



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, JUNE 14, 2023 – 1:30 P.M.
EAST GRAND FORKS CITY HALL TRAINING ROOM

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/Schroeder _____
Zacher/Johnson _____
Kuharenko/Danielson _____
Bergman _____

West _____
Magnuson/Ford _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE MAY 10, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

ACTION ITEMS

5. MATTER OF PRELIMINARY APPROVAL OF BIKE/PED UPDATE HALFORD

TECHNICAL ADVISORY COMMITTEE MEETING

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- 6. MATTER OF APPROVAL OF 2023-2026 T.I.P. AMENDMENT #4..... KOUBA
 - a) Public Hearing
 - b) Committee Action

NON-ACTION ITEMS

- 7. MATTER OF PROTECT GRANT SOLICITATION..... KOUBA
- 8. MATTER OF UPDATE ON STREET/HIGHWAY PLAN WITH MODELING KOUBA
- 9. MATTER OF NDDOT CONTRACT AMENDMENT..... HALFORD
- 10. MATTER OF ATAC CONTRACT AMENDMENT..... HALFORD
- 11. OTHER BUSINESS
 - a. 2023/2024 Unified Work Program Project Update..... HALFORD
 - b. MPO Updates:
 - Bridge Update HALFORD
 - MPO Audit Update..... HALFORD
 - MPO 101 Update..... HALFORD
 - Mid-Year Review HALFORD
 - SS4A Grant HALFORD
 - Transportation Planner/Senior Planner HALFORD
 - July TAC Agenda Items HALFORD
 - c. Agency Updates
- 12. ADJOURNMENT

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

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 10th, 2023**

CALL TO ORDER

Stephanie Halford, Chairman, called the May 10th, 2023, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

CALL OF ROLL

On a Call of Roll the following member(s) were present: Wayne Zacher, NDDOT-Local Planning; Ryan Brooks, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Jon Mason, MnDOT-District 2; Rich Sanders, Polk County Engineer; Steve Emery, East Grand Forks Engineer; George Palo, NDDOT-Local District; Nick West, Grand Forks County Engineer; and Tom Ford, Grand Forks County Planning.

Absent: Brad Bail, Troy Schroeder, Michael Johnson, Lane Magnuson, Nels Christianson, David Kuharenko, Christian Danielson, and Jason Peterson.

Guest(s) present: Erika Shepard, MnDOT; Kristen Sperry, FHWA Bismarck; and Tim Finseth, NWRDC.

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

DETERMINATION OF A QUORUM

Halford declared a quorum was present.

MATTER OF APPROVAL OF THE APRIL 12, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY BROOKS, SECONDED BY FORD, TO APPROVE THE APRIL 12TH, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

ACTION ITEMS:

MATTER OF APPROVAL OF THE URBANIZED AREA

Kouba said that we did talk about this at last month's Technical Advisory Committee meeting. She stated that she did pass around an updated version of the maps that she presented at that

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meeting and then took the comments she received and came up with the maps included in the packet.

Kouba referred to the maps and briefly went over the changes made to them. She pointed out that we are also updating the MPO Boundary as well.

Zacher referred to the map, to the curve next to the Airport and said that it seems a little bit goofy, not that anything is wrong, but he didn't know if it made more sense to square it off and move that whole thing over a mile or whatever it is to give yourself some room and to make sure that the road is inside or outside the parameters, so that you are keeping to the square lines, and again not saying it is wrong, but he just questions if that is really how you want it. Kouba responded that she doesn't know what the future of the old road there is going to be. Palo responded that it is going to fall within the Airport boundary, but his understanding from all his time out there is that 17th Street N.E., on the west side of the Airport is the City's annexation boundary, that is as far as the City is able to annex so that extra little curve was purchased by the Airport for their runway expansion, so he doesn't know how much further west you want to go, if you want to square it off, but he believes that from our discussion at our last meeting that the expansion won't go past the old road, but that was just a clear zone they had to purchase for the expansion. Kouba added that we don't want to go beyond the Airport, since the Airport is technically inside the Urban Area, we want to just make sure it stayed just the Airport area. Zacher said that he just wasn't sure if there was a need to follow the same line because we want to make sure that even though on paper it looks like they are on top of each other we have run into issues in the past where they have actually crossed back and forth, so we probably could we still want to make sure we offset it a little bit so we can see they are separate lines but again he just questioned, again, from the curb standpoint, and again the information they are looking for by the first isn't necessarily the final, it certainly could be, but it is a start, it was more to make sure we started thinking about it and looking at things rather than waiting until the end of December and everyone coming in at the same time type of thing, but if we want to start here he is fine with it, just questioned if we wanted to square it up.

Brooks asked if the recommendation was to approve Map C. Kouba responded that that is correct.

MOVED BY BROOKS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE MAP C - THE DRAFT MPO STUDY AREA AND ADJUSTED URBAN AREA, AS PRESENTED.

Voting Aye: Brooks, Zacher, Ellis, Ford, West, Mason, Sanders, Emery, and Palo.

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Kuharenko, Riesinger, Bergman, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

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MATTER OF APPROVAL OF THE 2023-2026 TIP AMENDMENT #3

Kouba opened the public hearing.

There was no public present for discussion and no comments were submitted prior to the meeting.

Kouba closed the public hearing.

Kouba reported that we did receive some input on this item, and she will get to that in a bit.

Kouba explained that we received a few requests to update our 2023 T.I.P., and most of the amendments will occur in 2023. She said that there are a few items that are being listed just in the event they are bid early, and they need to be included in the T.I.P. in order for them to be bid on, so that is the only reason why the 2024 year is being updated as well.

Kouba referred to the staff report and pointed out that the first project is in 2023 on the North Dakota side, on University Avenue, to rehabilitate the surface and lift the railroad crossing. She said that this will be done with 100% federal funds, and it is a new project. She added that at the same intersection they are also planning on doing an installation of a new crossing signal and we have it in 2024, but depending on when it is bid and when the years fall out after this, if it changes to a 2023 project it will just be an administrative modification to the T.I.P., and once again it is 100% federally funded.

Kouba said that the next project is on the Minnesota side. She explained that there are carbon reduction program funds for the City of East Grand Forks, and their application was approved through our Technical Advisory Committee and Executive Policy Board a month or so ago, and those projects were approved so we need to put them into our T.I.P. She said that in 2023 they are putting 11 preemption emitters on their fire trucks.

Kouba stated that in 2024 there is a CRP project in East Grand Forks to install a sidewalk and trail along 5th Avenue N.W., but the bidding will take place in 2023, and this also needs to be included in our T.I.P.

Kouba commented that MnDOT has also acquired funds to do a reconstruction project on Minnesota 220 from 23rd Street to CSAH 22. She said that this project is scheduled for 2024, but again the bidding will take place in 2023, so this project also needs to be included in our T.I.P. She added that MnDOT also brought forward some different more descriptive wording for this project so we are adding wording that it will be the City of East Grand Forks installation to ensure it is as descriptive as possible for everybody. She referred to a photo of the project and explained that it is a CRP project for the City of East Grand Forks to install sidewalk along 5th Ave. N.W. from 4th Street N.W. to the bus shelter north of 4th Street N.W. and to install a trail along 4th Street N.W. from 5th Ave. N.W. to the existing trail to the west of the floodwall. She said that we also need to include the total length of the project as well and asked if Mr. Emery had that information. Emery responded that the general alignment shown in the project photo is

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correct, what they are proposing is a little different and he can provide an actual conceptual drawing that they have, and he can get the length as well, but he doesn't have it off the top of his head. Mason stated that that would be helpful; as Ms. Kouba mentioned MnDOT's requirements for the S.T.I.P. are kind of stringent, they need to be a little bit more specific on the from and to, and he read through the application and that was kind of what he was able to gather, so it was partially a question as well as a request that we make sure that we have the right information. Emery said, then, that he should get that information to both Teri and you. Mason responded that that would be most helpful. Emery said that they need to request an SP number for that too, correct. Mason responded that Brian Ketring is aware of that and is trying to work through this process, particularly with the emitters for the Fiscal Year 2023 project, he doesn't think they have ever assigned a project like that, and they had some different sequences, and he thinks Brian is looking for a little bit more direction out of their St. Paul office on which numbers should be assigned so we don't get to a point of authorization and have to hit the brakes. Emery commented that Brian told him that we just go through out typical request for an SP number, just go through the normal request process, so his plan was to try to work on this this afternoon to try to get project number for both the CRP projects that East Grand Forks has. Mason said that that would be great to get that process initiated and get that group what they need to start assigning those numbers. Emery said that he will try to get the information to Brian and Tim this afternoon. Mason said that once they get those numbers from you then he will share them with the MPO as well, because we will need to plug those into the T.I.P. and then the S.T.I.P. they can't fully approve these until we have the number assigned otherwise it would be very challenging to track them based on description, so that is kind of the final step of these T.I.P. and S.T.I.P. amendments. Kouba asked if there would be a chance we could get the numbers by next week. Mason responded that he would anticipate that could be done. He added that it is his hope that they would be able to jump right on that once Steve gets that other information, they have been looking into it so he thinks they know what they are doing. Kouba stated that that would be good because Erika is pointing out that we can't approve our T.I.P. until we have those numbers. Mason said that on MnDOT's side we should be able to take the MPO's action here today, and then he might send her a suggestive email to include that number in there as part of what the MPO approved, but they will need that to enter into MnDOT's system and go through that process.

Kouba stated that those are the only amendments, and we did send notifications to both the NDDOT and MnDOT, so we are looking for approval of the amendment to include the new verbiage for the CRP project.

MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2023-2026 T.I.P. AMENDMENT #3 SUBJECT TO INCLUSION OF THE NEW VERBIAGE FOR THE CITY OF EAST GRAND FORKS' CRP PROJECT AND THE STATE PROJECT NUMBERS.

Voting Aye: Brooks, Zacher, Ellis, Ford, West, Mason, Sanders, Emery, and Palo.

Voting Nay: None.

Abstaining: None.

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Absent: Schroeder, Kuharenko, Riesinger, Bergman, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

MATTER OF APPROVAL OF THE 2024-2027 DRAFT T.I.P. PROJECTS

Kouba opened the public hearing.

There was no one from the public present for discussion and no comments were submitted prior to the meeting.

Kouba closed the public hearing.

Kouba reported that we did put out a public notice for this item, and as you all will notice we are using a new format for the project listings and are doing it as a whole MPO, so it will be used for Minnesota Transit Projects, North Dakota Transit Projects, as well as the DOT, Cities, and Counties Projects.

Kouba referred to the spreadsheets included in the packet and explained that the projects are all listed in one spreadsheet format. She pointed out that there are multiple State funding sources included for the simple reason that Minnesota shows a couple of different funding sources and if we just show it as Minnesota State they assume it is the Trunk Highway funds but they do have other sources of funding that is strictly State funding so we want to make sure that it is shown, as well as having opportunities for locals to go into partnerships for other sources of funding as well for various projects.

Kouba commented that these are the 2024 to 2027 projects listing, and we will be trying to get updates before the final T.I.P. document on our 2023 projects for our Annual Listing of Obligations.

Kouba said that under the description column you will see that all of the Minnesota projects will be shown in capitalized letters and will have the exact wording to match what exactly is going to be in the State T.I.P. as well. She asked if anyone noticed any projects that were missed or that should not have been included, she is looking for any input as well as a recommendation to approve the draft T.I.P.

Sperry commented that she really likes how you reformatted it, it looks really good. Kouba added that this format also uses less pages for the document itself.

Mason said that the one comment he would have is that for the 2024 CRP project we just talked about you make sure those descriptions match from the T.I.P. amendment here to the final document. He said then that this will be the draft request to approve here and then what is the date for final approval. Kouba responded that we will be submitting our final full draft document, which would include the project listing, in August. Mason said that they will stay in touch, the deadline at the District office is the July timeframe, so they will have to stay in touch,

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but he isn't anticipating changes to the Minnesota projects. Kouba said that she just has to make sure that everything matches the description, she just noticed one that she will get changed.

Ellis said, then, that this is the draft T.I.P. and the document you sent by email then is... Kouba responded that the emailed document is the document itself, which is what we will be approving in August. Ellis said that today we are just approving the projects. Kouba responded that is correct because she wanted to give everyone enough time to get in comments and things like that so she can put them into the document itself as well as to give our Federal Partners a chance to see anything before approval is needed.

Zacher stated that he sent an email the other day, but the NDDOT is expecting a Juneish timeline for project lists so he really can't comment on anything until then, but he knows that Mike Johnson is working on a project for the potential South 47th Interchange, which is coming up on environmental clearance, but in order to get environmental clearance the next phase needs to be in the S.T.I.P. so the PE may be added, whether it is this year or 2024, so that would end up being one of the phases because it met the regional significant criteria. Kouba asked if it would have a project number and everything else at that phase or will it be part of the lump project. Zacher responded that it would probably be the same project number, but the funding would be for the PE side of it. He added that if you recall a couple of years ago we had the regionally significant discussion and how we would need to separate those phases out, and he knows you have the tables at the end for the lump sums, but in addition to that, so the regionally significant numbers would actually be pulled from that lump sum table, to it wouldn't be included in that lump sum table, so you may have up to four phases for the same project listed in different years type of thing, so right now we did the environmental document, and we may have the PE coming, right of way and utilities or other phases where we would ask Federal Highway for authorization and so that is really where we are using our keys, and then ultimately we would have construction.

MOVED BY BROOKS, SECONDED BY FORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2024-2027 T.I.P. PROJECTS, AS PRESENTED.

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

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Kuharenko, Riesinger, Bergman, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

MATTER OF APPROVAL OF THE RECOMMENDATION TO THE NDDOT OF THE FUNDING FORMULA

Halford reported that for the last little bit the MPO Directors on the North Dakota side have been meeting on a regular basis, talking about any kind of things that have been going on and sharing ideas and picking each other's brains, but the most recent topic that they have been discussing is revising the funding formula.

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Halford referred to the staff report and said that it has sort of an overview of what each MPO has been receiving from 2013 to 2022, it kind of gives you an idea of where we've been. She pointed out that the current formula starts out with a base amount of \$120,000 and then goes up based on population, so they have been really looking at this because the 2020 census numbers have come out. She added that not only have those numbers come out for the MPO Planning Areas, but also Minot is going to be becoming an MPO as well, so there were two very good reasons to relook at the formula.

Halford stated that as they were discussing this, they came to an agreement on a scenario that we will bring forward to the NDDOT, and she would like to highlight that this is a recommendation to the NDDOT, but they will have final say on what happens, but where we sit as directors is with the scenario highlighted in green, where Bismarck's base amount will now start at \$300,000, Fargo/Moorhead's will start at \$500,000 and they are becoming a TMA so they have a lot more responsibilities, and the Grand Forks-East Grand Forks MPO will start at \$300,000 and then Minot will start at \$200,000 as they will just be getting started. She added that this is for 2024, so it will start next year as Minot isn't currently using any funding, but they will be starting to receive funding next year. She said that this is only highlighting the North Dakota side and doesn't include what we get on the Minnesota side.

Halford pointed out that it was also brought forward that Bismarck is going to present the scenario below is to their board as well, and she knows that Fargo and Grand Forks are not supporting this one as we clearly would be getting less funding, but all three directors feel like this is a good way to go, and it seems fair, so really she is asking for any input or thoughts you may have to bring forward to the NDDOT, as well as a motion to support what the Directors have come forward with.

MOVED BY FORD, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE MOVING FORWARD WITH SUBMITTAL OF THE RECOMMENDED FUNDING FORMULA TO THE NDDOT.

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

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Kuharenko, Riesinger, Bergman, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

NON-ACTION ITEMS:

OTHER BUSINESS

A. 2022/2023 Annual Work Program Project Update

- 1) Bicycle/Pedestrian Element Update: Halford stated that we are still working on wrapping up a few things. She said that Grand Forks Engineering had a

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few comments and a last look at the final draft before we take it through the approval process, so we are finishing up that and putting a presentation together that we will be bringing forward to the Technical Advisory Committee and the Executive Policy Board and both City Councils, and that will start at the beginning of June and then final approval will take place in July.

- 2) Street/Highway Element Update: Halford said that we received the Traffic Demand Model, so that is being reviewed and the consultants are having a look at it.
- 3) Aerial Imagery: Halford stated that they have been given the green light to do the aerial imagery, so we are just waiting for the right time as the river is still a bit high, but there is a very fine line for doing this as we don't want photos when there are leaves on the trees either.
- 4) Safe Streets For All (SS4A): Halford stated that we did get a template of what the agreement will look like, so she will be working on that with a few partners, and put that together so stay tuned for more details on that next month, so things are starting to move forward with it.

Zacher asked if, with the Safe Streets For All and the agreement, is the RFP included with that, not that he is pushing it in any sort of fashion, but he just wanted you to be aware that Fargo's RFP is out, and he did also have Kristen Sperry take a look at that being it is a direct grant from Federal Highway, just to make sure that there isn't anything special that needs to be included, so when we do get to that point he will have Kristen take a glance at yours as well.

Sperry commented that one thing that Fargo added in their RFP was a note that said that, yes this RFP is out there, they are looking for consultants to bid on the proposal, but they did have a statement in there that said that no work can be advanced until final approval from Federal Highway so that there wasn't that expectation that as soon as it was signed that they could begin working on it so you might want to add similar verbiage in yours as well. Halford said that we will do that.

B. MPO Updates

- 1) Bridge Update - Halford reported that there isn't anything to share at this time. She asked if anyone else had anything to share. No one had anything to share at this time.
- 2) Transportation Planner/Senior Planner - Halford reported that we are looking for a new Planner/Senior Planner so if you know of anyone that would like a

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dream job we are hiring and these are a couple of the posts we are putting out there, the job description, and it is all on our website too so if you know of anybody, or would like to jump ship and hang with us you're welcome to apply.

- 3) June Technical Advisory Committee Agenda Items – Halford stated that as she said before we will probably have the draft Bike/Ped plan come through. Kouba added that we will also have to approve an extension on our contract with ATAC for our Traffic Demand Model, and we might also update the Technical Advisory Committee on where we are at with the model and the information in the model.

Zacher commented that we talked a little about where the annual contracts for the Unified Planning Work Program or the MPO contracts are and he anticipates having agreements available before the June meetings so that we can start going through that and then we will have to start working on the next round for the 2024 contract, so just so you are aware that something will be coming.

B. Agency Updates

- 1) 32nd Avenue Bid Letting – Palo reported that the 32nd Avenue Reconstruction project will be bid on Friday, so we should know the final numbers.

Information only.

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY BROOKS, TO ADJOURN THE MAY 10TH, 2023
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:09 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,
Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
June 14, 2023
MPO Executive Board:
June 21, 2023

STAFF RECOMMENDED ACTION: Preliminary approval of the Bike and Pedestrian Plan.

