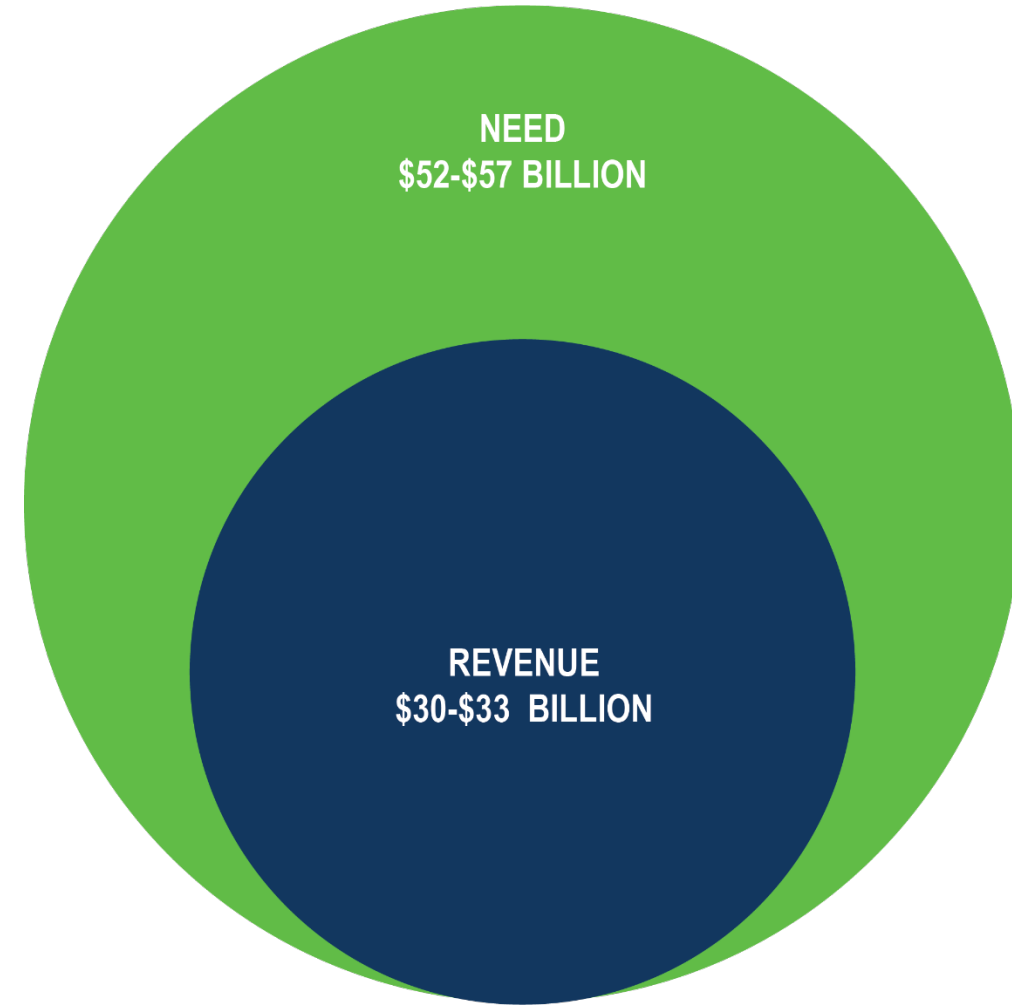
**How much revenue
is estimated?**

\$30-33 Billion
(2023-2042)



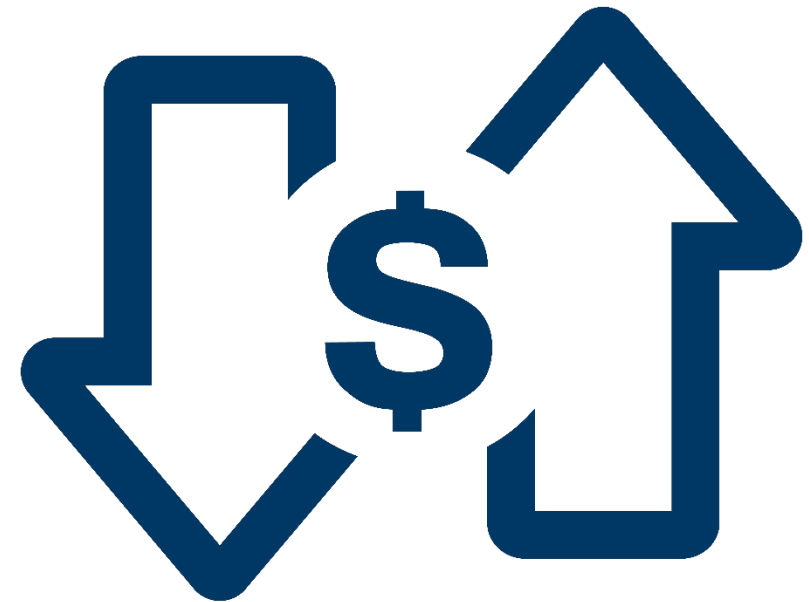
Revenue vs. Need

- **MnDOT is projecting a funding gap of between \$19 – \$27 billion**
- Increase due to several factors
 - Projected costs of inflation
 - Refined and more thorough planning processes
 - New state goals in areas such as pedestrian and bicycle facilities and freight
- Low end of estimated need reflects Minnesota successfully achieving preliminary goals of reducing per capita Vehicle Miles Traveled (VMT)
- In addition to the needs identified by MnDOT, cities and counties have identified \$5-6 billion in priority investments on the state highway system



Discussion of Priorities and Trade-Offs

- \$30-\$33 billion in available funding for the state highway system over the next 20 years
- A minimum of \$23.5 billion is needed across all categories to:
 - Manage highest risks
 - Complete programmed projects
 - Implement federal funding programs
 - Meet requirements in each category
- An estimated \$7-\$9 billion of remaining funding is available for additional improvements or outcomes





**What are the
most important
improvements
to prioritize?**



Provide feedback today



www.menti.com

Code: 8134 3567



What are the top five improvements you feel are most important?

