



TECHNICAL ADVISORY COMMITTEE MEETING
MONDAY, SEPTEMBER 12TH, 2022 – 11:00 A.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. 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 AUGUST 10, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF AMENDMENT TO THE MTP.....HALFORD

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- 6. MATTER OF 2023-2026 T.I.P..... KOUBA
 - a. Public Hearing
 - b. Committee Action

- 7. MATTER OF UPDATE ON TRANSIT DEVELOPMENT PLAN (TDP) KOUBA

- 8. OTHER BUSINESS
 - a. 2021/2022 Unified Work Program Project Update..... KOUBA
 - Bicycle/Pedestrian Element Update
 - 2050 Street/Highway Element Update
 - b. MPO Updates:
 - Safe Streets For All (SS4A)HALFORD
 - Bridge UpdateHALFORD
 - Programming Update Workgroup..... KOUBA
 - c. Agency Updates

- 9. 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

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CALL TO ORDER

Stephanie Halford, Chairman, called the August 10th, 2022, meeting of the MPO Technical Advisory Committee to order at 1:41 p.m.

CALL OF ROLL

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

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

Guest(s) present: Kristen Sperry, FHWA; Christian Danielson, Grand Forks Engineering; Jane Williams, Grand Forks Engineering; Tricia Lunski, Grand Forks City Councilmember; and Daba Gedafa, UND Professor.

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 JULY 13, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE THE JULY 13TH, 2022 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF GF-EGF MPO SELF-CERTIFICATION

Kouba reported that we do this every year, it is part of our TIP document. She explained that the purpose of the self-certification is to have the MPOs and the State DOTs confirm to the USDOT

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that the requirements imposed upon the metropolitan planning process are being fulfilled. The resolution contains the relevant section of US Cod and Federal Regulations being self-certified.

Kouba stated that staff is recommending that the Technical Advisory Committee approves forwarding a recommendation to the MPO Executive Policy Board that they approve the Self-Certification as presented.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2022 GRAND FORKS-EAST GRAND FORKS SELF-CERTIFICATION DOCUMENT, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

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

MATTER OF 2023-2026 T.I.P.

Kouba reported that this is an annual document that we go through, and work with the NDDOT, MnDOT, the City of Grand Forks, the City of East Grand Forks, Grand Forks County and Polk County on any projects they may have in the MPO Study Area.

Kouba said that they were getting comments throughout the process. She added that we generally have a listing of projects that are happening within the 2023 to 2026 time period.

Kouba commented that, along with the staff report, she included a list of questions that she had given to the NDDOT, and she did receive some answers so those questions, which she will go over briefly.

Kouba referred to the tables included in the document, and went over them, as well as the questions and answers shown on each table, as follows:

- 1) Grand Forks Project #122001 – Kouba stated that this is a small project that was recently put into our 2022 STIP. She asked if it was still correct as she couldn't find anything specific. Zacher responded that he just changed the project description on there to match what the Draft STIP shows. Kouba said that she would make sure to make that change.
- 2) Grand Forks Project #121005 – Kouba stated that this is one that is split in the STIP, but they are keeping it.
- 3) Grand Forks Project #120008 – Kouba said that they are still looking for main street projects. She commented that the two main street projects don't show up in the STIP. She asked if they are still being funded and should they remain in the table? Zacher

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responded that basically, those haven't gone through the committee yet so they allotted space, but they may not be in the Draft STIP but may show up in the Final STIP. Kuharenko asked if he has any idea when that selection committee might be meeting. Zacher responded that he isn't on it so he doesn't know when they will be meeting.

- 4) Grand Forks Project #121007 – Kouba said that in 2025, she did take out this project since we aren't finding anything about it yet. She asked if it is still being done. Zacher responded that this project still exists, it is structures, and it is in Grand Forks, but it is also shown in 2023. He said that at one point it says 2023 in the Draft STIP, but then when he pulls up his internal stuff it shows that it is in 2025, so he isn't sure which is correct. Kouba stated that she took it out for now since we aren't quite sure what is going on with this project. Zacher said that he did see them, so they are still around. Kuharenko asked what the project this is. Zacher responded that it is for Dynamic Speed Signs in the school zones. Zacher stated that there is a project out there, but it wasn't in the Urban Program area or the Draft STIP. Kouba said that she left that in.

- 5) Grand Forks Project #122004 – Kouba stated that she did take out the convert gravel path project since it is a transportation alternative and they basically took out all of those for 2024 and 2025 and re-released them so they will change most probably, so she took this project out of the TIP and we will wait to hear back on them. Zacher stated that that isn't the Transportation Alternative project that was moved forward into last year is it. Kuharenko responded that this is the one that we applied for last year, and then we received word that the project we submitted last fall were all scraped and then we had to resubmit them and the last one was just submitted about a month ago and it includes this segment, but it also extends the project up to 17th, so it pretty much doubles the length of the project. He asked if it would be beneficial to update this with what they submitted. Kouba responded that we don't know when that will get through their committee and if it will end up being in the final STIP or not. Halford added that it hasn't been awarded funding. Kuharenko stated that this project wasn't awarded any funding either when we originally included it though, either, so that is what he is trying to figure out, is it better to include it, kind of as in the past we had all these projects whether or not they were being programmed. Kouba responded that she thinks that for this particular one, since there is so much confusion, and they literally just eliminated all of the 2024 and 2025 TA projects, and had everyone resubmit them, and if others are changing what they have or what they do, then that is going to change this so we will wait in see.

- 6) Grand Forks Project #522008 – Kouba said that there is a joint expansion on the Sorlie Bridge in 2025 that is on the State STIP that she added as well.

- 7) Grand Forks Project #22007 – Kouba stated that in the new year she updated to include this project, but she isn't sure of the description, where did it come from. Zacher responded that this is the description they used on it, and currently it is still scheduled to be bid in 2025 and Mr. Johnson is working on the environmental document with the consultant. He said that at one point the City had talked about questioning if the City were to put, because the Campground out there was trying to get out of it, so the City was

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questioning if they could buy it and then relocate it or something along those lines. Kuharenko added that as far as he is aware the City hasn't made any motion on this. Zacher said that he knows that they were questioning the "what if" type of a thing and trying to relocate it further into town, so that is kind of what he heard. He added that they had their first public meeting and had a decent turnout. Kuharenko commented that he sits in on some of the occasional meetings on this project, so we should be seeing some updated cost estimates and some alternatives hopefully at the end of August or early September so probably this fall when we go through and update this again with the new solicitations, we will probably be looking to update the cost estimates accordingly.

- 8) Grand Forks Project #22008 – Kouba reported that we are looking for this project to be in the Final STIP, the Point Bridge Rehabilitation Project. She stated that it is a painting and minor repairs project. Kuharenko commented that he can't recall exactly what was in the project scope but he believes there were some minor repairs, some painting, and there may have been some lighting work on there too. Kouba added that East Grand Forks will have the approach as well on their side, and that is already in the STIP.
- 9) Grand Forks Project #22003 and Project #22009 – Kouba stated that she took Project #22003 out but left Project #22009 in as we did receive information that it was approved but just not in the STIP. Zacher responded that it is a little goofy because for some reason HSIP projects tend not to make it into the Draft STIP but do make it into the Final STIP, and you've received notice that the project has been approved and funded, so you should keep it in.

Kouba commented that she just wanted to kind of go through all of those updates that were beyond what was provided to the public. She added that we do have a public hearing scheduled for today's meeting.

Kouba opened the public hearing.

There was no one present for comments. Kouba said they did advertise that people could e-mail comments until noon today, no comments were received.

Kouba closed the public hearing.

Kuharenko stated that he has a general comment for the group. He asked to go back to the South 48th Street project from DeMers Avenue to 11th Avenue and explained that this is a project that they put in for last year as kind of a heads up, it is likely that this upcoming fall they are probably going to try to accelerate this and will likely try to swap this project out with the Columbia Road project that is already programmed for 2025. He said that it probably won't be that segment of 48th, it will probably be a southern section of 48th that they will be looking at, so that is just a heads up and they will still have to run that through the appropriate process and get the proper vetting from their City Council as well, but that is just a heads up as to what they will likely do in the future.

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Kouba said that they did have the full document available on the website and a paper copy available in the office for the public to look through and comment on. She stated that she did have comments from our DOT partners on some of these things; most of it we've kind of left intact just because most of the information is the most current we have, especially with some of the performance measures that are mentioned in the document because we haven't adopted new performance measures for the new year that is coming up, we are still waiting for the States to finish that part and once we do that and we hit the new TIP for the 2024 year we will update everything then.

Kouba commented that this will probably be the last year you see the spreadsheet format like this, we will be updating that to make it easier to read hopefully, and definitely easier for staff to update and change. Zacher stated that he is still working on the lump sums. Kouba said that she changed them just to zero and they will probably have to update everything once the official STIP is done, which is what generally happens.

Mason stated that he missed a comment in the room on the expanded joint modification on the Sorlie Bridge project; is that going to be added into the MPO TIP and if so is there a Minnesota component to that project, it is kind of a new one to him. Kouba responded that she doesn't believe it is on the Minnesota side at all, she hasn't heard anything beyond that, but she saw it in the STIP. Mason said that if there is a Minnesota component to it it may need to be added to the Minnesota STIP as well, so if that is the case let him know if there is anything needed on their end. Kouba responded that as soon as she hears anything more on this she will keep him in the loop.

Sperry asked if Ms. Kouba was wanting Federal Highway and FTA comments after this has been updated, and then have a draft go out or when would you want comments from them. Kouba responded that because of the lateness and the fact that they are still working with the NDDOT we will look to see what kind of updates need to be done, but they can definitely have Federal Highway look at it, it wouldn't be the final final. Sperry stated that usually they have received, in the past, like this is our draft for Federal Highway and FTA review and they give us two weeks to review it, but she is just wanting to know if that is what you are going to do this year so she has her comments ready. Kouba responded that they are kind of fumbling through this process for the first time so any comments or suggestions are welcomed, so they will definitely get this out to FHWA and FTA for comments. Sperry said that she just wanted to make sure that she didn't miss her opportunity to comment.

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

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

Voting Nay: None.

Abstaining: None.

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

MATTER OF UND INTERN

Halford reported that this conversation started probably a good year ago, at least. She said that Daba Gedafa, UND Professor, is on the phone and he can probably fill in some things as we go over this.

Halford stated that this started probably around a year ago with Mr. Haugen and UND about a partnership for an Intern, but unfortunately these conversations were not shared with all the necessary parties during the process, so some of you probably saw this on the agenda and were a little bit surprised, and she knows that some of you have reached out and had some questions already, and we can definitely go through all of those today.

Halford said that she just wants to give a quick overview of kind of what the project is. She explained that the primary motivation for this study is to kind of look at filling some data gaps, analyzing effects of pedestrian safety, traffic speeds; again this is a great opportunity for the City, UND, and the MPO to come together and work on a partnership project, so she wants to really highlight that that is a good partnership and a good study to look at.

Halford stated that things that they will be looking at for the study is analyze traffic safety and speeding, they will be looking at tickets that were given out for speeding, determine some locations to see if any additional studies need to happen in those locations and determine effects of traffic calming techniques, recommend approaches to address traffic safety and concerns.

Halford referred to a slide and pointed out that what she has highlighted is the study area itself that is being looked at. She said that it is from 32nd to 55th and from Belmont to Washington.

Halford commented that it is being proposed to have a budget of \$30,000; and again we see this as a good relationship building with UND, with the City, a partnership, and she knows that some here have some questions and Daba with UND is on the phone so between the two of them they can definitely go through any questions or comments you might have.

Halford stated that to get things started, she did have a couple of questions; under Task 1 it talks about reviewing the plans and studies but there isn't any talk about reviewing local studies, so that would be a suggestion she would make to add in to have our local studies be reviewed and what has already been done, and then why this area of town was chosen, and she is sure that is a question that a lot of people have, and the progress reports, it has it as a quarterly check-in but she would have that changed to monthly.

QUESTIONS/COMMENTS:

Daba commented that the literary review starts with what has been done in the past. He stated that when they submitted the proposal they already looked at the studies that have been done,

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especially the south side. He said that when they discussed this with Mr. Haugen the idea was that since the studies were mostly based on the area around Belmont and North of 32nd the idea was to extend it to 55th because of the expansion to the south side of the city. He stated that this is just the area they picked based on speeding indicated and also traffic safety, analysis of the area could be expanded, it doesn't mean it has to be just this study area.

Daba said that when it comes to the progress report, they can do it on a monthly basis, it can be a written report, or a meeting, it can be whatever means of communication you prefer, it would be fine with them. He added that this project will be done over a two-year period, it is about \$15,000 per year for one graduate student. He said that UND will cover tuition, which is about the same amount or more depending on the residency status of the student.

Daba stated that they did get feedback from the State level, Mr. Zacher, Mr. Johnson, and Ms. Sperry, and they all felt this was a win-win partnership between UND and the MPO, and the recommended going forward with this.

Zacher said that they do feel this is a win-win for everybody involved. He stated that one question they had, the title, if they are able to revise the problem statement a little bit, the problem statement seems to focus on speed, but they are wondering if there is a way to focus more on the traffic calming because once you read the detail it almost seems like it is more of a traffic calming study versus a speed study, and maybe it is semantics on their end, what they think of a speed study versus what the study proposal thinks of a speed study but they almost look at it as more of a traffic calming study and if you are interested in what has been done in the past, MetroCog just completed one last year for the City of West Fargo so they have some historic record of what has been done in the past; just as kind of a reference, that was focused more on residential streets but he thinks it can be tailored for anything, as long as we don't start putting speed tables all over the place. Daba thanked him for the comments and said that they are open to your questions and comments and are willing to make any necessary changes to finalize this.

Williams said that she has some questions and some serious concerns on this. She stated that one thing you talk about is taking the in-street pedestrian signs and locating them at various spots to see if they make any difference in the adherence to yielding to a pedestrian, and according to the MUTCD if you do that that falls under experimentations and they have to have something from FHWA that recognizes that you are taking a standard traffic control device and using it in a method that deviates from the current MUTCD, so that is one of the issues.

Williams stated that another issue is, she thinks we need to hammer out what constitutes "yielding" for a vehicle to a pedestrian. She said that it kind of paraphrases the law of North Dakota but in doing so she thinks there were a couple of things combined, and vehicles are not required to stop and yield to a pedestrian if they are still on the side of the road and haven't stepped into the road and it isn't safe for them to stop, but also a pedestrian has the responsibility to not step out, so there are kind of semantics here as far as what a violation would be and wouldn't be, so she thinks this really needs to be worked on before we can approve anything like this; this partnership would be a great thing in order to gather some data and if we wanted to get

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some speed data but the difficulty in this is that we have only had one pedestrian crash in this area in the last three years, and it was at 32nd and 10th and it was at night time and there were a couple of things going on, so we aren't really experiencing a pedestrian problem in this area whereas there are other areas in the city where we have a much higher incidence of pedestrian crashes, so currently the way it is worded, she just doesn't think it complies with MUTCD; so she concurs it is a really good opportunity but we just need to hammer out the details before we can move on. Daba thanked Ms. Williams for her comments and also for her willingness, if she remembers they communicated about the speed study, and while figuring out the areas she showed willingness to give them equipment in addition to the radar guns they already own, so he will follow up and they will make sure that whatever they do is in compliance with MUTCD.

Daba commented that, as he said before, this is not the only location, this is the area, but as he mentioned, based on speeding and the traffic safety analysis, we can focus more on other locations, so that is part of the plan, and that language is also included in the proposal. He said that for the definition of yielding they can make changes and include the responsibility and the accountability of the pedestrians as well.

Kuharenko asked if this is something the Technical Advisory Committee feels should be tabled for further refining and bring back next month so we can see the revisions then forward it on to the Executive Policy Board. Halford responded that she would like to recommend, and you can make it part of the motion if you want or not, that it might be good for a couple of members that are most interested in this study and what the revision would look like and create kind of a sub-committee and have one or two meetings, to work on some of these details and get something we all feel comfortable with and then bring it back to the next Technical Advisory Committee meeting. Kuharenko said that his worry was that the Executive Policy Board meets next week and he is off tomorrow and Friday, so that would narrow the window quite a bit, but if we want to table this until next month and have a sub-committee of interested parties and hammer out the details that would be good. Halford said that what she is hearing from everybody is that they feel that this is a win-win, a great partnership, but we just have to come to an agreement on what this needs to look like before approving it, so she would be more than willing to work with Daba and set something up over the next couple of weeks where we can sit down and hammer out some details and get something that we all feel comfortable with, if that works for everyone.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE TABLING THIS ITEM FOR FURTHER REFINEMENT OF THE PROPOSED CONTRACT AND TO BRING IT BACK TO THE SEPTEMBER TECHNICAL ADVISORY COMMITTEE MEETING.

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

Voting Nay: None.

Abstaining: None.

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

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MATTER OF 20-YEAR STATE HIGHWAY INVESTMENT PLAN

Halford reported that Phillip Schaffner, MnDOT, is present for a brief presentation.

Schaffner stated that he is the Manager of Statewide Planning at the Minnesota Department of Transportation, and he would like to share a brief presentation with you. He said that it is great to be with you this afternoon to give an update on the 20-Year Minnesota State Highway Investment Plan, that they refer to as MnSHIP. He stated that they are very appreciative about the opportunity to connect with the MPO Technical Advisory Committee, recognizing this is a Bi-State Group, but North Dakota and Grand Forks being really important neighbors and partners on the transportation system they really welcome your thoughts and feedback today as well as the Minnesota members. He said that ultimately, they need your help and perspectives and wisdom because this is the public system and the Minnesota State System and they are planning for the future of your state highway system. He commented that later today he will be seeking some feedback using the tool Mentimeter, so have a device or laptop available.

Schaffner referred to a slide presentation (a copy of which is included in the file and available upon request) and gave a brief update on the Minnesota State Highway Investment Plan.

Presentation continued.

Schaffner concluded by asking “What else would you like to know”. He stated that you can create your own approach, your own investment direction by going to: www.minnesotago.org/investment/. He explained that they created a budget tool and you can go in and start by either picking one of the six approaches shown or you can start with minimum levels in each of the categories, and it has 12 categories and you can make adjustments to them and it will show you what outcomes you are able to adjust to and also let you know how you are doing with the available budget.

Schaffner encourages everyone to take a minute if you’re interested to fill that out or to share that tool with your networks. He added that they will also be posting on social media and sharing MnSHIP posts and you can sign up for email updates as well.

Schaffner went over the timeline. He said that they are doing a 1st public engagement period now until the end of September and then this fall they will look at all the input and compiling a draft investment direction and will bring that out to you and others in the winter/early spring to get public comment and feedback and then to also talk about, what if we had more money, what if we had \$2 billion more or \$6 billion more than what they estimated, how would they invest that, because sometimes they do get more funding that they weren’t anticipating and they want to be prepared for that, and then next spring or early summer they will take all that information and compile a final draft plan and will put it out for review and comment so about this time next year they will be adopting a final plan.

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MATTER OF 2023-2024 UPWP/BUDGET DISCUSSION

Halford reported that this is just a discussion, so no action is required.

Halford stated that the purpose of this item is to really just give you a good picture of where we are at with our 2050 Metropolitan Transportation Plan timeline and what the next few years will look like. She said that she always like to look ahead and know where she is going with things, so there are a few items that will carry over into future years; the Bicycle/Pedestrian Plan and the Street/Highway Plan are two that will carry over into the next two years so she just kind of did a “what if” scenario of the 2050 MTP Timeline and expanded it a little bit, because, as you can see it just keeps going all the way around.

Halford said that we are just finishing up the Transit Development Plan, and Ms. Kouba will expound on that more in a bit, but this is where we are sitting at on the timeline, and if we happen to get the Safety Action Plan grant, it will be done next year and into the following year and then we would start looking at the ITS Regional Architecture and the Land Use Plans again as they come back around.

Halford commented that this is just to start giving you an idea of where things are at because we will be looking at drafts of the work program as well as budgets in the near future, well you will only see the work program, but she wanted you to see where we are at in this process and where we are going. She said that the next step will be to submit a draft to our State and Federal Partners and let them review it and make comments, then she will bring it back to you for your input as well. Sperry suggested that if you want to send the draft to FHWA and FTA at the same time as you do to the NDDOT, to meet your 30-day review window, your federal review, that would work.

OTHER BUSINESS

A. 2021/2022 Annual Work Program Project Update

Kouba referred to the Unified Work Program Project update included in the packet and commented that, as you can see we are getting close to finishing the 2022 year of our work program. She stated that we do have the final print of the Pavement Management Report that we accepted in July, so that will be a completed project.

- 1) Transit Development Plan Update – Kouba reported that where we are at with the Transit Development Plan Update is that we are looking at getting some information from people, finishing up some sections of the update; we’ve got capital and financials out for review to staff and will hopefully be getting that to our Steering Committee soon as well, we are looking at August 25th for a Steering Committee meeting.
- 2) Bike/Ped Plan Update – Kouba reported that she did attach a written update for our Bike and Ped Plan, but we are mostly just gathering information and

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putting the data together for the survey as well as our bike audit as well as any feedback we've gotten from the data we currently have and hopefully we will be getting some information out to people to start looking at and giving feedback on.

- 3) Street/Highway Plan Update – Kouba reported that we did give information to HDR late in July so they are looking at that data and they will be getting a website up soon.

Williams asked what the due date is for the Long Range Transportation Plan. Kouba responded that it has to be adopted by the end of December so we can get it to FHWA/FTA for their 30-day review, which will hopefully end at the end of January. Williams asked what year that would be. Kouba responded that it is December 2023 and January 2024.

Williams said that she had some concerns of trying to work and review everything with their schedule. Kuharenko commented that you said December of 2023 and January of 2024, and you show on the update table a completion date of February 2024. Kouba responded that everything will be completed by the end of February 2024, so the Final Document will be adopted at the end of December 2023, the 30-day FHWA/FTA review will be completed at the end of January 2024, and then any loose ends will be completed by the end of February 2024. Kuharenko stated that he was just curious because as you remember a couple of year ago we ran into the issue where we had our TIP frozen so he thinks what Ms. Williams is getting at is that we want to try to avoid that at all costs, so they are just making sure we know the timelines. Kouba responded that she understands, and added that they are keeping on everyone to ensure that they are within the timeline, and they are heavily reminding HDR that there is a drop dead date and there is no extending it. Kuharenko added that he supposes, especially with the Street and Highway element, he knows that last time around there were a number of things that was needed from the City, so if you can give them as much advance notice as possible with HDR on what you need, that will give them plenty of time to get it to you so they aren't scrambling at the last minute trying to find staff time. Kouba responded that they will try to do that as much as possible. She stated that she knows that they will probably be looking at some CPI information so if you can get that to them soon, the next month or so, they would definitely be needing that; where projects are, where projects have been in comparison to the last Street and Highway Plan.

B. Agency Updates

1) GF-EGF MPO

- a. Safe Streets For All (SS4A) – Halford reported that both City Councils have approved moving forward with the application. She stated that we have, so far, over ten letters of support in and we are expecting a few so she is thinking we will have a good dozen letters of support, so that is definitely positive. She said that the application is due September 15th, and they have started putting together a draft application and they hope to have it finalized sooner than later.