TAC RECOMMENDED ACTION:

Matter of preliminary approval of the Bike and Pedestrian Plan.

Background:

The Bicycle and Pedestrian Element is part of the 2050 Metropolitan Transportation Plan (MTP). The Plan is updated every five years. The Bicycle and Pedestrian Element was last updated in 2018. The Greater Grand Forks pedestrian and bicycle draft plan was developed from public & steering committee input, analysis of existing conditions, and the needs & demands analysis. Bicycling and walking are increasingly important parts of urban transportation. They're simple, affordable, and healthy ways to get around cities, but they need planning and investment for people to make an easy choice to bike or walk for more trips. Throughout 2022 and into 2023 the Grand Forks and East Grand Forks Metropolitan Planning Organization (MPO) and community partners has been updating the Bicycle and Pedestrian Element. The Element is part of the larger Metropolitan Transportation Plan, which guides planning and investment through 2050. This updated bicycle and pedestrian plan will be used to prioritize improvements in bicycling and walking that will make Grand Forks and East Grand Forks better places to walk and bicycle for all transportation needs.

Findings and Analysis:

- The Bike and Pedestrian plan is an element of the MTP.

Support Materials:

- [Study Overview - Grand Forks East Grand Forks MPO Bike & Ped \(bolton-menk.com\)](https://www.bolton-menk.com)
- Presentation

Grand Forks – East Grand Forks Bicycle & Pedestrian Vision

BIKE/PED PLAN ADOPTION

June 7th, 2023



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION



Presentation Overview

- A Vision for Greater Grand Forks
- Current Conditions
- Project Outreach and What We Heard
- Building the Recommendations
- What are the Recommendations?
- Implementation
- Questions/Discussion



The MPO Vision for Greater Grand Forks

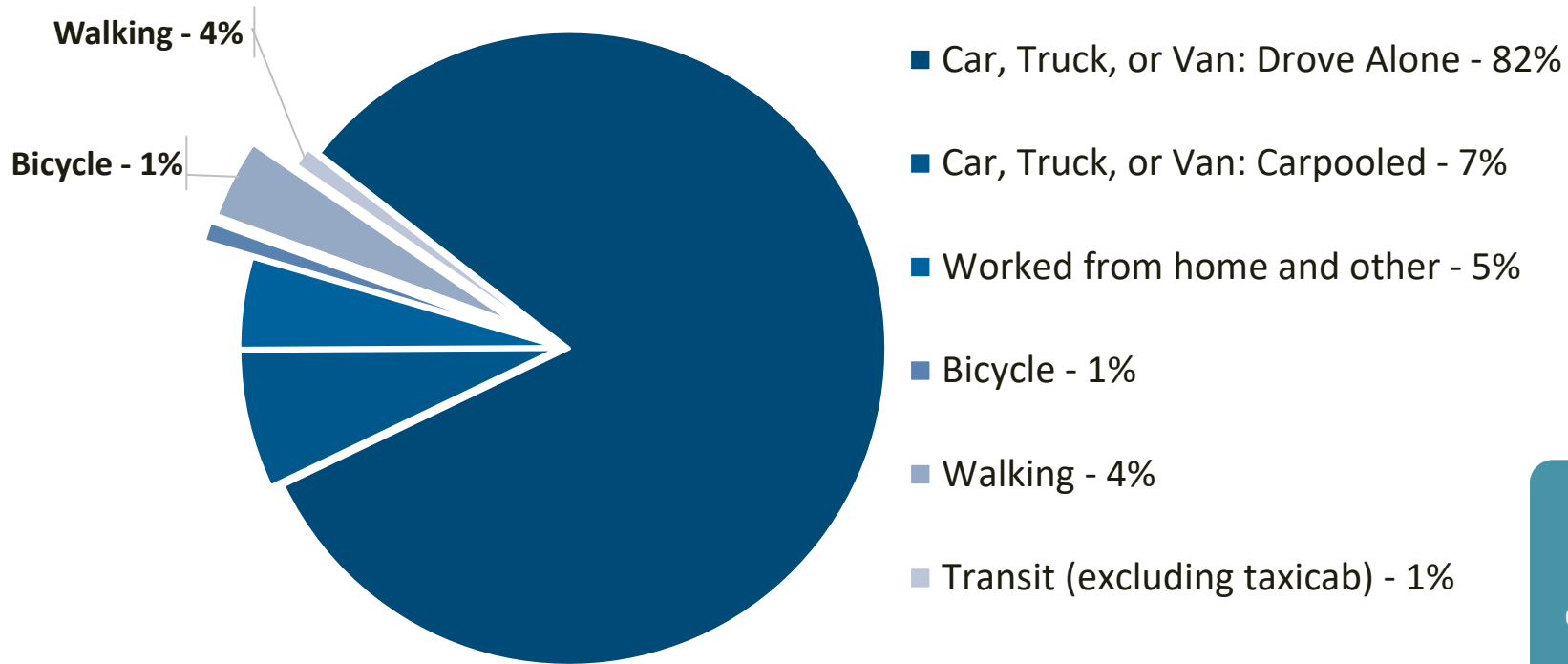
Greater Grand Forks is a community where year-round walking and biking are safe, comfortable, convenient, common and enjoyable for people of all ages and all abilities

Guiding Principles

Improve Safety	Improve Mobility	Increase Walking and Biking Rates	Replace Private Vehicle Trips	Develop Plan from Community Needs	Invest Wisely
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Greater Grand Forks Commuter Profile



United States Census Bureau – 2021 ACS 5-year Estimate Tables
S0802 Means Of Transportation To Work By Selected Characteristics

30%
of workers in Greater Grand Forks have commutes shorter than 10 minutes. Some of these trips can be replaced by walking or biking, if there are adequate biking and walking facilities

50%
of Greater Grand Forks workers have commutes shorter than 15 minutes

Who is Walking in Greater Grand Forks?



7% of households do not have access to a vehicle

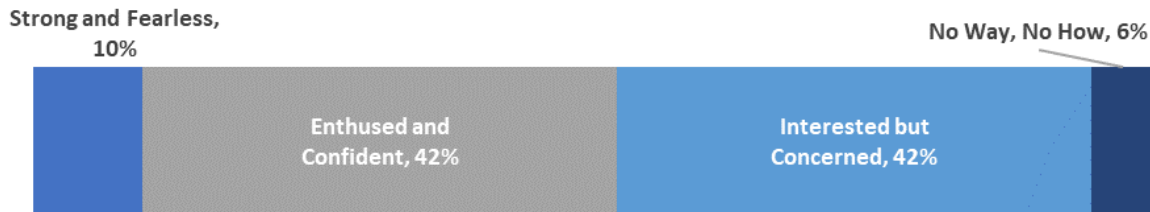
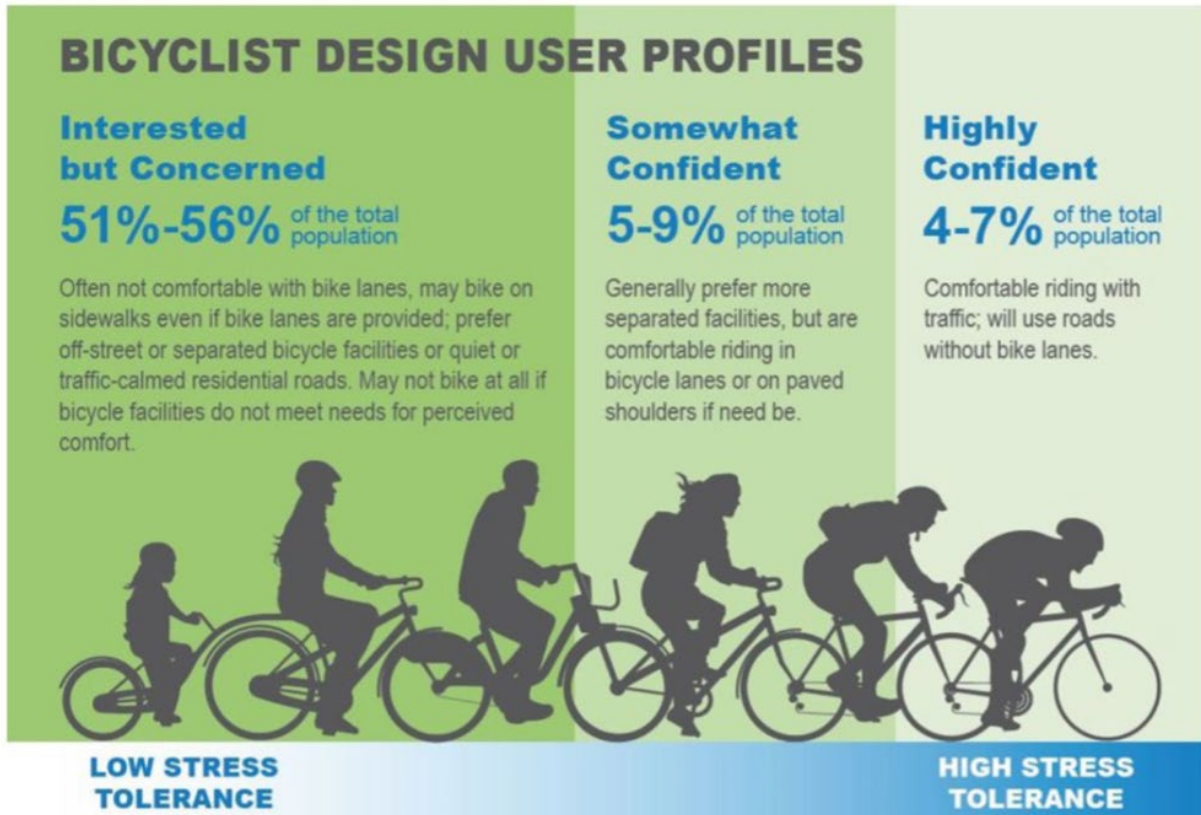
40% of households are single vehicle households

Vital to recreation and downtown businesses

Safe Routes to School



Who is Cycling in Greater Grand Forks?



Around 40 percent of survey respondents said they would make more walking and biking trips in Greater Grand Forks if they felt that the network was safer

Level of cycling comfort reported by Grand Forks – East Grand Forks survey responses (n=329)

Safety

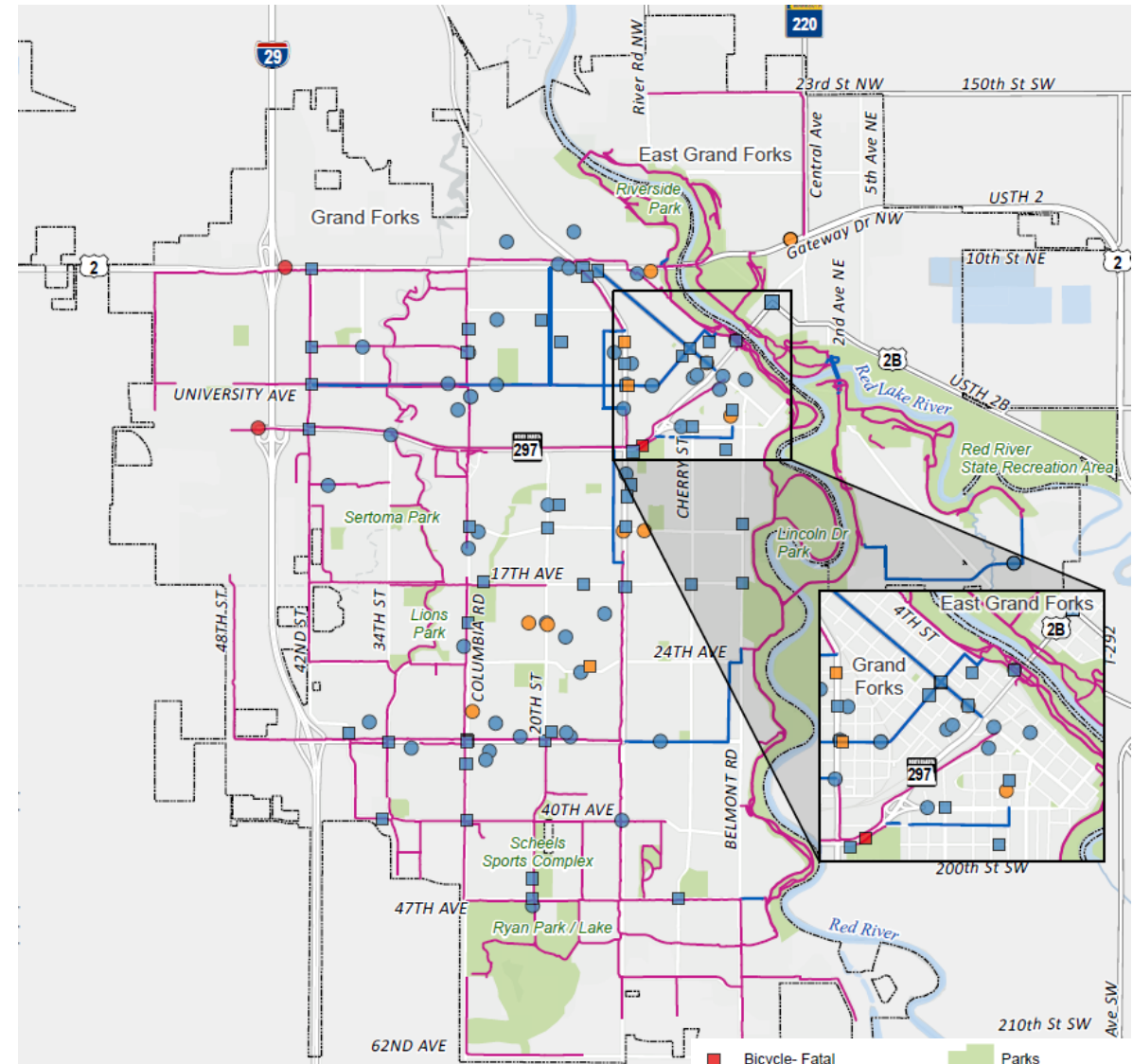
57 Reported
Bicycle Crashes



61 Reported
Pedestrian Crashes

In Greater Grand Forks between 2017 and 2021:

- 1 fatal bicycle crash
- 2 fatal pedestrian crashes
- 12 serious injury pedestrian/bicycle crashes



■ Bicycle- Fatal
■ Bicycle- Serious Injury
■ Bicycle- Minor/Possible Injury/Property Damage Only
● Pedestrian- Fatal
● Pedestrian- Serious Injury
● Pedestrian- Minor/Possible Injury/Property Damage Only
■ Parks
 City Boundaries
— Existing Shared Use Path
— Existing On-Street

0 1 2 Miles

Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT



Public Input

Over 700 Comments

Bicycle and Pedestrian Advisory Committee

Two Open Houses

Five Stakeholder Outreach for Priority Corridors

One Community Biking Audit

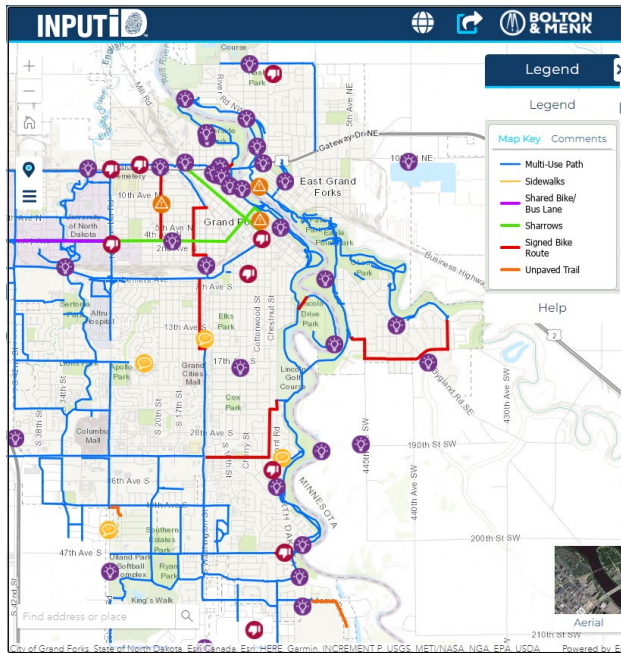
Two Digital Surveys

Interactive Online Mapping

Project website

Project emails

Priority Corridor Mailers



Feedback: What Prevents you from Biking and Walking?

- 1 Use stickers to mark what prevents you from biking and walking more often.
- 2 If there are additional reasons not listed, please write them in the lower right corner.