- Improve readiness for changing transportation technology
- Improve condition of bridges through more repair and replacement projects
- Adapt infrastructure to resist damage from extreme weather events and improve resilience
- Add more freight mobility and safety improvements
- Focus on reducing unexpected travel delays through mobility and capacity improvements
- Partner with cities and counties to address quality of life and economic development
- Focus on addressing improvements in urban areas including small towns and main streets
- Maintain and expand pedestrian and bicycle infrastructure including making it accessible for all
- Maintain smooth driving surface through more repair and reconstruction projects
- Maintain rest areas for the safety and health of travelers and truck drivers
- Improve condition of other roadside infrastructure like signals, culverts, lighting, walls and guardrail
- Add new safety improvements

www.menti.com Code: 8134 3567

[Go to Mentimeter results]

**Which approach
best aligns with
your vision for
the state
highway system?**



“I'd like to see the existing system maintained first before expanding or adding to the system. A smooth road surface when driving is most important. Roads which become rough should not stay that way for long.”

**Adapt to
Changing
Technology
and Climate**

**Improve
Mobility for All
Highway Users**

**Prioritize
Bridges**

**Prioritize
Pavements**
(Current Approach)

**Prioritize
Highway Capacity
Expansion**

**Focus on Safe
and Equitable
Communities**

Prioritize Pavements/Current Approach



- Upside
 - Provides best pavement outcomes
 - Maintains bridges and roadside infrastructure
- Downside
 - Limits mobility, capacity expansion and safety investment
 - Limits ability to address technology and climate resilience



“Highways should be made more resistant to the growing extreme weather events and support changing transportation technology. Highways also need to be designed to support more walking and bicycling.”

Adapt to Changing Technology and Climate

- **Upside**

- Focuses investment on emerging issues/trends
- Increases funding for safety
- Increases investment in ped and bike infrastructure for system completion
- Provides some added funds for bridges and roadside infrastructure

- **Downside**

- Reduces pavement funding and worsens outcomes
- Limits vehicle mobility and capacity expansion investment





“Whatever additional resources are available should be put towards improving and maintaining bridges. MnDOT should not be in a position where it would need to close or limit traffic on bridges because they need repairs.”

Prioritize Bridges



- Upside

- Provides best bridge outcomes including ped bridges
- Adds some funding for climate resilience
- Adds funds in ped and bike infrastructure (as a part of bridge projects)
- Invests in pavements but at a lower funding level

- Downside

- Limits mobility, capacity expansion, technology and safety investment
- Worsens pavements outcomes compared to Prioritize Pavements/Current Approach

**Adapt to
Changing
Technology
and Climate**

**Improve
Mobility for All
Highway Users**

**Prioritize
Bridges**

**Prioritize
Pavements**
(Current Approach)

**Prioritize
Highway Capacity
Expansion**

**Focus on Safe
and Equitable
Communities**

“Highways should be safer for people to use, including for walking and bicycling. Improvements on highways should support strategies for reconnecting divided communities and other livability improvements.”



Focus on Safe and Equitable Communities

• Upside

- Increases funding for safety
- Focuses more funding on urban highway projects and community-based improvements
- Focuses more funding on pedestrian, bike, transit-supportive improvements
- Provides some added funds for climate resilience and technology

• Downside

- Limits mobility, capacity expansion investment
- Reduces pavement funding and worsens outcomes
- Limits bridge funding and worsens outcomes



**Adapt to
Changing
Technology
and Climate**

**Improve
Mobility for All
Highway Users**

**Prioritize
Bridges**

**Prioritize
Pavements**
(Current Approach)

**Prioritize
Highway Capacity
Expansion**

**Focus on Safe
and Equitable
Communities**

“In the future, there needs to be fewer delays and less congestion. Population continues to grow and MnDOT should be planning for and accommodating the increase in vehicle traffic.”

Prioritize Highway Capacity Expansion



- Upside

- Focuses more funding on vehicle mobility and capacity expansion
- Focuses more funding to freight including rest areas and economic development

- Downside

- Limits pavement and bridge funding and worsens outcomes
- Limits funding for safety, ped and bike, and community priorities
- Increases inequitable outcomes and impacts
- Potentially raises future emissions and vehicle miles traveled

“Minnesota is growing but we cannot build ourselves out of traffic congestion. In addition to addressing vehicle mobility, the highway system needs improvements for freight and for people walking, bicycling, and taking transit.”



Improve Mobility for All Highway Users

• Upside

- Focuses more funding on freight, ped, and bike mobility and safety improvements
- Focuses on localized/limited spot mobility improvements for drivers
- Provides some transit-supportive improvements
- Provides some added funds for climate resilience, technology, and urban highways

• Downside

- Limits pavement and bridge funding and worsens outcomes
- Limits capacity expansion investment



“I'd like to see the existing system maintained first before expanding or adding to the system. A smooth road surface when driving is most important. Roads which become rough should not stay that way for long.”

“Minnesota is growing but we cannot build ourselves out of traffic congestion. In addition to addressing vehicle mobility, the highway system needs improvements for freight and for people walking, bicycling, and taking transit.”

“In the future, there needs to be fewer delays and less congestion. Population continues to grow and MnDOT should be planning for and accommodating the increase in vehicle traffic.”



“Highways should be made more resistant to the growing extreme weather events and support changing transportation technology. Highways also need to be designed to support more walking and bicycling.”

“Whatever additional resources are available should be put towards improving and maintaining bridges. MnDOT should not be in a position where it would need to close or limit traffic on bridges because they need repairs.”

“Highways should be safer for people to use, including for walking and bicycling. Improvements on highways should support strategies for reconnecting divided communities and other livability improvements.”

www.menti.com

Code: 8134 3567

[Go to Mentimeter results]

**What else
would you like
us to know?**



**Create your own
approach!**

Go to:

www.minnesotago.org/investment/

Highway Budget Tool

mn HIGHWAY BUDGET TOOL

MnDOT

Highway Budget Tool



How do we come up with our budget?