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Kuharenko said that he is just wracking his brain to see if there is anything else that we need; he got the narrative over to you; he got East Grand Forks' comments from their City Attorney on the MOU, so he will get those incorporated. He asked if we are looking forward with the MOU if and when we get the funding or are we looking at getting it moved through before or after we apply. Ellis responded that their City Council won't approve it until we get the funding, but we can certainly send them the draft that was reviewed and approved by council because they approve the MOU draft with those changes and then they will sign it if we get the grant. Kuharenko asked if Ms. Halford had any comments on the MOU. Halford responded that that was what she was going to mention, that we won't sign it until we get the funding because she knows there will be some changes required, there are some holes in it right now so she doesn't want to sign off on it yet.

- b. Bridge Update - Halford reported that the Selection Committee has met twice, they are revising the scope of work for the RFP, and they also did a little bit of prep work for interviews. She said that it was decided that all three of the firms that submitted the three proposals would be interviewed, but those dates haven't been set yet.
- c. Programming Update Workgroup – Kouba reported that she attached everything that was handed out to the Workgroup, and they put forward their recommendations for funding and how it should be split. She stated that they are now starting on the distribution of 2023 funding, which they are looking at publicly recommending doing a distribution of the 2023, so that looks like that will be available for Minnesota.

Kouba said that the next thing is the local bridge funding and what we are looking at for obligations and which way would be the best fit for the needs out there. She added that they are looking to be able to give the ATPs more flexibility with funding.

Mason commented that just to expound on Ms. Kouba's update, the first piece of that being distributing the new IJA funds out to the ATPs, so those are the funds that go to the cities and counties in Minnesota, and in our area, the Northwest, there are 11 counties and there is a process where the counties work together and the cities work together and based on the preliminary information we were provided, and based on the what we currently have for STIP targets, and what the new would be it is looking like we could see potentially about a about a 30% increase in the Surface Transportation Block Fund Grants that go to the Cities and Counties, so that is good news, about a \$1.3 million dollar bump; we are seeing a really big bump in the Transportation Alternatives Program,

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current targets under the old bill are around \$400,000 and they are saying we might be in about the million dollar range as far as transportation alternative projects that the ATP will review and prioritize and recommend; about a 30% increase in the Highway Safety Improvement Program funds, it is about \$200,000 per year, so it is a fair amount of funds that are coming to ATP and they have a meeting scheduled in September to keep track of this and of course the MPO is a voting member, and there are other voting members from the counties and the cities on that so they are doing some prep work for that right now, but they will ultimately be having a conversation at the ATP level on what is the best method to program this additional funding, and they have some options out there with existing projects potentially being under-programmed that could use a little bit more federal funding, or maybe move some projects up and create a bigger hole for more programming needs further out in the program, and a couple other options that they will take a look at, but overall it is good news, it is additional monies coming to the area.

Mason stated that, again, as you mentioned with the bridge program, MnDOT and MnDOT's State Aid Office working with the cities and counties to try to find a balance of how much money should go to the State DOT versus what is the most appropriate number that should go to the cities and counties for their local bridges.

Mason said that Off System Bridge set-aside, there might be some flexibility with that, it needs to be worked out with FHWA, but we could potentially convert that into a Statewide Service Transportation Block Grant Program and increase the spending flexibility which would be a win for the local agencies, so to be determined on that and then potential options as to how to actually select projects, whether that is direct distribution or a solicitation process.

Mason stated that the New Bridge Fund Program, there is another scenario where MnDOT and the locals are kind of discussing the options on the best way to approach the bridges, one would be the ATPs would be essentially allocated the funds and they spend it on the bridges, and another would be that there is some flexibility working with MnDOT that MnDOT would take more of the bridge fund specifics or the bridge funding that needs to be specifically funded on bridges and sort of free up flexibility for the local agencies. He said that they didn't really show what the impacts were for the State DOT on that or even what the impacts would be for the local agencies, what they would look like for them, so more to come on that.

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Mason commented that in general they are spending most of the time talking about the local program up to this point, it sounds like they are going to start to make the transition into the MnDOT funding considerations on programs and what to do with the changing money as well as the potential additional money in different areas so moving forward their next big step is probably at the ATP local level on how to best allocate the additional funding that he motioned we are seeing an increase in.

Mason stated that their next meeting will be at the end of August so he will plan on sharing what he heard and try to keep everyone up-to-date on what is happening with the PUW.

2) OTHER AGENCIES

- a. NDDOT Update – Zacher reported that they will be holding an MPO Director’s meeting in early October. He stated that if anyone has any ideas that they want Ms. Halford to bring forward let her know.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY BERGMAN, TO ADJOURN THE AUGUST 10TH, 2022 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 3:07 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
September 12, 2022
MPO Executive Board:
September 21, 2022

STAFF RECOMMENDED ACTION: Recommend preliminary approval of proposed amendments to 2045 MTP and begin 60-day public participation process

TAC RECOMMENDED ACTION:

Matter of the proposed 2045 MTP Amendment

Background:

Amendment Process:

The 2045 Metropolitan Transportation Plan (MTP) was adopted in January 2019. From time to time, amendments are needed to reflect changes that are necessary for a variety of factors. Just as the original 2045 MTP adoption process engaged both communities, this proposed amendment is being presented for consideration to each side of the river whether it has a direct affect or not. Essentially, this is an up to 60 days review process in which each City is requested to consider this change to their individual City Plans.

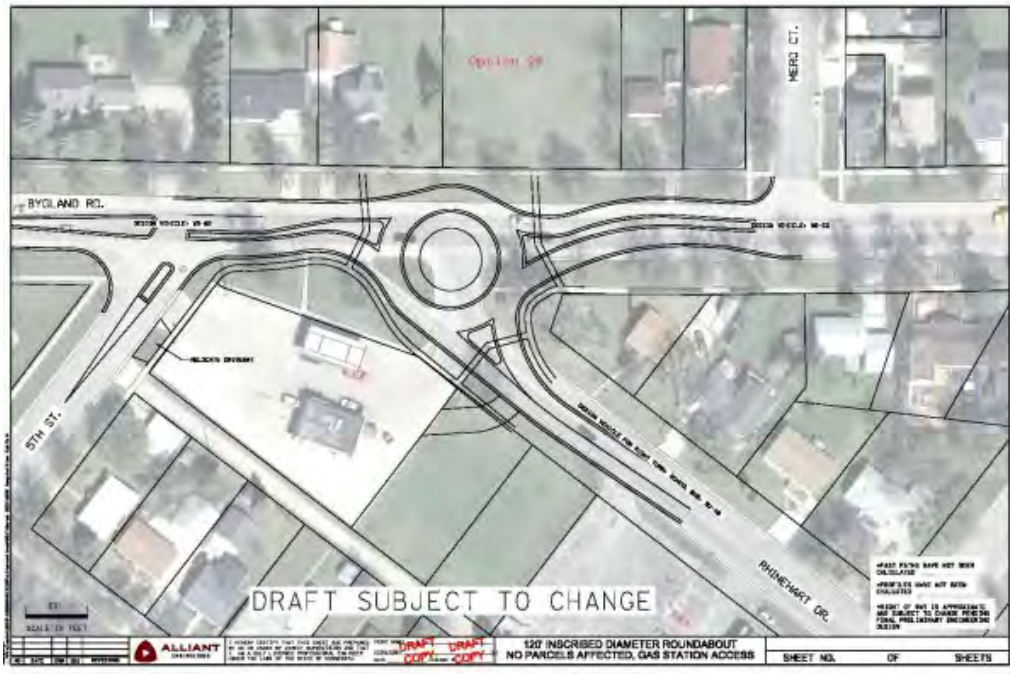
The requested amendment is coming from the East Grand Forks side, Grand Forks will need to review the amendment for if it meets the requirement to amend their Comprehensive Plan.

- If it does not meet the requirement, then the City of Grand Forks will need to write a letter informing the MPO of this.
- If it does meet the requirement, then the City of Grand Forks will need to update their Comprehensive Plan, Grand Forks is a two-month process.

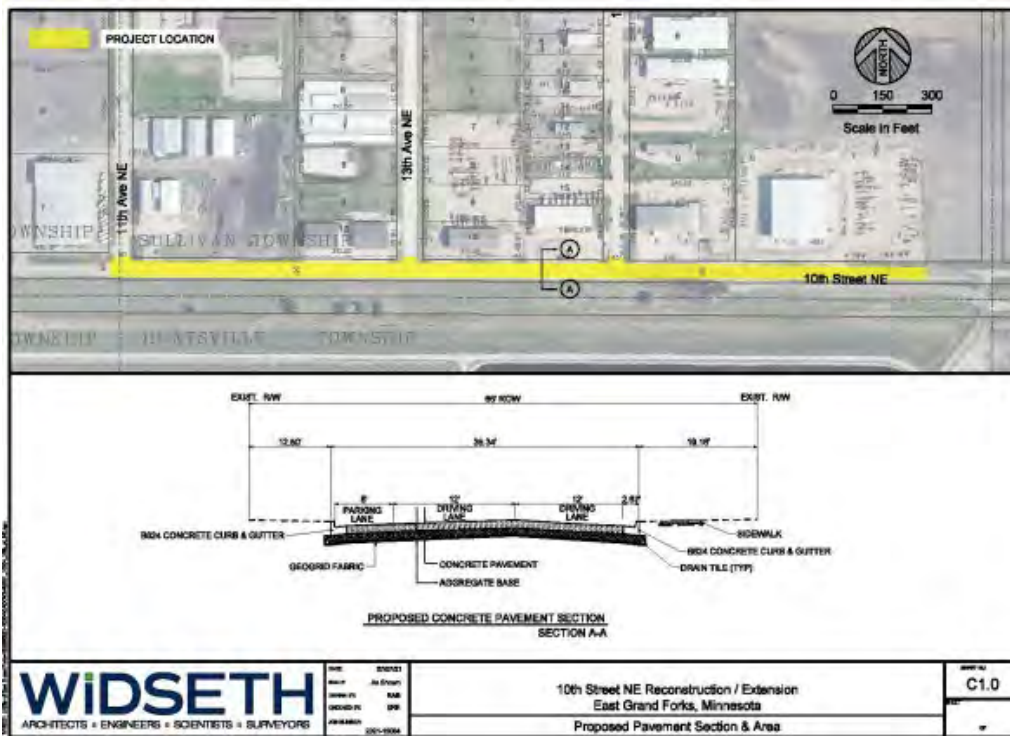
Once the MPO receives the letter, resolution, or ordinance reflecting the City of Grand Forks approval of the change the MPO will hold a public hearing at the next TAC meeting. Then it goes on to the Executive Board.

History of the EGF Sub-target Funding:

The City of East Grand Forks requested in July 2021 that the MTP/TIP proposed roundabout at Rhinehart/Bygland intersection be removed from being a funded project and instead be considered an illustrative project within the MTP. The roundabout was originally programmed in the TIP for FY2018. The city delayed the implementation until FY2022 so that some further consideration could take place. The MPO agreed to this request and the roundabout was programmed for FY2022. The roundabout improvement resulted as a recommendation from the Bygland Road Study 2015 as the high priority improvement to traffic flow, speed, and conflicting movements. Further, the city completed an Intersection Control Evaluation (ICE) analysis that also concluded that a roundabout would be the best traffic control at this intersection. These results were similar whether an added “intra-city” bridge was built or not.



City staff and elected officials reviewed the existing condition of city streets. They identified options for alternative projects. The options narrowed down to either continuing the roundabout or reconstructing a portion of a street within the Industrial Park. The proposed reconstruction is a portion of the functionally classified Major Collector Street of 10th St NE between its intersection of 11th St NE and extended eastward of its intersection with 15th St. ND. 10th St NE extends essentially from Central Ave at the west end to US#2 at the east end. Significant portions of this are either gravel road or at its eastern end not much of a one lane minimally surfaced road.



With a looming decision on the federal funds for FY2022, the City Council was requested to choose either continuing with the roundabout or switch to 10th St NE. The full EGF City Council voted 4-3 to keep the roundabout as the FY2022 federal project. The mayor vetoed that vote. The next EGF City Council vote occurred with only 6 of 7 members present to vote. The vote was a 3-3 tie.

Where the city of East Grand Forks is at now:

Both projects, 10th Street NE and the Bygland/Rhinehart roundabout appear to be hitting snags that would put them beyond the 2023 deadline to utilize the Sub-target funds. The city of East Grand Forks feels it would be prudent to identify projects that would fit the criteria and be able to meet the deadline.

Currently the MPO is updating the 2050 Street and Highway Plan which one of the focus areas will be East Grand Forks Industrial Park area which includes 10th Street NE.

The city of East Grand Forks is requesting the MPO to amend the MTP to move the Bygland /Rhinehart round-a-bout from short-term funding list to the illustrative list. The city further requests the MPO to amend the MTP to add the projects:

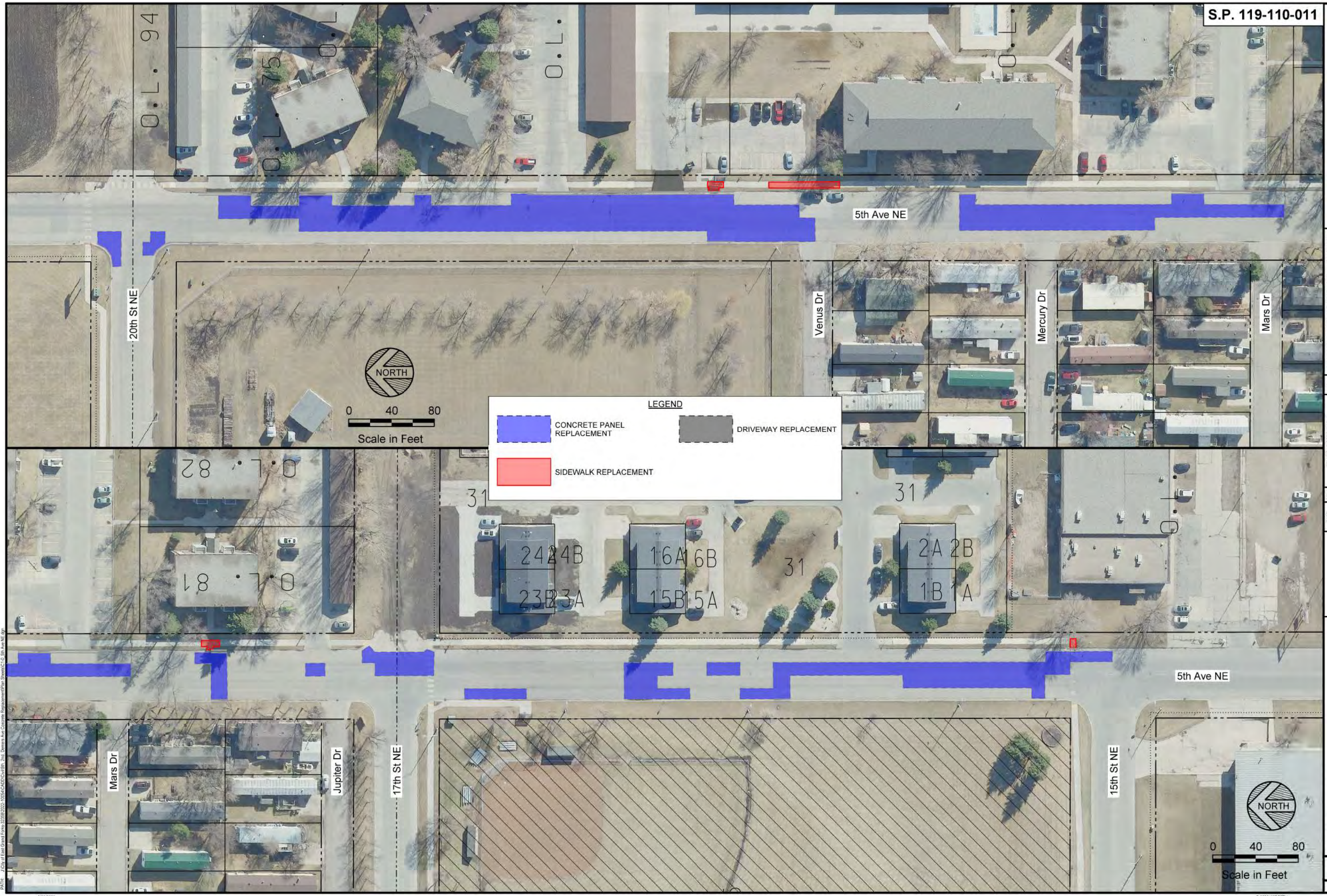
- 5th Ave NE (15-20th St NE)
 - Misc concrete panel/C&G replacement
 - Misc sidewalk replacement
- 5th Ave NE (Highway 2 – 10th St NE)
 - Misc concrete panel/C&G replacement
- DeMers Avenue (4th St to 10th St)
 - Replace stamped concrete crosswalks
 - Remove bituminous pavement from old RR Tracks and replace with concrete pavement
 - Misc concrete panel/C&G replacement
 - Misc sidewalk replacement

Findings and Analysis:

- As part of the MPO MTP Amendment Policy, if given preliminary approval, the proposed amendments will be processed under a 60-day public participation process.




Support Materials:

- Letter and attachment from the City of East Grand Forks asking to amend the 2045 MTP
- July 21, 2021, MPO Executive Policy Board minutes
- Project maps



0 40 80
Scale in Feet

LEGEND

-  CONCRETE PANEL REPLACEMENT
-  SIDEWALK REPLACEMENT
-  DRIVEWAY REPLACEMENT



0 40 80
Scale in Feet

BY: I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THE LAWS OF THE STATE OF MINNESOTA.

DATE	REV	DESCRIPTION
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DATE	SCALE	BY	CHECKED BY	JOB NUMBER

EGF Federal Aid Project
5th Ave NE (N of Hwy 2)
East Grand Forks, Minnesota

SHEET NO. **EX 1.0**

PROPOSAL #1

MODEL: Detail - City of East Grand Forks 2/22/2022 10564-CR02-CU-168-2nd Demers Ave Concrete Replacement Plan Sheet 1.0 of 28 Ave NE 8/29/2022



LEGEND

 CONCRETE PANEL REPLACEMENT	 DRIVEWAY REPLACEMENT
 SIDEWALK REPLACEMENT	



0 40 80
Scale in Feet

S.P. 119-110-010

WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

BY _____
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT
WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND
THE LAWS OF THE STATE OF MINNESOTA.

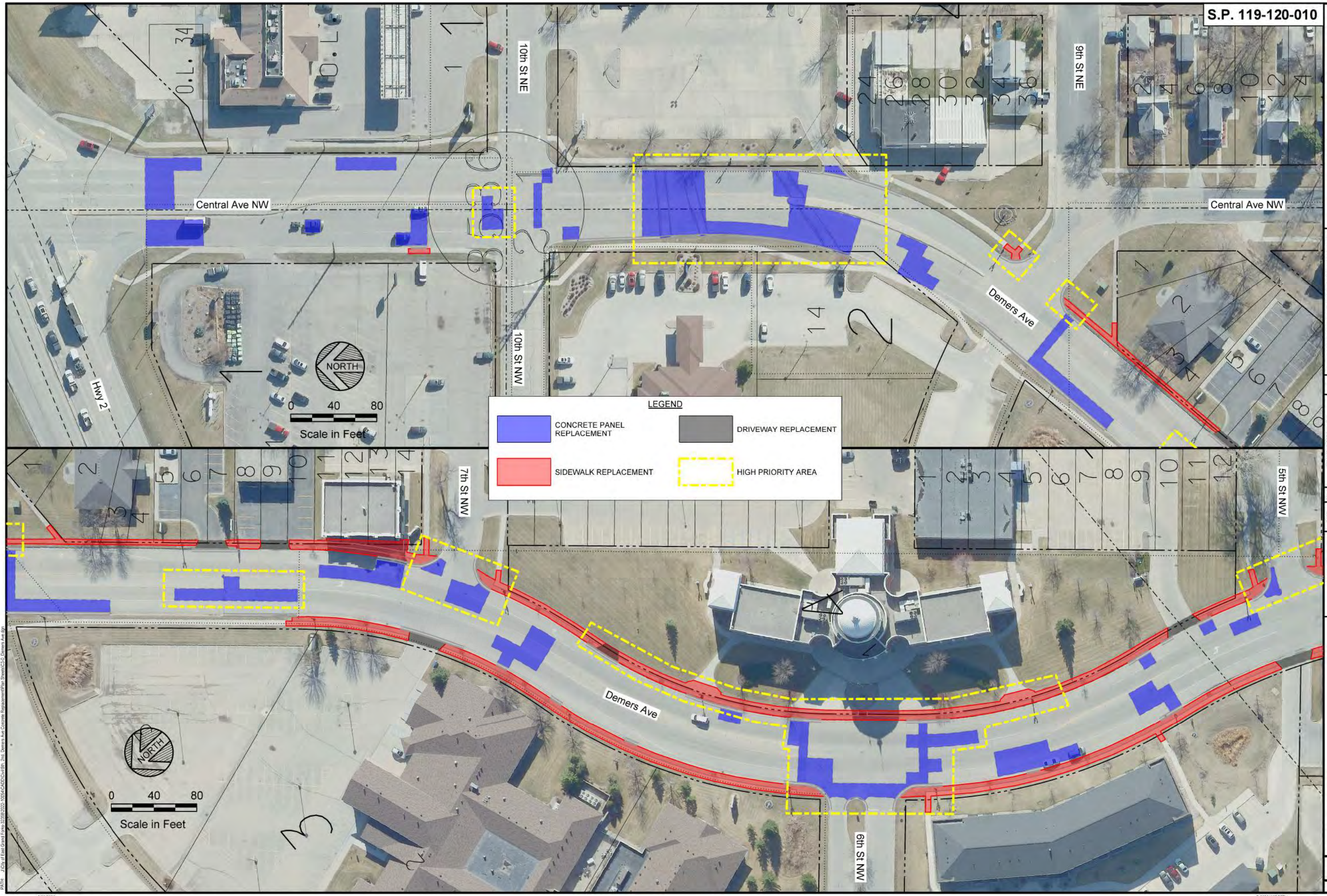
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DESCRIPTION		JOB NUMBER	

EGF Federal Aid Project
5th Ave NE (S of Hwy 2)
East Grand Forks, Minnesota
Proposal #2

SHEET NO. **EX 2.0**

MODEL: CONRA; PATH: J:\GIS\Projects\2025\2025-2026\EGF\5th Ave NE\5th Ave NE 2.dwg; Title: 5th Ave NE Concrete Replacement; Drawn: C.C. 6th Aug 2025



Scale in Feet



Scale in Feet

LEGEND

- CONCRETE PANEL REPLACEMENT
- SIDEWALK REPLACEMENT
- DRIVEWAY REPLACEMENT
- HIGH PRIORITY AREA

BY: I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THE LAWS OF THE STATE OF MINNESOTA.

