AGENDA
OF THE CITY
COUNCIL WORK SESSION
CITY OF EAST GRAND FORKS
TUESDAY, OCTOBER 8, 2013 - 5:00 P.M.

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

1. **Mold Remediation in Police Department – Brent Dammann/Greg Boppre**

2. **12AJ4 Utilities & Street Construction Assessment Roll – Greg Boppre**

3. **2040 Alternative Transportation Modes – Teri Kouba**

4. **Refuse Collection Services Update – Jason Stordahl**

5. **Motor Grader Rental – Jason Stordahl**

6. **2013-2014 Gravel and Sand Bids – Jason Stordahl**

7. **Annual Pump Replacement Lift 16 – Jason Stordahl**

ADJOURN:

Upcoming Meetings

Regular Council Meeting – October 15, 2013 – 5:00 PM – Council Chambers
Work Session – October 22, 2013 – 5:00 PM – Training Room
Regular Council Meeting – November 5, 2013 – 5:00 PM – Council Chambers
Work Session – November 12, 2013 – 5:00 PM – Training Room
Regular Council Meeting – November 19, 2013 – 5:00 PM – Council Chambers

Request for Council Action

Date: October 3, 2013

To: East Grand Forks City Council, Mayor Lynn Stauss, City Administrator David Murphy, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Henry Tweten, Ron Vonasek, Mark Olstad, Clarence Vetter and Chad Grassel.

Cc: File

From: Michael S. Hedlund – Chief of Police

RE: Mold Remediation – Police Building

Background: We have reviewed the remediation plan for the police building and have submitted a new proposal to Steamatic regarding building accessibility. We are now proposing that the building be done in two sections rather than only two rooms at a time. PD sergeants will share offices that will be done at different times and the admin staff and detectives will be housed at City hall when their offices are not accessible.

Recommendations: Approve the plan to move forward on this project.

Enclosures: To be delivered at the Council meeting

Request for Council Action

Date: October 3, 2013

To: East Grand Forks City Council, Mayor Lynn Stauss, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Clarence Vetter, Henry Tweten, Chad Grassel, Mark Olstad and Ron Vonasek.

Cc: File

From: Greg Boppre, P.E.

RE: File Assessment Roll - 2012 Assessment Job No. 4- Utilities and Street Construction

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Background:
I would like to file the assessment roll for the above reference project and set the date for the public hearing. At the present time, there is only one property owner and that is Crary Development Inc.