Like you, MnDOT has a budget for its expenses. We all make responsible decisions to spend money on our basic needs—shelter, food, clothing. MnDOT makes responsible decisions to spend money to maintain the state highway system to a basic level of performance. We have to make tough decisions on how to spend resources in the most efficient and effective ways. Planning activities like the [Minnesota State Highway Investment Plan](#) help guide these decisions.



Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

Zip Code

Get started →

Highway Budget Tool – How to start?

[← Back](#)

Choose how you want to start

Select a starter scenario



Take approximately 3 minutes to adjust the allocations for an established scenario



Prioritize Pavement / Current Approach



Prioritize Bridges



Adapt to Changing Technology and Climate



Prioritize Highway Capacity Expansion



Improve Mobility for All Highway Users



Focus on Safe and Equitable Communities

[Start with the minimum investment](#)



Take approximately 10 minutes to create a custom investment scenario from scratch

Add investments to see your baseline budget scenario.



AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$23.5B
MINIMUM
INVESTMENT

\$23.5B

\$0

Start from the minimum levels...

Set your baseline budget

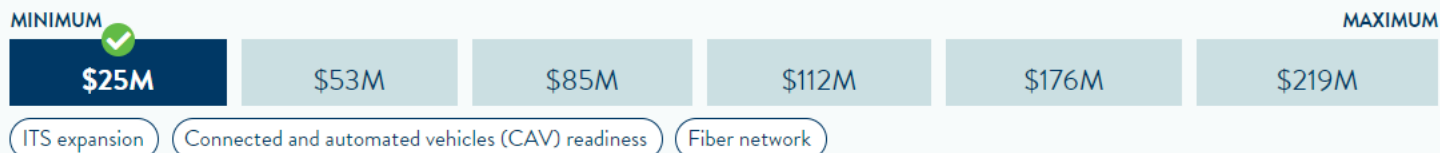
Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

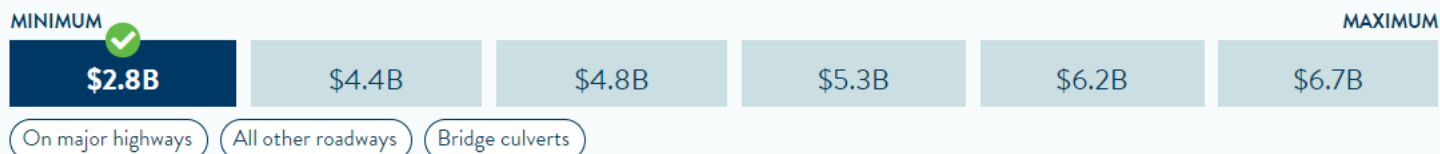
Add investments to see your baseline budget scenario.



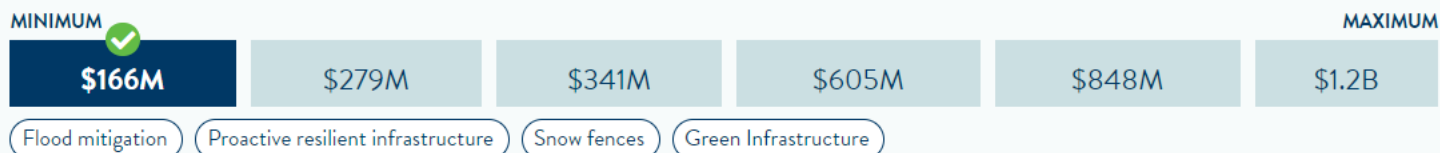
Advancing Technology
[Learn more](#)



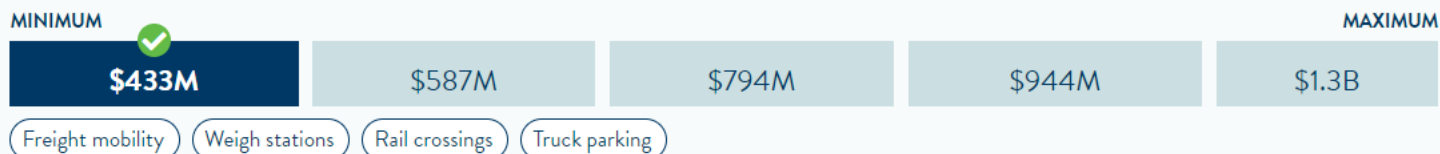
Bridge Condition
[Learn more](#)



Climate Resilience
[Learn more](#)



Freight
[Learn more](#)



AVAILABLE BUDGET
\$30 - 33B

Available Budget

\$23.5B

\$23.5B
MINIMUM INVESTMENT

\$0

...or start from an approach

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:
Prioritize Pavement / Current Approach



[Learn more](#)