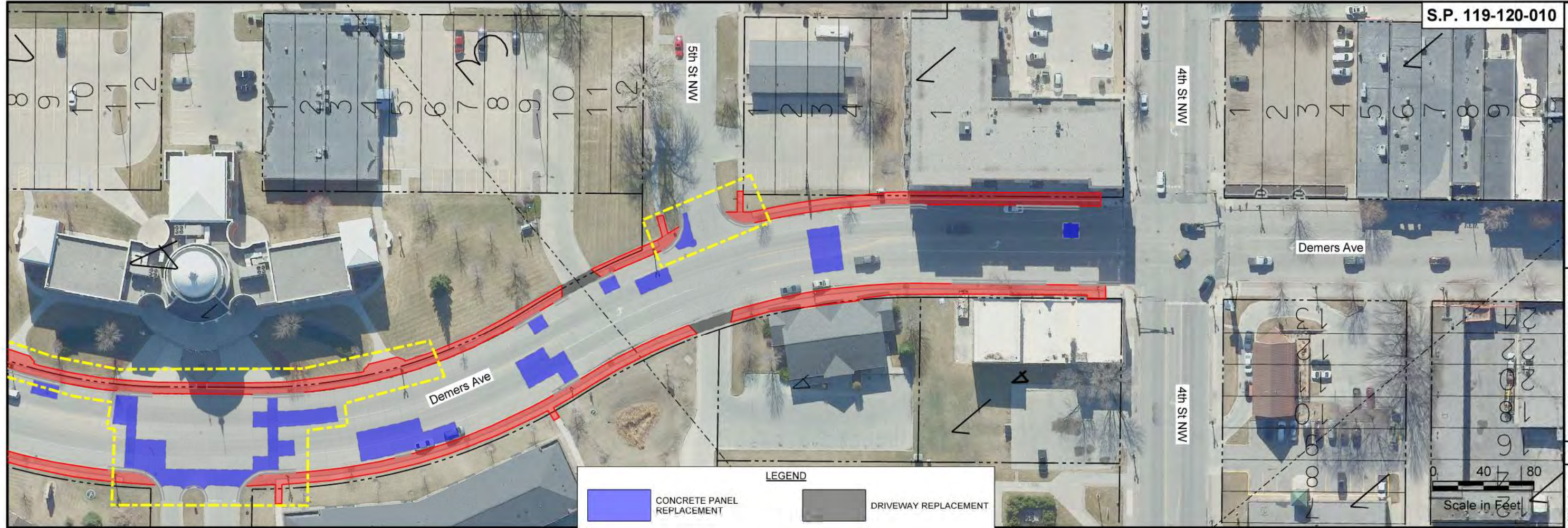
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COR NUMBER			

EGF Federal Aid Project
 Demers Ave
 East Grand Forks, Minnesota
 Proposal #3

SHEET NO. **EX 3.0**
 SHEET OF

MOBILE: Detail - J:\City of East Grand Forks\2022\2022-EGF-CAD\Drawings - 2nd Demers Ave Concrete Replacement\Plan Sheet\EGF Demers Ave 3p.dwg



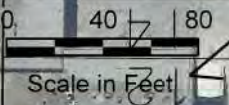
S.P. 119-120-010

WIDSETH
 ARCHITECTS • ENGINEERS • SURVEYORS

BY: I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IT COMES INTO ACCORDANCE WITH THE LAWS OF THE STATE OF MINNESOTA.
 DATE: _____ LIC. NO.: _____

LEGEND

- CONCRETE PANEL REPLACEMENT
- DRIVEWAY REPLACEMENT
- SIDEWALK REPLACEMENT
- HIGH PRIORITY AREA



DATE	SCALE	DRAWN BY	CHECKED BY	DATE	REV	DESCRIPTION

EGF Federal Aid Project
 Demers Ave
 East Grand Forks, Minnesota
Proposal #3

SHEET NO. **EX 3.1**



City of East Grand Forks

600 DeMers Ave · P.O. Box 373 · East Grand Forks, MN 56721
218-773-2483 · 218-773-9728 fax · www.eastgrandforks.net

July 29, 2022

Ms. Stephanie Halford
Grand Forks/East Grand Forks MPO Office
East Grand Forks, MN 56721

Re: Metropolitan Transportation Plan Amendment

Dear Ms. Halford:

The East Grand Forks City Council is requesting to amend the Metropolitan Transportation Plan to utilize the Federal Subtarget Funding available this funding cycle.

A round-a-bout at the intersection of Bygland Rd. and Rhinehart Dr. is in the MTP for this funding cycle. That project was vetoed by the Mayor and the vote to override the veto failed. The City Council subsequently undertook a lengthy discussion and study of how best to utilize the funds.

The City of East Grand Forks is requesting the MPO to amend the MTP to move the Bygland/Rhinehart round-a-bout from the short-term funding list to the illustrative list. The City further requests the MPO to amend the MTP to add the projects listed in the attachment to this letter to the short-term funding list.

Please let me know if you have any questions..

Respectfully yours,

A handwritten signature in blue ink, appearing to read "DM", is written over the typed name.

David Murphy
City Administrator

Federal Project Areas:

- 1) 5th Ave NE (15th – 20th St NE)
 - Misc Concrete Panel / C&G Replacement
 - Misc Sidewalk Replacement
- 2) 5th Ave NE (Highway 2 – 10th St NE)
 - Misc Concrete Panel / C&G Replacement
- 3) Demers Avenue (4th St to 10th ST)
 - Replace Stamped Concrete Crosswalks
 - Remove Bituminous Pavement from old RR Tracks and replace with Concrete Pavement
 - Misc Concrete Panel / C & G Replacement
 - Misc Sidewalk Replacement

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\$20,000.00, or \$25,000 total budget. Grasser asked if that has to stay in that element or can it be rolled into other work efforts. Haugen responded that we can amend our work program at a future date to change it, but to get it done in time to meet the federal requirement of August Redistribution, we have to make a decision today, and by putting it into the Consultant costs of the line item it makes it easier for him and his paperwork as well.

DeMers asked if we anticipate this same kind of issue is happening on the North Dakota side as well. Haugen responded that we don't expect redistribution of planning dollars in North Dakota, but there is redistribution of highway dollars that takes place.

MOVED BY DEMERS, SECONDED BY VETTER, TO APPROVE THE PROPOSED AMENDMENT TO THE 2022 WORK PROGRAM, AS PRESENTED.

Voting Aye: Mock, DeMers, Grasser, Vetter, Powers, Strandell, and Vein.

Voting Nay: None.

Abstain: None.

Absent: Rost.

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

Haugen reported that we have discussed this a little bit at past meetings; we knew that East Grand Forks was working towards a potential amendment, and so he used that opportunity to ask other partnering agencies if there were any amendments they would like us to take on, and some of them we knew about last December, particularly on the North Dakota side when we vetted the candidate projects for the T.I.P., and so today we have a full package of proposed amendments to consider; there are some on the Minnesota side and some on the North Dakota side.

Haugen commented that the main impetus of this amendment is from East Grand Forks, and it involves removing, from a prioritized, fiscally constrained list of projects, the round-about on Bygland and Rhinehart, and they are also proposing that there are some subsequent short-term projects on Bygland Road that are in the Metropolitan Transportation Plan (MTP), that they would deprioritize and put them on them on the Illustrative List.

Haugen stated that in the place of the round-about the East Grand Forks City Council is asking us to consider putting those federal priorities onto 10th Street, over in the Industrial Park, from 11th Avenue to east of 15th Avenue.

Haugen stated that through the process of working with City staff and trying to maximize multi-modal, to try to keep up with the purposes of why they are using federal funds; they are also showing that there would be a sidewalk as part of this project and one of the concerns he expressed with them, that they addressed to some level is that this is kind of just a "spot" improvement; the roadway leading to 10th Street is the only functionally classified roadway in the Industrial Park besides US#2. He added that 10th Street leading to the west of this project is a rough gravel road, but at least it is two lanes; 10th Street leading to the east and connecting with

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US#2 is at best a one lane road; the pavement on 10th is pretty horrible, but also the pavement leading from 11th elsewhere is pretty horrible so he is trying to get the City to inform us as to how is isn't just a spot improvement, that they have an effort and a plan in place to make it an overall improvement connectivity to this one spot that they want to make pristine concrete, so they have identified some of that in the documentation.

Haugen said that this is essentially the request from East Grand Forks.

Haugen reported that Minnesota told us that there was an oversight on a pavement project on Highway 220 North, north of East Grand Forks. He explained that it is about a 9-mile stretch of Highway 220 North that they want to do a mill and overlay on in the near future.

Haugen stated that Minnesota adopts a 10-year document called the CHIP (Capital Highway Improvement Program). He said that what is in their CHIP should match what is in our T.I.P., as far as prioritized projects using federal funds, so they want to add this project into their CHIP document, and so they are asking us to add it into our MTP. He added that it is a simple mill and overlay of Highway 220 North; all of it is outside the current City limits, and only 2-miles of the 9-miles are in our Metropolitan Planning Area (MPA) so that is why it has to show up in our document.

DeMers said, then, that there is a sidewalk that will be added to the section for the 10th Street N.E. project; is that cost figured into the project cost estimate, because the cost estimate shown looks similar to what it was before a sidewalk was discussed. Haugen responded that our process to make either an adoption of a plan or an amendment to the plan is to have this body give preliminary approval, allow that preliminary draft to go out for public comment; we have commitment to ask both City Councils, since they adopt it, typically, as part of their plan, to give them up to 60-days to provide us feedback on the amendments, and then after at least a 60-day period then this board makes a final decision on it, so between this preliminary approval we start going out for that formal public comment and if there are things that we need to clean up, like making sure this cost estimate is reflecting that; the other thing East Grand Forks probably would like to know, and we would like to know is what are the cost estimates to bring up the rest of this Industrial Park street network to a similar level of service, if you will, so that again we aren't looking at just a spot that has pristine concrete that has nothing good that leads to and from it; so those are some of the things that we will be working on to try to get them identified as best we can.

DeMers said that he is also wondering, the 6th to 8th Street project that is referenced, that they would like to move from the constrained list to the illustrative list; what is that 6th to 8th Street project. Haugen responded that if you looked at the Byglund Road Study that we've discussed in the prior agenda item, it is more or less pedestrian channeling, a pedestrian island through that stretch. He added that the third project is the culvert over the Coulee, that section of pavement is asphalt, and they were looking at improving it back when we were doing the MTP three years ago, and the only federal funds involved was the round-about project, the other two projects in the MTP were principally State-Aid financed.

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DeMers commented that, when things go from a fiscally constrained project list to an illustrative list, what happens to that project, does it just go off the table. Haugen responded that it is now in search of funding. He added that on the North Dakota side we have a couple of projects, at least one for sure, that were on an illustrative list and then money became available so that project than became financed, so if these are shifted from fiscally constrained projects to illustrative projects, that means they have lost priority of being financed and they are out looking for funding to happen. He explained that in the case of the Rhinehart round-about, it is also in our T.I.P. document for use of federal funds in 2022, so it would lose that secured federal funding source to implement that round-about and instead they would use those funds on 10th Street. He said that that is what happens when it goes from being fiscally constrained to an illustrative, which is rarely done, usually projects go from the illustrative list because money has been found into the fiscally constrained list.

Haugen stated that, again the Minnesota DOT project was an oversight, they didn't identify the project during the 2018 MTP process, and it has now come under its CHIP radar list so they want to get it into our MTP so the two documents aren't in conflict.

Haugen commented that on the North Dakota side there are a variety of projects, most of them we discussed back in December; the first one is on the Urban Program from the City, North Columbia Road has two different segments of reconstruction because of fiscal constraint; initially we had the northern segment in the short term and the southern segment in the mid-term, but the City has switched those two segments so we have them switched in the MTP as well, and that is what is shown on the table in the staff report.

Haugen stated that the second one we discussed back in December when we had the regional program discussion and the NDDOT District and the City wanted to do work on 32nd Avenue in 2023, but there weren't any fiscal funds to do that; since then it has been programmed for 2025 funds and so in order to maintain that fiscal constraint they had to delay other projects because the 32nd Avenue pavement wasn't listed in the short-term so we had to move a project out to make the fiscal constraint be maintained and the District and the City are requesting that the project on South Washington be shifted from the short-term to mid-term to make that fiscal constraint.

Haugen said that the third amendment is an example of where we currently have an illustrative project, covid funds became available through the NDDOT, so the City is desiring to do a mill and overlay on Mill Road, so with this new funding source it isn't taking away funds from any current project that is fiscally constrained, so we are taking an illustrative project, funds have been found for it, in order for it to be programmed in our T.I.P. it has to be in our fiscally constrained plan, so that is what this amendment would do; it would identify that with this additional funding source, and these funds, we will commit them to Mill Road.

Haugen commented that the last amendment on the North Dakota side affects the Transportation Alternatives Program, primarily our Bike/Ped Plan; we didn't account for a request to convert currently existing gravel paths to hard surface paths, the City has been awarded some federal Transportation Alternative funds to do that, so, and again, to get consistency we have to show in

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our plan that we are actually going to convert some gravel paths into hard surface paths and there are three segments that are identified for this.

Haugen summarized that, again, there are two amendments on the Minnesota side and four amendments on the North Dakota side; and the request today is for the Board to grant them preliminary approval; if you do that then we would go to the next step of engaging the public and also asking both Cities to consider the amendments to their respective City Plans, and we would give them up to 60-days to decide that, and then after 60-days, whether or not you receive a response from either City by then, the Board can take final action on the request. He stated that you can handle these either in separate; Minnesota side as one motion, North Dakota side as one motion, or if you want to further split out the amendments you can do them individually, so you have several options of how to address this.

DeMers asked what would happen if there was no approval to amend the T.I.P. Haugen responded that we are asking for an amendment to the MTP. He said, however, that if you take action on the Minnesota side; on the Minnesota side in particular there will be a need to amend the T.I.P. as well. DeMers said, then, that if there wasn't an amendment to the MTP what would happen. Haugen responded that the project that is currently listed in the MTP would remain and the federal funds in 2022 would either have to be committed to that project and implement that project or there are a couple of options after that; we could request sort of a swap with MnDOT to allow another year for the MPO and the City to figure out how to use those funds. He explained that MnDOT would then use the \$860,000 on a MnDOT project that they would normally be using their federal allocation on and sort of put in the bank our \$860,000 so we could access it the next year, that is probably the only likely scenario since the vote out of the City was to not do the round-about.

DeMers said, then, that we don't have to find a reasonable project, we can swap with MnDOT. Haugen responded that that is the easiest way to do that, and that is how it has generally been done at the ATP level in the past. He added that these funds are what is called "City Sub-Target" funds and so they are geared towards one of the four cities; the problem with trying to find a city to swap with is that they aren't prepared to deliver a project in the particular year that you are not able to deliver, but MnDOT is delivering projects every year so it is an accounting system within MnDOT to say okay these funds that were City Sub-Target in 2022 they will use on a federal MnDOT project and in 2023 or whatever we will give back those funds. DeMers asked if the window for swapping one year or is can it be longer; could you swap it three years out and butt it up against the next one. Haugen responded that in theory that is possible. He explained that we are utilizing appropriated 2022 dollars, so you have one plus three years to actually spend those funds, so that is a total of four years so you could ask to bank, if you will; on the North Dakota side banking happens quite often on the annual appropriations side to allow for a larger amount of money to build up for a project, typically on the Minnesota side that isn't done at the local level. DeMers said, though that they have a project that is already planned for 2024. Haugen responded that 2026 would be the next year and that is the Point Bridge; in order to make sure that we were matching up with the North Dakota side, and when the next available, and timing of need for the project, it was agreed it would be 2026 as the program year for the Point Bridge to utilize the Minnesota Sub-Target funds.

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DeMers stated, then, that after 60-days, if preliminary approval is given, after 60-days the Board would then give formal approval. Haugen responded that that is correct. Mock asked what would happen if we grant preliminary approval, but have concerns, particularly on 10th Street, expanding that so it isn't just a spot project, do we have the ability to deny final approval when it comes back. Haugen responded that they do have that ability; this is just like the City's process where you grant preliminary approval on things, and then things don't work out so in the end you got to make a different decision, that is an option, but you are, again, just giving preliminary approval and saying that yes, we think enough of these amendments that we are going to push them out for that formal public comment, clean up some of the questions, as staff we have to draft up all of the corresponding reports and documents to show the changes that are taking place and to get our official public feedback on it; and then go through the process and say that this is what the City of Grand Forks says, this is what the City of East Grand Forks says; the feds and state have preliminarily said that these are eligible projects, that is as far as they have gone, and they would like to see more of, how does this impact your performance targets, how does it meet your environmental justice, and other such documents.

Grasser said that he thinks that if we grant preliminary approval now it gives you a chance to gather public input and provide more time to work out a strategy if you want to divert from that; it gives you time to work that out between preliminary and final approval, if you want to maybe go someplace else.

Vetter asked how the public input would be gathered. Haugen responded that normally there would be a formal public hearing at the Planning and Zoning Commissions, and a formal public hearing at City Council. He said that at the Minnesota side they typically have just one for each, on the North Dakota side they end up having a total of four, two at each committee/commission. He added that on the North Dakota side Planning and Zoning requires a public hearing on both preliminary and final approval on plan amendments; on the Minnesota side it is typically only required once at the Planning and Zoning Commission and he isn't 100% sure if the City Council actually requires it on the Minnesota side, but typically they do. He stated that those are the six official public hearings that we use in our public engagement process to get that public comment; and then we have our public meetings of this meeting and then in October, assuming the 60-days end in October, the Technical Advisory Committee will have a recommendation for you again and then you will have your meeting, which will be a public meeting; so that is eight opportunities for input.

Haugen commented that there was some question as to why we would take Minnesota amendments over to North Dakota and why we would take North Dakota amendments over to Minnesota; the answer is we are a Metropolitan Planning Organization, and this is a Metropolitan Transportation Plan and these are the amendments to the planning document, and each side can make a decision if they want to be silent, Grand Forks County, as you notice, has been silent on this 32nd/Elks Drive issue, but they participated in the rest of the planning but they made a specific statement that they aren't going to take any stance on the Inner-City Bridge issue.

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Haugen summarized that these are the amendments that have been requested, and as he said, as part of our official process the feds and state partners really do want to make sure we know all of the work it entails to really formally satisfy the requirements of the federal regulations to do plan amendments, so we gave them that outline, and they said that these projects are eligible, go through the process and show us how they fit better. He stated that the one project that has the most concern is the East Grand Forks request. DeMers commented that it was voted on by the City Council, but he is a little bit dubious. He explained why he has reservations about the results of the vote.

Haugen stated that as part of the Minnesota side, East Grand Forks side discussion, there is a little bit of a fiscal risk to commit the federal funds to 10th Street, they still are not sure how the actual match can be generated. He said to answer that question staff has indicated in their response that if they can't use a special assessment process, they will commit State Aid dollars. DeMers asked if you can use State Aid Maintenance on that as well or does it have to be State Aid Capital dollars; is this considered a maintenance project. Haugen responded that because it is kind of a maintenance project, in the end you have an existing concrete street that you are redoing. DeMers said would that also be true for the new extended street segment. Haugen agreed, adding that they will probably counter the segments as to which will be using the maintenance dollars, and which will be using the federal dollars. DeMers stated that most of that stretch is actually gravel, right. Haugen responded that as a whole, most of 10th Street is gravel; to the east of the spot he wouldn't even say it was gravel.

MOVED BY VETTER, SECONDED BY DEMERS, TO GRANT PRELIMINARY APPROVAL OF THE PROPOSED AMENDMENTS TO THE 2045 MTP AND TO BEGIN THE 60-DAY PUBLIC PARTICIPATION PROCESS, SUBJECT TO HOLDING THE 10TH STREET N.E. PROJECT TO BE VOTED ON SEPARATELY.

Grasser commented that we are kind of jumping into this; on the North Dakota side we are making some shifts to stay in our lanes, and he knows that Mr. Haugen is doing a great job trying to line up all the financial aspects and keep us in the good graces of all the processes and so we are shifting projects from short-term to mid-term, but his question is if we push both those projects into the short-term we will be out of our financial constraints as a planning document, what would the practical repercussions of that be. Haugen responded that the practical repercussions is we probably wouldn't get federal acceptance of our plan amendment because it isn't fiscally constrained, and then our T.I.P. document is currently showing the round-about in 2022, if we don't change that project to another project and 2022 comes and goes the federal funds are not secured for East Grand Forks. Grasser said that he is talking about the North Dakota side now. Haugen asked what projects are we talking about on the North Dakota side. Grasser responded that we are moving South Washington out to the mid-term, if we kept it in the short-term how tight of a reign are the feds going to have on the financial constraint model before they say the plan isn't acceptable anymore. Haugen responded that they have allowed a 10% variance, which is what he thinks we agreed to in the 2045 Financial Plan, for each time band, to have as much as 10% variance. Grasser asked if we keep this in the short-term that puts us past the 10% allowed. Haugen responded that it would. Grasser asked by how much. Haugen responded that he doesn't have the calculation off the top of his head. Grasser stated

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that maybe it is just that he is feeling a little bit rogue today, and the reason is he wants to make sure we have the ability to push projects, especially on the Regional System that have State competition for those dollars, and he doesn't want to hamstring ourselves by limiting ourselves by following all the rules; to push the boundaries to some of those rules so we can maybe push some of those projects out to the State, and put them on the hotseat if they want to; on each T.I.P./S.T.I.P. cycle, want to deny the project, then fine, but philosophically sometimes he would rather have them restricted than us not even submitting something because we've restricted ourselves, if that makes sense, and so he is contemplating, in maybe further discussions in the future on a policy element from us if we should be pushing some of those financial boundaries more than we have, and he doesn't need an answer today, and isn't going to vote against the amendment, but philosophically maybe think about that, whether we as an organization want to try to push some of those boundaries a little bit more than we have.

Voting Aye: *Mock, DeMers, Grasser, Vetter, Powers, and Strandell.*

Voting Nay: *None.*

Abstain: *None.*

Absent: *Vein and Rost.*

Mock stated that she is personally kind of torn on this, she thinks it is uncomfortable being on the North Dakota side; understanding that we've had plenty of times where our city's priorities have changed, and we have had to come and ask for those changes, but this seems very undecided, and she has a lot of concerns with 10th Street moving forward. She said that it seems like we need some more support for that, but that is maybe the next stage in the process. She asked if it was correct that we either approve with preliminary approval for the change to 10th Street or it's back to the round-about which has been vetoed; we don't get to have any input on a different project. Haugen responded that we will have input on a different project; he explained that if your motion today is to not move forward with the City of East Grand Forks' request, that communication will go back to the City citing that for now we are maintaining the round-about, if they want to do the round-about we are all set to do it, if they don't they need to either flesh out 10th to satisfy our concerns, or ask us to consider another project, either one that is already listed in the mid-term or long-term to move it forward or from the illustrative list, 10th Street came from neither of those lists. He added that there are other projects that were deemed "needed" but we couldn't put in to fiscally constrained, he thinks City staff did kind of look through those projects at some point in time; so if you deny moving it forward today, you will likely have to take action on changing it from a round-about or the round-about will happen but you still have a need to make a decision and we are getting close to the deadline for the 2022 funds, and there are some of these other projects that are needing action to get into the T.I.P. document, that is going to be before you next month for adoption; but the 2022 funds, there are still a few months of opportunity to swing a decision to another project and still get it delivered in 2022, although it would have to be a fairly simple project.