Recommendation:
Approve assessment roll and set date for public hearing

Enclosures:
Assessment roll

2012 Assessment Job Number 4
Riverview 10th Addtion
EAST GRAND FORKS, MINNESOTA

PARCEL No.	OWNER	DESCRIPTION	Storm Sewer Square FOOTAGE	$ SQ FT BENEFIT 0.141423224	Watermain FRONT FOOTAGE	$ FRONT BENEFIT 22.86721962	Sanitary Sewer FRONT FOOTAGE	$ FRONT BENEFIT 35.34606174	Street Construction FRONT FOOTAGE	$ FRONT BENEFIT 87.45813185	TOTAL ASSESSMENT BEFORE INTEREST
	RIVERVIEW 10TH ADD										
R 83.04400.00	CRARY DEVELOPMENT INC	Lot-001 Block-001	10,647.46	$1,505.80	78.00	$1,783.64	78.00	$2,756.99	78.00	$6,821.73	$12,868.16
R 83.04401.00	CRARY DEVELOPMENT INC	Lot-002 Block-001	10,684.72	$1,511.07	78.00	$1,783.64	78.00	$2,756.99	78.00	$6,821.73	$12,873.43
R 83.04402.00	CRARY DEVELOPMENT INC	Lot-003 Block-001	10,652.62	$1,506.53	78.00	$1,783.64	78.00	$2,756.99	78.00	$6,821.73	$12,868.89
R 83.04403.00	CRARY DEVELOPMENT INC	Lot-004 Block-001	10,643.64	$1,505.26	78.00	$1,783.64	78.00	$2,756.99	78.00	$6,821.73	$12,867.62
R 83.04404.00	CRARY DEVELOPMENT INC	Lot-005 Block-001	10,634.67	$1,503.99	78.00	$1,783.64	78.00	$2,756.99	78.00	$6,821.73	$12,866.35
R 83.04405.00	CRARY DEVELOPMENT INC	Lot-006 Block-001	10,625.75	$1,502.73	76.50	$1,749.34	76.50	$2,703.97	76.50	$6,690.55	$12,646.59
R 83.04406.00	CRARY DEVELOPMENT INC	Lot-007 Block-001	22,885.12	$3,236.49	115.21	$2,634.53	115.21	$4,072.22	115.21	$10,076.05	$20,019.29
R 83.04407.00	CRARY DEVELOPMENT INC	Lot-008 Block-001	26,930.12	$3,808.54	108.54	$2,482.01	108.54	$3,836.46	108.54	$9,492.71	$19,619.72
R 83.04408.00	CRARY DEVELOPMENT INC	Lot-009 Block-001	12,239.01	$1,730.88	80.06	$1,830.75	80.06	$2,829.81	80.06	$7,001.90	$13,393.34
R 83.04409.00	CRARY DEVELOPMENT INC	Lot-010 Block-001	11,883.78	$1,680.64	80.06	$1,830.75	80.06	$2,829.81	80.06	$7,001.90	$13,343.10
R 83.04410.00	CRARY DEVELOPMENT INC	Lot-011 Block-001	11,528.54	$1,630.40	80.06	$1,830.75	80.06	$2,829.81	80.06	$7,001.90	$13,292.86
R 83.04411.00	CRARY DEVELOPMENT INC	Lot-012 Block-001	22,720.52	$3,213.21	115.99	$2,652.37	115.99	$4,099.79	115.99	$10,144.27	$20,109.64
R 83.04412.00	CRARY DEVELOPMENT INC	Lot-013 Block-001	18,124.31	$2,563.20	109.00	$2,492.53	109.00	$3,852.72	109.00	$9,532.94	$18,441.39
R 83.04413.00	CRARY DEVELOPMENT INC	Lot-014 Block-001	10,937.99	$1,546.89	80.00	$1,829.38	80.00	$2,827.68	80.00	$6,996.65	$13,200.60
R 83.04414.00	CRARY DEVELOPMENT INC	Lot-015 Block-001	11,033.99	$1,560.46	80.00	$1,829.38	80.00	$2,827.68	80.00	$6,996.65	$13,214.17
R 83.04415.00	CRARY DEVELOPMENT INC	Lot-016 Block-001	11,130.00	$1,574.04	80.00	$1,829.38	80.00	$2,827.68	80.00	$6,996.65	$13,227.75
R 83.04416.00	CRARY DEVELOPMENT INC	Lot-017 Block-001	11,226.00	$1,587.62	80.00	$1,829.38	80.00	$2,827.68	80.00	$6,996.65	$13,241.33
R 83.04417.00	CRARY DEVELOPMENT INC	Lot-018 Block-001	11,302.17	$1,598.39	80.00	$1,829.38	80.00	$2,827.68	80.00	$6,996.65	$13,252.10
R 83.04418.00	CRARY DEVELOPMENT INC	Lot-019 Block-001	7,507.98	$1,061.80	47.16	$1,078.42	47.16	$1,666.92	47.16	$4,124.53	$7,931.67
R 83.04419.00	CRARY DEVELOPMENT INC	Lot-001 Block-002	10,411.24	$1,472.39	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.42
R 83.04420.00	CRARY DEVELOPMENT INC	Lot-002 Block-002	10,411.24	$1,472.39	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.42
R 83.04421.00	CRARY DEVELOPMENT INC	Lot-003 Block-002	10,411.24	$1,472.39	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.42
R 83.04422.00	CRARY DEVELOPMENT INC	Lot-004 Block-002	10,411.24	$1,472.39	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.42
R 83.04423.00	CRARY DEVELOPMENT INC	Lot-005 Block-002	10,411.24	$1,472.39	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.42
R 83.04424.00	CRARY DEVELOPMENT INC	Lot-006 Block-002	12,992.59	$1,837.45	93.93	$2,147.92	93.93	$3,320.06	93.93	$8,214.94	$15,520.37
R 83.04425.00	CRARY DEVELOPMENT INC	Lot-007 Block-002	12,991.81	$1,837.34	93.93	$2,147.92	93.93	$3,320.06	93.93	$8,214.94	$15,520.26
R 83.04426.00	CRARY DEVELOPMENT INC	Lot-008 Block-002	10,408.66	$1,472.03	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,543.06
R 83.04427.00	CRARY DEVELOPMENT INC	Lot-009 Block-002	10,406.92	$1,471.78	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,542.81
R 83.04428.00	CRARY DEVELOPMENT INC	Lot-010 Block-002	10,405.17	$1,471.53	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,542.56
R 83.04429.00	CRARY DEVELOPMENT INC	Lot-011 Block-002	10,403.43	$1,471.29	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,542.32
R 83.04430.00	CRARY DEVELOPMENT INC	Lot-012 Block-002	10,401.68	$1,471.04	76.00	$1,737.91	76.00	$2,686.30	76.00	$6,646.82	$12,542.07
	SUBTOTAL RIVERVIEW 10TH ADD		**383,404.85**	**$54,222.35**	**2,550.44**	**$58,321.49**	**2,550.44**	**$90,147.98**	**2,550.44**	**$223,056.73**	**$425,748.55**
	GRAND TOTAL 2012 AJ No. 4		**383,404.85**	**$54,222.35**	**2,550.44**	**$58,321.49**	**2,550.44**	**$90,147.98**	**2,550.44**	**$223,056.73**	**$425,748.55**