[Continue](#) →

AVAILABLE BUDGET
\$30 - 33B

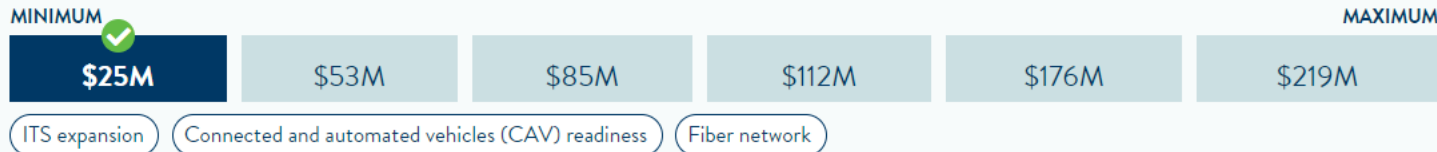
Available Budget

\$31.2B

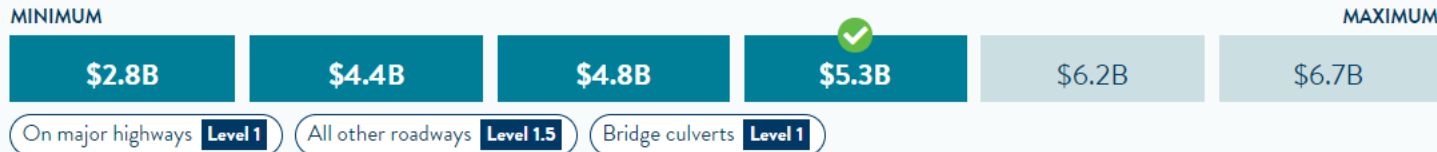
\$23.5B
MINIMUM INVESTMENT

\$0

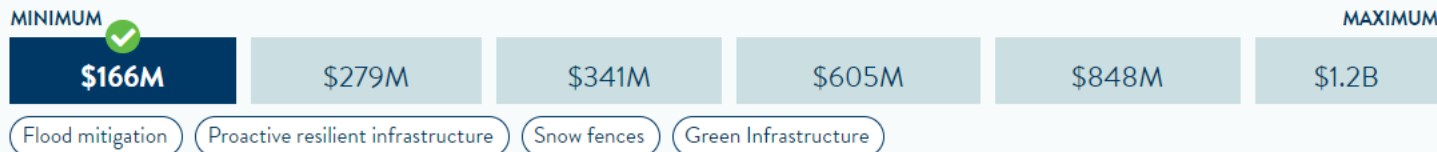
Advancing Technology
[Learn more](#)



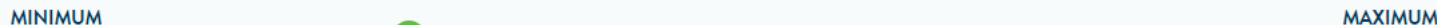
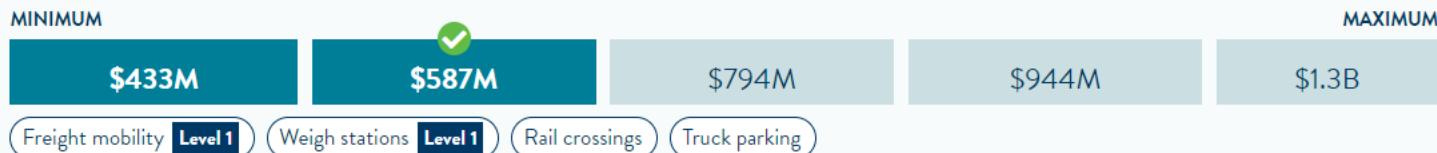
Bridge Condition
[Learn more](#)



Climate Resilience
[Learn more](#)



Freight
[Learn more](#)



Looking more details?

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario ▼ or [Start with the minimum investment](#)

Your baseline budget scenario:

Custom



Continue →

AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$32.2B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology

Learn more

Advancing Technology focuses on implementing new technologies on the state highway system. Investments help prepare for transformative technology advancements such as connected and autonomous vehicles, traffic signal management, or advanced work zone safety. Improvements focus on expanding the MnDOT's fiber network along highways and ensure the state's intelligent transportation system infrastructure is maintained and expanded.

MINIMUM



MAXIMUM

On major highways **Level 1** All other roadways **Level 1.5** Bridge culverts **Level 1**

Bridge Condition

Learn more

MINIMUM



MAXIMUM

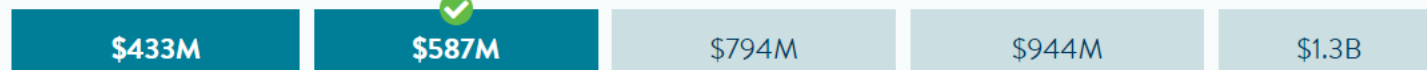
Flood mitigation **Level 2** Proactive resilient infrastructure **Level 3** Snow fences **Level 3** Green Infrastructure **Level 3**

Strategy Level 3 - Up to 475 miles of roadways with new/improved green infrastructure

Climate Resilience

Learn more

MINIMUM



MAXIMUM

Freight mobility **Level 1** Weigh stations **Level 1** Rail crossings Truck parking

Freight

Learn more

MINIMUM

MAXIMUM

Uh-oh, you went over!

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario or Start with the

Your baseline budget scenario:

Custom



Advancing Technology
Learn more

MINIMUM

\$25A

ITS expansion

Bridge Condition
Learn more

MINIMUM

\$2.8B

\$4.4B

\$4.8B

\$5.3B

\$6.2B

\$6.7B

On major highways Level 2

All other roadways Level 3

Bridge culverts Level 2

Climate Resilience
Learn more

MINIMUM

\$166M

\$279M

\$341M

\$605M

\$848M

\$1.2B

MAXIMUM

Flood mitigation Level 2

Proactive resilient infrastructure Level 3

Snow fences Level 3

Green Infrastructure Level 3

Freight
Learn more

MINIMUM

\$433M

\$587M

\$794M

\$944M

\$1.3B

MAXIMUM

Freight mobility Level 1

Weigh stations Level 1

Rail crossings

Truck parking

MINIMUM

MAXIMUM

(!)

Budget Exceeded!

You have exceeded your available budget!
Please reduce an investment.

Close

(!) Budget Exceeded
You are \$0.6B over budget

AVAILABLE BUDGET

\$30 - 33B

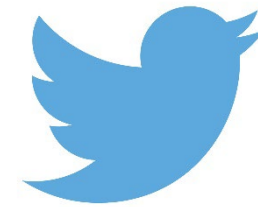
\$33.6B

\$23.5B
MINIMUM INVESTMENT

\$0

Help us spread the word!

- Share the link to the online investment budgeting tool
www.minnesotago.org/investment/
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization
- We're also traveling around the state attending community events



Timeline

- **Now to end of September** – 1st public engagement period
- **Fall 2022** – Compile a draft investment direction
- **Winter 2023** – 2nd public engagement period
 - Present and gather feedback on draft investment direction
 - Identify priorities for +\$2 B and +\$6 B increasing revenue investment directions
- **Spring/Summer 2023** – Compile draft plan and seek public comment
- **Late Summer 2023** – Adopt final plan

Questions?