Vetter said that, using Mr. Grasser's words, he doesn't think he is going rogue, but he thinks that we need to put our MPO hat on, and he thinks in the past a lot of time we've just rubberstamped things that have come across here, and he agrees that we need to take a harder look at how we want to spend our dollars, and when he looks at this project; 10th Street essentially came out of

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nowhere, there has been no public input on it, no study anywhere in the Industrial Park, and he told council, if you want to do that road, let's have the MPO study that Industrial Park area and decide what needs to be done there, none of that has been done. He stated that he gets comments from citizens now asking when the round-about is going to be coming in, why are we spending money on 10th Street as no one drives on that road anyway, so he has really had a hard time trying to justify his City Council hat versus his MPO hat. He added that he agrees with Mr. Grasser that we need to wear our MPO hat when we are in this room, so he can't support the 10th Street project; if they want to do the study, or have public input and come back and convince us that that is a legitimate project, then he may vote for it, but at this point in time he can't vote for it, not from an MPO standpoint. Mock asked, aren't there projects on the illustrative list, or what other projects are not being submitted. She stated that the round-about is what it is, and that is an East Grand Forks issue, but she doesn't disagree, she thinks that it is irresponsible, as an MPO, to support a project that came out of nowhere. Haugen responded that he could pull up the illustrative list for the Minnesota side if you want; most of them are overlays, concrete panel replacement types of projects; 5th Avenue N.E. comes to mind, stuff on River Road, there are obviously some things on Bygland beside the round-about, the Point Bridge approach slide, are a few.

Grasser asked, if we don't take action on it today, the round-about that was in the plan stays in the plan, does that then go out for public input, or if we don't amend it then we aren't pushing it to the public input. Haugen responded that that is correct, but it wouldn't be part of the public engagement. He explained that if you make a motion not to give it preliminary approval, the public engagement took place back in 2018. Vetter added that the round-about went through a study, we have studied it and have gotten public on it, so that one makes sense; we just looked at the bridge study earlier in our meeting and we are going to lose level of service on that road, so the round-about makes the most sense. Grasser commented that he is just wondering if you had more public input do you think you can swing it around or is everybody just absolutely stuck on their positions. Vetter responded that if it would come back for a vote, and we had full council the vote would be four to three, and if the Mayor vetoes it again, all he needs is two council members on his side to keep the veto. Grasser was just wondering if public sentiment may have changed, or some of the information on the bridge might have changed, new information that might change the public's feelings when might then change some of the politician's feelings.

Mock asked, along that same line of thinking, if we give preliminary approval for 10th Street, how do we communicate that we want more public engagement, or do we deny it, or not make a decision today so that they can provide public input on the 10th Street project, if we are uncomfortable moving that forward. DeMers asked what tabling it for a month would do. Mock asked if we could table it so that there could be study and public input on 10th Street so that we know citizens actually want it to go through. Haugen responded that the practical is what we are going to do with the round-about in the T.I.P. document; we will have to do with all of these projects, is that we will have to approve the T.I.P. as consistent with the current transportation plan and so in August we usually update our T.I.P., so all these other projects need to go under the North Dakota side and we would have to amend them in the T.I.P. and then come back two months later and amend the T.I.P. to bring them back in whenever we make a final decision, then we would go back to amend the T.I.P. document.

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Haugen commented that, as stated in the staff report for the round-about, we are going to have to approve it in the T.I.P. in August, and then if the decision is to ultimately take it out at the end of this planning process, and put in another project, we would then have to amend the T.I.P. document. Haugen stated that once a T.I.P. is adopted in August, there is like a two or three month freeze on T.I.P. approvals of amendments and stuff so that the feds can get all their stuff processed through and then it opens up again so that is why it isn't going to happen right of way in November, it will be a month or two after that we actually do a T.I.P. amendment, but if we delay this project, then likely what would happen is the North Dakota side would be offered the opportunity to amend their transportation plan, they would probably send back a letter saying that this doesn't rise to a local level of need for them to address so they would more or less release themselves from being involved in the decision, which happens frequently with transit issues, so then we would wait a month on the Minnesota side, and we could probably package the MnDOT project as well so we aren't going before the East Grand Forks Planning and Zoning Commission one month for one project and then again another month for the other project. He said that the MnDOT project is not a project that will show up in the T.I.P. document it is just a matter of finally reconciling our transportation plan with their 10-year CHIP document, but he will confirm that with MnDOT staff.

Grasser asked, if we were to have a special MPO meeting in two weeks, could you put everything kind of back on track and on schedule or if we don't do it today; he is wondering if you had two weeks to work through, perhaps your illustrative list and pick, almost a substitute project, if that is something that can be decided on in a couple of weeks and we could pop that into our process here, he is just throwing that out there. Haugen responded that he thinks City staff has gone through their illustrative list, and the decision was there wasn't any project they wanted to move forward with, that 10th Street is the one they want to do.

DeMers asked if there was precedent for doing federally funded projects without studying or those types of things, because it seems like everything we do we have to study it two different times, two different ways; is there a precedent for that. Haugen responded that primarily most federal projects are pavement rehab or pavement preservation, and those types of things and there aren't studies done for those, but when you are doing a complete reconstruction of a segment, that typically then engages a more federal process, and we are required to look at more of the multi-modal use, with more emphasis areas that the DOT puts on us to consider when using their money. DeMers stated, to that point, multi-modal, they said, well, we'll just throw a sidewalk on the side here, but does that mean we have to update or sidewalk plans for the entire area to show that this is not just a sidewalk, the function of a sidewalk that doesn't attach to anything isn't really a benefit to anything, or if it's never going to carry anybody you are basically just putting concrete on the side of the road that nobody would walk on. Haugen responded that that would be that overall plan for this area, you have a nice spot improvement being proposed, but we really don't know how it is connecting, or how the roadways are going to be made better, to connect to this nice segment. He added that part of that plan would identify how that sidewalk would connect, how and when and what money resources would be considered to convert the gravel roadways into a harder surface; 11th Avenue is just about as bad as 10th Street is as far as pavement condition, so how the roadway that connects to US#2, to make the Industrial Park active, how that is going to be improved, so you would be looking at a

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multi-modal plan for the area. He said that at some point and time, after the 2020 census we are going to revisit functional classification; MnDOT was surprised that this was even functionally classified given the volume that is on the maps that use it, and given the fact that it doesn't really have a connecting roadway to U.S.#2 on the east end, so there is going to be a bit of a challenge for it to maintain its functional classification and federal eligibility after the 2020 census functional class review as well. Haugen explained the process the State uses for Functional Classification,

Haugen explained how 10th Street was given its functional classification. He stated that since then functional classification rules have gotten so much tighter, and funding has gotten so much tighter, so it has caused the classification of roadways to be so much tighter. He said that just today, on the Grand Forks side, we shortened some of the functional class because it is a township road they don't want to have classified. Haugen stated that for now 10th Street is classified functional and it is eligible for federal funds, but the question is is it the best place to prioritize the use of federal funds in East Grand Forks.

Powers asked if the sidewalk was only going to be in place for four blocks. Haugen responded that there is still the ability, during project development, to justify out the sidewalk. Haugen responded that in the end there is a difference from what is delivered versus what is planned, that happens with enough frequency; and as you get into project development and environmental and more details there are reasons.

Mock said that maybe this is a question more for those on East Grand Forks side, but what if we made a motion to postpone action on this until public input can be gathered and a connectivity plan can be proposed by the City, or a different project proposed; or maybe that is a question for Mr. Grasser, if this were on the Grand Forks side would that be, and she doesn't know if we postpone for a week a month or what we do. Grasser responded that he isn't sure he has an answer to that. DeMers added that he doesn't think it is a question that the Grand Forks representatives should have to answer. Mock commented that from an MPO level she is concerned. Grasser stated that it is more of an accounting activity; unless it impacted our T.I.P. he wouldn't worry about it too much, but if any action on our part has an actual repercussion on us being able to pick projects, then he would have a level of concern. Mock said that tabling it would at least give the opportunity for people to gather input. Haugen stated that it sounds like more information might be desired; it isn't going to be the extent of the study Mr. Vetter has in mind, but to have East Grand Forks answer some of those questions as to how they are going to be able to deliver a cohesive network out here in the Industrial Park; what are the costs to xxx segment to then make a whole new network, you could ask for time to get that information, but, again, as he said we have to hold on to the actual T.I.P. amendment, if we process it, until closer to December so that gives us a couple more months to get that information on the Minnesota side, but on the North Dakota side we do have some projects that are more ripe.

DeMers stated, with that fiscal constraint though, it is only in the sense of the T.I.P., right. Haugen responded no that it applies to the Plan. DeMers said that it seems odd that we can have fiscal constraint because we are only doing this little bit, but when the impacts of it, in order to bring the whole thing into what the Metropolitan Planning Organization would sign off on as a

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multi-modal interconnection project; when you start adding all these costs there is no way that it is fiscally constrained, in his opinion, and there is no way the City can pay for it.

Grasser commented that we will be doing another round of T.I.P. requests here in September or October, can we wrap this plan amendment in with the T.I.P. request so that everything kind of meshes at the same time in case there is a moving part that happens between now and say a couple of months from now. Haugen responded that we can't. He explained that we have Minnesota Fiscal Year 2022 Federal Funds that sort of need to get assigned a project agreed to and pushed out to probably January, and on the T.I.P. solicitation side and the Minnesota side, January is when candidate projects are due, and so we really need to make a decision on the T.I.P. by January, the earlier the better on different schedules. DeMers added, though, backing that up you have to have 60-days before that, plus another 30-days of work, so it is really 90-days before January 1st. Haugen responded that the MPO Board would take action on the candidate projects, and all the paperwork should be submitted by typically the first Friday in January Month to get lined up for the Technical Advisory Committee meeting and then the Board meeting the third Wednesday.

DeMers stated, though, what is the biggest issue if we postpone this. Haugen responded that if we could package it with the Minnesota request to postpone that there is really not an issue, there is still time, it is narrowing the window down and compressing and stressing people out trying to make sure they meet deadlines, but we aren't going to drop dead until about January. DeMers asked if it would be better if we approved it and then if we need to change it we can amend it later. Haugen responded that we would have to start the process again, formally, and we would have to notify the Grand Forks side that there is an amendment, and they would have up to 60-days to tell us if they want to take action on it or not; typically, again, when it happens on the Transit side the City Planner from one city will write that they don't feel it is rising up to the level of their City's amendment need so they have no comment on the proposed amendment from their City's official response; we typically get that before the 60-day is up so that we don't have to wait the whole 60-days and we can push the amendment through.

MOVED BY DEMERS, SECONDED BY VETTER, TO APPROVE POSTPONING THIS ACTION ITEM ONE MONTH WITH THE RECOMMENDATION THAT CITY STAFF PROVIDE MORE INFORMATION ON CONNECTIVITY ISSUES, AND THAT THEY ADDRESS ANY OTHER ILLUSTRATIVE PROJECTS THAT SHOULD BE CONSIDERED AND BRING THAT INFORMATION BACK TO THE MPO EXECUTIVE POLICY BOARD FOR POSSIBLE PRELIMINARY APPROVAL.

Haugen commented that the level of detail would be the things discussed with City Staff as to how much more information is necessary, it seems like a cost estimate for converting a roadway to the east that connects with U.S.#2 is something that should be part of the details; how to improve 11th Street to U.S.#2, what the cost estimate there is, some identification of funding sources, if there are any would be a part of this. He added that he doesn't know how much you want to get into like 13th Street, the other main road in the Industrial Park is also in pretty bad shape and the frontage road is in bad shape, and if the gravel road to the west will be part of the conversion to hard surface or keep it as a gravel road. DeMers agreed that all those questions

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should be addressed, with as much detail as possible. Haugen commented that from a traffic operations standpoint he doesn't think we are getting into any signals or any other unique traffic operations because the traffic volumes are low, unless the Industrial Park blows up. DeMers said that that is part of the issue that needs to be addressed; if that road is functionally declassified, how does that affect the cost estimates. Haugen responded that if it is functionally declassified it is really just making it ineligible for most federal funds. DeMers stated that that goes to his point in saying well, if you just file for sub-target dollars in year whatever and do this section, and then if that isn't really an option what are you going to fund it with, city funds, assess people, or how are you going to fund it.

Grasser asked, if they have a multi-year plan, a multi-facet plan to do a series of improvements up to and through the Industrial Park, would MnDOT declassify that road in the face of having a potential multi-year plan. Haugen responded that he thinks at best, because MnDOT also uses the designation of minor collector, that we might be able to convince them it is a minor collector. Grasser said, then, that it could stay as a potential federally funded road. Haugen said that he thinks their first look was at how many vehicles use that roadway, and he thinks they were shocked that something with that low of vehicle use on it was classified.

Voting Aye: Mock, DeMers, Grasser, Vetter, Powers, and Strandell.

Voting Nay: None.

Abstain: None.

Absent: Vein and Rost.

PUBLIC COMMENT

Haugen reported that there were no public comments submitted, and there is no one from the public in attendance either in person or online for comments.

OTHER BUSINESS

A. 2021 Annual Work Program Project Update

Haugen reported that this is our monthly one-page report shows the updated activities for each of the agenda items.

B. Approval Of Bill/Check List For 6/12/21 to 7/16/21 Period

MOVED BY DEMERS, SECONDED BY GRASSER, TO APPROVE THE BILLS/CHECKS FOR THE 6/12/21 TO 7/16/21 PERIOD.

MOTION CARRIED UNANIMOUSLY.



MPO Staff Report
Technical Advisory Committee:
September 12, 2022
MPO Executive Board:
September 21, 2022

STAFF RECOMMENDED ACTION: The approval of 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.

The Executive Board chose to table this item until this month due to the amount of changes that

the public just didn't get time to comment on. We have re-advertised the TIP and have had it available for review. A public hearing will be held at the TAC meeting.

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 11:00 AM on September 12th. 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 10:00 AM on September 12th. All comments received prior to 10:00 AM 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 Stephanie 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 LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE				
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	AND SOURCE OF FUNDING					ELEMENT	EXPENDITURES				
		PROJECT TYPE		FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER		LOCAL	2023	2024	2025	2026	
					FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	
							TOTAL								
Grand Forks #119001 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other											
	Grand Forks	Operations			Operations	3,583,580									
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5339 and 5310 costs		Capital	0								
					P.E.	0									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0					
				3,583,580	1,253,820	272,220	958,540	1,099,010	CONSTR.	0					
				FTA 5307 (50/50)					TOTAL	3,583,580					
Grand Forks #119002 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:											
	Grand Forks	Capital			Operations	0									
	Fixed-Route Transit Service	Entitlement		Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.		Capital	16,400								
					P.E.	0									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0					
				16,400	13,120	0	0	3,280	CONSTR.	0					
				FTA 5307 (80/20)					TOTAL	16,400					
Grand Forks #117001 No PCN	Grand Forks	Maintenance Building	Expansion of the Public Transportation Maintenance Building and Ne Fueling System	REMARKS:											
	Grand Forks	Capital			Operations	0									
	Facility Expansion	Discretionary			Capital	8,545,616									
					P.E.	0									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0					
				8,545,616	7,768,742	0.00	0.00	776,874	CONSTR.	0					
				FTA 5339 (90/10)					TOTAL	8,545,616					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
		CONSTR.												
FUNDING SOURCE									TOTAL					
Grand Forks #119003 PCN 23232	Grand Forks	Varies	Urban Roads system citywide signal rehab	REMARKS:										
	Grand Forks	Varies							Operations	0.00				
									Capital	0.00				
									P.E.	0.00				
	ITS Rehab	Discretionary						R.O.W.	0.00					
				3,335,000	2,360,000		975,000	CONSTR.	3,335,000					
				Urban Roads Program					TOTAL	3,335,000				
Grand Forks #119004 PCN 22167	Grand Forks	N Washington	Roadway Reconstruction & Structure Rehabilitation	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and othe 50% funding through Bridge Program										
	NDDOT	Principle Arterial							Operations	0				
									Capital	0				
									P.E.	0				
	Bridge Reconstruct	Discretionary						R.O.W.	0					
				11,150,000	9,023,696	1,011,304	1,115,000	CONSTR.	11,150,000					
				Urban Regional Secondary Roads & Bridge Programs					TOTAL	11,150,000				
Grand Forks #122001 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	0.00				
									Capital	0.00				
									P.E.	0.00				
	Bridges	Discretionary						R.O.W.	0.00					
				3,426,000	2,740,800	685,200		CONSTR.	3,426,000					
				Bridge					TOTAL	3,426,000				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2023 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. Only PE has any project phase cost estimate. No ROW or Utilities phases for projects within MPO Area	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		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					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
FUNDING SOURCE									CONSTR.					
									TOTAL					
Grand Forks #120001 PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations			Operations		3,673,170							
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
					3,673,170	1,285,166	279,026	982,504	1,126,485	CONSTR.		0.00		
									TOTAL		3,673,170			
FTA 5307 (50/50)														
Grand Forks #120002 PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital			Operations		0.00							
	Fixed-Route Transit Service	Entitlement		Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
					16,400	13,120	0	0	3,280	CONSTR.		0.00		
									TOTAL		16,400			
FTA 5307 (80/20)														
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
		FUNDING SOURCE														
Grand Forks #120003 PCN	Grand Forks	Columbia Road	Structure rehabilitation to the Columbia Road Overpass between 9th Ave S and 2nd Ave N													
	NDDOT	Principal Arterial														
	Reconstruction	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				8,930,000	6,744,000			2,186,000				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													
	NDDOT	varies														
	ITS Rehab	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				6,668,000	5,334,400	1,058,700		274,900				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 From North of Buxton interchange to 32nd Ave S. portion inside the MPO Planning Area													
	NDDOT	Interstate														
	Safety	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				4,469,000	4,022,000	447,000						4,469,000				
				Highway Safety Improvement Program					TOTAL		4,469,000					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				FUNDING SOURCE					R.O.W.	CONSTR.				
									TOTAL					
Grand Forks #120006 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S Interchange and southward to ND 15 (Thompson) Interchange. Both directions.	REMARKS: STIP has listed as two separate projects. 3 miles are within the MPO area										
	NDDOT	Interstate							Operations		0.00			
	Rehabilitation	Discretionary							Capital		0.00			
									P.E.		0.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00			
				1,906,000	1,716,000	190,000			CONSTR.		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							Operations		0.00			
	Construct	Discretionary							Capital		0.00			
									P.E.		0.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00			
				1,600,000	1,280,000			320,000	CONSTR.		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							Operations		0.00			
	Reconstruct	Discretionary							Capital		0.00			
									P.E.		0.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00			
				2,700,000	2,160,000			540,000	CONSTR.		2,700,000			
				Main Street					TOTAL		2,700,000			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

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

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2023	2024	2025	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				TOTAL					TOTAL					
Grand Forks #121001 PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations											3,764,999	
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0.00	
					3,764,999	1,317,295	286,001	1,007,066	1,154,647	CONSTR.				0.00
				FTA 5307 (50/50)					TOTAL				3,764,999	
Grand Forks #121002 PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital											0.00	
	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0	
					16,810	13,450	0	0	3,360	CONSTR.				0
				FTA 5307 (80/20)					TOTAL				16,810	
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE									
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES									
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026							
										R.O.W.	CONSTR.									
									FUNDING SOURCE											
									TOTAL											
Grand Forks #121003 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026																
	NDDOT	Principal Arterial														Operations			0.00	
	Rehabilitation	Discretionary														Capital			0.00	
																P.E.			0.00	
																R.O.W.			0.00	
																CONSTR.			3,356,000	
Urban Regional Secondary Roads Program									TOTAL			3,356,000								
Grand Forks #121004 PCN	Grand Forks	N Columbia Rd	Reconstruct between University Ave and 8th Ave N	REMARKS:																
	Grand Forks	Principle Arterial														Operations			0.00	
	Reconstruction	Discretionary														Capital			0.00	
																P.E.			0.00	
																R.O.W.			0.00	
																CONSTR.			7,302,000	
Urban Roads Local Program									TOTAL			7,302,000								
Grand Forks #121005 PCN	Grand Forks	US 2	Expantion Joint Modification on the Sorlie Bridge	REMARKS:																
	NDDOT	Principal Arterial														Operations			0.00	
	Rehabilitation	Discretionary														Capital			0.00	
																P.E.			0.00	
																R.O.W.			0.00	
																CONSTR.			27,040	
National Highway System- State Project									TOTAL			27,040								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
				FUNDING SOURCE					CONSTR.						
									TOTAL						
Grand Forks #121006 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S interchange and northward of US 81 interchange. Both directions.	REMARKS: STIP has listed as two separate projects											
	NDDOT	Interstate		Operations									0.00		
	Rehabilitation	Discretionary		Capital										0.00	
				P.E.										0.00	
				TOTAL					R.O.W.				0.00		
				2,799,000	2,519,000	280,000			CONSTR.				2,799,000		
									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		Operations									0.00		
	Safety	Discretionary		Capital										0.00	
				P.E.										0.00	
				TOTAL					R.O.W.				0.00		
				40,000	36,000			4,000	CONSTR.				40,000		
									TOTAL				40,000		
PCN				REMARKS:											
				Operations											
				Capital											
					TOTAL					R.O.W.					
									CONSTR.						
									TOTAL						

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

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

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

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

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
									Capital									
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
Grand Forks #122001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other														
	Grand Forks	Operations											3,859,124					
	PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0.00				
					3,859,124	1,350,227	293,151	1,032,243	1,183,514	CONSTR.				0.00				
									FTA 5307 (50/50)					TOTAL				3,859,124
Grand Forks #122002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:														
	Grand Forks	Capital											0.00					
	PCN	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0.00				
					16,810	13,450	0	0	3,360	CONSTR.				0.00				
									FTA 5307 (80/20)					TOTAL				16,810
				REMARKS:														

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
				FUNDING SOURCE					CONSTR.							
Grand Forks #122005 PCN 23740	Grand Forks	Gateway Dr	CPR, Grinding between I-29 and Red River	REMARKS:												
	NDDOT	Principle Arterial							Operations					0.00		
									Capital					0.00		
									P.E.					0.00		
	Rehabilitation	Discretionary		TOTAL	4,447,000	3,557,600	889,400			R.O.W.					0.00	
									CONSTR.				4,447,000			
									TOTAL				4,447,000			
									State Highways				TOTAL			4,447,000
Grand Forks #122006 PCN 23739	Grand Forks	N Washington St	Reconstruction between DeMers Ave and 8th Ave N Aggr Base, Pcc Pave, Signals, Lighting, Walk/Drive Ways	REMARKS:												
	NDDOT	Principle Arterial							Operations					0.00		
									Capital					0.00		
									P.E.					0.00		
	Reconstruction	Discretionary		TOTAL	5,147,000	4,117,600	514,700		514,700	R.O.W.					0.00	
									CONSTR.				5,147,000			
									TOTAL				5,147,000			
									State Highways				TOTAL			5,147,000
Grand Forks #122007 PCN 22786	Grand Forks	I-29	Construct in Grand Forks a New Southside interchange	REMARKS:												
	NDDOT	Interstate							Operations					0.00		
									Capital					0.00		
									P.E.					0.00		
	Construction	Discretionary		TOTAL	52,600,000	47,340,000	2,630,000		2,630,000	R.O.W.					0.00	
									CONSTR.				52,600,000			
									TOTAL				52,600,000			
									State Highways				TOTAL			52,600,000

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
Grand Forks #522008 PCN	Grand Forks	Point Bridge	In Grand Forks & East Grand Forks. Rehab of the Point Bridge (ND BR#0000GF02) (MN BR#60506) over the Red River of the North	REMARKS: East Grand Forks covers the other half of the total project. Shown is for Grand Forks only										
	Grand Forks	Minor Arterial											0.00	
	Rehabilitation	Discretionary											0.00	
													0.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00		
				1,200,000	960,000			240,000	CONSTR.			1,200,000		
				Urban Raods					TOTAL				1,200,000	
Grand Forks #122009 PCN 23669	Grand Forks	S Washinton St	Intersection improvements at 28th Ave S Adding length to left utrn lane.	REMARKS:										
	Grand Forks	Principle Arterial											0.00	
	Reconstruction	Discretionary											0.00	
													0.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00		
				280,000	252,000	14,000		14,000	CONSTR.			6,500,000		
				Highway Safety Improvement Program					TOTAL				6,500,000	
				REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

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

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
			FUNDING SOURCE					CONSTR.						
								TOTAL						
			Grand Forks TOTALS											
								Operations	3,583,580	3,673,170	3,764,999	3,859,124		
								Capital	8,562,016	16,400	16,810	16,810		
								P.E.	0	0	0	0		
								R.O.W.	0	0	0	0		
								CONSTR.	17,911,000	26,273,000	13,524,040	69,894,000		
								TOTAL	30,056,596	29,962,570	17,305,849	73,769,934		



MPO Staff Report
Technical Advisory Committee:
September 12, 2022
MPO Executive Board:
September 21, 2022

RECOMMENDED ACTION: Informational

TAC RECOMMENDED ACTION:

Matter of Informational Update of the Transit Development Plan.