2012 Assessment Job Number 4
Riverview 10th Addtion
EAST GRAND FORKS, MINNESOTA

Street Construction			
Construction		$187,442.62	
Plans & Specifications		$16,869.84	
Staking & Inspection		$11,246.56	
Assessment Roll		$1,874.43	
Administration		$5,623.28	
TOTAL		$223,056.72	
Front Footage's			
RIVERVIEW 10TH ADDITION		2,550.44	
	TOTAL	2,550.44	
Front Assessment Rate		**$87.4581319**	**/ front foot**

Storm Sewer			
Construction		$45,565.00	
Plans & Specifications		$4,100.85	
Staking & Inspection		$2,733.90	
Assessment Roll		$455.65	
Administration		$1,366.95	
TOTAL		$54,222.35	
Front Footage's			
RIVERVIEW 10TH ADDITION		383,404.85	
	TOTAL	383,404.85	
Front Assessment Rate		**$0.1414232**	**/ front foot**

Watermain			
Construction		$49,009.64	
Plans & Specifications		$4,410.87	
Staking & Inspection		$2,940.58	
Assessment Roll		$490.10	
Administration		$1,470.29	
TOTAL		$58,321.47	
Front Footage's			
RIVERVIEW 10TH ADDITION		2,550.44	
	TOTAL	2,550.44	
Front Assessment Rate		**$22.8672196**	**/ front foot**

Sanitary Sewer			
Construction		$75,754.63	
Plans & Specifications		$6,817.92	
Staking & Inspection		$4,545.28	
Assessment Roll		$757.55	
Administration		$2,272.64	
TOTAL		$90,148.01	
Front Footage's			
RIVERVIEW 10TH ADDITION		2,550.44	
	TOTAL	2,550.44	
Front Assessment Rate		**$35.3460617**	**/ front foot**

Grand Total To be Assessed **$425,748.55**

Request for Council Action

Date: **October 8, 2013**

To: **East Grand Forks City Council and Mayor Lynn Stauss**

From: **Teri Kouba, Planner & Stephanie Erickson, Planner – Grand Forks-East Grand Forks MPO**

RE: **2040 Alternative Transportation Modes**

GENERAL INFORMATION:

The Alternative Modes is an element of the Long Range Transportation Plan that is updated every five years. The Bicycle and Pedestrian Plan element of the Alternative Modes Plan was last updated in 2006. The Bicycle and Pedestrian Plan update is before you to be adopted as part of the Alternative Modes Plan. The Transit Development Plan (TDP) element of the Alternative Modes Plan was last updated in 2012 with implementation starting in 2012. Since the implementation of this plan Congress adopted the new transportation bill "Moving Ahead for Progress in the 21st Century" (MAP-21).

MAP-21 called for performance measures and targets to be set for all modes of transportation. The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have put out guidance on how these performance measures and targets need to be presented. MAP-21 also changed the way funding is made available and how much is available.