Time or distance	High traffic speeds	Costs of bicycle equipment	Weather or climate	Too many trips to walk or bike	Convenience of driving	Personal safety
2 dots	8 dots	1 dot	6 dots	5 dots	3 dots	4 dots
Physical limitations	Carrying children	Difficulty crossing busy streets	Lack of bicycle parking at destination	Lack of sidewalks or paths	Lack of transit connections	Other reasons? Share below!
						<p>Handwritten notes:</p> <ul style="list-style-type: none"> Some have no paths Costs, 200% and 100% more I drive!
1 icon	1 icon	1 icon	1 icon	1 icon	1 icon	1 icon



What the Public Told Us



95% supported more public investments in biking and walking



89% preferred living in walkable & bikeable neighborhoods



47% said Greater Grand Forks wasn't good for walking and biking



Public Bike Audit Issues Identification

East-West Connectors

Pavement Conditions

Bridges

Railroad Crossings

Signage and Wayfinding

Rules of the Road



What the Public Told Us

OPEN HOUSE 1

General Safety

- Concern about sharing roads with vehicles
- Priority should be on safety when walking and biking
- Support for separate paths for only cyclists and pedestrians
- Safety issue raised with minors using bike paths to recklessly drive golf carts

Traffic & Congestion

- Fear that roadways are too congested
- Worry about construction of bicycle infrastructure on roadways will cause more congestion
- Support for expansion of paths on to county system

Fiscal Responsibility

- Apprehension about cost
- Worry about direction of funds intended for vehicle infrastructure being redirected to bike infrastructure
- Concern with use of funds that could be directed to other projects and initiatives

OPEN HOUSE 2

Network Recommendations

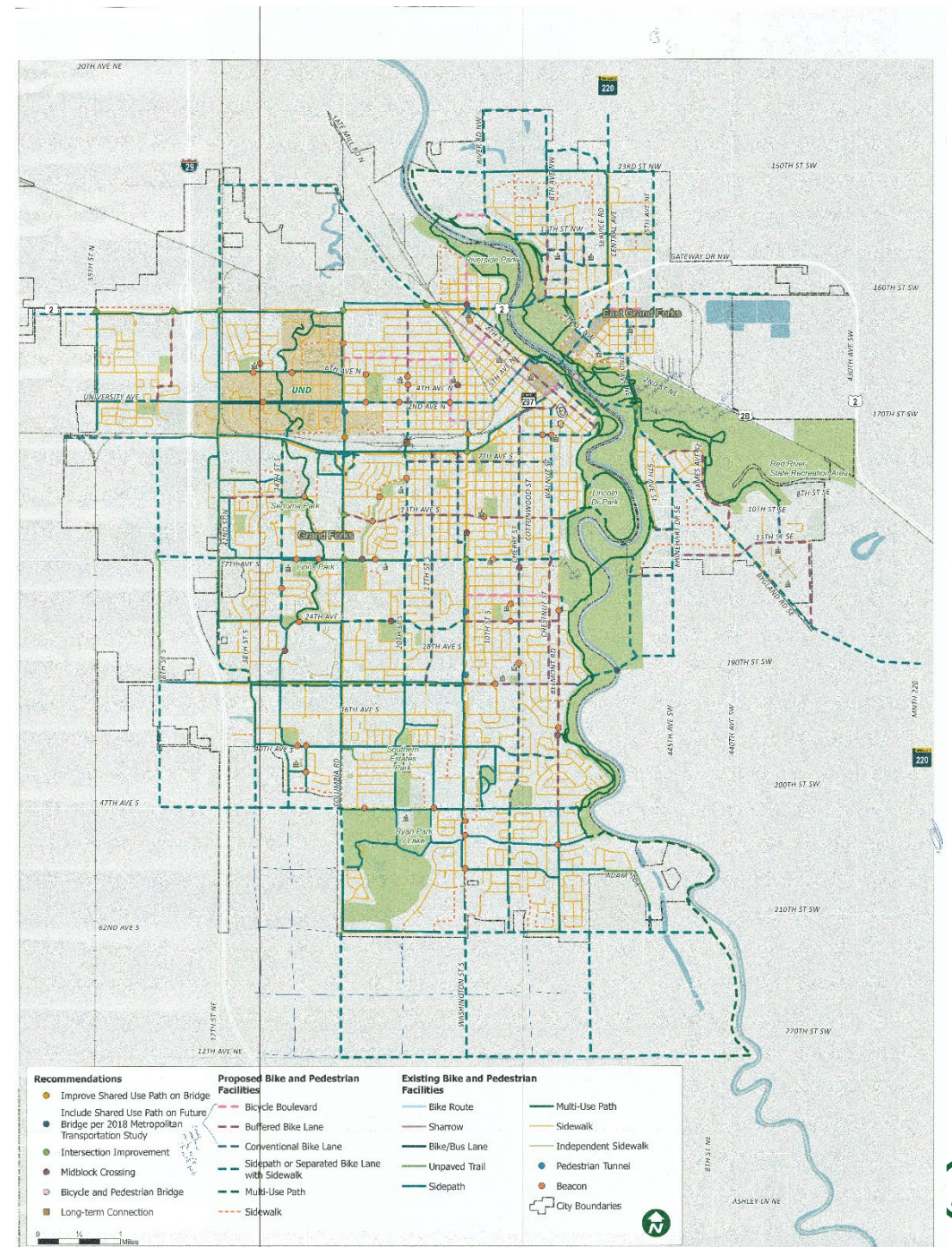
- Pursue feasible project
- Balance space for pedestrians and cyclists with parking, snow storage, wide vehicles
- Bike and pedestrian routes investments should link to low-stress facilities
- Better bridge connections between Grand Forks and East Grand Forks

Planning for Growth

- Integrate with future development
- Connecting to future bridges
- Support for connections to large industrial areas like Crystal Sugar in East Grand Forks

Project Prioritization

- Community wants short-term readily implementable solutions
- Construct low-cost high-impact to build out a network while garnering public support.



What the Public Told Us

Design Context (Cont.)

BICYCLIST DESIGN USER PROFILES

<p>Interested but Concerned 51%-56% of the total population</p> <p>Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided, prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.</p>	<p>Somewhat Confident 5-9% of the total population</p> <p>Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.</p>	<p>Highly Confident 4-7% of the total population</p> <p>Comfortable riding with traffic; will use roads without bike lanes.</p>
--	--	--

Source: FHWA bicyclist design profile, 2019

Expanding the All Ages and Abilities Network

- Focus on providing recreational and transportation opportunities in Greater Grand Forks
- Priority corridors provide linear connections to regional trail system (i.e., Greenway) and other resources.
- Result of a data driven corridor selection process that balanced project feasibility with network connectivity, demand, and project engagement findings.
- Connects to multiple important destinations such as schools, job centers, daily services, tourism and cultural destinations, commercial districts, and more.

Concept 1

UNIVERSITY AVENUE (GRAND FORKS)

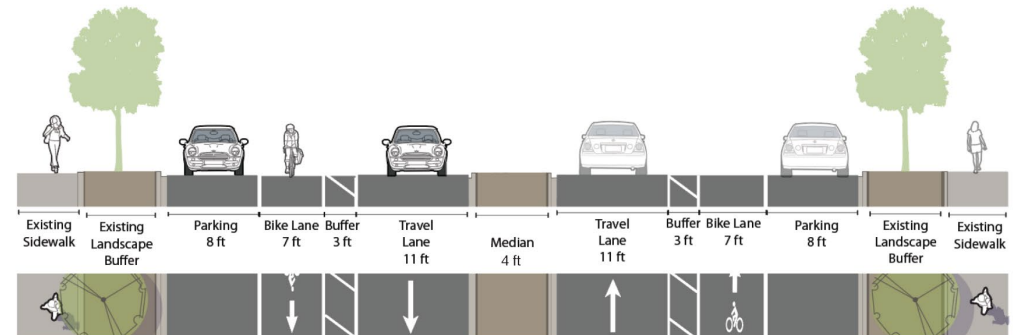
PROJECT EXTENT: N 3RD ST TO N COLUMBIA RD

PLAN VIEW SEGMENT: N 25TH ST TO COLUMBIA RD

DRAFT



UNIVERSITY AVE | FACING WEST



About the Concept

- Assume existing 65' curb to curb
- Add buffered bike lane in each direction / maintain parking
- Consider adding vertical element to buffer to create a separated bike lane (would need to switch parking and bike lane if maintaining parking)
- To maintain parking and maintain preferred buffer bike lane widths, would need to reduce width of center median and eliminate center turn lane
- This is concept-level only; project characteristics will need to be more fully vetted with feasibility study, community engagement, etc. to determine potential impacts

600 DeMers Ave
East Grand Forks, MN 56721

RSVP Now!

Grand Forks
University Avenue – March 28, 5-6:30pm
13th Avenue – March 30, 5-5:45pm
17th Avenue – March 30, 6-6:45pm

East Grand Forks
River Road – March 29, 5-5:45pm
Rhinehart Drive – March 29, 6-6:45pm

Turn over for more information or visit theforks-bikepedplan.com

JOIN US FOR AN OPEN HOUSE!

The Pedestrian and Bicycle Plan update is nearly finished and we want your input!

The draft plan proposes new bikeways options on your street (bike lanes or paths). These could impact parking and other street elements.

Come share your feedback on some potential options to help refine recommendations.

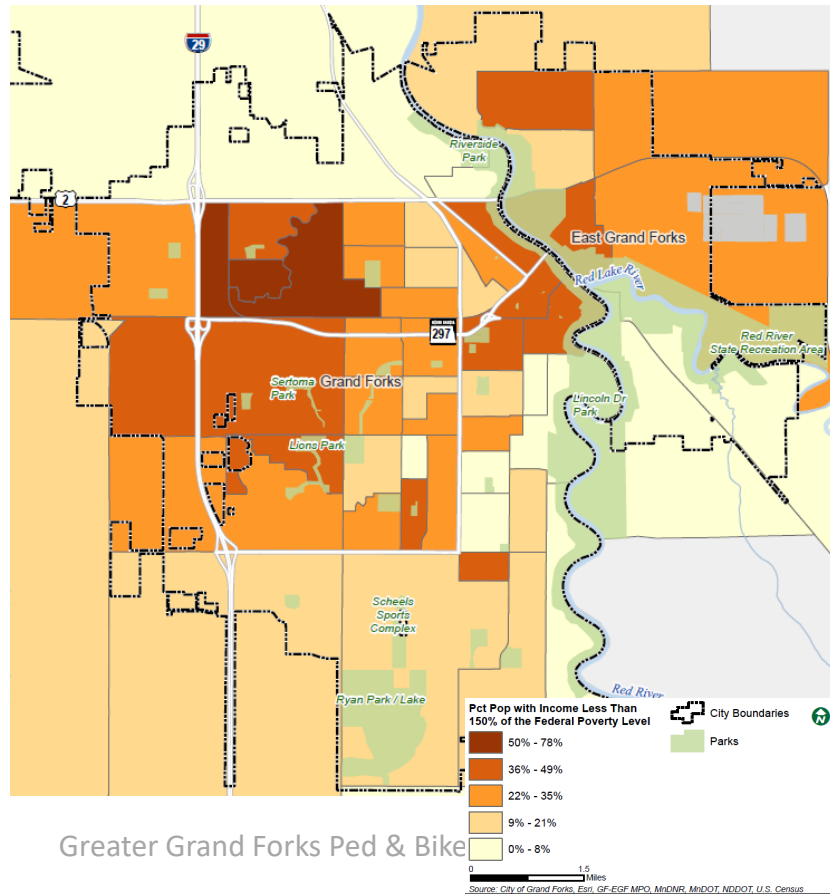
For more details and to RSVP visit theforks-bikepedplan.com

IF YOU NEED THIS TRANSLATED OR IN AN ALTERNATIVE FORMAT, PLEASE CALL (701) 746-2660

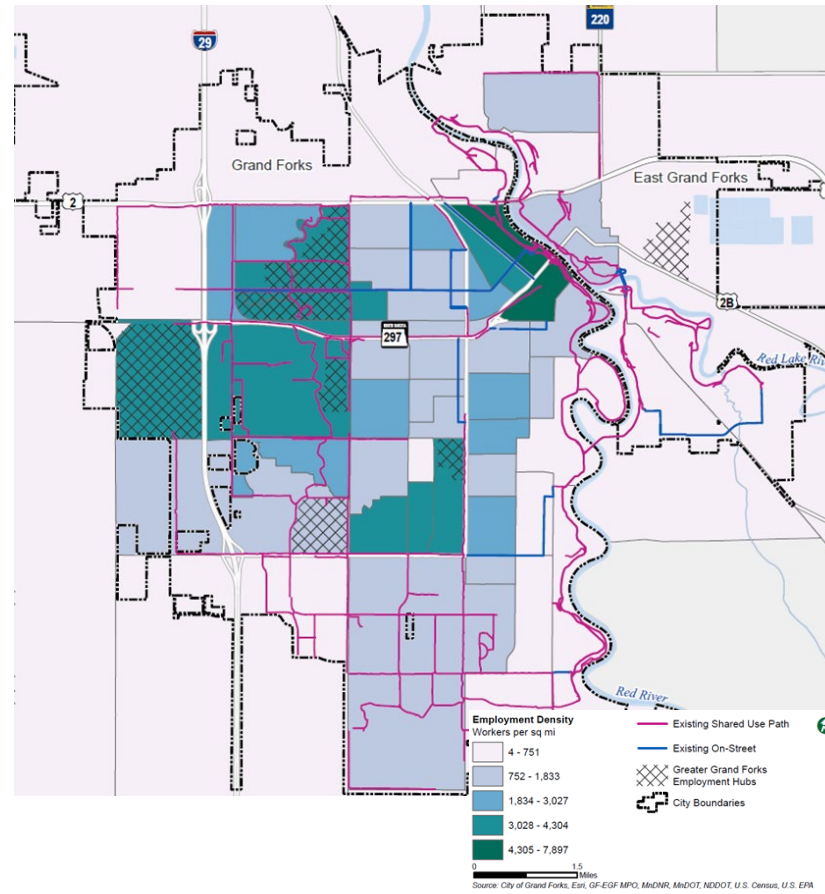
Needs/Demand/BLTS Analyses

A series of GIS-based analyses socioeconomic, equity, and built environmental factors to inform network development and project prioritization.

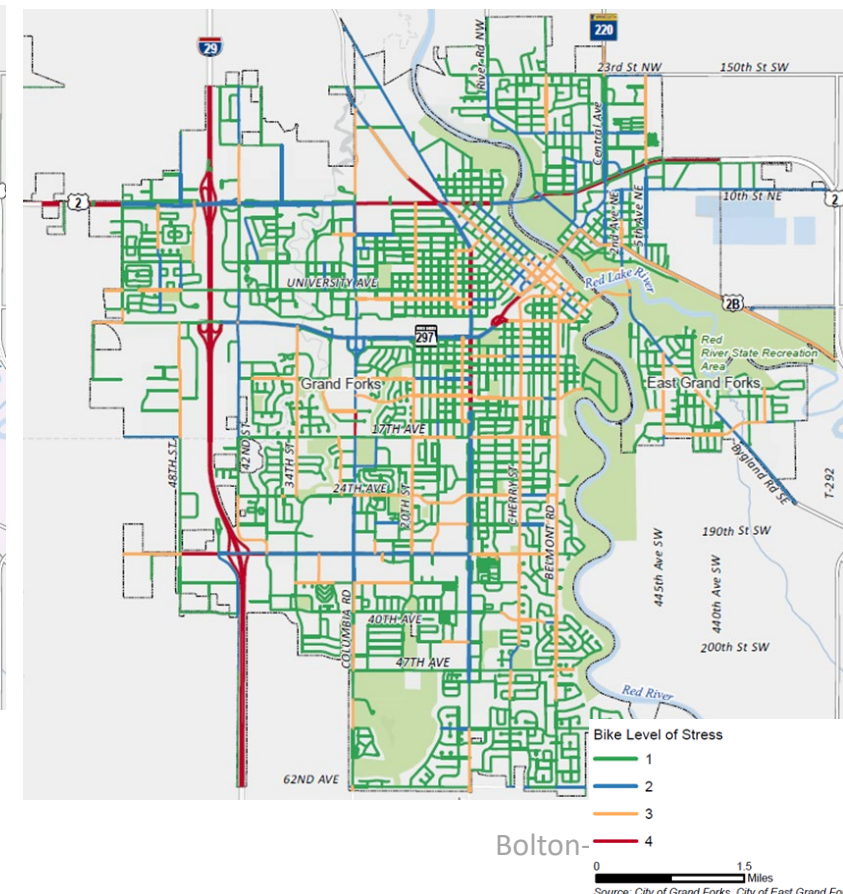
Needs Analysis - Poverty



Demands Analysis - Employment Density



Bicycle Level of Traffic Stress

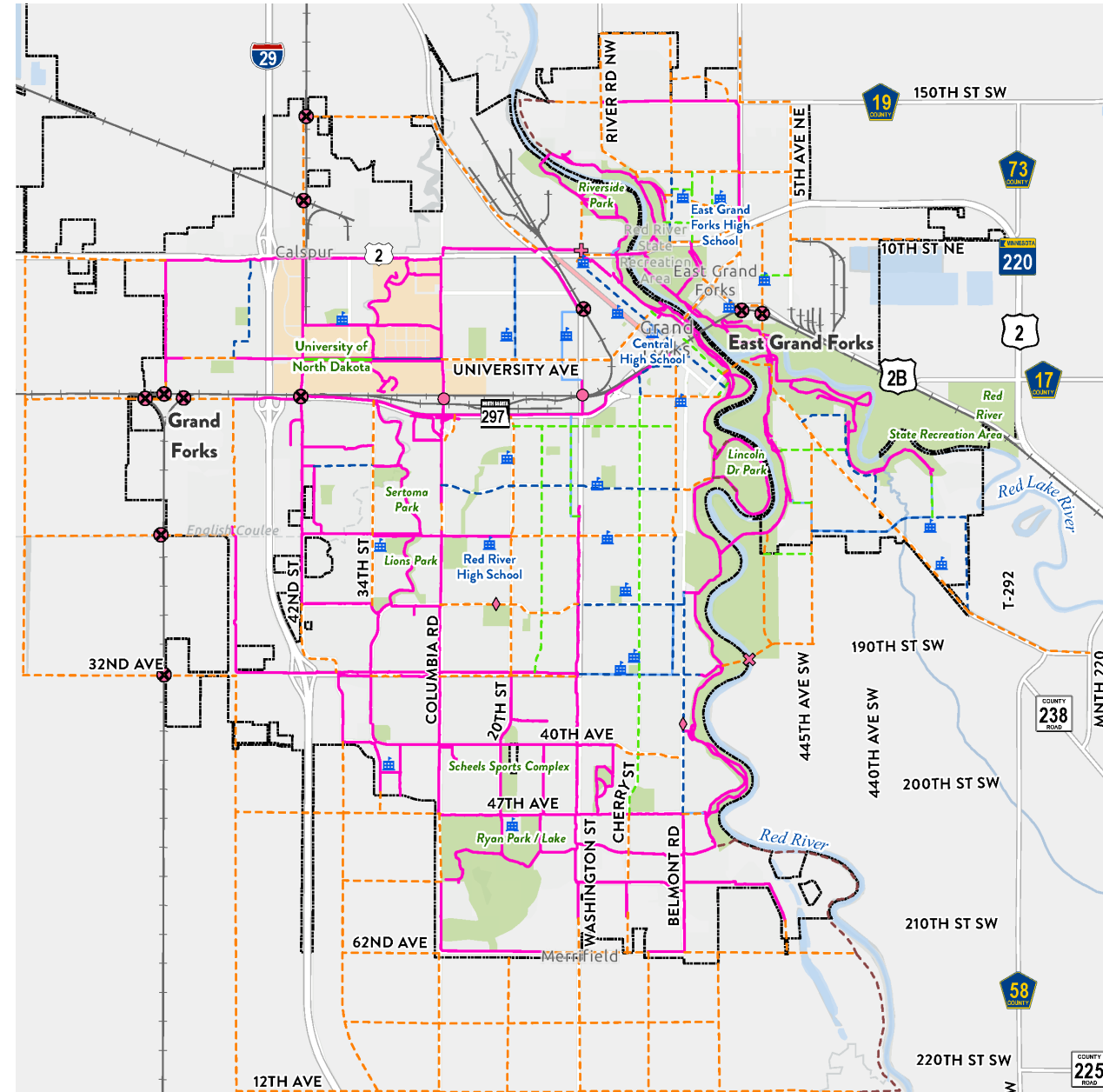
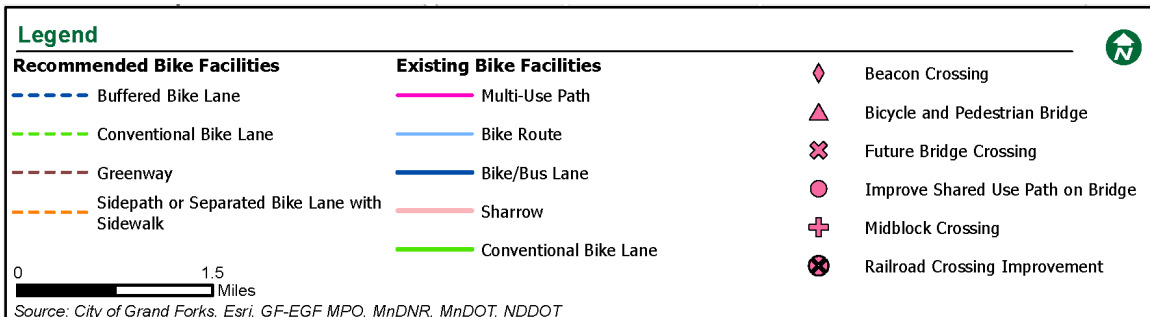