Thank you again!

Philip Schaffner

Philip.Schaffner@state.mn.us

651-366-3743

MINNESOTA  GO



MPO Staff Report
Technical Advisory Committee:
 August 10, 2022
MPO Executive Board:
 August 17, 2022

STAFF RECOMMENDED ACTION: Discussion on the update on Unified Planning Work Program (UPWP) 2023-2024

TAC RECOMMENDED ACTION:

Discussion on the update of the Unified Planning Work Program (UPWP) 2023-2024.

Background:

The MPO prepares a work program listing the activities that will be accomplished with the consolidated planning grant from the USDOT. The program is the Unified Planning Work Program and covers a two-year period. The MPO will prepare a new work program listing the activities that will be accomplished with the federal Consolidated Planning Grant (CPG) (estimated FY2023 \$664,629 and FY2024 \$677,922) and a planning grant from Minnesota (estimated at \$11,000 each year).

We are currently updating two plans that will carry over into other years:

- the Bicycle & Pedestrian plan which is projected to finish in the end of March 2023
- the Street & Highway Plan/MTP which is projected to finish in the end of January 2024.

Timeline to 2050 MTP Update

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

5 year cycle with the MTP ending on Jan 31 2024

MPO Unified Planning Work Program 2021-2022				
Project	Task	% Complete	Original Completion Date	Projected Completion Date
Grand Forks Land Use Plan Update	Website is: www.gf2050plan.com Completed	100%	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 report has been accepted by the executive board. Currently waiting for the finalized document and copies of project information not on ICON.	99%	31-Dec-21	29-Jul-22
Transit Development Program TDP	Steering Committee will be meeting on Aug. 25th. They will be sent the Human Service, Finance, and the Capital Improvement for review before the meeting. These will be discussed at the meeting.	70%	31-Mar-22	31-Dec-22
Bicycle & Pedestrian Element Update	Compiling results of survey #1 and the map comments. Combining with results of bike audit and existing conditions to get feedback from the Steering Committee.	20%	31-Mar-23	
Street & Highway Plan/ MTP Update	Staff sent the needed data to HDR in late July. HDR has been gathering other data and establishing webpage for project.	15%	29-Feb-24	
Aerial Photo	COMPLETED	100%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	100%	On-going	

Timeline to 2050 MTP Expanded

Year Begin	Activity	Year Completion	Consultant
Jan. 1, 2019	ITS Reg. Arch.	Dec. 31, 2019	ATAC
Jan. 1, 2020	GF 2050 LU	June 30, 2022	YES
Jan. 1, 2020	EGF 2050 LU	Dec. 31, 2021	YES
Jan. 1, 2022	Bike/Ped Update	Mar. 31, 2023	YES
Jan. 1, 2022	TDP Update	Dec. 31, 2022	YES
Jan. 1, 2022	2050 MTP Update	Jan. 31, 2024	YES
Jan. 1, 2023	Safety Action Plan*	June 30, 2024	YES
Jan. 1, 2024	ITS Reg. Arch	Dec. 31, 2024	ATAC
Jan. 1, 2025	GF 2055 LU	Dec. 31, 2026	YES
Jan. 1, 2025	EGF 2055 LU	Dec. 31, 2026	YES



The purpose of this agenda item is to give you a good picture of where we are sitting on the 2050 MTP timeline and what the next few years look like. I will be sending out a draft of the 2023-2024 Unified Planning Work Program to our state partners first then the draft will come to TAC and the Executive Board for your comments and input in October and final in November.

Findings and Analysis:

- The MPO is required to prepare a Unified Planning Work Program
- The activities are to occur over a two-year period of 2023-2024
- The activities must have the support of each Local Unit of Government; therefore, any request for MPO involvement must be vetted through the local unit of government prior to being submitted to the MPO.

Support Material:

- None

MPO Unified Planning Work Program 2021-2022

Project	Task	% Complete	Original Completion Date	Projected Completion Date
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Future Bridge Traffic Impact Study	Website established: www.forks2forksbridge.com/info COMPLETED	100%	31-Dec-20	2/29/2022
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Traffic Count Program	On-going	100%	On-going	

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

July 27, 2022

Attendees: Teri Kouba (GF/EGF MPO), Stephanie Halford (GF/EGF MPO ED), David Peterson (BMI), Cody Christianson (BMI), John Cock (BMI PM)

Agenda

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

Monthly Status Report

1. **Bolton & Menk Management Change**
 - a. David Peterson departing 8/5. John Cock will serve as your first point of contact while Cody Christianson will manage day-to-day tasks
2. **Public Participation**
 - a. Survey #1 – Survey closed on 7/22 and the survey is now not accepting responses. We received 395 total responses, of which 320 were complete and 75 were incomplete.
 - i. We will review and collate information for inclusion in the public engagement report.
 - b. INPUTiD – Along with the survey, the online comment map has also been disabled, although the comments are all still fully visible.
 - i. Public INPUTiD: 88 (22 of which were replies) - [link](#)
 - ii. Advisory Committee INPUTiD: 87 comments - [link](#)
 - c. Website – We are reviewing the website for status updates needs including dates, public engagement opportunity language, document uploads, etc.
 - d. Bike Audit Ride was held on 6/30/22. There were 14 participants signed in, including several staff people and some representation from the advisory committee. Some key takeaways noted by the project team staff included:
 - i. Pavement condition difficulty
 - ii. Bridge challenges
 - iii. Lack of understanding of rules of the road
 - iv. Lack of east-west connector
 - v. Discomfort with crossing RR tracks
 - vi. Arterial discomfort – biking along and crossing
 - vii. Better signage to enable safer crossings
 - e. Future public engagement items include: targeted project meetings (following prioritization), RR meeting, Open House #2, Survey #2



3. Policy/Plan Review and Visioning

- a. Policy/Plan review draft was shared with MPO 7/5/2022. Awaiting comments
- b. Visioning document underway and we will have it with you shortly.
 - i. Advisory input → Would we like to send the draft for group review/comment. If so, we should keep a relatively short timeframe.