To be in compliance with the guidance and MAP-21 the MPO has updated the goals and objectives of the TDP to give more prominence to the performance measures the MPO already collects data on. The MPO has also updated financial information in the TDP to reflect the changes in funding that MAP-21 outlines. Staff from Cities Area Transit have been involved and concur with the update for the TDP.

The Bicycle and Pedestrian Plan is a full update that includes maps, data, and information about the bicycle and pedestrian network throughout the Grand Forks-East Grand Forks Metro area. The update recommends a future connected bike and pedestrian system consisting of a mixture of bike and pedestrian facilities (shared use paths, bike lanes, sharrows and bike route). The recommended updates will fill in the gaps of the system and enhance the already in place bike and pedestrian system.

The Greenway Trail User's Group, Greenway Technical Advisory Committee, Safe Kids Grand Forks, the surrounding neighborhood associations and City staff have been involved in the update of the Bike and Pedestrian Plan as well as concur with the update. The feedback that was

received during the meetings has been positive responses to all ready great bike and pedestrian system in place but they would like to see more on road bike facilities and connectivity within the system as well. The bike and pedestrian facilities provide an important link to alternative transportation throughout the Cities not only for the recreational user but commuting to jobs, shopping and education facilities.

The goal of a transportation system in any city is to provide access to facilities, goods, services and activities. Supporting different forms of transportation modes gives users the choice whether it is to make trips entirely by walking and biking or catching a ride on the public transit.

Both elements of the Alternative Transportation Modes Plan can be found in full on the MPO's website. www.theforksmpo.org

RECOMMENDATION:

Approval of Draft 2040 Alternative Transportation Modes Plan.

Support Material:

- Summary of the Bicycle and Pedestrian Plan
- Draft Goals, Objectives, and Performance Measures for Transit Development Plan
- Fiscally constrained financial plan for the Transit Development Plan
- Presentation
- Draft resolution amending the City's Comprehensive Plan.

INTRODUCTION

The Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) has formed a Long Range Transportation Plan (LRTP) which is a guide to assist in the decision-making process regarding transportation system improvements that will be made over the next 25 years. The Bicycle and Pedestrian Plan is one element of the MPO Long Range Transportation Plan.

This plan was developed to update the 2006 Bicycle and Pedestrian section of the Long Range Transportation Plan. These updates reflect bicycle and pedestrian facility improvements that have taken place since 2006, and to set standards that will allow both cities to adequately provide facilities, or access to facilities for non-motorized traffic.

Established in 1982, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) is a non-profit entity serving as a forum for public officials, citizens, and other interest groups to establish policies and plans to deal with various metropolitan issues. The communities in the region have joined together to ensure efficient, coordinated action in resolving intergovernmental issues. The role of the MPO is to harmonize the activities of federal, state, and local agencies and to provide assistance and encourage public participation in the long-term development of the area. Part of the MPOs function is to provide technical assistance and expertise to complete studies and identify solutions to metropolitan problems, primarily that of transportation. Each MPO is required to develop a unified planning work program in cooperation with the State and transit operators. They are also required to prepare a long-range (20 year horizon) transportation plan that includes a financial plan. This plan assesses capital investment and other measures to preserve the existing transportation system. Similarly, a Transportation Improvement Program (TIP) must be developed by the MPO in cooperation with the States and transit operator. The TIP includes a prioritized list of projects and a financial plan consistent with anticipated funding. The TIP is updated annually and covers a four year period.

The MPO is located in northeast North Dakota and northwest Minnesota. The MPO planning area encompasses the cities of Grand Forks, ND and East Grand Forks, MN as well as the urbanized areas and areas anticipated to be urbanized it the next 20-years in Grand Forks County, ND and Polk County, MN. MPOs are designated for each metropolitan area with a population exceeding 50,000. The year 2010 population of the city of Grand Forks was 52,875 and 8,601 for the city of East Grand Forks.

BIKE AND PEDESTRIAN GOALS, OBJECTIVES, STANDARDS & PERFORMANCE MEASURES

The development of the Long Range Transportation Plan's (LRTP) goals, objectives, standards, and performance measures is a critical step in the planning and decision-making process regarding transportation system improvements that will be made over the next 25 years. The MPO and its member jurisdictions have adopted an overarching set of goals that are consistent across modes and supported by multimodal and mode specific objectives.

GOAL 1: ECONOMIC VITALITY

Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.