Recommendations

130 Miles of Recommended Facilities

- 18 miles of sidewalks
- 27 miles on-street bike facilities
- 85 miles of off-street trails
- Assorted Crossing Improvements

Design Guide for Implementation Program & Policy Recommendations



Sidewalks & Pedestrian Facilities

Sidewalk Gaps

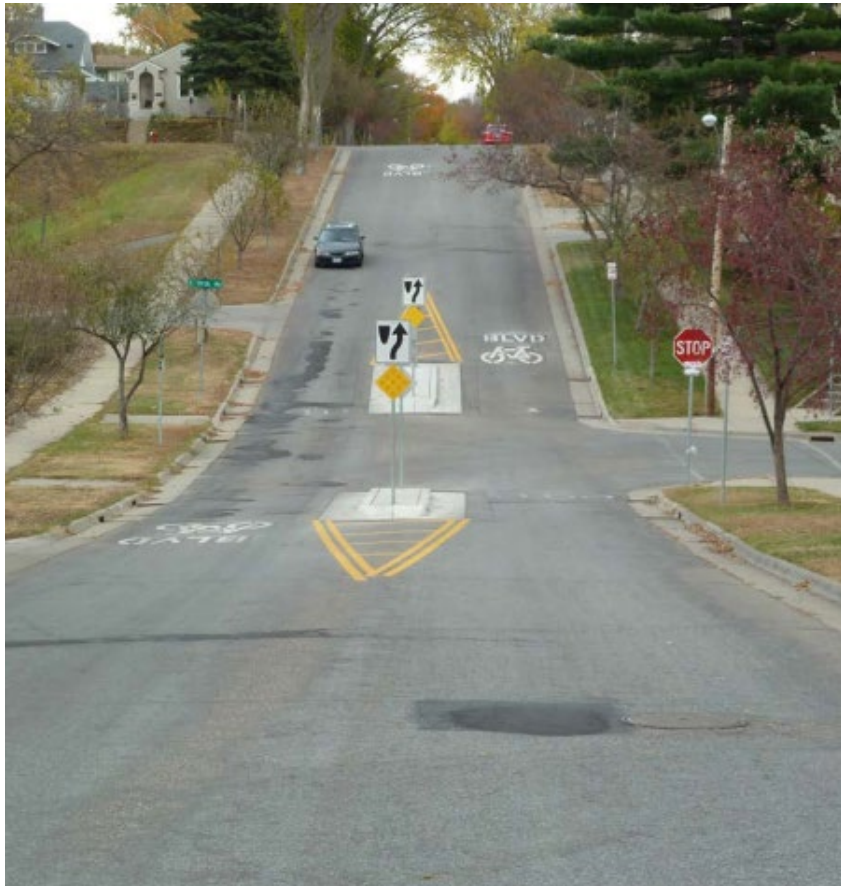


Crossing Barriers



On Street Cycling Facilities

Bike Boulevard



Bike Lane



Buffered Bike Lane



Off Street Facilities

Shared Use Path



Cycle Track/Side Path

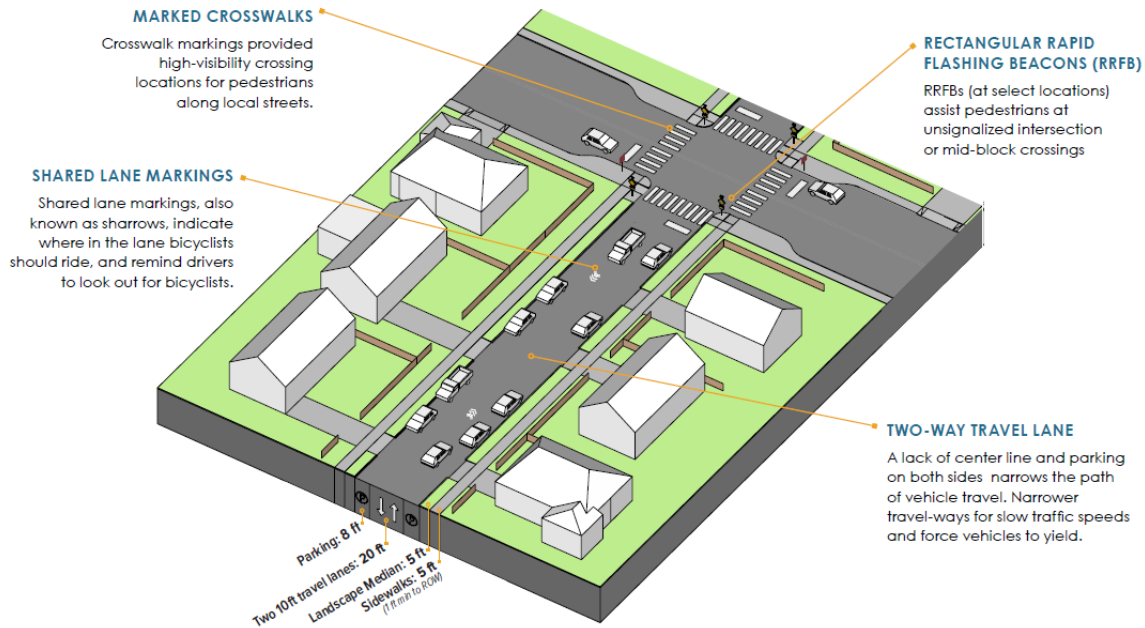


Design Guidelines

Street Typologies

LOCAL STREET

TYPICAL TRAFFIC VOLUMES	0-2,000	POSTED SPEED LIMIT	25	ROW WIDTH	80'
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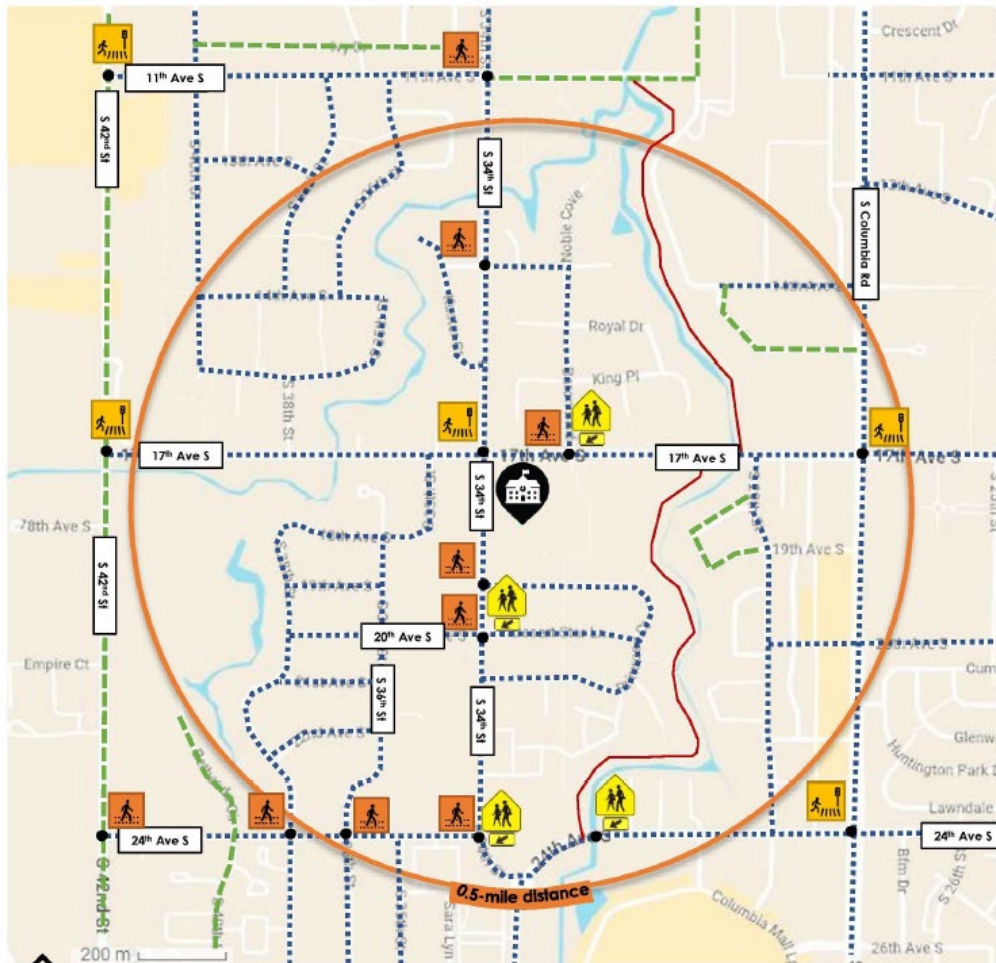
Toolbox for improving walkability and bikeability in Grand Forks and East Grand Forks.

Developed from National and State level guidance on bicycle and pedestrian planning

Intended to assist with facility selection

Provides typologies for common street configurations.

Implementation – Safe Routes to School

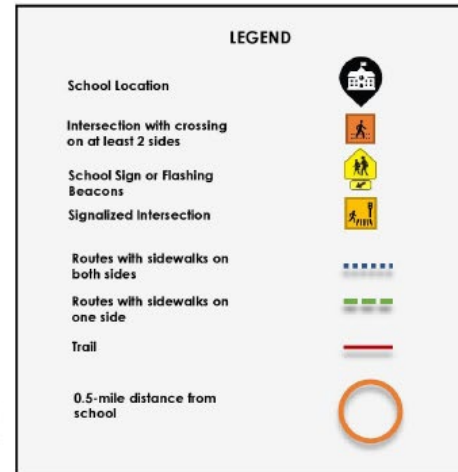


Safe Routes to School Planner Century Elementary School

Allow your child(ren) to walk a short, safe distance to school, or walk with them and enjoy some undistracted family time!

Note: When no sidewalks are available it is recommended that pedestrians walk facing the flow of traffic. Always stop and check for vehicles before crossing to the correct side of the street. Whenever possible please use sidewalks.

Based on studies, the threshold distance for a comfortable walk and bike to school for youth is near 0.5 miles (10-minute walk).



Safe Routes to School (SRTS)

Plan provides a combination of capital and programmatic investments to improve safety for children walking, biking, or rolling to schools. Resources include:

- Analysis of exiting non-infrastructure programs paired with recommendations, timing, and resources for improvement
- Updated Safe Routes to School Maps with a template that allows schools to replicate and update maps internally
- Analysis of School Walking Surveys from 14 Grand Forks and 1 East Grand Forks school.



Implementation – Project Prioritization

A quantitative and qualitative prioritization analysis developed from the existing conditions analysis that weighted GIS analysis with finding from project engagement. Prioritization factors include:

- Functional Classification (Pedestrian Projects Only)
- Signed Road Speed (Pedestrian Projects Only)
- Level of Traffic Stress (Bicycle Projects Only)
- Sidewalk Gap (Pedestrian Projects Only)
- Pedestrian/Bike Crash Location
- Employment Density
- Destination Density
- Schools
- Regional Barriers
- Environmental Justice Demographic Index
- Transit Stations
- Greenway Connection (Bicycle Projects Only)



Implementation - Priority Corridor Projects

11 projects along 7 corridors for Grand Forks

13 projects along 9 corridors for East Grand Forks.

Engagement with the following to determine high level project needs for :

Grand Forks

University Avenue – N 3rd St to N Columbia Rd

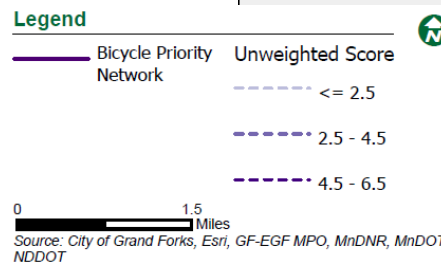
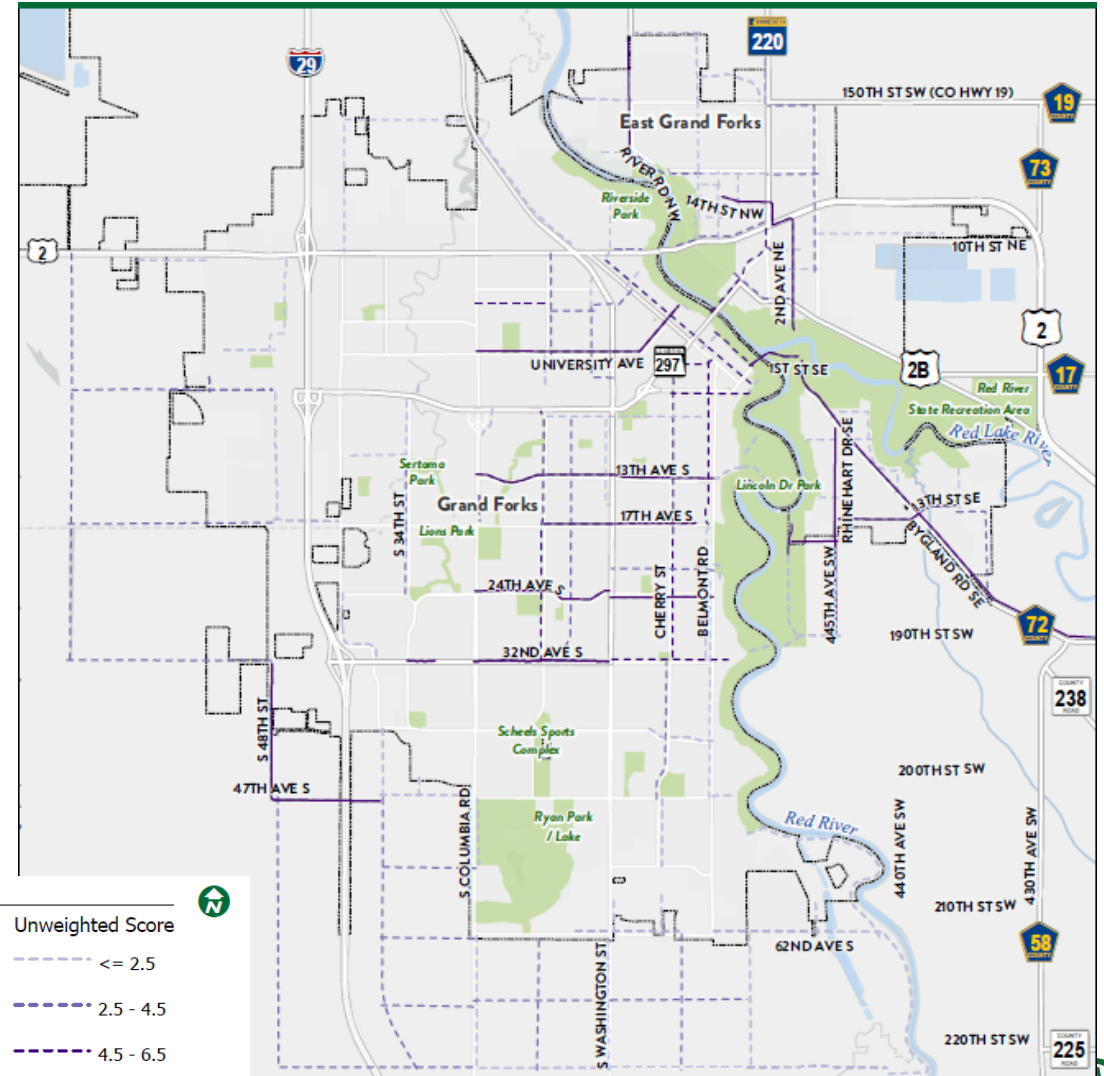
13th Avenue – S Columbia Rd to Greenway

17th Avenue – S 20th St to Belmont Rd

East Grand Forks

River Road - River Rd to 21st Northwest to Levee

Rhinehart Drive - Bygland Rd to Greenway Blvd



Implementation – Cost Estimates

	Facility Type	Annual O+M Cost	Capital Cost	Estimated Life
Linear Facilities	Concrete Trail (8' wide or less)	\$1,200 to \$2,000 / Mile	\$1,400,000 to \$1,700,000 / Mile	25+ years
	Concrete Trail (10' wide)	\$1,500 to \$2,500 / Mile	\$2,200,000 to \$2,500,000 / Mile	25+ years
	Asphalt Greenway (12' wide)	\$1,800 to \$3,000 / Mile	\$1,600,000 to \$1,900,000 / Mile	25+ years
	On-Street Bikeways (8' wide)	\$50,000 to \$100,000 / Mile	\$100,000 to \$150,000 / Mile	20 years
	Sidewalks (5' wide concrete)	\$500 to \$1,000 / Mile	\$500,000 to \$600,000 / Mile	25 to 40 years
	Separated Bikeways (8' wide)	\$1,500 to \$2,500 / Mile	\$2,700,000 to \$3,100,000 / Mile	20 years
Crossing Treatments	Kiosk-Style Signs	Minimal	\$5,000 - \$25,000	20 years
	Wayfinding Sign	Minimal	\$1,000 - \$1,500	20 years
	Pedestrian/Bicycle Tunnel	\$2,000 - \$5,000 / yr	\$800,000 - \$1,500,000	50 years
	Pedestrian/Bicycle Overpass	\$10,000 - \$20,000 / yr	\$1,500,000 - \$3,000,000	50 years
	ADA Curb Ramp Retrofit	Minimal	\$5,000 - \$10,000 / Ramp	25 to 40 years
	Half Corner Curb Extension	Minimal	\$20,000 - \$30,000 / Quadrant	25 to 40 years
	Full Corner Curb Extension	Minimal	\$35,000 - \$55,000 / Quadrant	25 to 40 years
	High Visibility Crosswalks	\$1,000 - \$2,500	\$1,000 - \$2,500	2 to 5 years
	Median/Refuge Island (6' to 8' wide)	Minimal	\$25,000 - \$40,000 / 100 LF	25 to 40 years
	Crossing Signs	Minimal	\$500 - \$1,500	7 to 10 years
Signals	HAWK (Pedestrian Hybrid Beacon Signal)	\$4,000 - \$6,000 / yr	\$200,000 - \$250,000	20 years
	RRFB (Rectangular Rapid Flashing Beacons)	Minimal	\$20,000 - \$30,000	20 years
	Flashing Warning Sign	Minimal	\$4,000 - \$8,000	10 to 15 years
	Signalized Intersection	\$6,000 - \$10,000 / yr	\$400,000 - \$500,000	20 years
	Upgrade Signal Cabinet for Push Buttons	Minimal	\$3,000 - \$5,000	20 years
	Pushbutton Station	Minimal	\$2,000 - \$4,000	20 years
	Countdown Head	Minimal	\$1,250 - \$2,000	20 years
	Relocate Signal Pole	Minimal	\$10,000 - \$25,000 / Pole	20 years
	Pedestrian Level Lighting	\$800 - \$1,000 / yr	\$6,000 - \$15,000 / Light	20 years
	Street Light at Intersection	\$1,200 - \$1,800 / yr	\$7,500 - \$10,000 / Light	20 years
Amenities	Bike Repair Station	\$50 - \$100	\$500 - \$1,500	5 years
	Bench	Minimal	\$3,000 - \$5,000	10 years
	Trash/Recycling Cans	Minimal	\$2,500 - \$3,500	10 years
	Bike Parking Rack	Minimal	\$1,500 - \$2,000	20 years

Intended to assist city engineering and public works staff in the development of planning level costs for projects.