Background:

The Transit Development Plan (TDP) update will analyze a wide range of service, route evaluation, capital, and financial alternatives. The consultant shall evaluate the existing transit systems in place, gauge opportunities for improved transit coordination in the region, identify the most efficient approach to meet the needs of the public, and carefully consider where transit resources should be devoted over the planning period. The final product will guide the provision of services over the next 10-year period within the financial revenues projected and include an implementation plan to accomplish TDP recommendations.

In October 2021, the plan had its first public input opportunity. Kimley-Horn (the consultant) along with their sub-consultant were out at UND, Northland, the Transit Metro Center, and on buses getting riders thoughts on the transit service for Grand Forks and East Grand Forks. This was also done with an online survey and comment map. There was a survey sent to decision makers to get what they are hearing and thinking about transit. The Operators were given a chance to let us know what they are seeing and hearing. Beyond the input the Kimely-Horn team has been working to analyze data from CAT and looked at peer transit agencies for comparison.

These efforts were used to find efficiencies, in coming up with goal ideas, improving services, and future capital needs. Before presenting a draft of service ideas and capital improvements needed in the future. In April 2022 an opportunity to look at the complete list of these ideas was presented to the public. Then the public could give us their likes, dislikes, changes, or improvements to be included in the draft document.

A base financial analysis was done as a foundation to estimate future costs and revenue. Current revenue and expenses were based on the 2021 budget reports. This set the base

for estimating the 2022 revenues and expenses. Revenue inflation rate was established at about 2%. The expense inflation rate was established at 4%. These rates are comparable with the past rates as well as with current rates. The revenues and expenses were estimated out from a base year of 2022 to 2031. When we compare the estimated revenues with the estimated operating expenses, we see a trend of decreasing carry over to the point of not being able to maintain operational costs. This gap will need to be closed for future operations. While the carry over could be used for operational expenses it would mean that the purchase of replacement buses, equipment, and other capital expenses could not be purchased with available federal funds.

All this information is being put into a final plan document. The deadline for the Steering Committee to comment on the document is September 9th. Once their comments are incorporated, the draft will be presented to the public for comment on September 29th at the East Grand Forks City Hall training room from 5:00pm to 6:30pm. The draft will be found on the transit plan website <https://cattransitplan.com/>

Findings and Analysis

- Informational.

Support Materials:

- Presentation



Grand Forks-East Grand Forks Transit Development Plan

Final Recommendations

Process & Schedule



Topics

- › Service Improvement Highlights
- › Programmatic Recommendations
- › Transit Hub Analysis
- › Capital Improvement Plan
- › Financial Plan
- › Final Plan Comment Period

Grand Forks - East Grand Forks

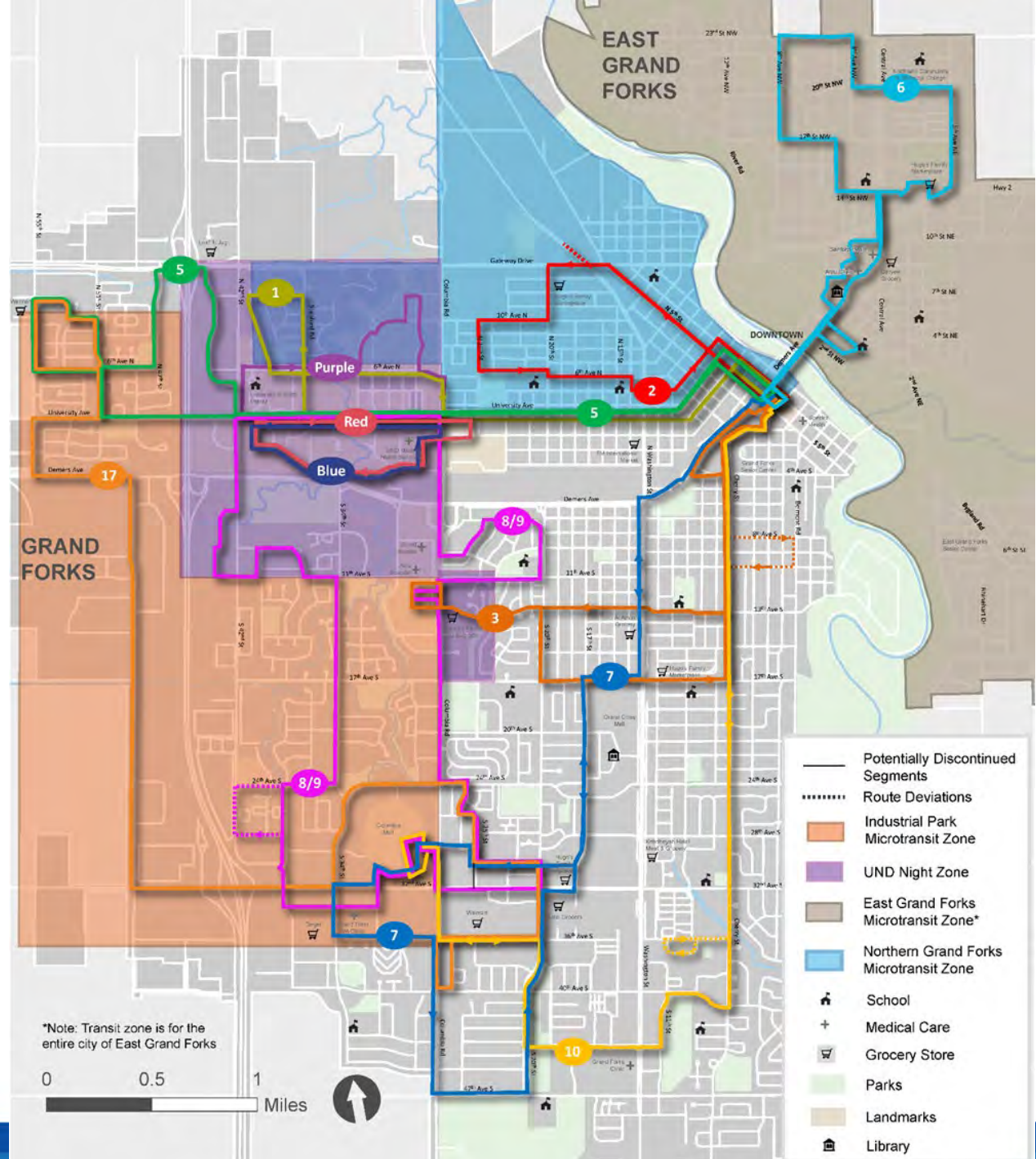
TRANSIT DEVELOPMENT PLAN



Service Improvement Highlights



Service Improvements

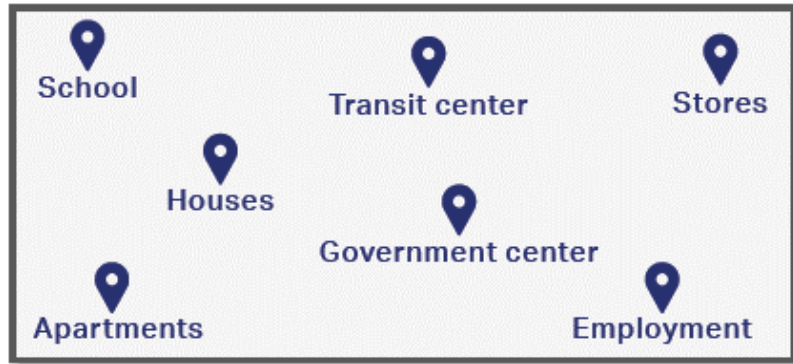


*Note: Transit zone is for the entire city of East Grand Forks





Microtransit Overview

What is microtransit?

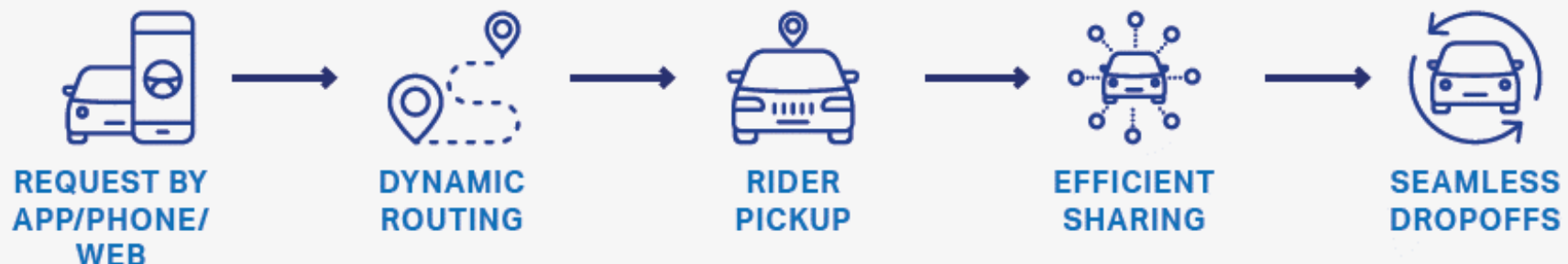
Microtransit is on-demand shared transportation that utilizes technology to operate efficiently and effectively. Rides can be requested on-demand or in advance for pick-up and drop-off at certain locations within a defined zone.



What are the benefits of microtransit?

-  **Flexible:** schedule rides where you need, when you need
-  **Convenient:** schedule ahead or in real time. Book via app, online, or over the phone
-  **Efficient:** rides with similar routes or destinations are matched to minimize wait and travel time
-  **Connections:** connect to destinations within the on-demand transit zone

How does microtransit work?



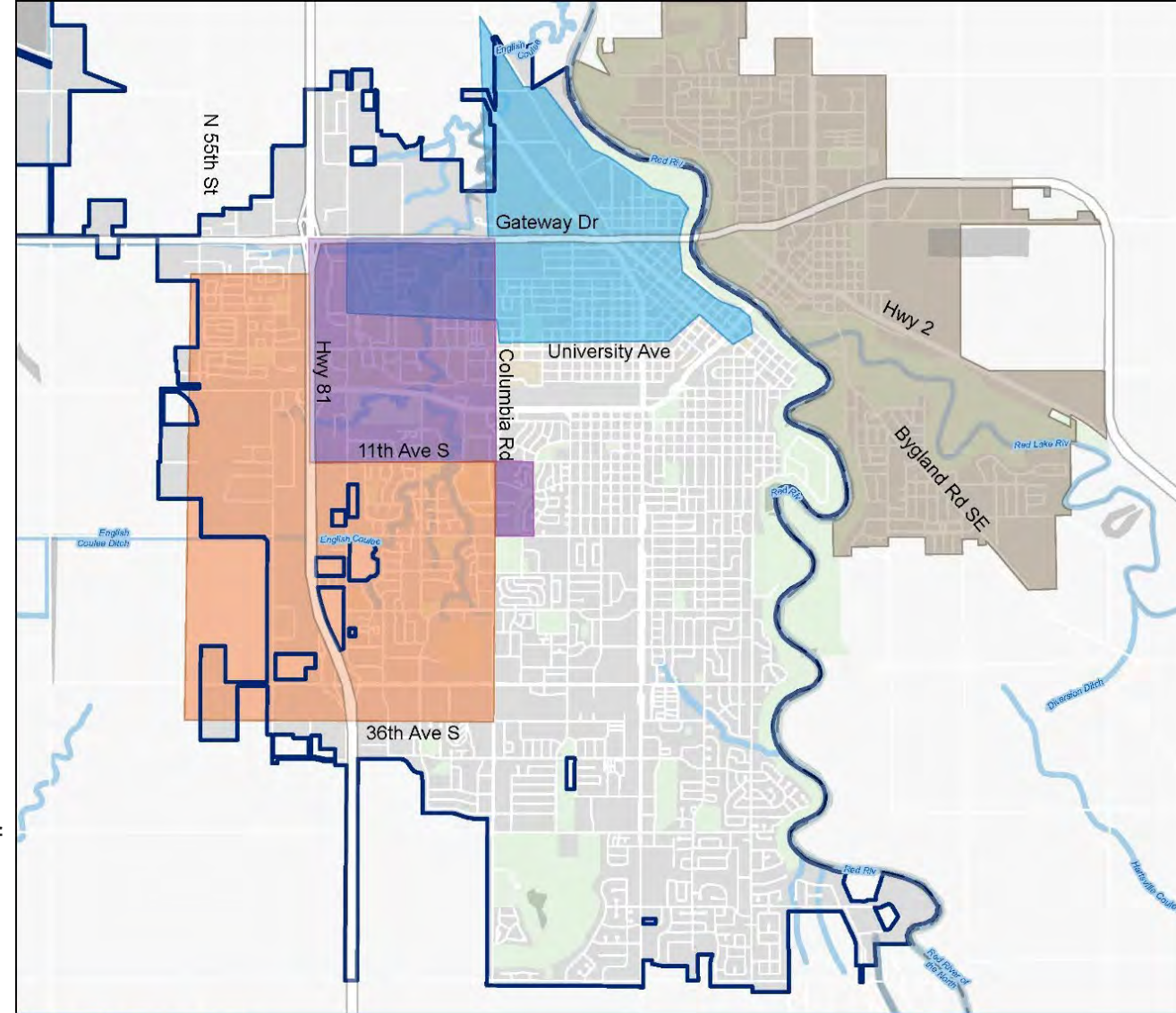
Microtransit

Potential areas where fixed route service may be replaced by on-demand microtransit service in the future include:

- › Industrial Park
- › East Grand Forks
- › Northern Grand Forks
- › UND Night Zone
- › Grand Forks Zone

Microtransit should be a topic of further study to determine:

- › Pick-up and drop-off locations for the established zone
- › Develop a user guide for students and a plan for communication of the plan
- › Establish trial period and metrics for success
 - › Quantitative Metrics – Ridership, costs, and on-time performance
 - › Qualitative Metrics – Customer feedback and meetings with UND staff and student leadership



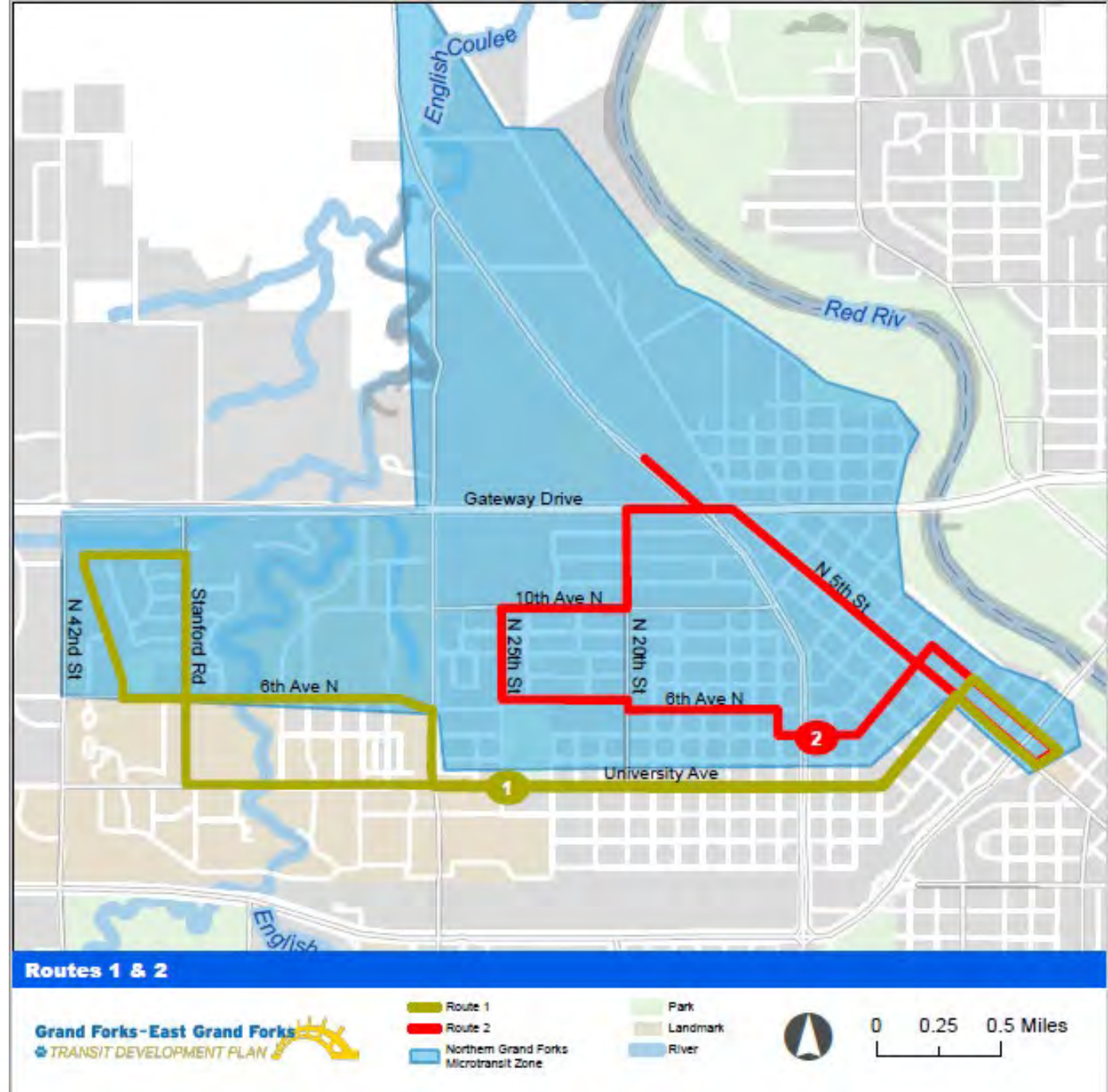
Microtransit Zones



CAT Service

Routes 1 and 2:

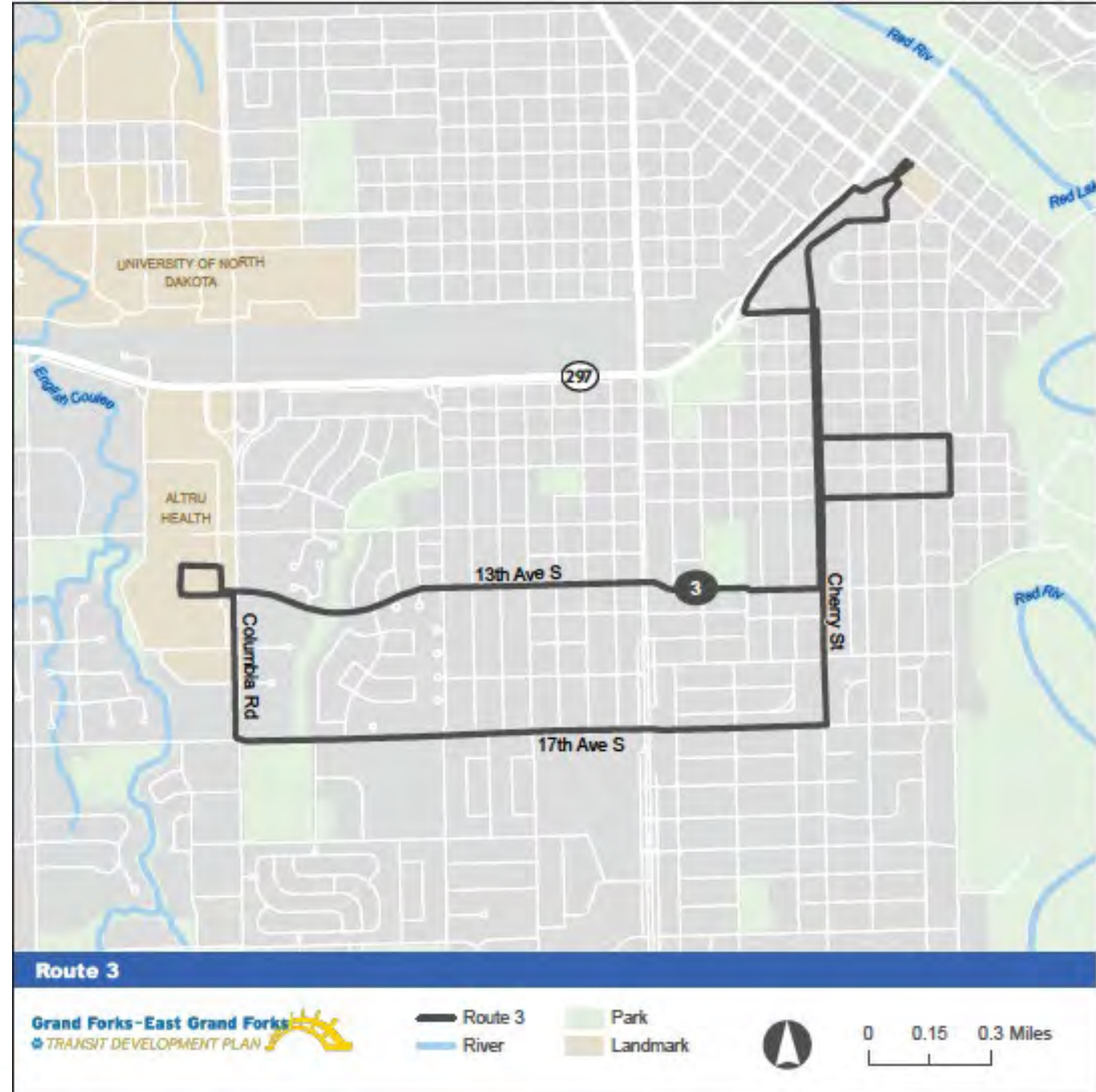
- › Short term: Maintain and explore funding possibilities for fixed-route school bus service.
- › Medium term: Study microtransit as a potential option for the future.