Performance Targets

- Ninety percent (90%) land use and economic development initiatives consistent with the LRTP and TIP projects.
- One hundred percent of development review involves connection/coordination consideration of multi-modal facilities and land use planning, including site plan review.

GOAL 2: SECURITY

Increase security of the transportation system for motorized and non-motorized uses.

Performance Targets

- Document one hundred (100%) of emergency transportation incident reports
- Complete monthly checklists
- No more than forty-eight hour (48 hour) continous closures of facilities except during flood events.

GOAL 3: ACCESSIBILITY & MOBILITY

Increase the accessibility and mobility options for people and freight by providing more transportation choices.

Performance Targets

- Encourage the increase of bicycle mode share to 15% by 2040.
- Encourage ADA curb ramp installation to reach 100% by 2040.

GOAL 4: ENVIRONMENTAL/ENERGY/QOL

Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.

Performance Targets

- Maintain EJ, Title VI, LEP plans to ensure they reflect current and future demographics, as well as community needs.
- Increase uses of non-motorized modes of transportation ten percent (10%) by the year 2040

GOAL 5: INTEGRATION & CONNECTIVITY

Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.

Performance Targets

- Increase bikeway Network miles by 50% by 2040
- Fill in all Bikeway Network gaps by 2040

GOAL 6: EFFICIENT SYSTEM MANAGEMENT

Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

Performance Targets

- Maintain documentation of public and private partnerships.
- Maintain the current relationships of the MPO financing of local policies, plans and ordinances through work programs.
- Increase the effectiveness of the MPO Public Participation Plan in informing, education and engaging the public in transportation decisions.
- Have no greater than twenty-five percent (25%) variance when comparing programmed dollar amounts to the actual obligated dollar amounts for projects listed in the MPO TIP.
- Prepare a TIP

GOAL 7: SYSTEM PRESERVATION

Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.

Performance Targets

- One hundred (100%) of bridges fully accommodate Bike and Pedestrians by 2040
- Increase the number of dollars of discretionary funds secured by the GF/EGF area.

- Increase funding for both construction and maintenance of bicycle facilities by five percent (5%) per year in the annual transportation budget.
- Track percentage of federal funds programmed towards existing infrastructure.

GOAL 8: SAFETY

Increase safety of the transportation system for motorized and non-motorized uses.

Performance Targets

- Reduce bike/pedestrian - auto crashes by ten percent (10%) by 2040.
- Remove one hundred percent (100%) of known hazardous conditions on facilities.
- Install new speed minder signs in school zones.

Existing Conditions

Sidewalks

Sidewalk Network

- Grand Forks is very fortunate to have a pedestrian transportation system in place. Sidewalks are present along most streets and there are few absolute barriers to pedestrian travel. In Grand Forks, growth to the south and west has lead to the addition of sidewalks within the last three years.
- In East Grand Forks the older streets and neighborhoods are lined with sidewalks; however the development patterns of newer areas were not required to provide sidewalks for pedestrian traffic. One of the goals in the recently adopted 2040 East Grand Forks Land Use Plan is to reduce pedestrian – automobile conflicts in residential areas. The subsequent policy is to require sidewalks to be installed along all sections of road in new residential developments.

- Recent flood protection efforts have also lead to the reconstruction and addition of shared use paths along the Greenway in both cities.

Current Sidewalk Requirements

- All sidewalk standards are to be consistent with guidelines set forth by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA).

Transit Access

- The transit rider is ultimately a pedestrian and, as such, is more affected by changes in the pedestrian pathway than the person walking to a car because of the need to coordinate the trip with the transit schedule. The transit stop can be considered a pedestrian traffic generator. Therefore, the needs of pedestrians should be paramount in the design and placement of stops.
- All city buses have been fitted with bicycle racks, which expand bicycle use possibilities in the metro area. Bicyclists as well as pedestrians are affected by their access to transit.
    - Safe Routes to Transit Program

Sidewalk Replacement Programs

- In Grand Forks, sidewalks are replaced after a section has been complained about which lead to an assessment to see if it truly needs repair.
- The City of East Grand Forks has required a property owner to replace their sidewalk is if the city receives complaints about the condition of the sidewalk.