- Capital costs were estimated based on completed project costs in North Dakota and Minnesota
- Includes operations and maintenance costs



Implementation – Policy & Program Review

Increase support for established criteria for the national **Walk Friendly Community** and **Bike Friendly Communities** designation programs.

Focused on categories of **Education, Encouragement, Equity, and Evaluation** to support the **Engineering (infrastructure) initiatives and investments.**

Initiative were developed and refined through:

- Steering Committee Engagement
- Public Engagement efforts
- Review of existing policies and plans



THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880



Questions?

Grand Forks – East Grand Forks MPO

Stephanie Halford

701-746-2660

Stephanie.Halford@theforksmpo.org

Bolton & Menk (Consultant)

Cody Christianson – Transportation Project Manager

(952) 426-2700 x 3496

cody.christianson@bolton-menk.com

John Cock – Senior Project Manager

704-376-1555 x 3870

john.cock@bolton-menk.com

<http://www.theforks-bikepedplan.com/>



Additional Information

The following slides are provided to give a more detailed description of the methodologies used for the following analyses:

- Needs Analyses
- Demands Analyses
- Bicycle Level of Traffic Stress Analyses

The Greater Grand Forks Bike/Ped Plan includes a detailed summary and technical memoranda for the project Needs, Demand, and Prioritization Analyses.



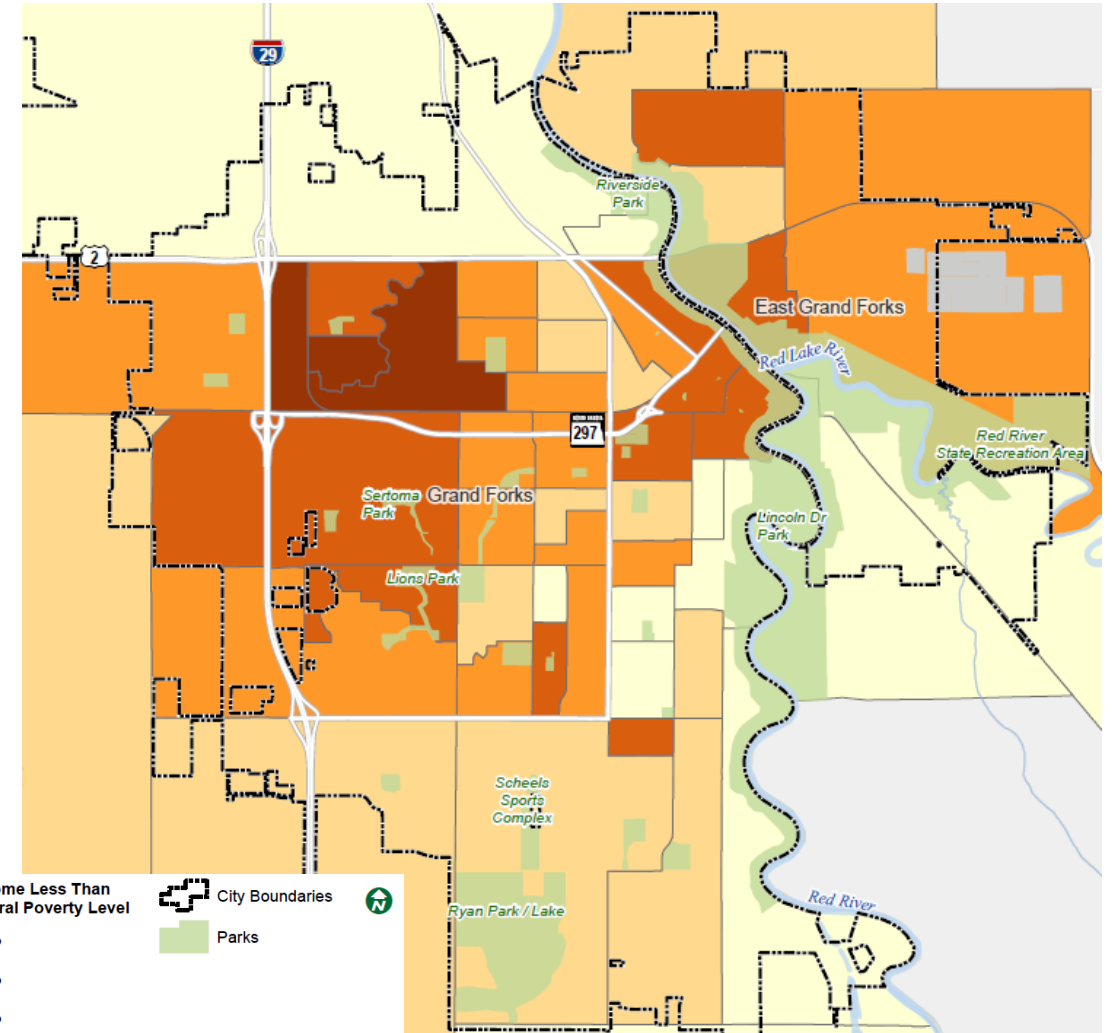
Walking and Biking Needs Analysis

Methodology

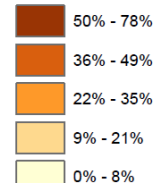
An GIS-based equity analysis that looked at four socioeconomic factors to inform network development and project prioritization

- Rates of Poverty
- Non-White Population
- Dependent Ages
- Disability Status

Goal: Help target investments where need is greatest



Pct Pop with Income Less Than 150% of the Federal Poverty Level



City Boundaries
Parks



0 1.5 Miles

Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT, U.S. Census



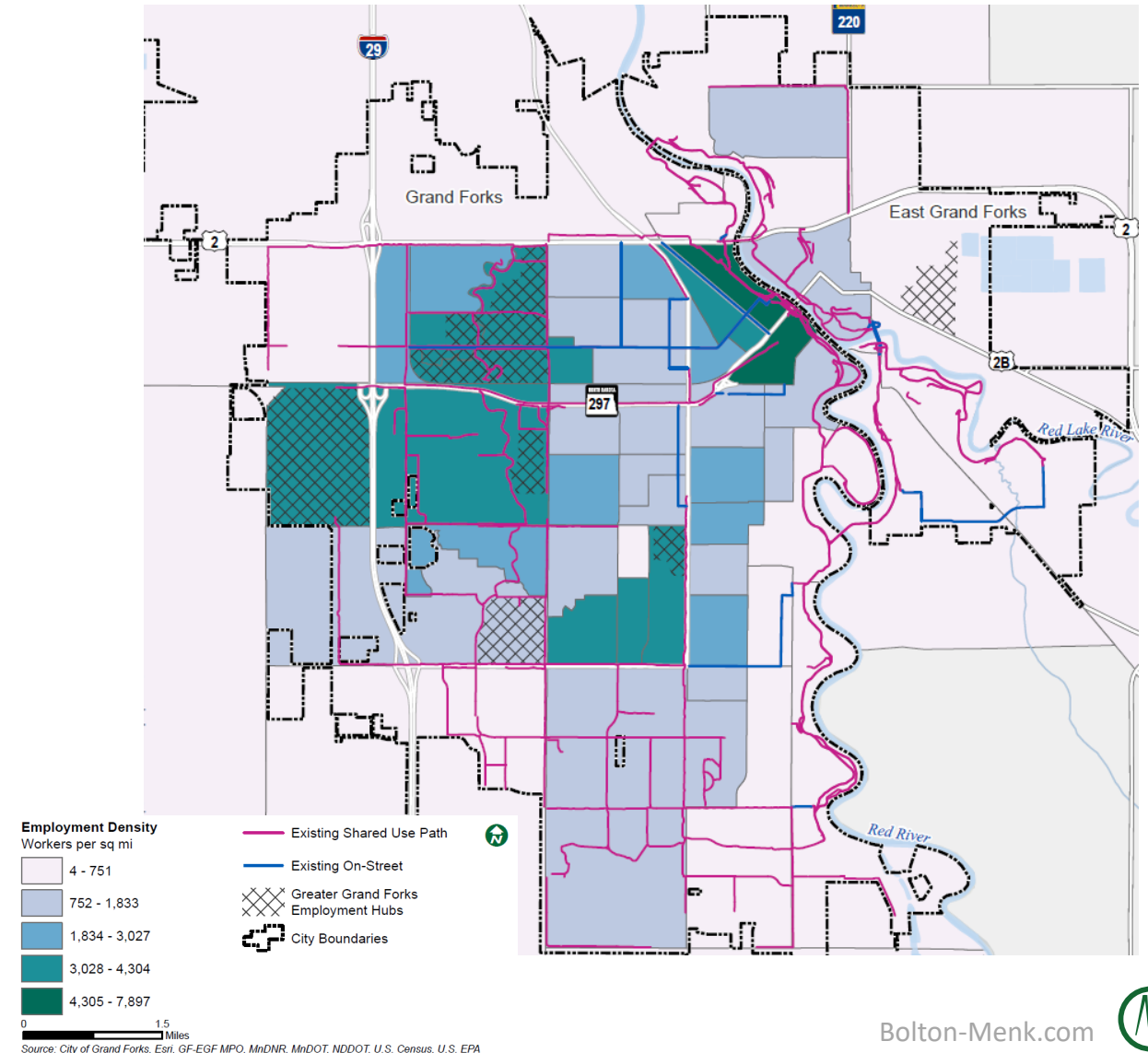
Walking and Biking Demands Analysis

Methodology

An GIS-based analysis used to identify areas that generate significant amounts of walking and biking activity:

- Population Density
- Employment Density
- Ratio of Housing to Employment
- Connections to Existing Network
- Community Destinations
- Schools

Goal: Target investment where it will increase modal choice to important destinations



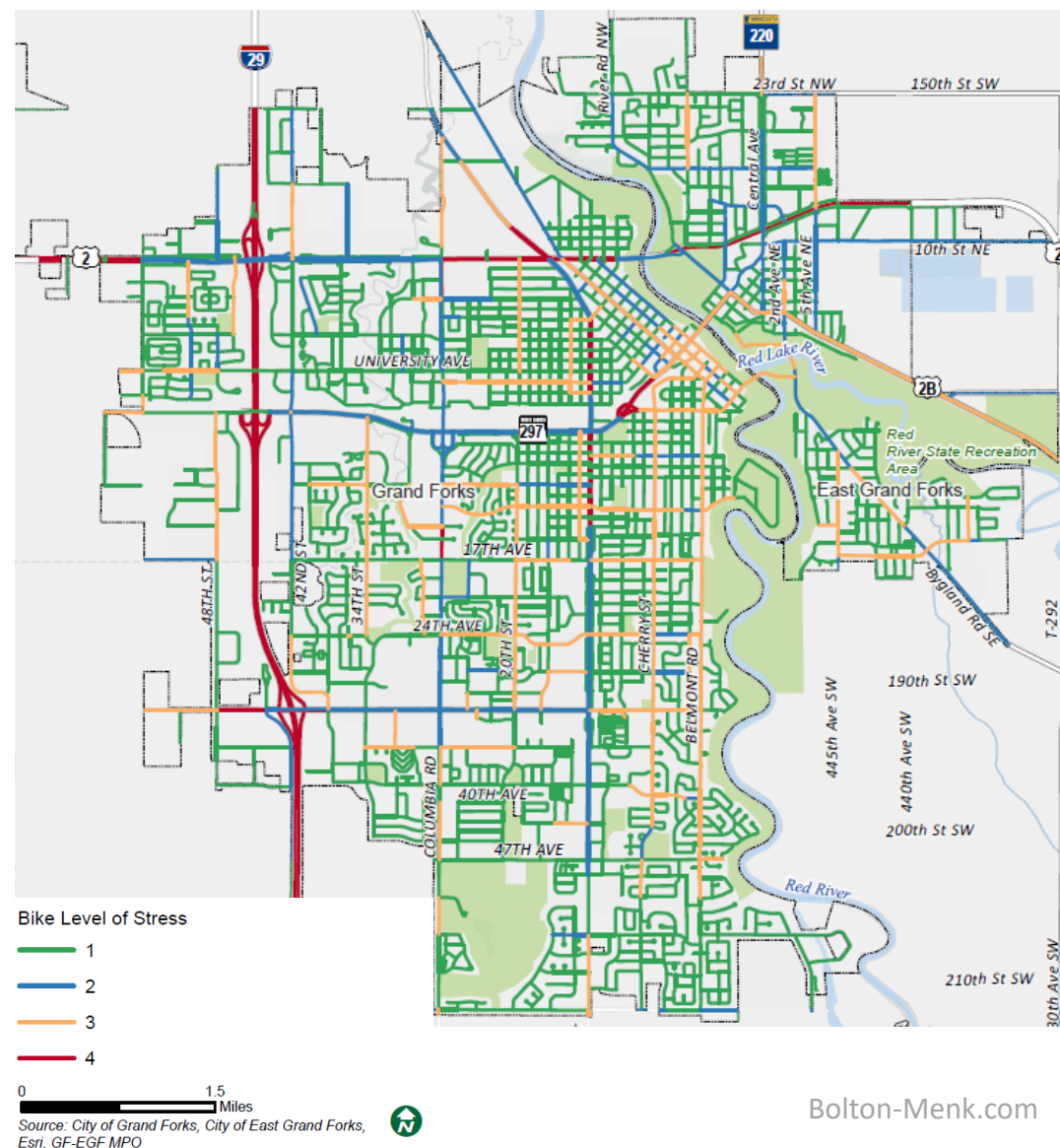
Level of Traffic Stress Analysis

Methodology

Bicycle Level of Traffic Stress (BLTS) is a data driven methodology that quantifies the relationship of cyclist comfort in relation to roadway characteristics.

- BLTS 1 – No Stress (Interested but Concerned)
- BLTS 2 – Low Stress (Interested but Concerned, Somewhat Confident)
- BLTS 3 – Moderate Stress (Somewhat Confident, Highly Confident)
- BLTS 4 – High Stress (High Confident)

Goal: Expanding the BLTS 1 and BLTS 2 network.





MPO Staff Report
Technical Advisory Committee:
June 14, 2023
MPO Executive Board:
June 21, 2023

RECOMMENDED ACTION: Approval of the FY2023-2026 TIP amendment to the MPO Executive Board.

TAC RECOMMENDED ACTION:

Matter of approval of the FY2023-2026 TIP amendment to the MPO Executive Board.

Background:

The MPO has adopted the FY2023-2026 TIP. All projects or phases of the project included in the adopted TIP will be programmed to the amount needed to complete the project or phase and in a time frame that allows all project requirements to be met by the deadline. Unfortunately, project costs may rise or fall because of forces outside the project sponsor’s control. In the same way, projects may not be able to be completed in the time frame originally estimated. For these and other reasons, sponsors may find it necessary to request revisions to the adopted TIP.

Proposed amendments to the TIP:

- Cost of project changed requiring an amendment.

Project as it is currently in TIP

East Grand Forks #220004	East Grand Forks	DeMers Ave	On DeMers Ave (USB2) at 2nd St NW & 4th St NW, Signal System Replacement/ADA Improvements				REMARKS:							
	MnDOT	Principal Arterial	Project # 6001-68				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
	Signal Replacement	Discretionary	1,200,000	643,218	146,782	0	410,000	CONSTR.				1,200,000		
	Statewide Performance Program							TOTAL					1,200,000	

Project Amendment:

East Grand Forks #220004	East Grand Forks	DeMers Ave	US 26 (DEMERS AVE), IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS.	REMARKS:								
	MnDOT	Principal Arterial			700,000	284,970	65,030		350,000	Operations	0	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA		
	Signal Replacement	Discretionary	Project # 6001-68	4,200,000	643,218	446,782	0	410,000	CONSTR.	700,000		
				Statewide Performance Program					TOTAL	700,000		

Findings and Analysis

- The cost change is more than 25%.
- Amendment process needs a public hearing.
- The proposed project amendments are consistent with the MPO MTP.

Support Materials:

- Amendment 4 – FY2023-2026 document
- MnDOT Notification

RE: TIP Amendment request- SP 6001-68 (Hwy 2B Demers Ave signal replacement)

From: Mason, Jonathon (DOT) (jon.mason@state.mn.us)
 To: stephanie.halford@theforksmmpo.org; teri.kouba@theforksmmpo.org
 Cc: donna.pence@state.mn.us; erika.shepard@state.mn.us
 Date: Tuesday, May 30, 2023 at 09:51 AM CDT

Minor correction request to the technical description highlighted in red to denote the street name "Demers Ave"

From: Mason, Jonathon (DOT)
Sent: Tuesday, May 30, 2023 9:10 AM
To: stephanie.halford@theforksmmpo.org; Teri Kouba <teri.kouba@theforksmmpo.org>
Cc: Pence, Donna (DOT) <donna.pence@state.mn.us>; Shepard, Erika (She/Her/Hers) (DOT) <Erika.Shepard@state.mn.us>
Subject: TIP Amendment request- SP 6001-68 (Hwy 2B Demers Ave signal replacement)

Hi Stephanie and Teri,

We have a TIP Amendment request for the MPO's June process. The project is SP 6001-68, which is the Hwy 2B Demers Ave signal replacement project at 2nd street and 4th street. This project has fiscal year 2024 funding, but a letting date in August, 2023 for the awarded contractor to begin acquiring the materials for 2024 construction. This request will affect the FY 2023-2026 TIP as well as the 2024-2027 TIP.

SP 6001-68	Total Cost	Federal (MnDOT)	State TH (MnDOT)	Local (City)
Current	\$1,200,000	\$643,218	\$146,782	\$410,000
Proposed	\$700,000	\$284,970	\$65,030	\$350,000

The technical description will remain the same: "US 2B (DEMERS AVE), IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS"

This cost estimate revision is a result of an updated plan set and estimate that realized previously identified ADA sidewalk work beyond the signal locations was completed in 2021 under a City led Local Partnership Program (LPP) project with funding through MnDOT. The current project as estimated at \$700,000 will replace the traffic signals and address ADA at the necessary intersection quadrants.