4. Existing Conditions / System Evaluation

- a. Draft complete. Plan to share with the MPO 7/27/22.
 - i. Can the MPO provide comments back by 8/5/22 (7 working days) or will you need longer?

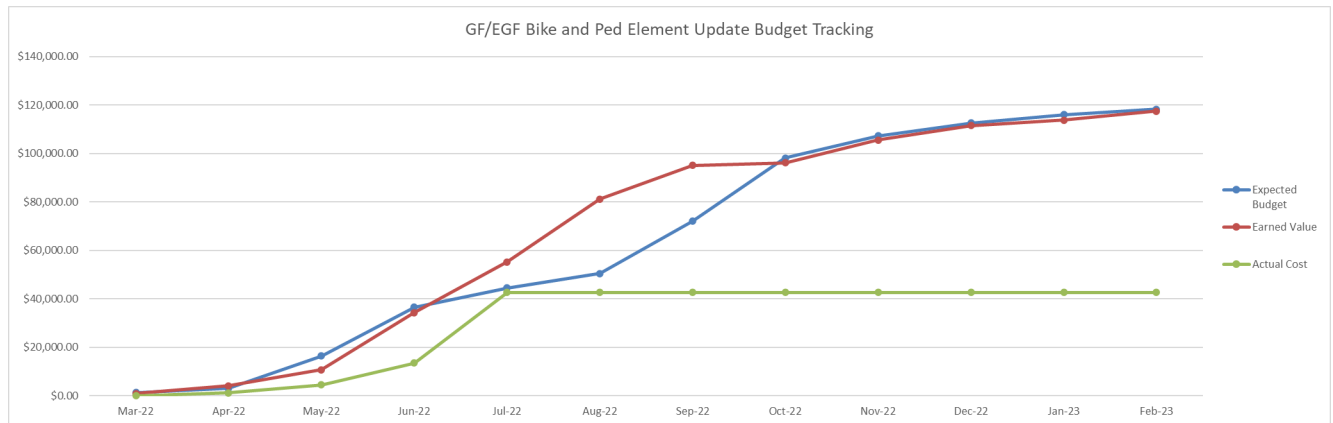
5. Safe Routes to Schools Components

- a. Alta convened second meeting of working group on 7/14.
- b. Follow-up scheduled for 8/17 8:30am
- c. BMI to set a schedule with Alta to set some general targets for SRTS draft and final maps.

6. Tasks not yet started

- a. Network Development
 - i. BMI will be scheduling a consultant team workshop with Alta to begin this process
- b. Corridor/Concept Prioritization
- c. Bike/Ped Facility Type Guidelines
- d. Fiscal Constraint/Implementation Plan
- e. Policy Recommendations
- f. Draft and Final Report

Budget Update



- To date we have invoiced about \$42,562 and our budget anticipated a spend (through July) of about \$45,000. We have essentially erased the gap evident in the previous month, mainly through the June public engagement effort the existing conditions report.
- The existing conditions report is essentially complete. Additional public engagement will be needed.

Invoice status – Please advise of any issues regarding invoices from the MPO’s end.

Next Planned Monthly Check-In Meeting August 24th, 1-2pm.

Additional Issues to Discuss?

Invoice Progress Report

Date: Tuesday, August 02, 2022

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

To: Stephanie Halford
Teri Kouba

From: Jason Carbee

Subject: Progress Report for July 1, 2022 to July 30, 2022

The work completed during the period includes:

Task 1 – Project Management

HDR staff completed the following items:

- Conducted progress meeting on July 7.
- Completed June invoicing and progress reports.

Task 2 – Data Collection

- HDR staff discussed data collection needs with MPO staff.
- MPO staff provided data to HDR the week of July 25-29.
- HDR staff downloaded and began assessing data, updating data collection matrix.

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

- HDR staff began going through crash data to assess crash patterns for the data received, 2016-2021.

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 a draft website for MPO review.
- HDR staff completed a task effort assessment of building a web application for public input in place of a 4th public meeting.

Expenses

There were no expenses during the period.

**Programming Update Workgroup
10:00 to 12:30 PM July 22, 2022
Meeting Agenda**

- 10:00 Welcome – - Patrick Weideman**
- 10:05 FY 2023 Funding Discussion & Recommendation - Patrick Weidemann**
- 10:30 STBG & New Bridge Fund Program Discussion - Ted Schoenecker/Brian Gage**
- **STBG BROS Set-a-Side Proposed Change**
 - **Options for Former STBG BROS Funding Distribution**
 - **New Bridge Fund Program**
 - 1. IJJA Overview**
 - 2. MnDOT Distribution Approach**
- 12:30 Next Meeting/Adjourn - Patrick/Brian**
- **HSIP**
 - **DRMP/STPP/BFP Funding for MnDOT Districts**

IJA Funding for FY 2023

Background

The PUW made the following recommendation to TP&IC back at its May meeting;

- MnDOT use the FFY 2022 Federal Funding increases to Minnesota from passage of IIJA on its own projects.
- MnDOT adjust future ATP and District targets between the years FY 2023 and FY 2026 to balance out what the locals and each district should have received in increases or FY 2022.

Background

- During the discussion on FFY 2022, several members inquired about FFY 2023.
- There were strong opinions expressed from many of the local partners that they could deliver projects to spend the local share of additional IJA funding starting in FFY 2023.
- OTSM facilitators clarified that to spend the funding it couldn't be just increased advanced construction. The locals on PUW confirmed they felt they had projects to use the funding.