CAT Service

Route 3:

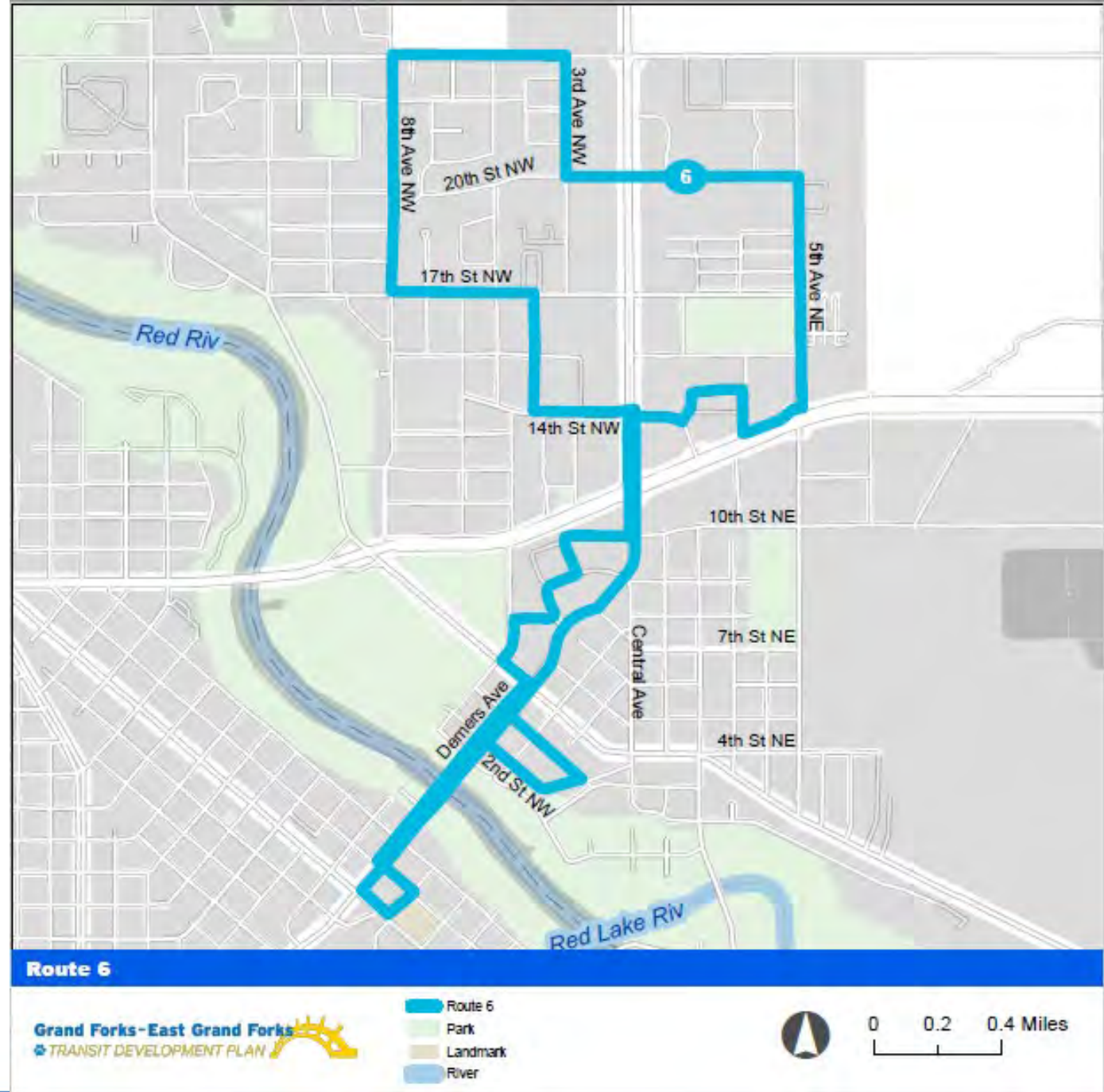
- › Short term: Maintain and conduct a stop-level study to determine options to simplify the route.



CAT Service

Routes 4 and 6:

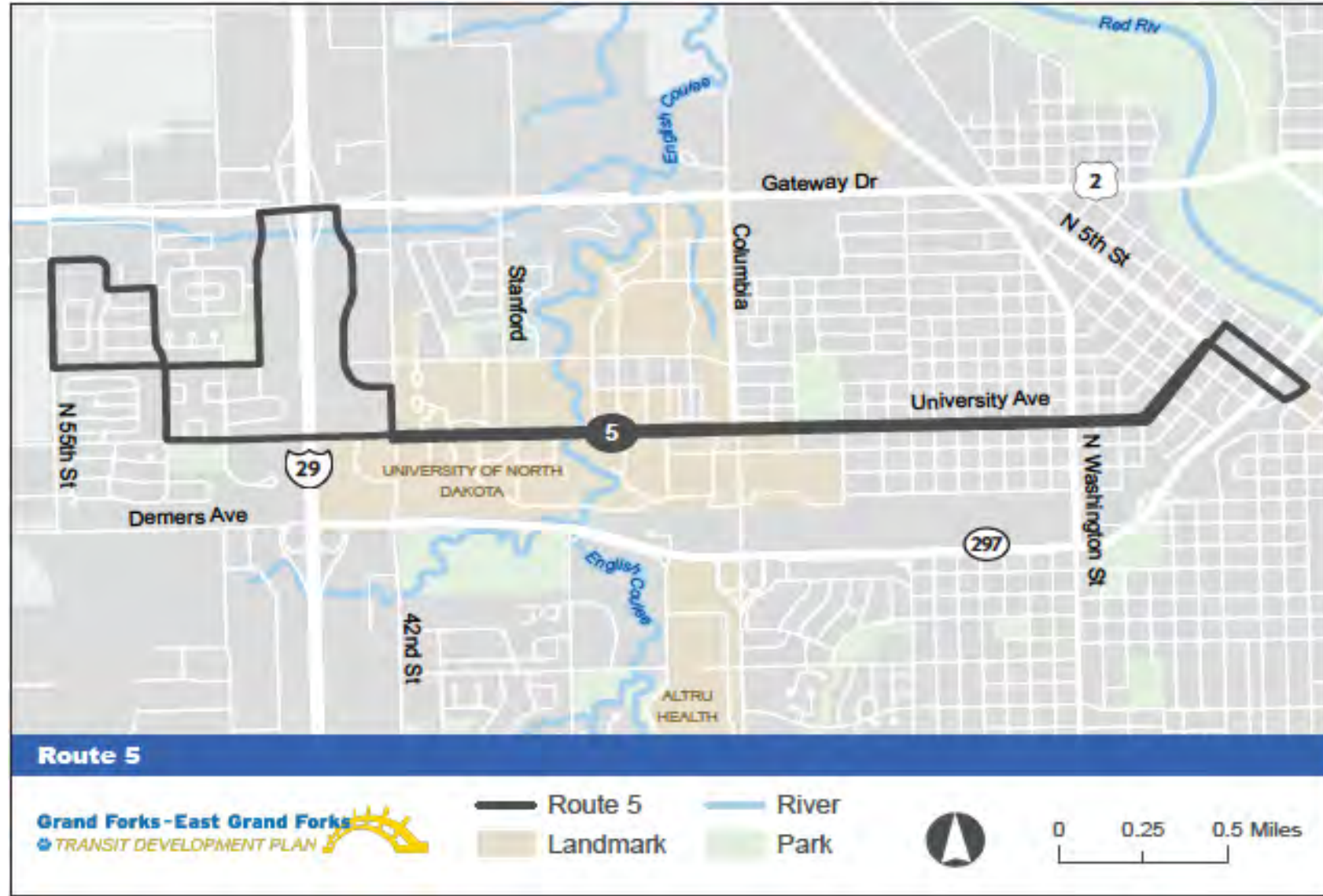
- › Short term: Combine Routes 4 and 6 and run new Route 6 interlined with Route 3. Study options for better pedestrian connections to Demers Avenue.
- › Medium term: Implement pedestrian improvements to allow Route 6 to run a more direct route.



CAT Service

Route 5:

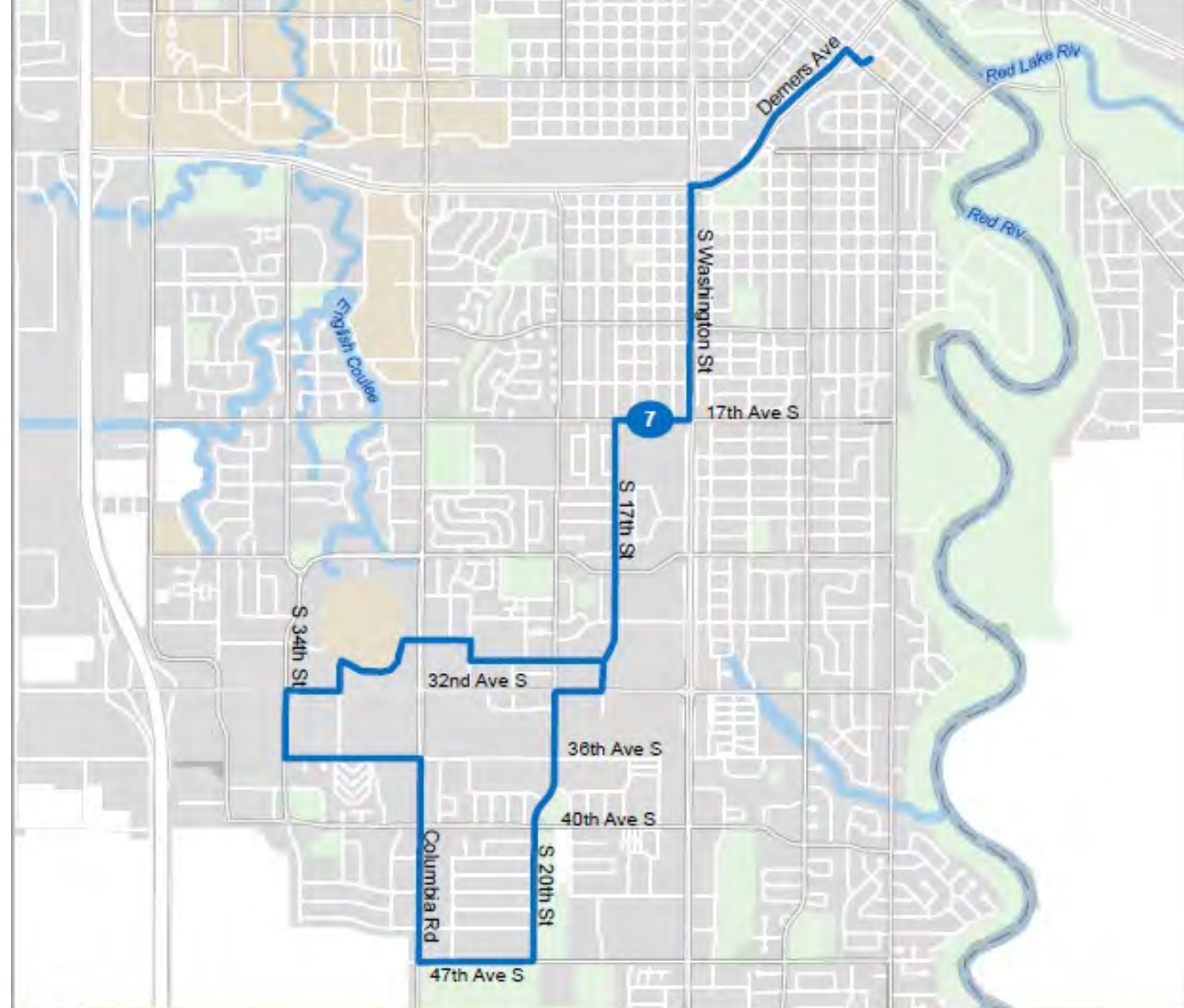
- › Short term: Maintain and explore funding partnerships with the school district for K-12 bussing. Under the added service scenario, run Route 5 twice an hour and into the evening.



CAT Service

Route 7:

- › Short term: Modify Route 7 to be more direct. Remove the connection to Target and instead encourage transfers to Routes 8 and 9. Provide a direct connection to the Post Office from downtown and extend Route 7 further south to reach new development on 47th Avenue.



Route 7

Grand Forks - East Grand Forks
TRANSIT DEVELOPMENT PLAN

- Route 7
- Park
- Landmark
- River

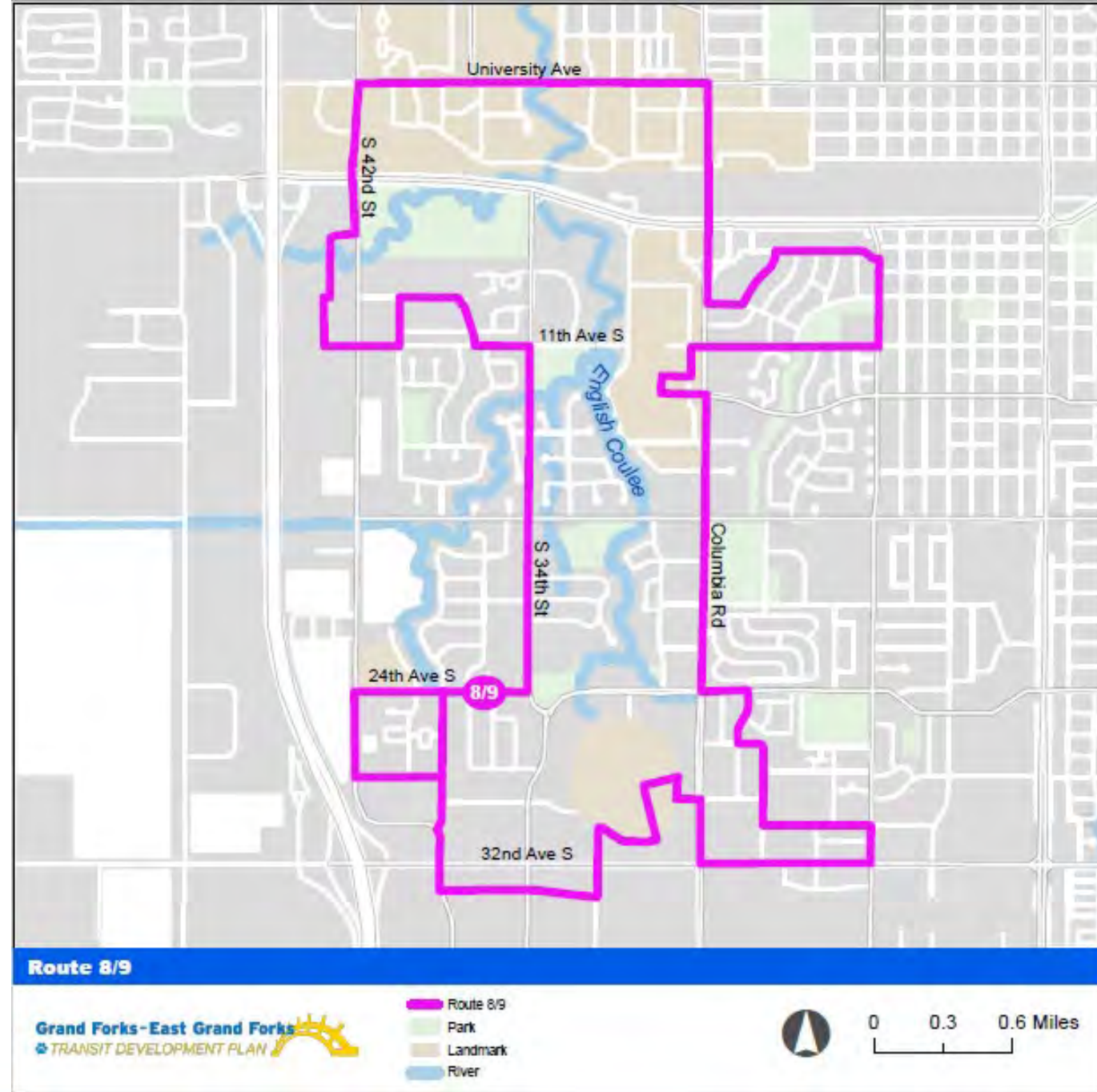


0 0.4 0.8 Miles

CAT Service

Routes 8 and 9:

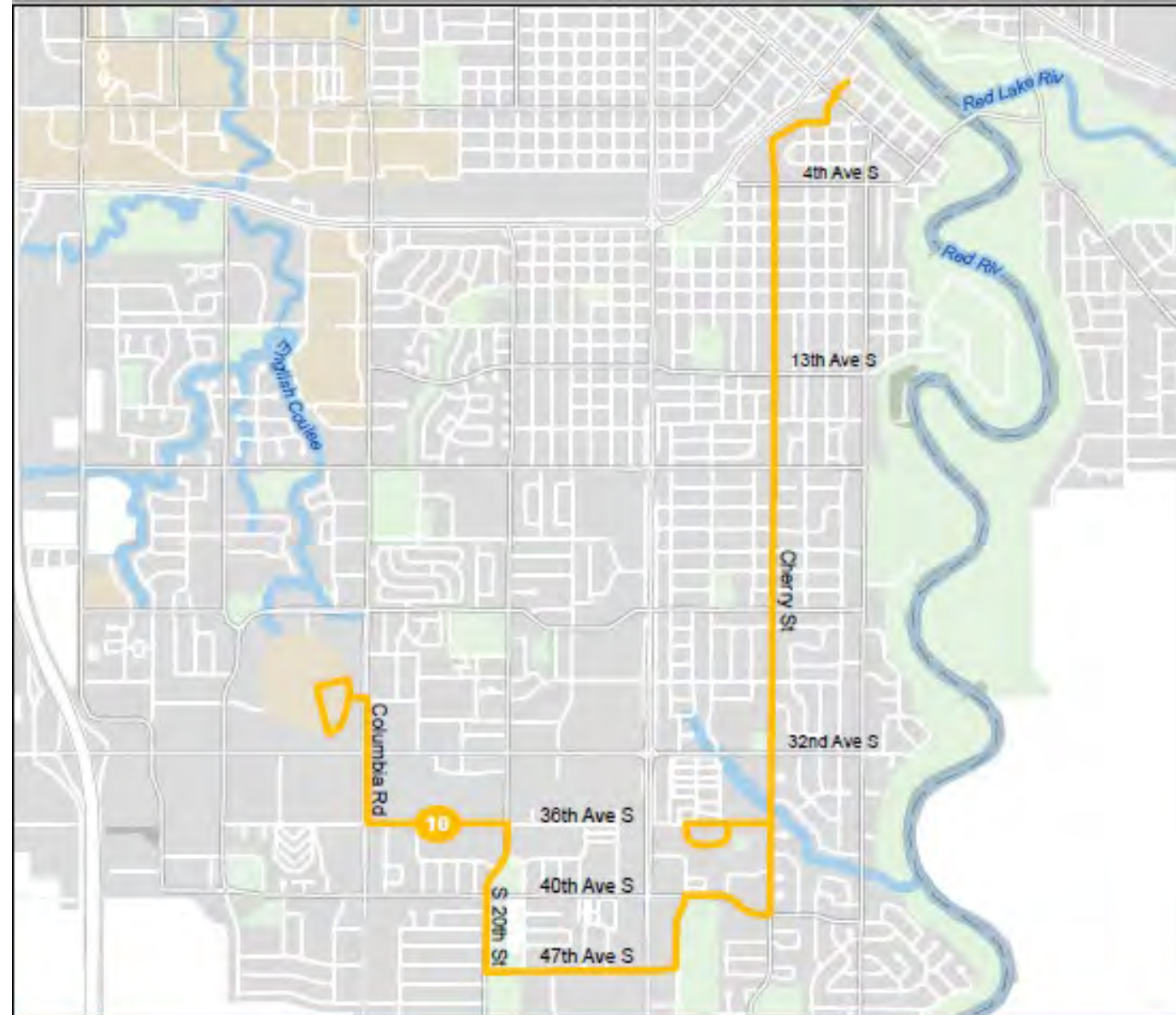
- › Short term: Combine Routes 8 and 9 and provide service to the Verge apartments.
- › Medium term: Replace Route 13 with combined Routes 8 and 9 for evening service.



CAT Service

Route 10:

- › Short term: Shift Route 10 to bi-directional service, starting in downtown and ending at the Columbia Mall. Promote transfer locations with Route 7 for connections to Hugo's on 32nd and the Grand Cities Mall.