Thanks,

Jon Mason
 District Planning Director | District 2

Minnesota Department of Transportation
 3920 Highway 2 West
 Bemidji, MN, 56601
 Phone: 218-407-1917
mndot.gov/



GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	2023	2024	2025	2026		
									Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
East Grand Forks #220004	East Grand Forks	DeMers Ave	US 2B (DEMERS AVE), IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS. Project # 6001-68	REMARKS:										
	MnDOT	Principal Arterial		700,000	284,970	65,030		350,000	Operations		0			
	Signal Replacement	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		0			
				1,200,000	643,218	146,782	0	449,000	R.O.W.		NA			
				Statewide Performance Program					CONSTR.		700,000			
				TOTAL					TOTAL		700,000			
East Grand Forks #223040	East Grand Forks	MN 220	**CHAP 3**AC**: MN 220 FROM CSAH 19 (EAST GRAND FORKS) TO 0.3 MI S JCT CSAH 22, GRADING AND CONCRETE PAVEMENT AND INSTALL MOMENT SLAB FOR GUARDRAIL OVER BOX CULVER BR 95119 (AC PROJECT, PAYBACK IN 2036) Project # 6017-45	REMARKS:										
	MnDOT	Major Arterial		Operations										
	Reconstruction	Discretionary		Capital										
				19,000,000	15,469,800	3,530,200			P.E.					
				STBGP					R.O.W.					
				TOTAL					CONSTR.		19,000,000			
				TOTAL					TOTAL		19,000,000			
East Grand Forks #223039	East Grand Forks	5th Ave NW	**CPR** CITY OF EAST GRAND FORKS, INSTALL SIDEWALK ALONG 5TH AVE NW FROM 4TH ST NW TO THE BUS SHELTER NORTH OF 4TH ST NW AND INSTALL TRAIL ALONG 4TH ST NW FROM 5TH AVE NW TO EXISTING TRAIL WEST OF THE FLOODWALL.. Project# 119-090-007	REMARKS Other- City State Aid Maintenance Funds										
	East Grand Forks	Minor Collector		Operations										
	Construction	Discretionary		Capital										
				104,149	35,020		69,129		P.E.					
				CPR Funds					R.O.W.					
				TOTAL					CONSTR.		104,149			
				TOTAL					TOTAL		104,149			



MPO Staff Report
Technical Advisory Committee:
June 14, 2023
MPO Executive Board:
June 21, 2023

RECOMMENDED ACTION: PROTECT Solicitation Announcement

TAC RECOMMENDED ACTION:

Matter of the Solicitation of projects for PROTECT Funding.

Background:

IIJA, or BIL, established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. The goal of the program is to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The PROTECT Program consists of a formula funding program and a discretionary funding program.

On May 19th MnDOT announced the solicitation for projects within the Northwest Minnesota Area Transportation Partnership (ATP-2). This project proposal solicitation is for projects that can be delivered in fiscal years 2024 and 2025. The federal funding available within ATP-2 is \$500,000 in fiscal year 2024 and \$500,000 in fiscal year 2025. The federal participation is capped at 80% and requires a minimum 20% match.

Eligible applicants include Cities, counties, tribal governments, and transit agencies. Cities under 5,000 in population, townships, and non-profit entities, such as educational facilities, need to obtain a project sponsor. Any projects that fall within the Forks MPO study area must submit the application to the MPO, who will submit it to the ATP-2 by the deadline.

Project types include, but not limited to:

- Mitigation measures that prevent the intrusion of floodwaters into surface transportation systems.
- Strengthening systems that remove rainwater from surface transportation facilities.
- Relocating roadways above projected flood elevation levels, or away from slide prone areas.

- Stabilizing slide areas or slopes.
- Installing riprap.
- Installing seismic retrofits on bridges.
- Lengthening or raising bridges to increase water way openings, including to respond to extreme weather.
- Increasing the size or number of drainage structures.
- Adding scour protection at bridges.
- Vegetation management practices to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control.

The PROTECT formula program [guidance](#) from the Federal Highway Administration (FHWA) offers a list of additional eligible resilience improvements. This is not an exhaustive list as selecting the appropriate improvement is a project specific decision that is context dependent. MnDOT and MPO staff are available to advise on project eligibility.

Applications are due to the Forks MPO staff by noon on Wednesday July 26th.

Findings and Analysis

- Project applications will be prioritized at our August meeting.

Support Materials:

- Copy of ATP-2 PROTECT Application
- Copy of Evaluation Scoring Criteria

PROTECT Program Solicitation

May 19, 2023

Greetings,

The Northwest Minnesota Area Transportation Partnership (ATP-2) is now soliciting project proposals for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation PROTECT program. The PROTECT is a new program created by the Federal Transportation Bill titled Infrastructure Investment and Jobs Act (IIJA). The purpose of the program is to help make surface transportation more resilient to natural hazards, including climate change, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes.

This project proposal solicitation is for projects that can be delivered in fiscal years 2024 and 2025. Over the next year, MnDOT will work with partners to develop a Resilience Improvement Plan, which will set investment priorities and process in Minnesota for future years of the PROTECT program.

The federal funding availability within ATP-2 is \$500,000 in fiscal year 2024 and \$500,000 in fiscal year 2025. The federal funding participating is capped at 80% and requires a minimum 20% match. The Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) is conducting a concurrent solicitation for eligible projects within its urbanized area and jurisdictions within the MPO are encouraged to contact MPO staff to learn more.

Eligible applicants include cities, counties, tribal governments, and transit agencies. Cities under 5,000 population, townships, and non-profit entities, such as educational facilities, need to obtain a project sponsor.

Project types include, but are not limited to:

- Mitigation measures that prevent the intrusion of floodwaters into surface transportation systems
- Strengthening systems that remove rainwater from surface transportation facilities.
- Relocating roadways above projected flood elevation levels, or away from slide prone areas
- Stabilizing slide areas or slopes
- Installing riprap
- Installing seismic retrofits on bridges
- Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
- Increasing the size or number of drainage structures.
- Adding scour protection at bridges
- Vegetation management practices to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control.

The [PROTECT formula program guidance](#) from the Federal Highway Administration (FHWA) offers a list of additional eligible resilience improvements. This is not an exhaustive list of eligibilities as selecting the appropriate resilience improvement is a project-specific decision that is context dependent. MnDOT is available to advise on selecting the appropriate resilience improvement and confirming eligibility with the local FHWA Division.

ATP-2 PROTECT Program application

Project Information

1. Name of project: [Click here to enter text.](#)
2. Project is located in which county(ies): [Click here to enter text.](#)
3. Brief project description (please limit to under approximately 40 words): [Click here to enter text.](#)
4. Project year: [Click here to enter text.](#)
5. Project applicant: [Click here to enter text.](#)

Contact Information

6. Contact person (from applicant agency/organization): [Click here to enter text.](#)
7. Mailing address: [Click here to enter text.](#)
8. Phone: [Click here to enter text.](#)
9. Email: [Click here to enter text.](#)
10. Sponsoring agency (if different than applicant): [Click here to enter text.](#)
11. Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Project budget

12. Total project cost estimate: [Click here to enter text.](#)
13. If applicable, total amount and source of additional federal funds currently awarded to the project: [Click here to enter text.](#)
14. Total amount and source of local funds committed to the project: [Click here to enter text.](#)
15. Total amount of PROTECT funds requested: [Click here to enter text.](#)

Detailed application questions

16. Describe how the project will result in increased transportation infrastructure resilience to natural hazards: [Click here to enter text.](#)
 - a. *Please include the vulnerability within the project area. E.g., severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, and extreme temperatures and precipitation? Is there anecdotal evidence from planning, engineering and maintenance staff that the project is in a vulnerable area? Is the project located in a flood plain?*
17. Describe the proposed deliverability schedule to ensure project authorization by June 7th of the requested funding year [Click here to enter text.](#)
 - a. *Please include the agency's history with delivering federal aid projects and understanding of the process*
 - b. *Describe any public engagement that has taken place or public sentiment on the proposed project*
18. Describe the financial capacity of the agency to ensure the required local funding is available to deliver the project [Click here to enter text.](#)
 - a. *Please describe the status of the minimum 20% local match*

b. *Please explain the status of any other local costs associated with developing and constructing this project.*

19. Describe the current and future maintenance of the transportation facility being improved. [Click here to enter text.](#)

a. Please include the agency's history with maintaining the existing facility.

i. Include asset condition information and the agency's prior maintenance activities

b. Is the project making a resilience improvement to a vulnerable asset that wouldn't otherwise be fixed in the next three years? *Consider culvert condition, bridge culvert condition, and scour critical bridges.*

c. *Describe your agencies experience maintaining similar facilities or equipment*

20. Explain how the project will benefit disadvantaged communities: [Click here to enter text.](#)

Will the project benefit communities by addressing issues associated with climate change? Consider opportunities for Disadvantaged Business Enterprise (DBE)/small contractors to bid on this work (e.g. combine with existing programs targeted to DBEs). Please reference the [Climate and Economic Justice Screening Tool](#) results at the project location

21. Describe the status of the environmental document and any associated permitting necessary to complete the project: [Click here to enter text.](#)

22. Describe the status of right of way necessary to complete the project: [Click here to enter text.](#)

a. *If additional right of way is required, describe the path to obtaining the right of way*

23. Describe if and how adjacent properties will be impacted as a result of this project: [Click here to enter text.](#)

a. *Are adjacent property owners in support of this project?*

Application submittal

Applications are due by 4:00 p.m. on Friday, August 18th by emailing a .pdf document with responses to the 23 questions as well as any maps or images to support the application.

Applications are to be sent to: Troy.Schroeder@state.mn.us

If you have questions about the eligibility of your project, please coordinate with Troy Schroeder and Brian Shekleton, MnDOT Principal Climate and Resilience Planner, to determine eligibility prior to submitting an application.

Evaluation & prioritization process

ATP-2 staff will conduct a preliminary evaluation to rank all applications received using the following criteria:

1. Project eligibility to receive PROTECT funding
2. Vulnerability of the project location
3. Asset condition
4. Level of benefits to disadvantaged communities. i.e. How the project impacts Justice40 defined disadvantaged communities using the Climate and Economic Justice Screening Tool.
5. Project initiation and completion timeline

Proposed projects will be ranked in priority order. Starting with the #1 ranked project, the requested PROTECT funds will be deducted from the available funding pool each year, then the funds from the #2 ranked project will be deducted, etc., until all the funds have been accounted for.

ATP-2 staff will then submit their preliminary project ranking to the ATP-2 for its review, consideration, and recommendation during fall meeting.

Sincerely,

Troy Schroeder
MnDOT District 2 Senior Transportation Planner

ATP -2: Fiscal year 2024 and 2025 PROTECT program evaluation criteria

The 2021 federal transportation bill established a new program to improve transportation infrastructure resiliency. Minnesota-specific guidance will be developed in 2023 to help establish program priorities for both MnDOT and ATPs; However, ATPs are soliciting for projects in spring/summer of 2023 to provide local governments enough time to deliver projects in federal fiscal years 2024 and 2025.

FY 2024-2025 Scoring Criteria

In the absence of statewide guidance, the ATP will be tasked with developing criteria for the current solicitation. Please review the scoring breakdown and provide any comments.

A. Risk Mitigation Impact (40 points available)

- The project will provide for increased transportation infrastructure resiliency or otherwise mitigate the impacts of extreme weather
 - Applicant has provided data demonstrating existing risks and/or how the project will mitigate for extreme weather impacts
 - Applicant consulted with agency staff to advise on project proposal

B. Deliverability (15 points available)

- Is it realistic to deliver this project with federal funds? Can the authorization deadline be met? Projects must be authorized by June 7 of the awarded fiscal year.
- Organization has experience delivering other federal-funded projects.
- Public will generally be in favor of using the funds

C. Financial (15 points available)

- The agency has identified where the matching funds (20%) will come from as well as any other local costs needed to deliver the project

D. Maintenance (10 points available)

- The asset is in a condition where the proposed repair, rehab, or replacement are necessary. The agency has experience maintaining similar facilities or equipment. There are assurances that the investment will be maintained and operational into the future.

E. Equity (5 points available)

- Project will positively benefit disadvantaged communities
- Applicant discussed opportunities and assurances to considering contracting with DBE's

- Project is located within an area identified as disadvantaged, according to the [Climate and Economic Justice Screening Tool](#)

F. Environmental (5 points available)

- Does the project have any environmental impacts that need agency approval
- Are there environmental improvements resulting from project

G. Right of Way (5 points available)

- Does this project require the purchase/acquisition of Right of Way

H. Impact to adjacent properties (5 points available)

- Does the project have positive or negative impacts to adjacent properties



MPO Staff Report
Technical Advisory Committee:
June 14, 2023
MPO Executive Board:
June 21, 2023

STAFF RECOMMENDED ACTION: Information Only

TAC RECOMMENDED ACTION:

Matter of update to the 2050 Street and Highway Plan and Traffic Demand Model Baseline Results

Background:

The five-year update to the Street and Highway Plan provides an opportunity for the community partners to revisit the changing priorities and needs for the regional system. Going beyond just checking the boxes of federal requirements but reviewing shifting growth patterns and community priorities. HDR and team plan to put emphasis on community engagement throughout the process. HDR has teamed up with CPS, Ltd. And Praxis Strategy Group to help drive community engagement and stakeholder engagement.

The consultant will be utilizing the MPO's TAC to provide input and oversight throughout the study process. Since the TAC meets monthly, and will meet as needed, to provide input and guidance through the study process, particularly at key decision points in the study. At the June TAC meeting HDR and team will give you an update on where we are in the process. ATAC will also go over the results of the traffic demand model.

Findings and Analysis:

- The Street & Highway plan is an element of the MTP

Support Materials:

- Presentation



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

TAC UPDATE

JUNE 14, 2023

AGENDA

- Progress to Date
- Discussion of Travel Demand Model
- Draft 2050 Traffic Forecasts and Conditions



INTRODUCTION

Every 5-years the MPO updates their Metropolitan Transportation Plan (MTP), following 49 United States Code (USC) 5303(i), to accomplish the objectives outlined by the MPO, the state, the transit provider, and other partners to the development of the metropolitan area's transportation network.

This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals for a 20+-year planning horizon, while remaining fiscally constrained.

Streets and Highways
Transit Development
Bicycle and Pedestrian

Metropolitan
Transportation Plan

2050 STREET AND HIGHWAY PLAN SCHEDULE

Alternatives Analysis	Now - July 2023	← Open House 2 (June 21 st)
Financial Plan	Now - Aug 2023	
Recommendations	Aug / Sept 2023	
Draft Plan	Oct 2023	← Open House 3
Final Plan Adoption	Dec 2023	

COMPLETED SCHEDULE

- Review Previous Plans ✓
- Existing Conditions ✓
- Federal Guidance ✓
- Public Meeting in November 2022 ✓



PUBLIC ENGAGEMENT RESULTS



- November 2022 Engagement Events
 - Stakeholder Discussion
 - Public Open House
- Key Themes
 - Plan should prioritize:
 - Safety
 - Efficiency and Reliability
 - Bicycle and Pedestrian Connections



GOALS OBJECTIVES

Goal	Description	Objective
<p>Efficient and Reliable</p> 	<p>Supports the efficient movement of people and goods across a reliable multimodal transportation system</p>	<ul style="list-style-type: none"> • Limit recurring peak hour congestion • Improve travel reliability on the non-Interstate NHS • Maintain high levels of freight reliability on the Interstate and non-Interstate NHS • Identify event management strategies to improve traffic operations during major events • Increase regional mode share for walking, biking, and transit • Leverage emerging transportation technologies to improve operations of the multimodal system • Work to safely and efficiently manage traffic incidents and weather events
<p>Safe</p> 	<p>Reduces the risk of harm for all users of the multimodal system</p>	<ul style="list-style-type: none"> • Reduce the number and rate of vehicular crashes • Reduce the number and rate of fatal and incapacitating crashes and support statewide Vision Zero initiatives • Reduce the number and rate of pedestrian and bicycle crashes • Use the Safe Systems approach to facility design • Leverage emerging transportation technologies to improve safety conditions of the multimodal system
<p>Connected and Accessible</p> 	<p>Facilitates high degrees of accessibility for system users by providing connections to the destinations they want to go</p>	<ul style="list-style-type: none"> • Increase system connectivity to housing and employment opportunities • Incorporate bicycle, pedestrian, and transit-friendly infrastructure in new developments • Increase bicycle, pedestrian, and transit access for disadvantaged populations • Improves multimodal network connectivity to enhance viability of biking and walking modes • Reduce barriers to freight access and mobility • Identify strategies to improve system connectivity during train crossing events

GOALS OBJECTIVES - CONTINUED

Goal	Description	Objective
<p data-bbox="428 496 759 521">Preserved and Maintained</p> 	<p data-bbox="856 596 1352 654">Maintains the existing system in a state of good repair</p>	<ul data-bbox="1409 425 2091 832" style="list-style-type: none"> • Preserve the condition of Interstate and non-Interstate NHS routes rated as being in Good condition • Minimize the mileage of Interstate and non-Interstate NHS routes rated as being in Poor condition • Preserve the condition of NHS bridges rated as being in Good condition • Minimize the number of NHS bridges rated as being in Poor Condition • Identify financial and human resources to support the maintenance of critical transportation facilities • Maintain and manage the condition of transit assets, including vehicles, equipment, and transit facilities
<p data-bbox="428 892 751 916">Sustainable and Resilient</p> 	<p data-bbox="856 946 1378 1125">Reduces and/or eliminates negative impacts on environmental resources associated with the multimodal system while investing in improvements that enhance system resiliency associated with natural environmental events</p>	<ul data-bbox="1409 853 2104 1218" style="list-style-type: none"> • Implement transportation improvements that limit negative impacts on the natural and built environment • Distribute the benefits and impacts of transportation equitably • Implement transportation improvements that enhance system resiliency • Limit negative transportation impacts on neighborhoods • Ensure that new construction and reconstruction of transportation infrastructure is designed to prioritize longevity, minimize carbon emissions, and use renewable resources.