Background

- Representative from the Metropolitan Council expressed they would prefer MnDOT use the FFY 2023 funding and provide both FFY 2022 & FFY 2023 back in FFY 2024.
- Local government PUW representatives reiterated their support that FFY 2023 funding be distributed to the ATPs for programming.
- Since the topic we were discussing was FFY 2022, no additional discussion on FFY 2023 occurred.

Status Today

- FFY 2023 is now just a few months away from starting.
- If local governments are going to program and spend FFY 2023 funds in time, we need to make the decision on FFY 2023 ASAP.
- MnDOT's State Aid Division has reached out to local governments across the state and feels there is broad support for distributing the 2023 increases (both in greater Minnesota and the Metro area).

Possible Options

- Option #1: Fully Distribute FFY 2023
- Option #2: Distribute Only Greater Minnesota
- Option #3: Do Not Distribute FFY 2023

Option #1

Fully Distribute FFY 2023

Under this Option:

- MnDOT would distribute the local share increases from IIJA to the ATPs and Metropolitan Council in FFY 2023 as soon as possible.
- Local governments and the Metropolitan Council would need to ensure these funds are obligated in FFY 2023, as MnDOT will be unable to carry them over if they are not.

Option #2

Distribute Only to Greater Minnesota

Under this Option:

- MnDOT would distribute the local share increases from IJA in FFY 2023 to only Greater Minnesota ATPs.
- MnDOT would utilize the Metropolitan Council area's share of the FFY 2023 increases and then distribute the increased back to Met Council starting in FY 2024.
- Greater Minnesota local governments would need to obligate those funds in FFY 2023, as MnDOT will be unable to carry them over if they are not.

Option #3

Do Not Distribute FFY 2023

Under this Option:

- MnDOT would not distribute any IJA funding increase for FFY 2023 and instead would apply the funding towards its projects.
- Like FFY 2022, MnDOT would then pay back the FFY 2023 funding to locals by providing additional funding to the ATPs and Metropolitan Council in FFY 2024 & FFY 2025.

Discussion

- What are the feelings of the PUW members regarding FFY 2023? What are the feelings of the Metropolitan Council representatives and Metro area local governments?
- Can the PUW reach a consensus on which option to pursue today?

Draft Target for PUW	FY2023	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,390,000	5,330,000	13,200,000	6,710,000	10,910,000	7,590,000	5,970,000	71,490,000		130,590,000
	STBG (BROS)									8,600,000	8,600,000
	STBG (On-Sys Bridge)	600,000	300,000	800,000	400,000	700,000	500,000	400,000	4,400,000		8,100,000
	Local NHS Pavement									4,200,000	4,200,000
	TBI for Met Council	-	-	-	-	-	-	-	-		-
	Local NHFP	-	-	1,250,000	-	1,100,000	-	-	-		2,350,000
	STBGP-TA Setaside	1,870,000	1,060,000	2,630,000	1,340,000	2,180,000	1,510,000	1,190,000	14,260,000	2,220,000	28,260,000
	HSIP (100% Oblig.)	2,110,000	1,000,000	4,360,000	1,710,000	2,880,000	1,770,000	1,420,000	14,220,000		29,470,000
	CMAQ								31,590,000		31,590,000
Total	13,970,000	7,690,000	22,240,000	10,160,000	17,770,000	11,370,000	8,980,000	135,960,000	15,020,000	243,160,000	

Draft Target for PUW	FY2024	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,530,000	5,410,000	13,410,000	6,810,000	11,080,000	7,710,000	6,060,000	72,580,000		132,590,000
	STBG (BROS)									8,600,000	8,600,000
	STBG (On-Sys Bridge)	600,000	300,000	800,000	400,000	700,000	500,000	400,000	4,400,000		8,100,000
	Local NHS Pavement									4,300,000	4,300,000
	TBI for Met Council	-	-	-	-	-	-	-	733,000	-	733,000
	Local NHFP	1,800,000	-	2,500,000	-	-	-	610,650	8,000,000	-	12,910,650
	STBGP-TA Setaside	1,910,000	1,080,000	2,680,000	1,360,000	2,220,000	1,540,000	1,210,000	14,530,000	2,260,000	28,790,000
	HSIP (100% Oblig.)	2,160,000	1,020,000	4,460,000	1,740,000	2,950,000	1,810,000	1,450,000	14,530,000		30,120,000
	CMAQ								32,220,000		32,220,000
Total	16,000,000	7,810,000	23,850,000	10,310,000	16,950,000	11,560,000	9,730,650	146,993,000	15,160,000	258,363,650	

Draft Target for PUW	FY2025	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,680,000	5,500,000	13,610,000	6,920,000	11,250,000	7,830,000	6,150,000	73,700,000		134,640,000
	STBG (BROS)									8,600,000	8,600,000
	STBG (On-Sys Bridge)	600,000	300,000	800,000	400,000	700,000	500,000	400,000	4,500,000		8,200,000
	Local NHS Pavement									4,400,000	4,400,000
	TBI for Met Council	-	-	-	-	-	-	-	-		-
	Local NHFP	-	-	-	-	-	-	-	28,600,000		28,600,000
	STBGP-TA Setaside	1,940,000	1,100,000	2,730,000	1,390,000	2,260,000	1,570,000	1,230,000	14,790,000	2,310,000	29,320,000
	HSIP (100% Oblig.)	2,200,000	1,040,000	4,550,000	1,780,000	3,010,000	1,850,000	1,480,000	14,850,000		30,760,000
	CMAQ								32,870,000		32,870,000
Total	14,420,000	7,940,000	21,690,000	10,490,000	17,220,000	11,750,000	9,260,000	169,310,000	15,310,000	277,390,000	