Route 10



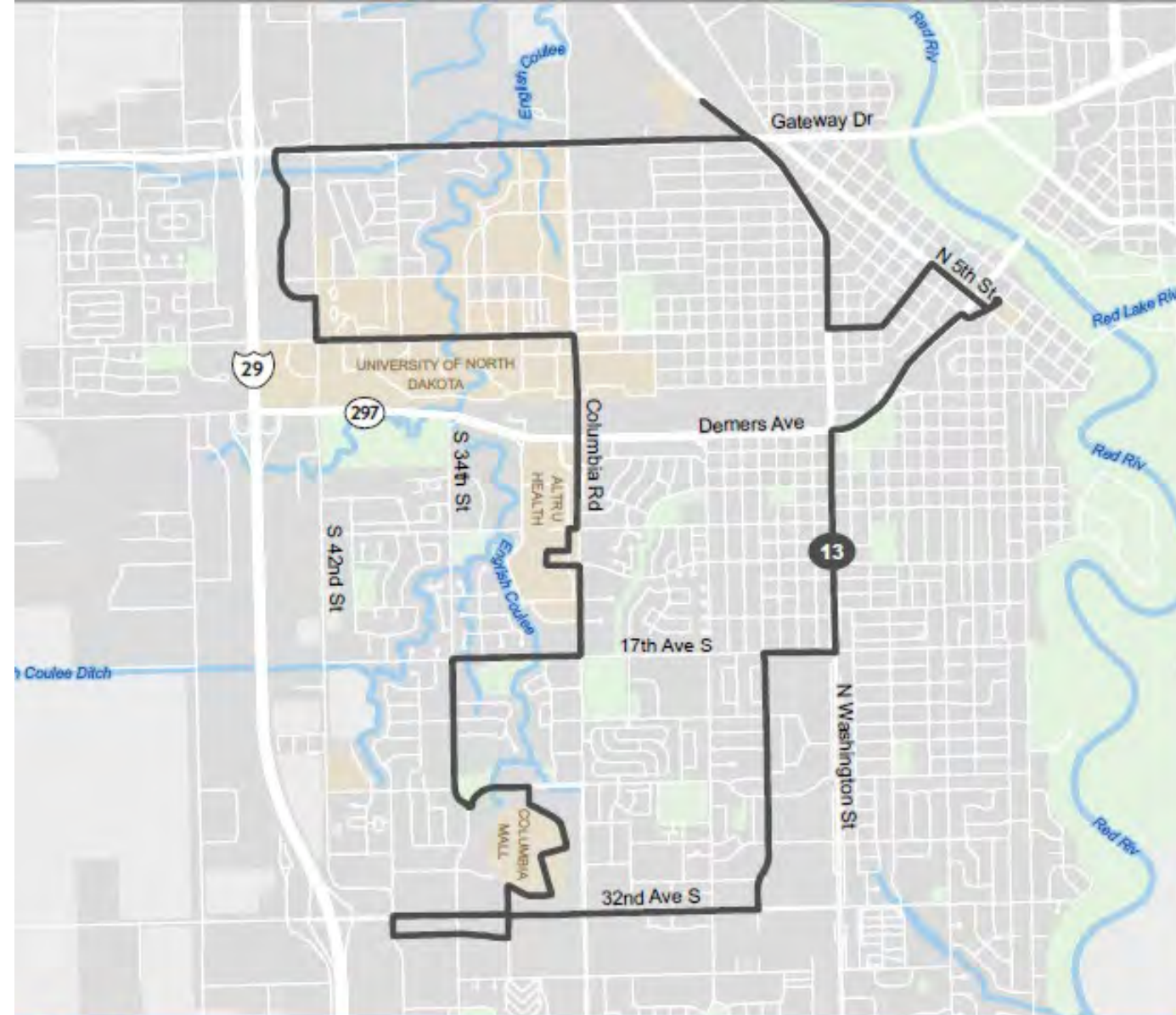
CAT Service

Route 12:

- › Short term: Discontinue Route 12 as fixed-route service and convert to on-demand service, providing connection to Route 6 for inter-city transportation.
- › Medium term: Include replacement of Route 12 daytime and evening service in the microtransit study.

Route 13:

- › Short term: Continue service as it is today.
- › Medium term: Include replacement of Route 13 with nighttime service in the microtransit study.



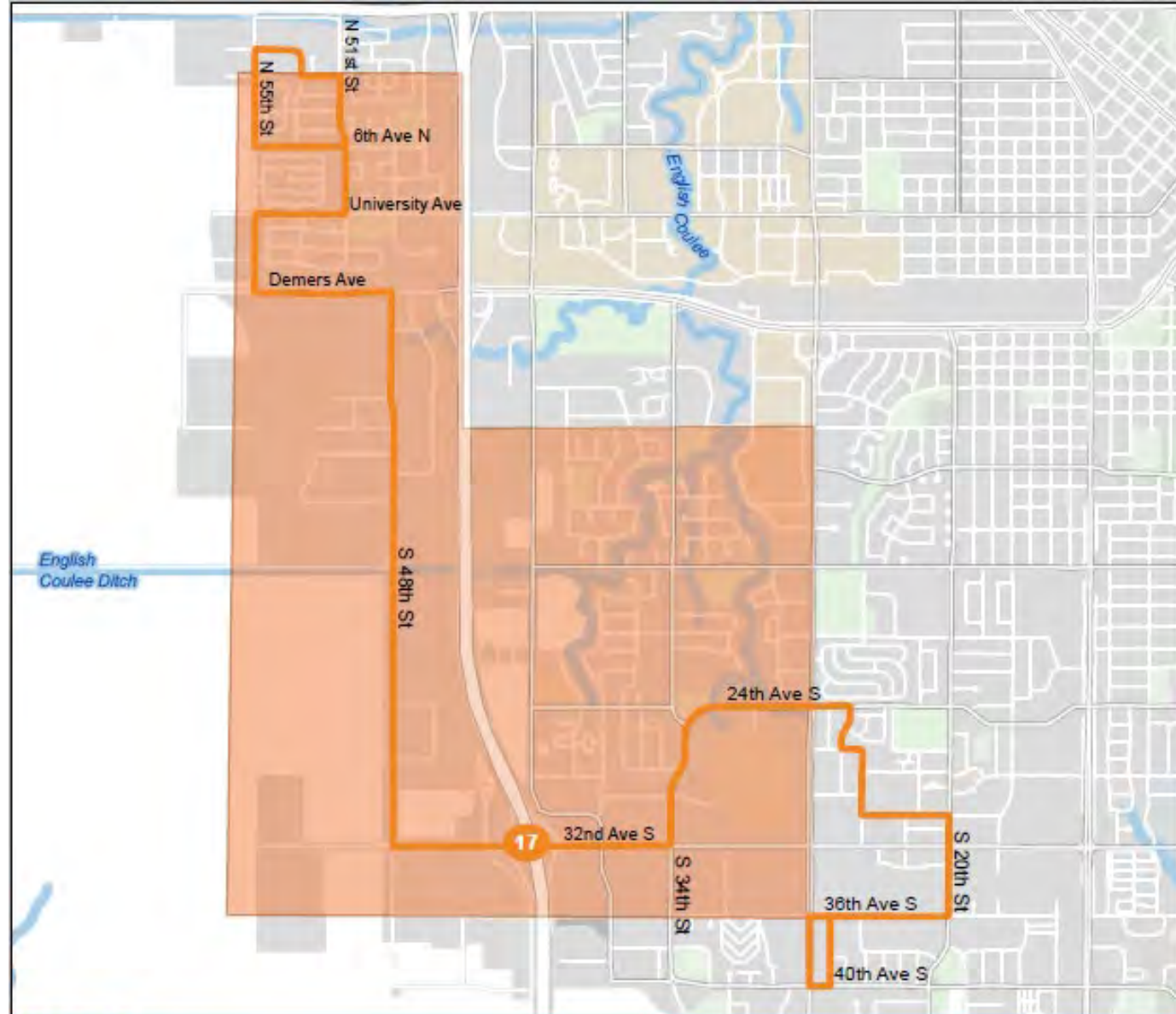
Route 13



CAT Service

Route 17:

- › Short term: Pursue funding opportunities for this new route through public-private partnerships or other sources. Service in this area should run between 5AM-9AM and 3PM-8PM to accommodate industrial park shift changes.
- › Medium Term: Include replacement of this route in the microtransit study.



Route 17

Grand Forks - East Grand Forks
TRANSIT DEVELOPMENT PLAN

Route 17
Industrial Park
Microtransit Zone

Park
Landmark
River



0 0.38 0.75 Miles

UND Service

Red Route:

- › Short term: Maintain as is.
- › Medium term: Reroute to travel to 25th on the east side of campus, and re-time schedules to reflect new traffic patterns on campus.

Blue Route:

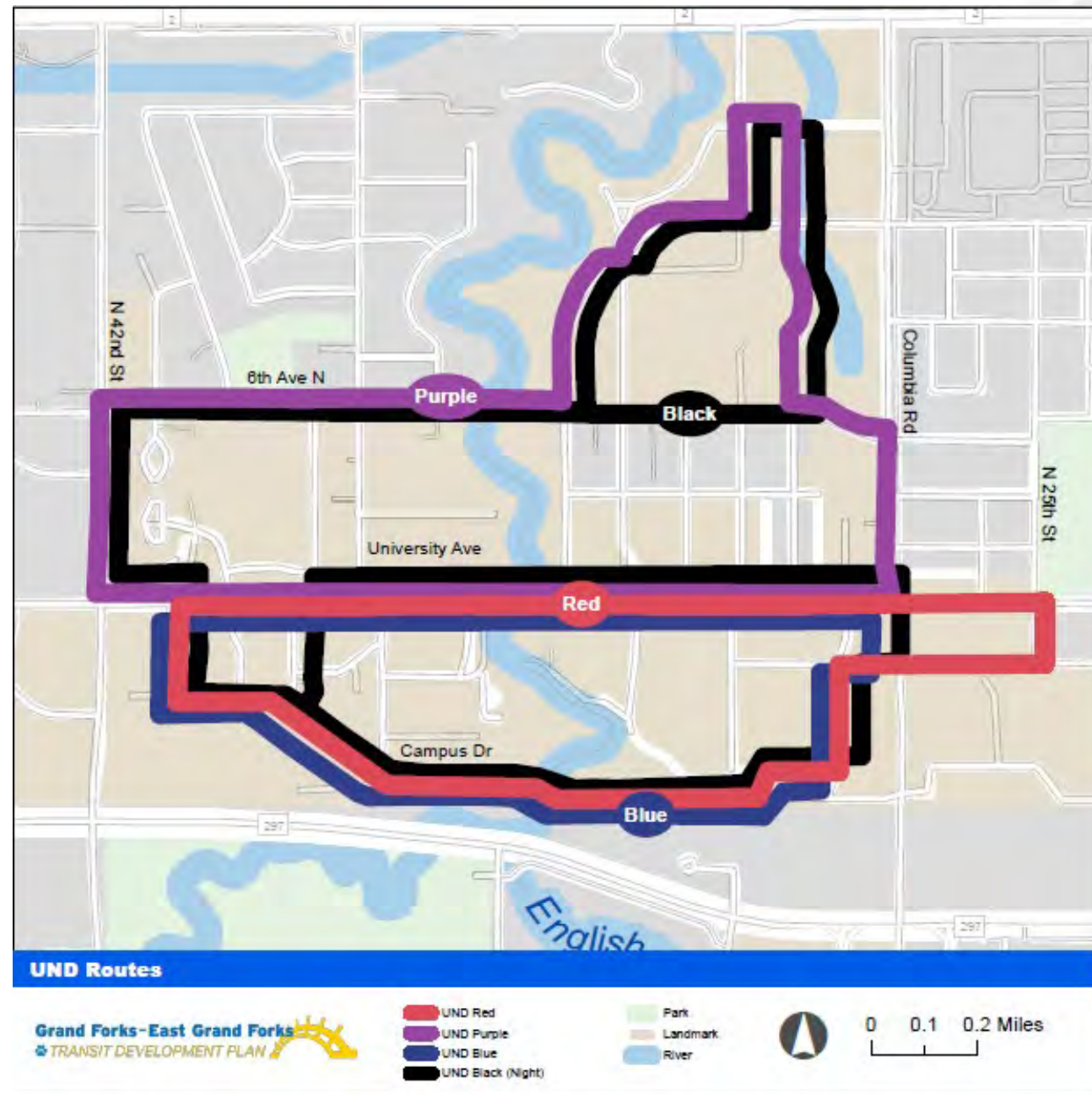
- › Short term: Maintain as is.

Purple Route:

- › Short term: Maintain as is.
- › Medium term: To improve on-time performance, consider keeping service as it is today along Columbia Road and 6th, assess ridership for the part of the route that deviates to the south to serve Odegard Hall, and remove this stop and follow University Ave to avoid traffic concerns with the deviation and required left turn.

Black (Night) Route:

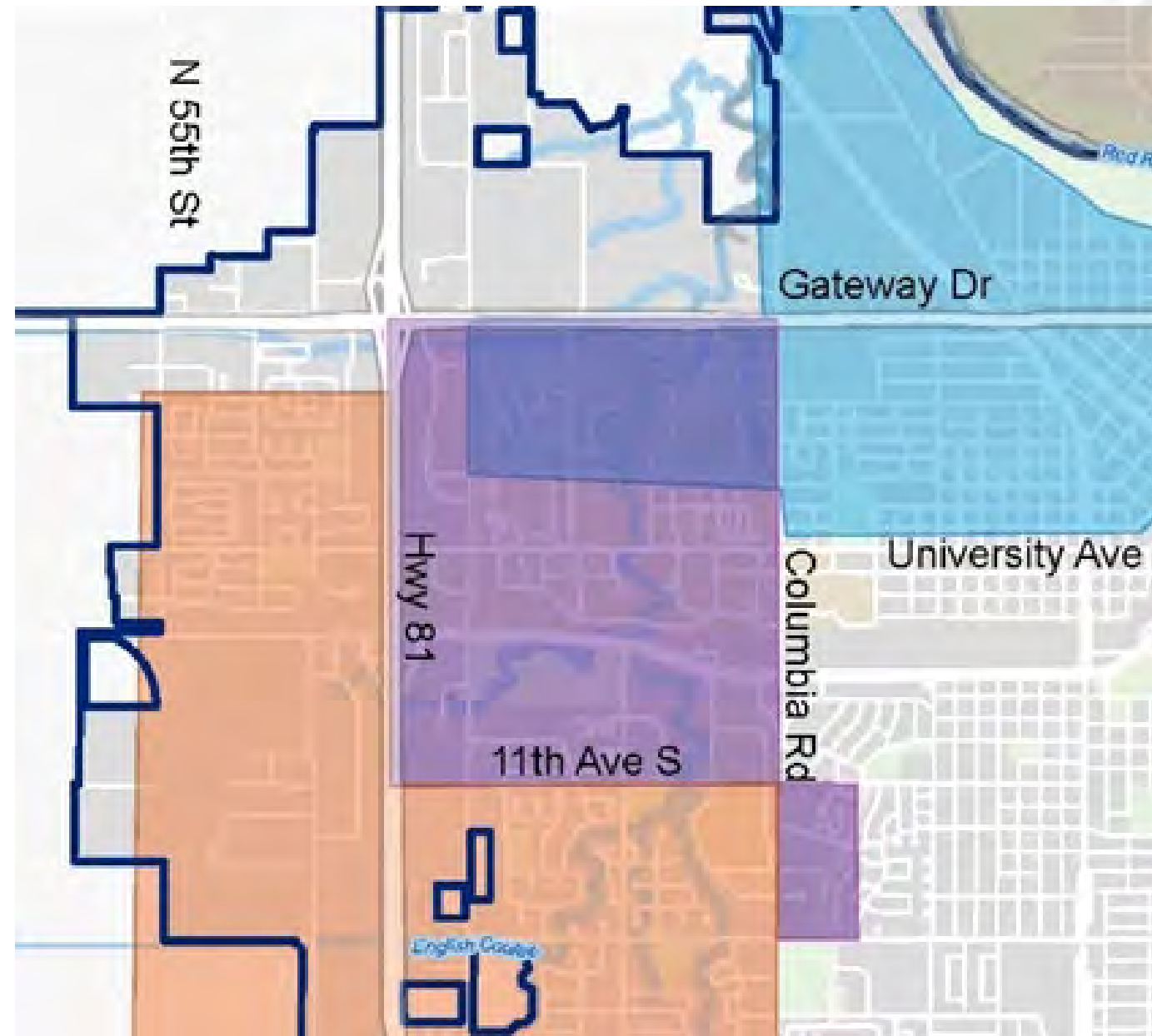
- › Short term: Maintain as is.
- › Medium term: Replace night service with a microtransit pilot and consider implementing weekend and later evening hours.



UND Service

Black (Night) Route:

- › Short term: Maintain as is.
- › Medium term: Replace night service with a microtransit pilot and consider implementing weekend and later evening hours.



Programmatic Recommendations



Programmatic Recommendations

- › Program-level changes that may improve service and customer experience systemwide.
- › Some examples of the programmatic recommendations include:
 - › Review and make changes where necessary to route timings and schedule.
 - › Implement consistent branding across facilities and communications tools.
 - › Improve CAT's online presence through website, interactive maps, and service planning tools.
 - › Develop a customer feedback system to allow riders to easily feedback with CAT operators.
 - › Continue to strengthen external partnerships.
 - › Continue to monitor and seek additional funding sources.

Transit Hub Analysis

METRO TRANSIT CENTER



Transit Hub Analysis

- › Transit hubs: Columbia Mall, Grand Forks Mall, and at Metro Transit Center (MTC)
- › Columbia Mall
 - › Repurpose parking space east of JCPenney's entrance
 - › Shelters, shaded areas, enhanced ADA accessibility, crosswalk connections
 - › Preliminary cost: \$236,200
- › Grand Forks Mall
 - › Enhance shading, ADA accessibility, pedestrian connections
 - › Preliminary cost: \$102,900

Capital Improvement Plan



Existing Capital Assets

- › Vehicles: 26 active vehicles
 - › Fixed route: 14 vehicles
 - › Average age: 5.8 years
 - › *Good to Excellent* condition
 - › Demand response: 12 vehicles
 - › Average age: 2.9 years
 - › *Good to Excellent* condition
- › Facilities: Metro Transit Center, Grand Forks Facility
- › Other infrastructure
 - › Heavy machinery, fare collection equipment, lighting, and cleaning tools
 - › Total cost: \$40,372.42.
 - › *Good to Excellent* condition
 - › Bus shelters: 49 shelters

Capital Asset Replacement Needs

› Vehicles:

- › 20 replacements needed
- › Few demand response and fixed route nearing the end of their usable life
- › 10-year replacement total
 - › \$5,308,946
- › Option to replace 40' buses with 20' cutaway buses
 - › \$2,539,929 million, under half of the total costs of purchasing new 40' buses

› Facilities:

- › Grand Forks Facility
 - › Remodeled in 2019-2020
 - › Phase II Addition Planned for 2023

- › Maintenance/repair factored into annual budget

› Metro Transit Center

- › 18 years of remaining useful life
- › Meets CAT's needs currently but future budgets should consider improvements to/replacement of the facility given age

› Other infrastructure:

- › Active and in *Good* or *Excellent* condition
- › Fare collection equipment replacement of \$55,564 in 2029

Future Capital Assets Needed

- › New route 17, discontinue route 12
- › Bus stop improvements and safe/accessible paths
- › Bus stop construction costs
- › Zero-emission buses and solar additions to facilities

Cost Component	Design/Construction		Stop Amenities	
	Low	High	Low	High
Design/Engineering*	\$8,700	\$15,400		
Construction	\$7,300	\$19,700		
Installation	\$0	\$3,500		
Amenities				
Shelter			\$3600 (8' x 3')	\$9300 (12' x 5')
Lighting Package (Interior)			\$900	\$1,700
Solar Powered Light Post			\$1,100	
Map/Schedule Frame			\$100	
Bench			\$300	\$1,000
Trash Receptacle			\$500	\$700
Bike Rack	\$300	\$300	\$300	\$400
Total	\$16,000	\$38,600	\$6,700	\$14,300

Cost Estimates for Bus Shelter Design/Construction and Amenities

Financial Plan

METRO TRANSIT CENTER



Current Revenue & Expenses

System Revenue Profile (By Source)

Note: State funding for EGF includes MN State Transit Formula Funds

East Grand Forks			
	Revenue	% City	% of System
Local	\$119,000	15%	3%
State	\$502,000	62%	12%
Federal	\$191,000	24%	4%
Subtotal	\$812,000		19%
Grand Forks			
	Revenue	% City	% of System
Local	\$1,426,000	41%	33%
State	\$249,000	7%	6%
Federal	\$1,770,000	51%	42%
Subtotal	\$3,445,000		81%
Total	\$4,257,000		100%

Expense Profiles- CAT System

*Grand Forks Budget Performance Reports (2018-2021)

Fixed Route			
Account*	Cost Center	Total	
400, 401, 402,	Labor	\$1,785,326	
410, 415, 420-460	O & M	\$728,056	
		\$2,513,382	Subtotal - Operations
700	Capital	\$1,053,650	Subtotal Capital
		\$3,567,032	Total - Fixed Route
Demand Response			
Account*	Item	Total	
400-402	Labor	\$1,126,000	
410, 415, 430-460	O & M	\$169,326	
		\$1,295,326	Subtotal - Operations
700	Capital	\$179,683	Subtotal - Capital
		\$1,475,683	Total - Demand Response
		\$5,042,041	Total

10 Year Revenue Forecast

East Grand Forks				YoY Inflation rate	East Grand Forks								
	Revenue	% City	% of System		10 Year Revenue Forecast								
2022					2023	2024	2025	2026	2027	2028	2029	2030	2031
Local	\$119,000	15%	3%	2%	\$121,380	\$123,808	\$126,284	\$128,809	\$131,386	\$134,013	\$136,694	\$139,427	\$142,216
State	\$502,000	62%	12%	3%	\$517,060	\$532,572	\$548,549	\$565,005	\$581,956	\$599,414	\$617,397	\$635,919	\$654,996
Federal	\$191,000	24%	4%	2%	\$194,820	\$198,716	\$202,691	\$206,745	\$210,879	\$215,097	\$219,399	\$223,787	\$228,263
Subtotal	\$812,000	100%	19%		\$833,260	\$855,096	\$877,523	\$900,559	\$924,221	\$948,525	\$973,489	\$999,133	\$1,025,475
Grand Forks				YoY Inflation rate	Grand Forks								
	Revenue	% City	% of System		10 Year Revenue Forecast								
2022					2023	2024	2025	2026	2027	2028	2029	2030	2031
Local	\$1,426,000	41%	33%	2%	\$1,454,520	\$1,483,610	\$1,513,283	\$1,543,548	\$1,574,419	\$1,605,908	\$1,638,026	\$1,670,786	\$1,704,202
State	\$249,000	7%	6%	1.50%	\$252,735	\$256,526	\$260,374	\$264,280	\$268,244	\$272,267	\$276,351	\$280,497	\$284,704
Federal	\$1,770,000	51%	42%	2%	\$1,805,400	\$1,841,508	\$1,878,338	\$1,915,905	\$1,954,223	\$1,993,307	\$2,033,174	\$2,073,837	\$2,115,314
Subtotal	\$3,445,000	100%	81%		\$3,512,655	\$3,581,644	\$3,651,995	\$3,723,733	\$3,796,886	\$3,871,482	\$3,947,551	\$4,025,120	\$4,104,220
System Total	\$4,257,000		100%		\$4,345,915	\$4,436,740	\$4,529,518	\$4,624,292	\$4,721,107	\$4,820,007	\$4,921,040	\$5,024,253	\$5,129,695

Forecasted Fixed Route Expenses

Fixed Route Expenses (10 yr. Forecast): Assumes inflation factor of 4% YoY

Year		2022 (*Baseline)	2023	2024	2025	2026	2027	2028	2029	2030	2031
Account	Cost Center	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
All Accounts	Labor	\$1,785,326	\$1,856,739	\$1,931,009	\$2,008,249	\$2,088,579	\$2,172,122	\$2,259,007	\$2,349,367	\$2,443,342	\$2,492,209
All Accounts	O & M	\$728,056	\$757,178	\$787,465	\$818,964	\$851,723	\$885,791	\$921,223	\$958,072	\$996,395	\$1,036,251
	Operations (Subtotal)	\$2,513,382	\$2,613,917	\$2,718,474	\$2,827,213	\$2,940,301	\$3,057,914	\$3,180,230	\$3,307,439	\$3,439,737	\$3,577,326
All Accounts	Capital (Subtotal)	\$1,053,650	\$1,095,796	\$1,139,628	\$1,185,213	\$1,232,621	\$1,281,926	\$1,333,203	\$1,386,532	\$1,441,993	\$1,499,672
Total - Fixed Route		\$3,567,032	\$3,709,713	\$3,858,102	\$4,012,426	\$4,172,923	\$4,339,840	\$4,513,433	\$4,693,971	\$4,881,730	\$5,076,999
Fixed Route: Forecasted Operating Expenses (Cost) per Vehicle Revenue Hours		\$91.98	\$95.66	\$99.49	\$103.47	\$107.60	\$111.91	\$116.39	\$121.04	\$125.88	\$130.92
Fixed Route: Averaged Annual Vehicle Revenue Hours (AVRH)		27,325									

Forecasted Paratransit & Senior Rider Expenses

Paratransit & Senior Rider Expenses (10 yr. Forecast): Assumes inflation factor of 4% YoY

Year		2022 (*Baseline)	2023	2024	2025	2026	2027	2028	2029	2030	2031
Account	Cost Center	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
All Accounts	Labor	\$1,126,000	\$1,171,040	\$1,217,882	\$1,266,597	\$1,317,261	\$1,369,951	\$1,424,749	\$1,481,739	\$1,541,009	\$1,602,649
All Accounts	O & M	\$169,326	\$176,099	\$183,143	\$190,469	\$198,087	\$206,011	\$214,251	\$222,821	\$231,734	\$241,004
	Operations (Subtotal)	\$1,295,326	\$1,347,139	\$1,401,025	\$1,457,066	\$1,515,348	\$1,575,962	\$1,639,001	\$1,704,561	\$1,772,743	\$1,843,653
All Accounts	Capital (Subtotal)	\$179,683	\$186,871	\$194,345	\$202,119	\$210,204	\$218,612	\$227,357	\$236,451	\$245,909	\$255,745
Total - Demand Response		\$1,475,009	\$1,534,010	\$1,595,370	\$1,659,185	\$1,725,552	\$1,794,574	\$1,866,357	\$1,941,012	\$2,018,652	\$2,099,398
Demand Response: Operating Expenses (Cost) per Vehicle Revenue Hour		\$57.52	\$59.82	\$62.22	\$64.71	\$67.29	\$69.99	\$72.79	\$75.70	\$78.73	\$81.87
Demand Response: Averaged Annual Vehicle Revenue Hours (AVRH)		22,518									

Forecasted Total System Expenses

Combined System Expenses: Excluding Capital - (10 yr. Forecast): Assumes inflation factor of 4% YoY

Year	2022 (*Baseline)	2023	2024	2025	2026	2027	2028	2029	2030	2031
TOTAL EXPENSES	\$3,808,708	\$3,961,056	\$4,119,499	\$4,284,279	\$4,455,650	\$4,633,876	\$4,819,231	\$5,012,000	\$5,212,480	\$5,420,979
TOTAL: Operating Expenses (Cost) per Vehicle Revenue Hour	\$76.42	\$79.47	\$82.65	\$85.96	\$89.40	\$92.97	\$96.69	\$100.56	\$104.58	\$108.76
TOTAL: Averaged Annual Vehicle Revenue Hours (AVRH)	49,842									

Summary

Over the 10-year financial plan period, operating expenses are increasing faster than system revenues. This is forecasted to result in an operating shortfall by the year 2029 if not corrected. Additional sources of local funding may be necessary to shore up system finances if expenses continue to increase at the forecasted rates.