BASELINE CONDITIONS PROGRESS

Completed



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

- Reviewing pavement data
- Reviewing National Bridge Inventory Data



Road Network

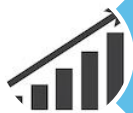
- Functional Classification Review



Environmental Baseline

- Assemble Data
- Identify Constraints

In Draft Form



Future Conditions

- Traffic Forecasts
- Future Congestion

GRAND FORKS EAST GRAND FORKS 2020 TRAVEL DEMAND MODEL

MPO TAC MODEL UPDATE

Diomo Motuba, PhD
Advanced Traffic Analysis Center
Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota 58102

June 2023

Outline

Model Update Process

Model Inputs

- Trip Generations
- Trip Distributions
- Modal Split
- Assignment

Model Calibration and Validations

- VMT Comparisons
- Screenline Comparisons
- ADT Comparisons

Model Update Process

Update Input Data to Reflect 2021 Data

- Socioeconomic
- Network

Update Model Parameters Methodology

- Models

Develop Model

- Trip Generation
- Trip Distribution
- Modal Split
- Traffic Assignment
- Calibration and Validation
- Documentation

Model Input

TAZ Geographies

- Reflects 2021 jobs and households
 - School enrollments
 - Household Sizes
 - School age kids
 - UND on/campus students
 - Enplanements
 - Special generators
 - Malls
 - ADT traffic counts

Network

- Updated to reflect 2021 conditions

Model Steps

Trip Generations

of trips Produced and Attracted

Households and Jobs Data

HBW, HBO, NHB



Trip Distribution

OD Matrices

Trip Tables

OD observed Matrices



Trip Assignment

OD Matrices

Network

Performance measures

Model Update Process



Passenger Trip Generations

Trips produced and attracted to each TAZ

- Used North Dakota/Minnesota averages
 - Compared to national rates
 - Compared to MPO models for cities with similar sizes
- Evaluated impacts of COVID on trips
 - How will this continue to impact traffic?
 - Trips were down about 13% in 2021

Total Trips Generated

Summary of Trip Generations Compared to the 2015 Model

Period	2015	2021	% Difference
Peak AM	46,037	45,192	-2%
Peak PM	55,539	51,173	-9%
Off Peak	197,680	171,809	-15%
Total	299,256	268,174	-12%

Model Validation and Calibration

- Calibration – adjusting input parameters
- Validation – Compare to observed real world data
 - VMT – trip generations
 - Trip Distribution
 - Screenline crossings
 - Trip Length Frequencies
 - Traffic counts – Trip Assignments

Model VMT Compared to Observed VMT GF

Functional Class	NDDOT VMT	MODEL VMT	Difference	Acceptable Deviation
Interstates	117,452	123,254	-4.90%	±5%
Principal	321,170	340,710	-6.10%	±10%
Minor	139,499	142,300	-2.00%	±10%
Collectors	102,321	108,595	-6.10%	±15%
Total	680,441	714,859	-5.10%	±10%

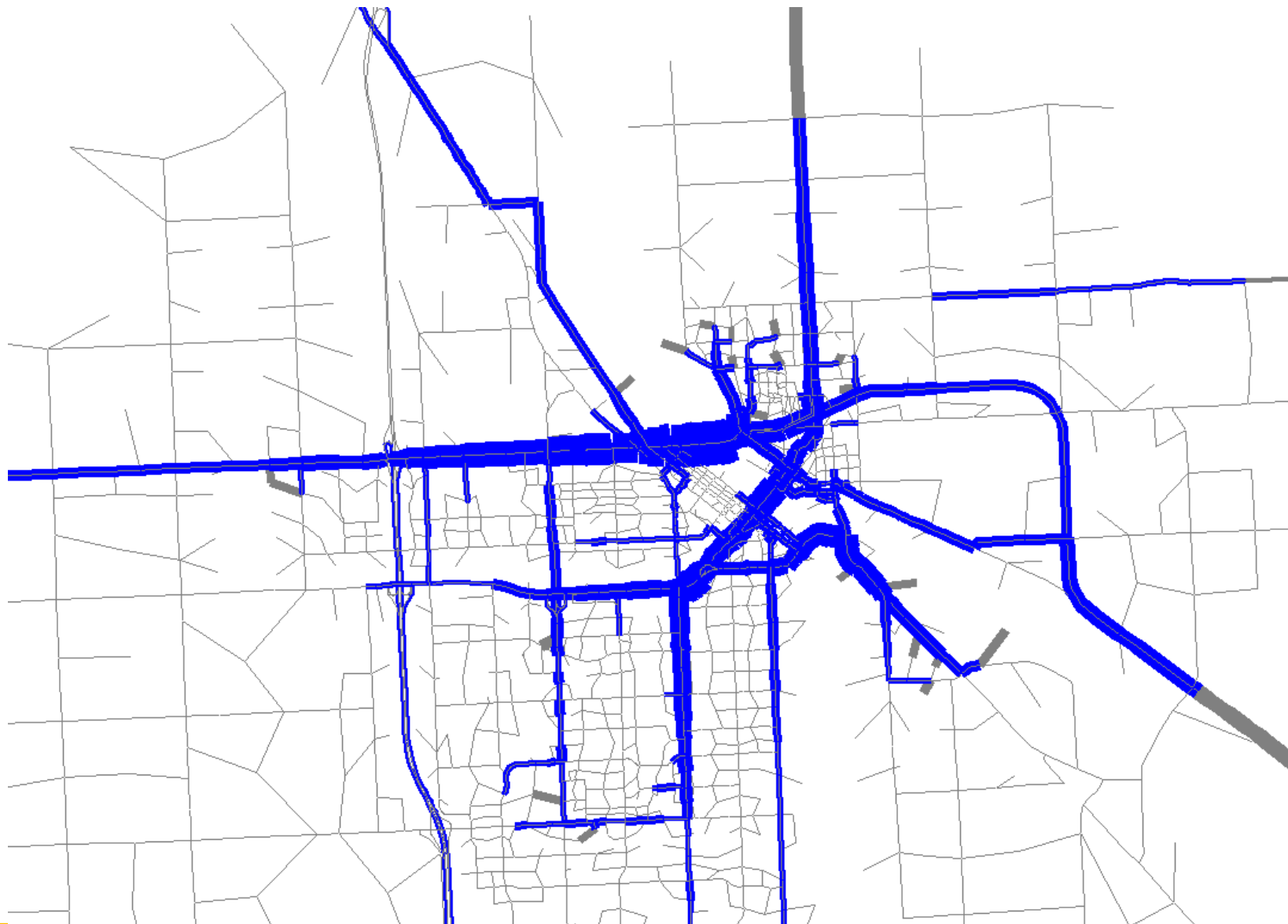
Model VMT Compared to Observed VMT EGF

Roadway	MNDOT VMT	MODEL VMT	% DIFFERENCE	Accepted Deviation
US Highway	26,945	27372	-1.60%	±10%
MN Highway	7,039	7696	-9.30%	±10%
Municipal State Aid Street	37,669	34615	8.10%	±15%
Municipal Street	27,201	25,586	5.90%	±10%
Total	98,854	95,269	3.6%	±10%

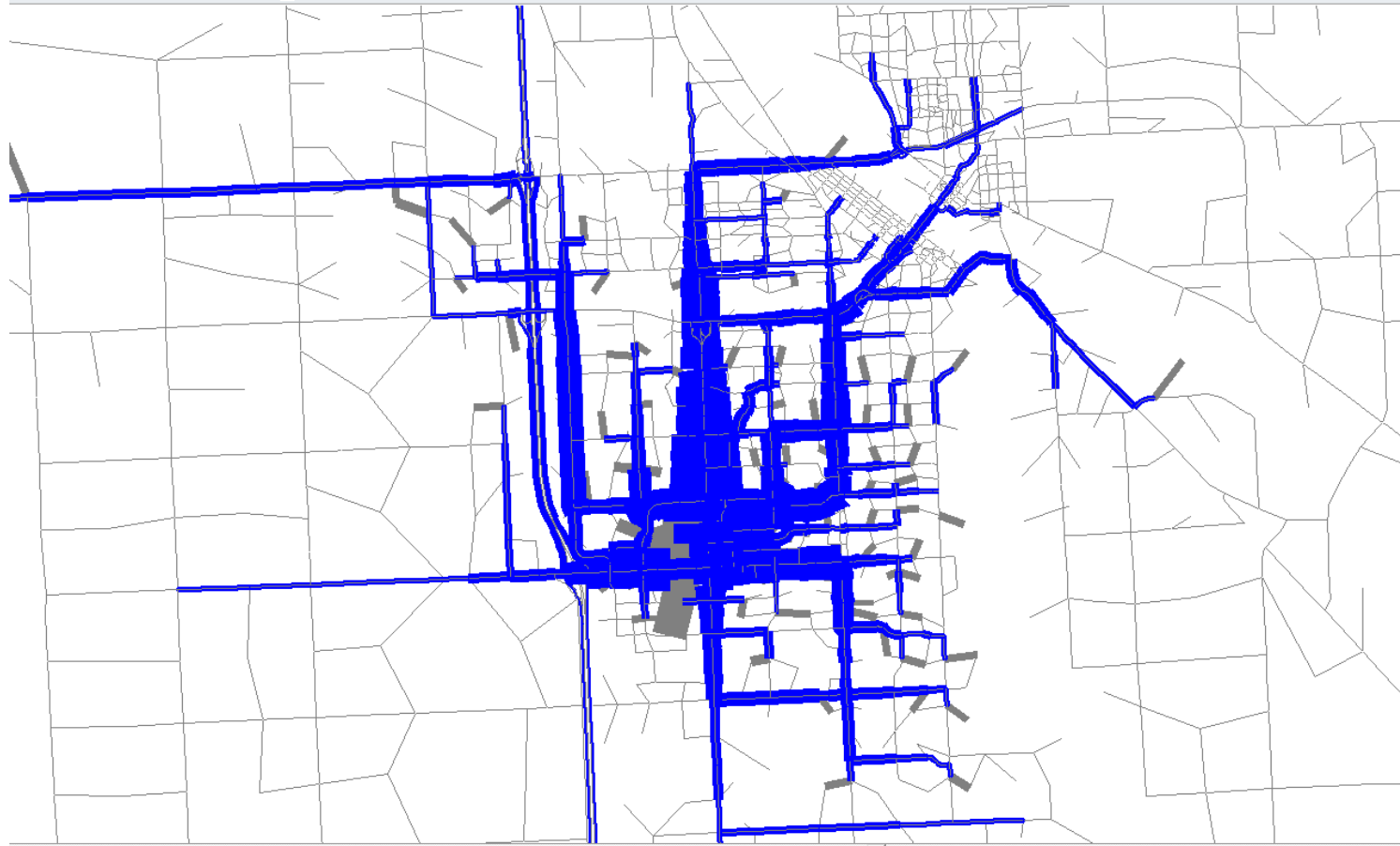
Screenline Comparisons

Screenline	MODELED ADT	AADT	% Difference	Accepted Deviation
Red River	34,435	33,297	3.3%	±10%
BNSF Railroad	80,684	86,603	-7.3%	±10%
I-29	67,763	61,001	10.0%	±10%