Draft Target for PUW	FY2026	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,830,000	5,580,000	13,820,000	7,020,000	11,420,000	7,950,000	6,240,000	74,830,000		136,690,000
	STBG (BROS)									-	-
	STBG (On-Sys Bridge)	600,000	300,000	900,000	400,000	700,000	500,000	400,000	4,600,000		8,400,000
	Local NHS Pavement									4,500,000	4,500,000
	TBI for Met Council	-	-	-	-	-	-	-	733,000		733,000
	Local NHFP	-	-	-	-	-	-	-	10,000,000		10,000,000
	STBGP-TA Setaside	1,980,000	1,120,000	2,780,000	1,410,000	2,300,000	1,600,000	1,260,000	15,060,000	2,350,000	29,860,000
	HSIP (100% Oblig.)	2,650,000	1,300,000	5,270,000	2,110,000	3,720,000	2,420,000	1,620,000	17,280,000		36,370,000
	CMAQ								33,520,000		33,520,000
Total	15,060,000	8,300,000	22,770,000	10,940,000	18,140,000	12,470,000	9,520,000	156,023,000	6,850,000	260,073,000	



Local Bridge Funding Detailed Discussion

Previous Discussion Summary

- IIA provides additional funding for bridges:
 - IIA increases the funding for Off-System Bridges from \$6M to \$8M
 - The new Bridge Formula Program provides Minnesota an additional \$60M-\$65M for bridges (\$9M per year for Off-System Bridges)
- Existing FAST Act unobligated apportionment for Off-System Bridges exceeds \$24M.



BROS Funding

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)*

STBG- Off-System Bridges (BROS) Details

- **Budget Authority:** from the **Highway Trust Fund**; **subject to obligation limitations**
- **Setasides: STBG Setaside**
 - 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, **up to 81.42%**
- **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%

Option #1

No Change

- STBG-BROS set-a-side stays as is and IJA funding continues for off-system bridges.
- STBG-BROS sees a significant increase in funding.
- 15% of the new Bridge Formula Program (BFP) goes to off-system bridges.

Option #2

On System Bridge – MnDOT Lead

- STBG-BROS set-a-side under IIJA is reduced to 0 and converted to STBG-Statewide.
- The converted STBG-BROS (now STBG-Statewide) funding is provided to the MnDOT District State Aid Engineers
 - Distribution by regional targets,
 - For selection of on-system bridges (just like the existing BROS process works, only now it would be for on-system bridges).

Option #3

On System Bridge – Statewide Solicitation

- STBG-BROS set-a-side under IIJA is reduced to 0 and converted to STBG-Statewide.
- The converted STBG-BROS (now STBG-Statewide) funding is used for statewide solicitation process managed by SALT.

Option #4

On System Bridge – ATP Lead

- STBG-BROS set-a-side under IIJA is reduced to 0 and converted to STBG-Statewide.
- The converted STBG-BROS (now STBG-Statewide) funding is provided as increased target to the ATPs,
 - However the ATPs must program these funds toward on-system bridges that they select.

Discussion on Options

- Do PUW have a preference on the Options?
- Is the PUW willing to reach a consensus on which option to proceed with?



New Bridge Fund Program

Bridge Formula Program (BFP) Details

- **Budget Authority:** from the **General Fund**; **subject to limitation on obligations**
- **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

Bridge Funding Matrix

Year	STBG-BROS (IIJA) Conversion to STBG-Statewide	STBG-BROS (FAST Act Apportionment)**	Bridge Formula Program (BFP) 15% for Off-System Bridges ***	Bridge Formula Program 70%	Bridge Formula Program 15%	STBG-Statewide for ATP Managed Program to achieve 70%/30% BFP Split
			15%	85%		
<i>FY2022*</i>		6,000,000				
FY2023	8,000,000	8,600,000	11,510,000	53,700,000	11,510,000	11,510,000
FY2024	8,100,000	8,600,000	11,510,000	53,700,000	11,510,000	11,510,000
FY2025	8,300,000	8,600,000	11,510,000	53,700,000	11,510,000	11,510,000
FY2026	8,500,000	-	11,510,000	53,700,000	11,510,000	11,510,000
Potential Uses	Local Off-System Bridges	Local Off-System Bridge	Local Off-System Bridge			
				MnDOT Bridges	MnDOT Bridges	
						ATP Priorities
	Local On-System Bridges				Local On-System Bridges	
					MnDOT District Priorities	

* FY2022 Funds will be distributed in FY2023, FY2024, FY2025, and FY2026

** FAST Act BROS Apportionment will be distributed through existing BROS process through FY2025

*** BFP Off-System will be distributed through existing process used for STBG-BROS through FY2026

Options for the BFP

Option A: Traditional Split

Option B: MnDOT & Local Swap

Option A Traditional Split

- MnDOT takes 70% of the Bridge Formula Program (BFP).
- Local off-system bridges receives 15% BFP.
 - Funds would following the existing STBG-BROS process.
 - 100% Federal compared to STBG-BROS at 80%.
- ATPs receive 15% of the BFP divided out by targets to be programmed exclusively for local on-system bridges.

Option B

MnDOT & Local Swap

- MnDOT takes 85% of the Bridge Formula Program (BFP).
 - MnDOT decreases the amount of STBG funds it used by the 15% of the dollar amount of BFP.
 - This reduces MnDOT's flexibility slightly.
- ATPs receive an increase in STBG distributions by the 15% dollar amount of the BFP to ensure the new funding is split at 70-30 with the locals as usual.
- ATPs are free to program these funds on either road or bridge projects, whatever they choose.

Option A: Traditional Split

Pros

- Easy to demonstrate funding.
- Does not impact MnDOT district funding.

Cons

- ATPs must spend funding increase only on bridges.
- ATP funding splits may make spending on bridges difficult.

Option B: MnDOT & Local Swap

Pros

- Gives flexibility to ATPs to use funds for either bridges or roadway improvements.
- ATPs do not have to worry about how funding splits, because it will be all rolled into a single STBG target.

Cons

- This would reduce the amount of flexible STBG dollars that go to MnDOT districts and increase the amount of bridge only funds going to districts.
- It is complex process to describe externally.

Discussion

- Do the PUW members have thoughts on which option for the BFP they would like to see considered?

Thank you again!

Brian Gage

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