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Revenues	\$4,257,000	\$4,345,915	\$4,436,740	\$4,529,518	\$4,624,292	\$4,721,106	\$4,820,007	\$4,921,040	\$5,024,253	\$5,129,694
Total Expenses	\$3,808,708	\$3,961,056	\$4,119,498	\$4,284,278	\$4,455,649	\$4,633,875	\$4,819,230	\$5,011,999	\$5,212,479	\$5,420,979
Surplus/Shortfall	\$448,292	\$384,858	\$317,241	\$245,239	\$168,642	\$87,230	\$776	\$(90,959)	\$(188,226)	\$(291,284)

Final Plan Comment Period



Final Plan Comment Period

- › Comment period beginning in October
- › Promote comment period through paid and organic social media posts
- › Hybrid (in-person/virtual) public meeting discussing the service recommendations
 - › Meeting recording posted on the project website
- › Final Plan will be made available:
 - › Digitally, on the project website
 - › In-print, at the Metro Transit Center
- › Comments can be submitted through:
 - › Email, mail, comment box at the Metro Transit Center, online comment form available on the project website

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	Completed	100%	31-Dec-21	29-Jul-22
Transit Development Program TDP	Steering Committee comments on draft document due Sept. 9th. Draft document to be presented to the public Sept. 29th. See presentation	75%	31-Mar-22	31-Dec-22
Bicycle & Pedestrian Element Update	See report	30%	31-Mar-23	
Street & Highway Plan/ MTP Update	See report	25%	29-Feb-24	
Aerial Photo	COMPLETED	100%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	100%	On-going	

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

August 26, 2022

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

Agenda

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

Monthly Status Report

1. Public Participation

- a. Survey #1 – Summary Report prepared; Survey open-ended responses being categorized; summary and data shared with MPO.
- b. INPUTiD – Along with the survey, the online comment map has also been disabled, although the comments are all still fully visible. Summary data shared with MPO and with Alta for use in network development
 - 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. Future public engagement items include: targeted project meetings (following prioritization), RR meeting, Open House #2, Survey #2

2. Policy/Plan Review and Visioning

- a. Policy/Plan review draft was shared with MPO. Revisions made.
 - i. Visioning document: draft shared with MPO. Ready to share with Committee? *(From last meeting: Agree to send this to committee. Likely both email solicitation and in-person engagement during a committee meeting.)*
 - ii. **Action Item:** MPO comments by 9/9

3. Existing Conditions / System Evaluation

- a. Draft revisions from MPO comments complete.
 - i. Share with advisory committee at least two weeks in advance of the next advisory meeting. **Action Item:** BMI to send committee in packet with Vision document and survey summary; just send summary reports for now and not data to committee)
 - ii. The committee meeting will not happen until the week of 9/26. Time of day for committee meeting preferred? **Action Item:** Teri will send out doodle poll to get preferences on dates and times)
 - iii. MPO has standing meetings the second and third Wednesdays of each month. TAC and Exec Board. **Action Items:** Target date for presentations – October 12 (TAC); October 19 (Board)(meetings are virtual and in person); MPO staff will set

agenda for meetings; BMI staff will prepare short – less than 10 minute – presentation.)

- iv. Desire to have a presentation mid-point to MPO TAC and to city councils (information for MPO to present at the least, but BMI should check the scope/contract to see what was included). *Virtual presentations ok. Can be same as presentations to MPO. **Action Items:** Shoot for early November meetings (EGF: Nov 1; GF: Nov 8 or Nov 14). Share early existing conditions and public info, but not draft recommendations. MPO Staff will establish dates for agendas in consultation with municipal partners.)*

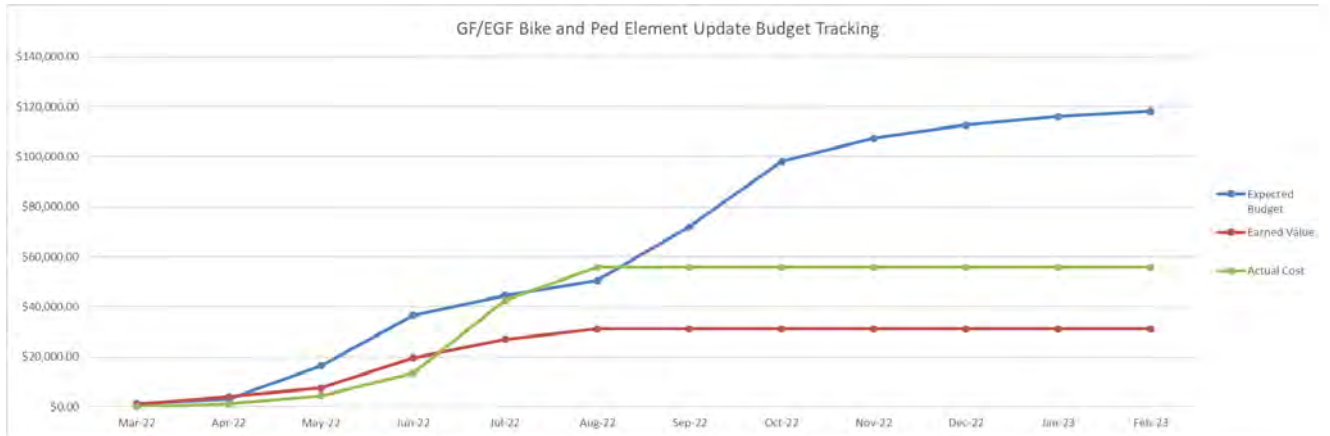
4. Safe Routes to Schools Components

- a. We had our third SRTS group meeting on August 17; shared updated map examples from Grand Forks and East Grand Forks and demonstrated how to edit/create
- b. Developed an example for EGF where there are not many sidewalks present
- c. We are continuing to visualize and analyze the existing SRTS Data that was provided; we reviewed the data analysis and trends with the SRTS group; we are using this information to help guide future SRTS program (non-infrastructure recommendation development)
- d. Reviewing input received regarding existing SRTS program activities
- e. Sent out a poll shortly to determine the time for a fourth group meeting in late September
- f. **Action Item:** *Would be good to get more comments from breadth of sub-committee vs. singular voice(s). Alta/BMI will solicit additional feedback from members.*
- g. **Action Item:** *BMI to share draft info with committee prior to meeting*

5. Other Tasks in Development

- a. Network Development
 - i. BMI will scheduled consultant team workshop with Alta to begin this process
 - ii. At least a work in progress to show the committee at the September meeting
 - iii. **Action Item:** *Put draft network into INPUT ID for committee comments*
- b. Corridor/Concept Prioritization
 - i. Will schedule meeting with RR after we have some priority recommendations
- c. Bike/Ped Facility Type Guidelines
- d. Fiscal Constraint/Implementation Plan
- e. Policy Recommendations
- f. Draft and Final Report
- g. Send an updated schedule (John has a revised schedule he shared with the MPO)

Budget Update



- To date we have invoiced about \$55,841 and our budget anticipated a spend (through August) of about \$50,500. We are now looking to be slightly overbudget, mainly due to the existing conditions report.
- We are looking to complete the SRTS, network development, and network prioritization by October to get the back on schedule.

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

Next Planned Monthly Check-In Meeting Before or after next committee meeting? We will schedule meeting after committee meeting.

Additional Issues to Discuss?

Follow-up from last meeting:

- If we’re doing public open house in early November, the draft document would be early December most likely. BMI could also do presentations of the draft during the writing of the document if that makes sense. (Teri thought this is OK.)
- **Action Item:** *Stephanie will talk to City administrators about space for public meetings and dates for council presentations and public meeting.*
- Start adoption process in January.
- **Action Item:** *Teri will provide target dates for the various presentations that need to be held on calendars.*
 - Preliminary presentation to MPO
 - Planning commissions
 - Municipal process (EGF is 1 month process; GF is 2 month process)



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

STREET AND HIGHWAY PLAN UPDATE

MPO TAC MEETING

SEPTEMBER 12, 2022

STREET AND HIGHWAY PLAN – PROGRESS TO DATE



- Established Public Engagement Plan and Website
 - *GFEFGStreets.com*
- Data Collection Mostly Complete
- Baseline Conditions Analysis Underway
- Planning for First Public Meeting

BASELINE CONDITIONS

Work Completed or in Progress



Safety

- Crash Hot Spots
- Regional Summary



Traffic Operations

- Summarize LOS from Detailed Studies
- Regional V/C Analysis Where Detailed Studies Aren't Available
- Reliability Analysis



Pavement and Bridge

- Awaiting Pavement Data
- Reviewing National Bridge Inventory Data



Road Network

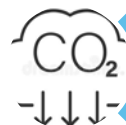
- Functional Classification Review

Still Ahead



Future Conditions

- Traffic Forecasts
- Future Congestion



Carbon Footprint

- Apply Methodology from Previous Plan
- Update with Recent Travel Data



Environmental Baseline

- Assemble Data
- Identify Constraints

FIRST PUBLIC ENGAGEMENT MILESTONE



- Targeting November 3
- Public Open House Format:
 - No formal presentation
 - Boards
 - Opportunities for input on issues/needs and goals
- Stakeholder Committee
 - Focus Group representing a diverse set of perspectives
 - Similar activities and feedback as public
 - Still in development
- Online Self-Paced Meeting

NEXT STEPS



Finalize Baseline Conditions

Share technical information later in September for TAC Review

Prepare for November Public Engagement

Online Engagement

Invoice Progress Report

Date: Friday, September 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 31, 2022 to August 27, 2022

The work completed during the period includes:

Task 1 – Project Management

HDR staff completed the following items:

- Conducted progress meetings on August 4 and August 25.
- Completed July invoicing and progress reports.

Task 2 – Data Collection

- HDR staff continued downloading and assessing data including NPMRDS reliability data, and updated data collection matrix.
- Reviewed relevant past plans and studies.

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

- Safety analysis
 - Developed top crash frequency intersections
 - Crash summary statistics
- Traffic Operations
 - Developed traffic LOS data based on review of past plans and studies
 - Began development of capacities and daily traffic volumes to complete existing LOS
- Reliability
 - Developed map figures for travel and truck reliability based on NPMRDS data
- Bridges
 - Began review of bridge conditions for the MPO area, based on 2022 NBI data
- Road Network
 - Began review of existing roadway network, including functional classification system, National Highway System

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

- Based on review from MPO staff, the study website for plan went live: *gfebstreets.com*.
- Began development of stakeholder group list.

Expenses

There were no expenses during the period.

Programming Update Workgroup August Meeting Summary

Bridge: The PUW agreed to make the five bridge recommendations to the TP&IC.

HSIP: (September 1 update from Patrick Weidemann): Traffic safety office agreed to meet with several locals to discuss the current system for local HSIP. Of particular concern at the PUW meeting was the acknowledgement that the current priorities of the office essentially lock out small cities from applying/scoring for the funding. We are going forward, but again the safety office is looking at opportunities to make changes to the program.

September 1st email from Patrick Weidemann:

At this time, we*(PUW) will not be meeting in September. We have completed our work with recommending the local split approaches post-IIJA and as such, we are going to take a brief pause and then start back in October with a re-examination of how MnDOT divides its Federal and State funds to the eight districts. This will be a longer discussion over several meetings, but our goal will be to have recommendations to TP&IC by sometime in the Spring of 2023. Those recommendations would then hopefully be applied to the 2025-2028 STIP Guidance in the Fall of 2023.



Bridge Funding Final Discussion

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Local Bridge Funding Review

- Review of Estimate Bridge Needs
 1. FAST Act STBG-BROS Carry Over Apportionment
 2. IIJA STBG-BROS Conversion from Off-System to On-System
 3. IIJA Bridge Formula Program (BFP) Off-System
 4. IIJA BFP On-System
 5. IIJA BFP Balancing (STBG to ATPs)

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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 Replacement 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 Replacement 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%

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Bridge Funding Matrix

Year	STBG-BROS (IUA) Conversion to STBG-Statewide	STBG-BROS (FAST Act Apportionment)**	Bridge Formula Program (BFP) 15% for Off-System Bridges ***	Bridge Formula Program On-System	STBG-Statewide for ATP Managed Program to achieve 70%/30% BFP Split
			15%	85%	
FY2022*		6,000,000			
FY2023	8,000,000	6,200,000	11,510,000	65,210,000	11,510,000
FY2024	8,100,000	6,200,000	11,510,000	65,210,000	11,510,000
FY2025	8,300,000	6,200,000	11,510,000	65,210,000	11,510,000
FY2026	8,500,000	-	11,510,000	65,210,000	11,510,000
Potential Uses	Local Off-System Bridges	Local Off-System Bridge	Local Off-System Bridge	MnDOT Bridges	ATP Priorities
	Local On-System Bridges				MnDOT District Priorities

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STBG-BROS Carryover Apportionment

- Existing STBG-BROS Apportionment from FAST Act and FFY22 IIJA.
- Needs to be used on Local Off-System Bridges.
- FAST Act Apportionment expires in FY2024.
- Recommendation:** Use for existing BROS program

Year	STBG-BROS (FAST Act Apportionment)**
FY2022*	6,000,000
FY2023	6,200,000
FY2024	6,200,000
FY2025	6,200,000
FY2026	-
Potential Uses	Local Off-System Bridge

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STBG-BROS Conversion

- Request to FHWA to reduce BROS Apportionment in future years and increase STBG-Statewide.
- FHWA needs to see this increase directed to Local On-System Bridge.
- Recommendation:** Request FHWA for conversation. Distribution to ATPs.
- This may not happen to FY2024*

Year	STBG-BROS (IIJA) Conversion to STBG-Statewide
FY2022*	
FY2023	8,000,000
FY2024	8,100,000
FY2025	8,300,000
FY2026	8,500,000
Potential Uses	Local Off-System Bridges
	Local On-System Bridges

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Bridge Formula Program (BFP) Off-System

- New Program – 15% for Off-System Bridges
- 100% Federal (no match required)
- General Fund (no treated like formula funds)
- Needs to be used on Local Off-System Bridges.
- **Recommendation:** Use for existing BROS program

Year	Bridge Formula Program (BFP) 15% for Off-System Bridges ***
15%	
<i>FY2022*</i>	
FY2023	11,510,000
FY2024	11,510,000
FY2025	11,510,000
FY2026	11,510,000
Potential Uses	Local Off-System Bridge

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Bridge Formula Program (BFP) On-System

- New Program – 85% for On-System Bridges
- General Fund (not treated like formula funds, carries over)
- **Recommendation:** MnDOT uses these funds for bridges and offsets the ATPs with additional STBG funds to achieve 70/30 split between MnDOT and local partners

Year	Bridge Formula Program On-System
85%	
<i>FY2022*</i>	
FY2023	65,210,000
FY2024	65,210,000
FY2025	65,210,000
FY2026	65,210,000
Potential Uses	MnDOT Bridges

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Additional STBG for ATPs

- MnDOT receive 85% of the BFP
- Off-system bridges receives 15% of BFP
- ATPs receive additional equivalent of 15% of BFP for their ATP Managed Program
- **Recommendation:** MnDOT uses these funds for bridges and offsets the ATPs with additional STBG funds to achieve 70/30 split between MnDOT and local partners

Year	STBG-Statewide for ATP Managed Program to achieve 70%/30% BFP Split
<i>FY2022*</i>	
FY2023	11,510,000
FY2024	11,510,000
FY2025	11,510,000
FY2026	11,510,000
Potential Uses	ATP Priorities
	MnDOT District Priorities

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Recommendations to TP&IC

1. FAST Act STBG-BROS Carry Over Apportionment
2. IIJA STBG-BROS Conversion from Off-System to On-System
3. IIJA Bridge Formula Program (BFP) Off-System
4. IIJA BFP On-System
5. IIJA BFP Balancing (STBG to ATPs)

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Estimated Area Transportation Partnership (ATP) and SALT Distribution based on PUW recommendations as of August 2022

ATPs and State Aid (SALT) should use FY2023 when developing their FY2023 capital program (Please contact Brian or Patrick in OTSM for any specific questions)
FY2024 through FY2027 STIP Funding Guidance will be finalized in Decemember 2022

Draft Estimate 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
	Other Adjustments								550,000			550,000
	STBG (BROS)									6,200,000		6,200,000
	STBG (On-Sys Bridge)	570,000	330,000	810,000	410,000	670,000	460,000	360,000	4,360,000			7,970,000
	BFP (Off-System)										11,510,000	11,510,000
	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
	Carbon Reduction (tbd)	1,117,500	432,500	1,905,000	717,500	1,392,500	842,500	537,500	8,242,500			15,187,500
	PROTECT (tbd)											-
	HSIP (100% Oblig.)	2,120,000	1,010,000	4,390,000	1,720,000	2,900,000	1,780,000	1,420,000	14,310,000			29,650,000
Section 164 Penalty								3,300,000			3,300,000	
CMAQ								31,590,000			31,590,000	
Total	15,067,500	8,162,500	24,185,000	10,897,500	19,152,500	12,182,500	9,477,500	148,102,500	24,130,000		271,357,500	

Draft Estimate 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
	Other Adjustments											-
	STBG (BROS)									6,200,000		6,200,000
	STBG (On-Sys Bridge)	580,000	330,000	820,000	420,000	680,000	470,000	370,000	4,450,000			8,120,000
	BFP (Off-System)										11,510,000	11,510,000
	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
	Carbon Reduction (tbd)	1,127,500	442,500	1,955,000	727,500	1,412,500	852,500	547,500	8,342,500			15,407,500
	PROTECT (tbd)											-
	HSIP (100% Oblig.)	2,170,000	1,030,000	4,490,000	1,760,000	2,960,000	1,820,000	1,460,000	14,630,000			30,320,000
Section 164 Penalty								3,300,000			3,300,000	
CMAQ								32,220,000			32,220,000	
Total	17,117,500	8,292,500	25,855,000	11,077,500	18,352,500	12,392,500	10,258,150	158,785,500	24,270,000		286,401,150	

Draft Estimate 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
	Other Adjustments											-
	STBG (BROS)									6,200,000		6,200,000
	STBG (On-Sys Bridge)	600,000	340,000	840,000	430,000	690,000	480,000	380,000	4,540,000			8,300,000
	BFP (Off-System)										11,510,000	11,510,000
	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
	Carbon Reduction (tbd)	1,157,500	462,500	1,985,000	737,500	1,442,500	862,500	557,500	8,532,500			15,737,500
	PROTECT (tbd)											-
	HSIP (100% Oblig.)	2,220,000	1,050,000	4,580,000	1,790,000	3,030,000	1,860,000	1,490,000	14,950,000			30,970,000
Section 164 Penalty								3,300,000			3,300,000	
CMAQ								32,870,000			32,870,000	
Total	15,597,500	8,452,500	23,745,000	11,267,500	18,672,500	12,602,500	9,807,500	181,282,500	24,420,000		305,847,500	

Draft Estimate 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
	Other Adjustments											-
	STBG (BROS)											-
	STBG (On-Sys Bridge)	610,000	350,000	850,000	430,000	710,000	490,000	390,000	4,630,000			8,460,000
	BFP (Off-System)										11,510,000	11,510,000
	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
	Carbon Reduction (tbd)	1,167,500	472,500	2,025,000	757,500	1,462,500	892,500	567,500	8,642,500			15,987,500
	PROTECT (tbd)											-
	HSIP (100% Oblig.)	2,670,000	1,310,000	5,300,000	2,120,000	3,750,000	2,430,000	1,630,000	17,390,000			36,600,000
Section 164 Penalty								3,300,000			3,300,000	
CMAQ								33,520,000			33,520,000	
Total	16,257,500	8,832,500	24,775,000	11,737,500	19,642,500	13,362,500	10,087,500	168,105,500	18,360,000		291,160,500	

ATP Managed STBG (FY27)*	9,000,000	5,100,000	12,700,000	6,400,000	10,500,000	7,300,000	5,700,000	68,500,000			125,200,000
* FY2027 does not include 15% of Bridge Formula Program shift from MnDOT to ATPs									BFP shift =	11,490,000	