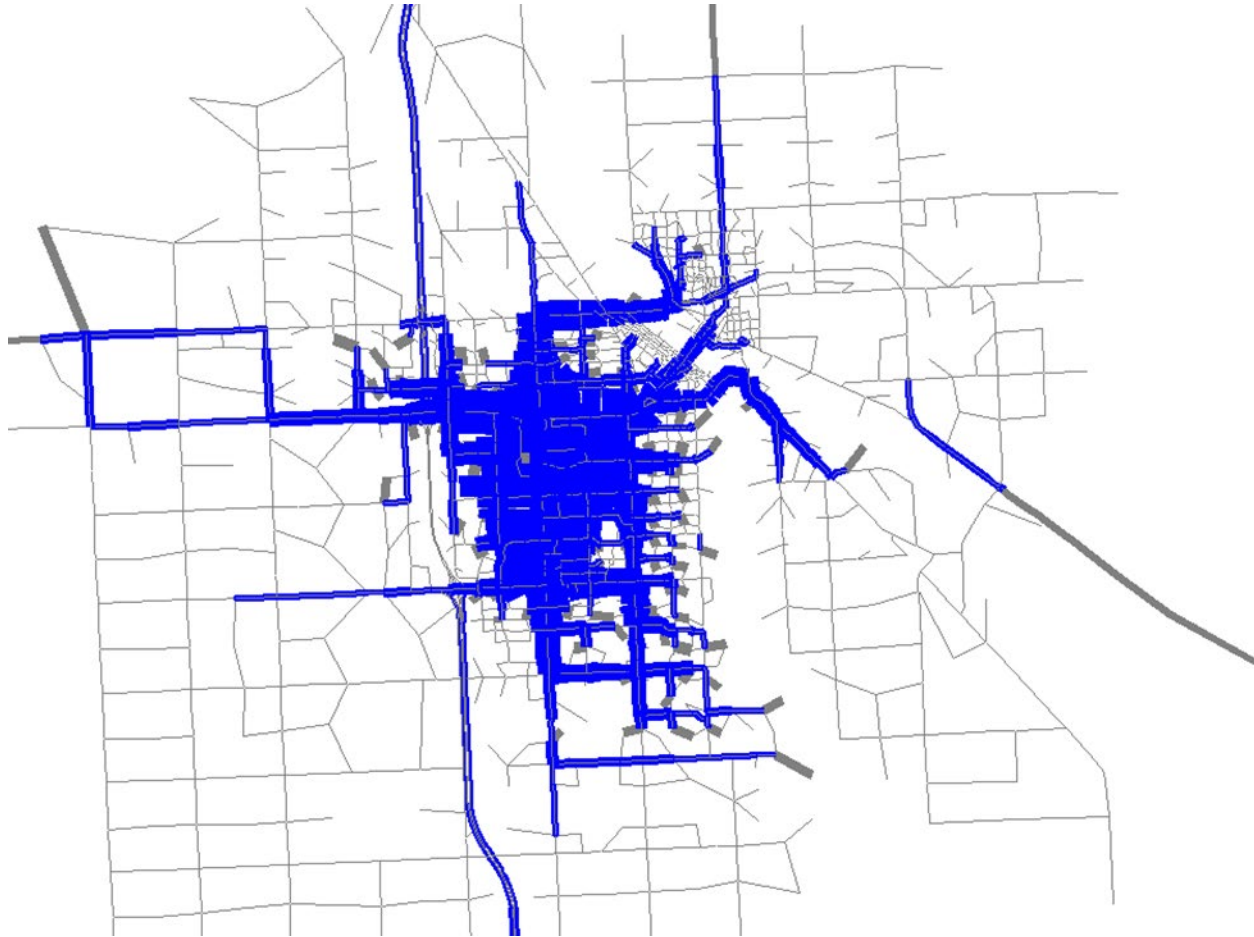
Traffic Using RR Bridges



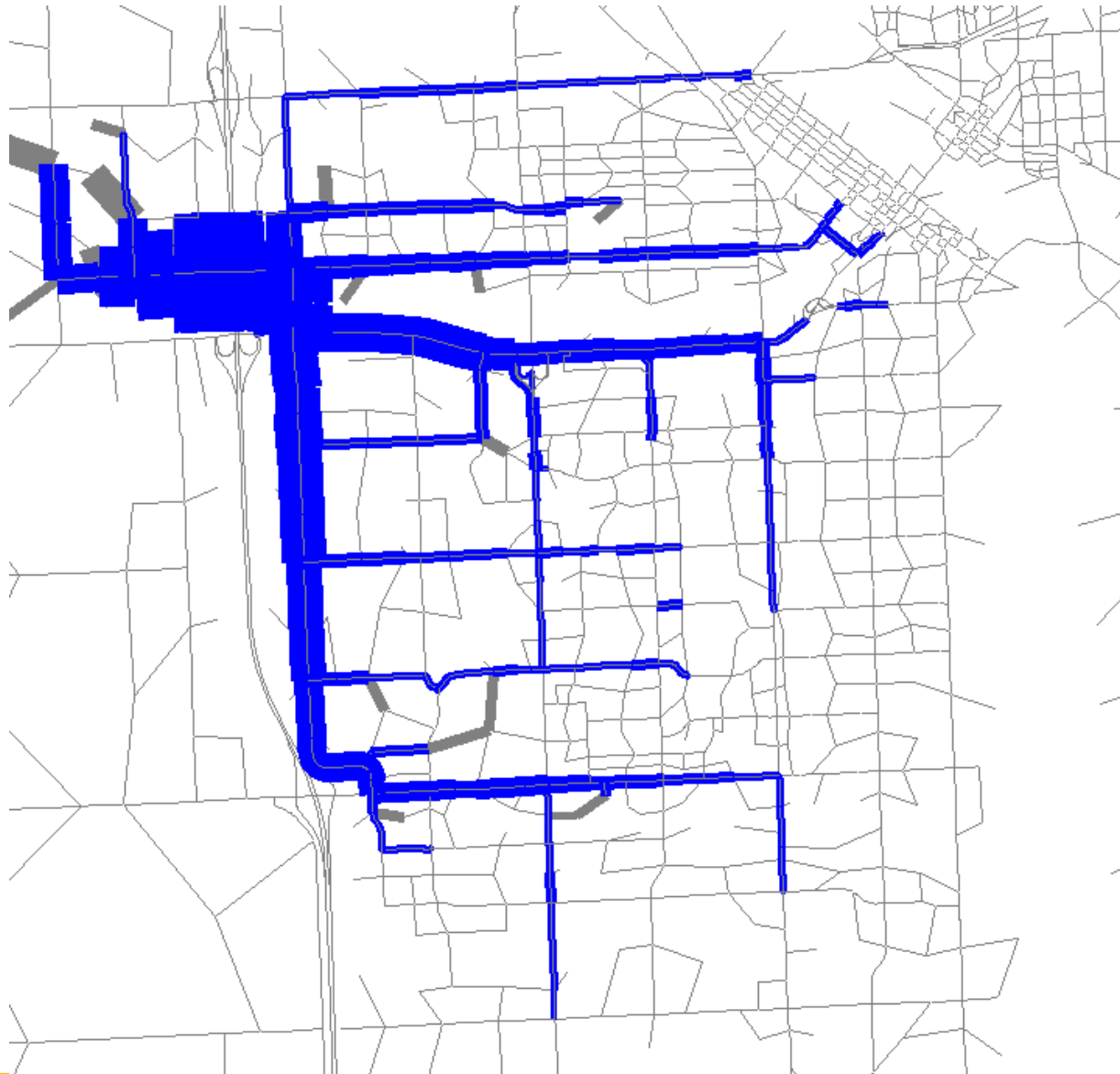
Traffic to the Mall



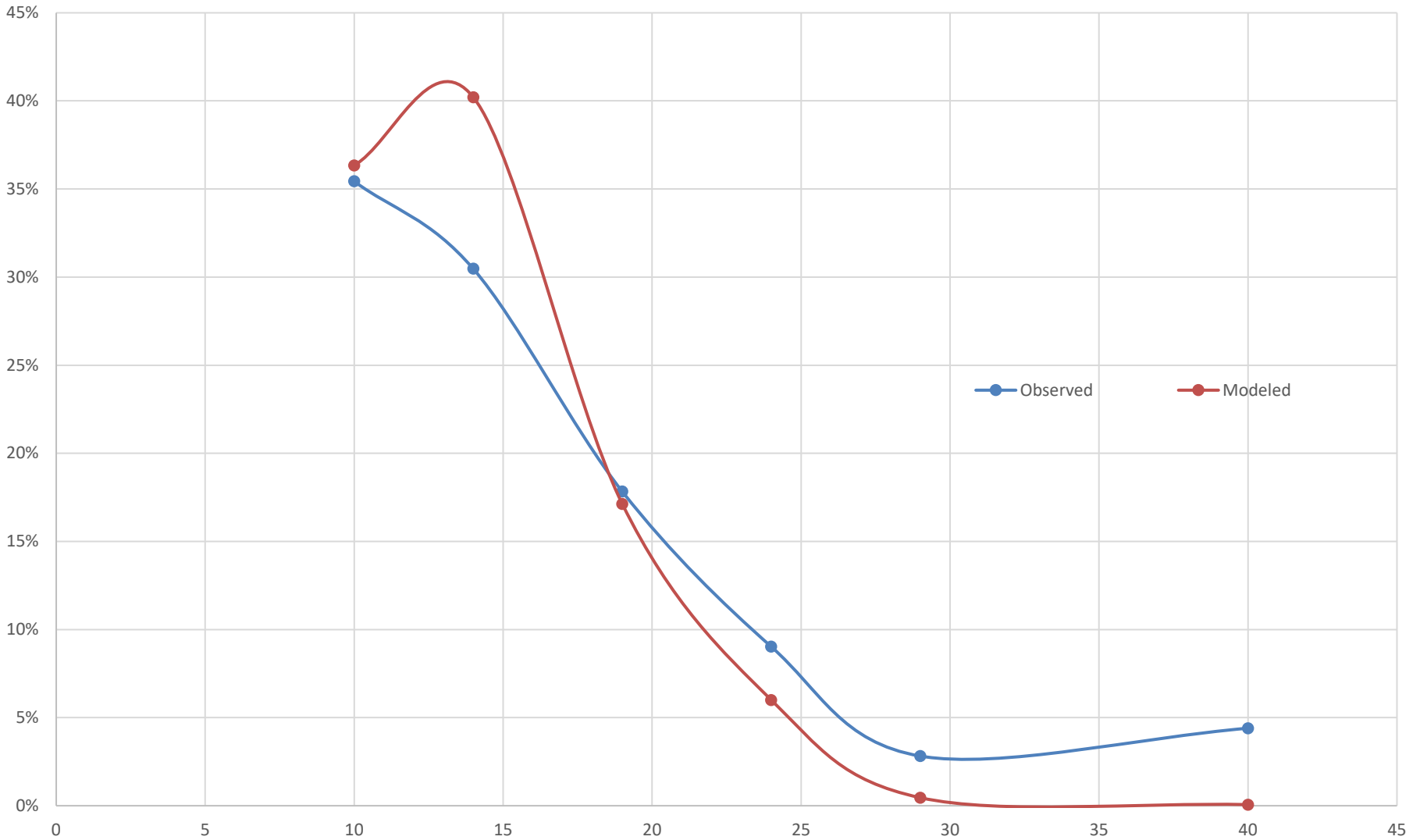
Traffic To Altru Hospital



Traffic Crossing I-29 on University Ave

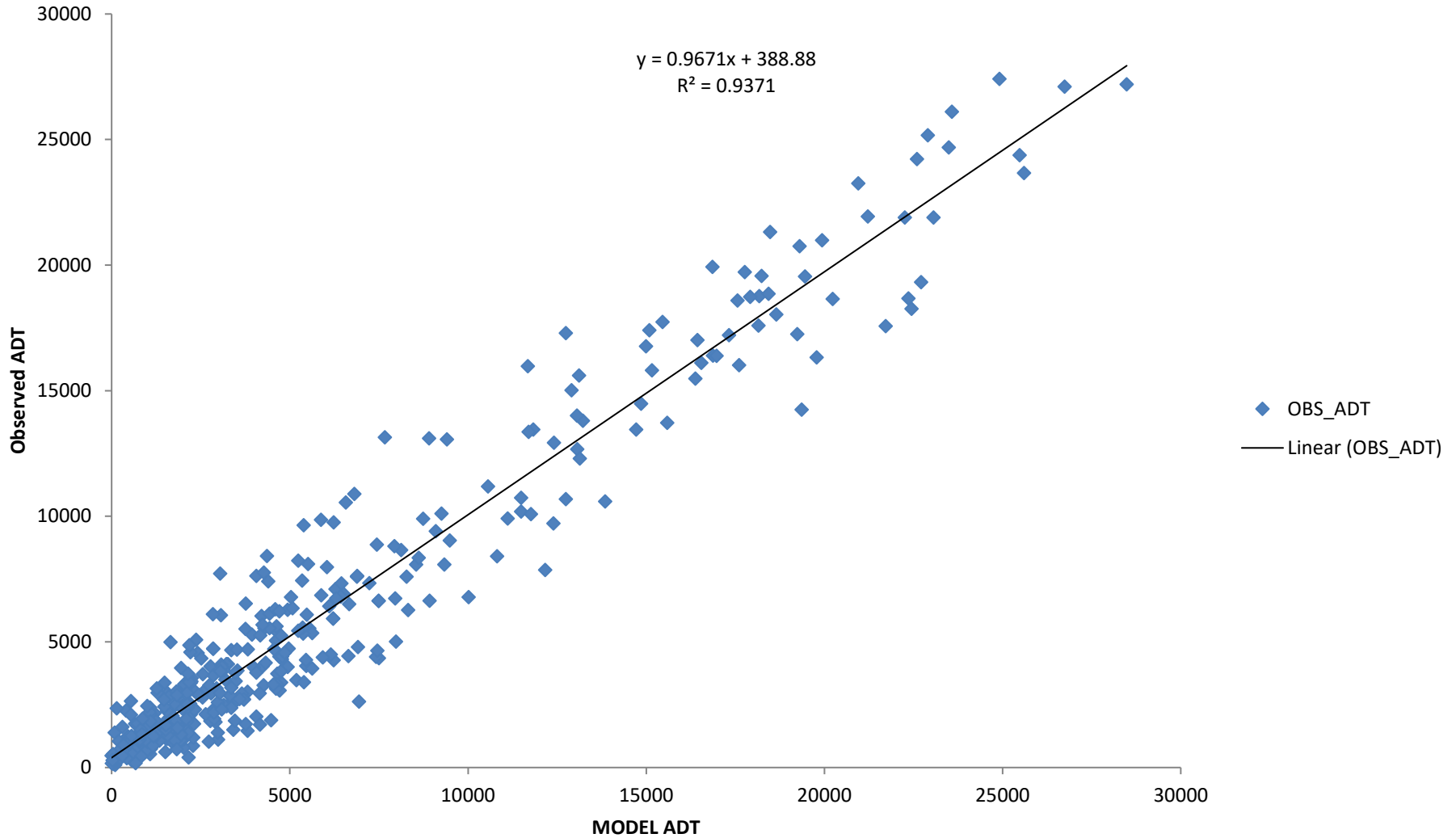


Trip Length Frequency Distributions



Traffic Count Comparisons

Model Vs Observed ADT Comparison



Comparison of Model ADT to Observed ADT by Volume Range

Volume Range	#Above	#Within	#Below	%Within	RMSE
ADT>25,000	0	5	0	100%	0.075
25,000-10,000	9	48	9	73%	0.156
10,000-5,000	7	45	22	61%	0.271
5,000-2,500	6	84	8	86%	0.392
2,500-1,000	9	88	0	91%	0.602
ADT<1000	6	41	0	87%	1.043

Functional Class	#Above	#Within	#Below	%Within	RMSE
Freeway	0	10	0	100%	0.1203
Majors	12	62	9	75%	0.1865
Minors	11	106	15	80%	0.6131
Rural	0	4	0	100%	0.531
Collector	12	110	15	80%	0.5812
Local	2	19	0	90%	0.603

Next Steps

Update models based on Feedback and URBAN SDK Data

- Update model if required

Provide final documentation and model to MPO

Future Scenarios

- Long Range Plans



QUESTIONS?

- Thank you!
- Join Us at the Public Open House:
 - June 21
 - 4:00-6:00 PM
 - Empire Arts Center



MPO Staff Report
Technical Advisory Committee:
June 14, 2023
MPO Executive Board:
June 21, 2023

STAFF RECOMMENDED ACTION: Information Only

TAC RECOMMENDED ACTION:

Matter of NDDOT Contract Amendment.

Background:

The NDDOT has informed the MPO they will be moving to one-year Planning Agreements instead of the biannually contracts that we have been doing for a while. The current contract was originally going to expire on December 31, 2024. The new expiration date is December 31, 2023. We currently do yearly contracts with Minnesota, so this is nothing new to the MPO. We will continue to do 2-year UPWP's, that will not change.

Findings and Analysis:

- NDDOT wants to move to a one-year contract.
- Staying with 2-year UPWP's

Support Materials:

- The current 2023-2024 UPWP [2023-2024UPWPFINALWITHCONTRACT.pdf](#) ([civiclive.com](#))
- MPO Executive Board December 2022 Agenda [DownloadFileByUrl.aspx](#) ([theforksmpo.org](#))
- Attached amended contract pages.

MEMO TO: Ronald J. Henke
Director

FROM: Wayne A. Zacher, P.E.

DATE: 05/17/2023

SUBJECT: 38221624A: Grand Forks-East Grand Forks MPO 2023-2024 UPWP
Contract Amendment

This amendment removes the second year of a two-year contract as the Department moves towards annual MPO Contracts. The annual contract is in response to the subrecipient monitoring process update.

This is a standard contract amendment; no one-time changes were necessary.

If there are any questions, contact Wayne Zacher at (701)328-4828

38/waz

Contract Amendment Routing:

Stacey Hanson;

Paul Benning;

Shannon Sauer;

Stephanie Halford, MPO Executive Director;

MPO Policy Board Chairperson;

MPO Witness;

Wayne Zacher;

Clint Morgenstern;

Chad Orn;

Laurie Martin, NDDOT Witness

NDDOT Contract No. 38221624A

North Dakota Department of Transportation
AMENDMENT TO CONTRACT NO. 38221624
Project No. 2023-2024 GFEGFMPO UPWP Contract

THIS AMENDMENT to the above-referenced contract is entered into by and between the State of North Dakota, acting through its Director of Transportation, hereinafter known as NDDOT, whose address is 608 East Boulevard Avenue, Bismarck, North Dakota 58505-0700, and Grand Forks-East Grand Forks Metropolitan Planning Organization, hereinafter known as the Contractor, whose address is 600 DeMers Avenue, East Grand Forks, MN 56721.

WHEREAS, the parties entered into a contract on December 29, 2022; and

WHEREAS, NDDOT and the metropolitan planning organizations need to transition to annual UPWP contracts as an update to the subrecipient monitoring process. A new contract will be entered with the Contractor for 2024; and

NOW THEREFORE, the Contractor and NDDOT agree that the contract termination date is now December 31, 2023.



All other terms and conditions of the above-referenced contract are incorporated herein by reference and remain in full force and effect.

EXECUTED the date last below signed.

WITNESS:

CONTRACTOR:

NAME (TYPE OR PRINT)

COMPANY NAME

SIGNATURE

OFFICER'S NAME (TYPE OR PRINT)

To be signed by **Owner; Partner; Corp. Pres., Vice Pres., or other authorized Corp. Officer.** (If signed by other authorized Corp. Officer, please attach copy of Power of Attorney or other documentation showing authority to sign.)

SIGNATURE

TITLE

DATE

WITNESS:

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

NAME (TYPE OR PRINT)

DIRECTOR (TYPE OR PRINT)

SIGNATURE

SIGNATURE

DS
SS

DATE

APPROVED as to substance by:

Paul Benning

DIVISION DIRECTOR (TYPE OR PRINT)

DS
SK

Paul Benning
SIGNATURE

5/18/2023

DATE

CLA 52494 (Div. 06)
L.D. Approved 5-19-00; 5-03



Certificate Of Completion

Envelope Id: CA536E87FA384B709F8BCA9D3940CB30	Status: Sent
Subject: Contract #38221624A: Please DocuSign: Contract Amendment for GFEGFMPO 2023-2024 UPWP Contract	
Contract Number: 38221624A	
PCN:	
Source Envelope:	
Document Pages: 3	Signatures: 1
Certificate Pages: 4	Initials: 2
AutoNav: Enabled	Envelope Originator:
Enveloped Stamping: Enabled	Wayne Zacher
Time Zone: (UTC-06:00) Central Time (US & Canada)	608 E Boulevard Ave
	Bismarck, ND 58505
	wzacher@nd.gov
	IP Address: 165.234.92.5


Record Tracking

Status: Original	Holder: Wayne Zacher	Location: DocuSign
5/17/2023 9:18:15 AM	wzacher@nd.gov	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Carahsoft OBO North Dakota Department of Transportation CLOUD	Location: DocuSign

Signer Events

Stacey Hanson
 smhanson@nd.gov
 Assistant Local Government Engineer
 Carahsoft OBO North Dakota Department of Transportation CLOUD
 Security Level: Email, Account Authentication (None), Authentication

Signature



Signature Adoption: Pre-selected Style
 Using IP Address: 165.234.253.12

Timestamp

Sent: 5/17/2023 9:28:56 AM
 Viewed: 5/17/2023 9:38:08 AM
 Signed: 5/17/2023 9:38:16 AM

Authentication Details

SMS Auth:
 Transaction: df0a3a6b-25b7-45f7-bdeb-718c4b474e32
 Result: passed
 Vendor ID: TeleSign
 Type: SMSAuth
 Performed: 5/17/2023 9:38:01 AM
 Phone: +1 701-527-8879

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Paul Benning
 pbenning@nd.gov
 Local Government Director
 Security Level: Email, Account Authentication (None), Authentication

DocuSigned by:

 A411F817506247A...
 Signature Adoption: Pre-selected Style
 Using IP Address: 165.234.252.245

Sent: 5/17/2023 9:38:18 AM
 Viewed: 5/18/2023 8:36:32 AM
 Signed: 5/18/2023 8:36:38 AM

Authentication Details

SMS Auth:
 Transaction: e3dec61b-3af3-4852-850b-947f0d304133
 Result: passed
 Vendor ID: TeleSign
 Type: SMSAuth
 Performed: 5/18/2023 8:36:28 AM
 Phone: +1 701-214-2502

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Signer Events

Shannon Sauer
ssauer@nd.gov
Security Level: Email, Account Authentication
(None), Authentication

Signature

The icon consists of a square border with the letters 'SS' inside. A small 'ds' is positioned above the top-right corner of the square.

Signature Adoption: Pre-selected Style
Using IP Address: 165.234.253.12

Timestamp

Sent: 5/18/2023 8:36:39 AM
Viewed: 5/18/2023 11:25:48 AM
Signed: 5/18/2023 11:25:57 AM

Authentication Details

SMS Auth:
Transaction: 7681d4ef-8fd8-4cd6-9389-8caf17dbb7c1
Result: passed
Vendor ID: TeleSign
Type: SMSAuth
Performed: 5/18/2023 11:25:44 AM
Phone: +1 701-426-9825

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Stephanie Halford
stephanie.halford@theforksmo.org
Security Level: Email, Account Authentication
(None)

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Security Level: Email, Account Authentication
(None)

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Security Level: Email, Account Authentication
(None)

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Wayne Zacher
wzacher@nd.gov
Security Level: Email, Account Authentication
(None), Authentication

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Clint Morgenstern
cdmorgenstern@nd.gov
Security Level: Email, Account Authentication
(None), Authentication

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Chad Orn
corn@nd.gov
Security Level: Email, Account Authentication
(None), Authentication

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Laureen M. Martin
lmartin@nd.gov
Security Level: Email, Account Authentication
(None), Authentication

Envelope Summary Events	Status	Timestamps
Envelope Updated	Security Checked	5/17/2023 9:28:55 AM
Envelope Updated	Security Checked	5/17/2023 9:28:55 AM
Envelope Updated	Security Checked	5/17/2023 9:28:55 AM

Payment Events	Status	Timestamps
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MPO Staff Report
Technical Advisory Committee:
 June 14, 2023
MPO Executive Board:
 June 21, 2023

STAFF RECOMMENDED ACTION: Information Only

TAC RECOMMENDED ACTION:

Matter of ATAC Contract Amendment.

Background:

ATAC has developed and helps maintain the travel demand model used to forecast future traffic volumes. They have been and continue to be a great partner to help with our plans.

Request:

North Dakota State University herein requests permission to extend the end date to **12/29/2023** for Diomo Motuba 's project with GF/EGF MPO:

1. PI Name:	Diomo Motuba
2. NDSU Award Number:	FAR0035698
3. Award Title:	Travel Demand Model Update for the Grand Forks/East Grand Forks MPO 2020 Base Year
4. Sponsor Name:	GF/EGF Metro Planning Organization
5. Current end date:	4/30/2023
6. New Requested end date:	12/29/2023
7. Justification:	The project needs to be extended so that we can work to complete the long-range transportation plan with an external consultant working on that plan.

We have already approved an extension back in January 2023 for just a few months (4/30/23) but what we really should have done is extended it to the end of the year. As we continue to develop our Street and Highway Plan it would be beneficial to have Diomo Motuba to be available to help navigate this update to the end. This will not affect the cost in the contract.

Findings and Analysis:

- Does not affect the cost of work done by ATAC.
- No amendment to the UPWP is needed. Since this is just a date change and there is not a date associated with this project in the UPWP (on-going as required/on-going activity for 2023 and 2024).

MPO Unified Planning Work Program 2023-2024

Task	Update	% Completed	Local Adoption	State/ Federal Approval
Bike & Pedestrian Plan Update	Preliminary approvals in June and final approvals in July	96%	June/July 2023	August 2023
Street & Highway Plan / MTP	We have the base model completed, and bringing updates and seeking input from leadership and public.	59%	Oct./Nov. 2023	Dec-23
Aerial Imagery	The data has passed initial QC and we are moving into Aerotriangulation. We are on track to deliver by or before the 8/3 due date.	30%	Oct. 2023	Oct. 2023
ATAC - Planning Support Program	On-going			
TIP Adoptions and Amendments	On-going			
ITS Architecture	2024 Project			
ATAC - Traffic Counting Program	On-going			
Land Use Plan	On-going/As needed			
Future Bridge Discussions/Assistance	On-going/As needed			
Updating Policy and Procedures/By-Laws	2023/2024 Project			
Micro Transit Study	2024 Project			
Grand Valley Study	2023 Project			
Safe Streets For All (SS4A) Grant	Working on the contract with our federal partners and local partners		TBD	TBD