CURB RAMPS

Americans with Disabilities Act

- The Americans with Disabilities Act (ADA) (42 USC Section 12201 et. Sequ.), enacted on July 26, 1990, provides comprehensive Civil Rights to individuals with disabilities. Items covered by the Act include employment, transportation, public accommodations, State and local government services and telecommunications.

ON-STREET AND TRAIL USAGE

Usage Studies

As non-motorized modes of transportation have been becoming more popular, it has become clear that there is a need to track user trends and examine the effectiveness of the non-motorized transportation system. Therefore, studies have been done in the MPO area that measured the amount of traffic on both trails and street intersections. These studies were then compared in order to gain a more complete understanding of non-motorized behavior and trends.

Trail Usage Study

- The MPO conducted a trail usage study in the months of May and June of 2009. The scope of the study included the trail systems within the communities of Grand Forks and East Grand Forks.

Results

- A total of 5,824 trail users were recorded during the 2009 study. Of this total, there were 231 seniors, 3,382 adults, 1,492 teens, and 719 children. The peak usage of the trails took place between 6:30pm and 7:00pm. There are definite peaks in usage around the time schools starts and ends; however the majority of trail usage took place after 5:00pm.

On-Street Usage

Parameters

- The 2012 On-Street Usage Study was also designed to be a non-intrusive study. Counts were conducted in early May to June of 2012 so use patterns around public schools and the University could be documented. The overall objective of the study was to count the number of individuals crossing signals intersections throughout the MPO area. These counts took place over a 12-hour period of 6:30am to 6:30pm. No additional information was collected about the user.

Results

- Overall, there is more pedestrian traffic in the area than there is bike traffic in the MPO area and non-motorized traffic is essentially equal in both trail and on-street usage. There is not a strong usage peak that would suggest people are choosing to walk or bike as a way to get to work. There is, however, a slight pm peak that would suggest leisure use. The train tracks are creating a barrier for non-vehicle traffic while the downtown area seems to be a generator in that it provides an entrance to the greenway. There is also a gap in the bikeway network before the downtown entrance to the greenway, which may also be contributing to the on-street usage. 32nd Ave. does not appeal to non-vehicle traffic likely because of the intensity of commercial areas, which refers to large parking lots and spread out nature of the stores. South Washington received more bike and pedestrian traffic starting at 17th St., likely because the shared use path ends along 17th and trail users are being diverted to the street network.

Signage

- Path safety signs are one of the simplest and most effective ways to promote trail safety because they convey important information quickly. A primary role of trail signs is to aid and instruct users along linear route. Signs are of three primary types: regulatory, warning, and guidance.

Amenities and Convenience

- One aspect that contributes to bicycle and pedestrian convenience is the location of amenities along the facilities. These areas where non-motorized traffic can stop and rest along their trips are essential to many bicyclists and pedestrians. The amenity facilities in Grand Forks and East Grand Forks consist of City Bus Shelters, public restrooms, bike racks, and park benches. There are a number of these conveniences around Grand Forks and East Grand Forks.

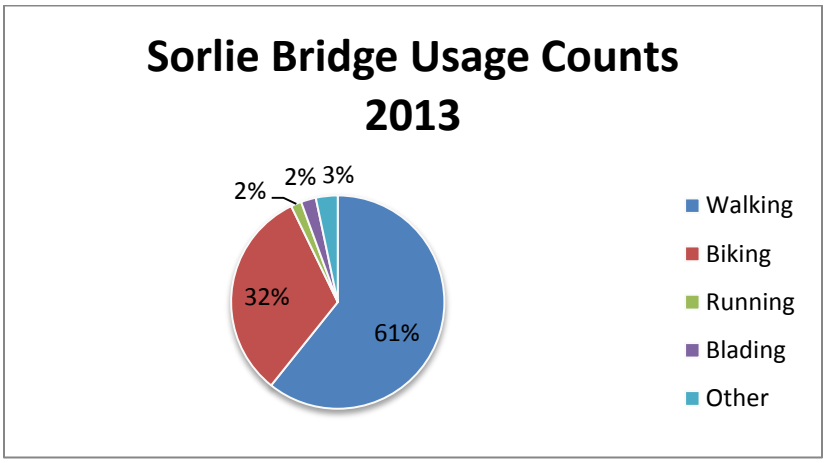
BIKEWAY NETWORK

Existing Bikeway

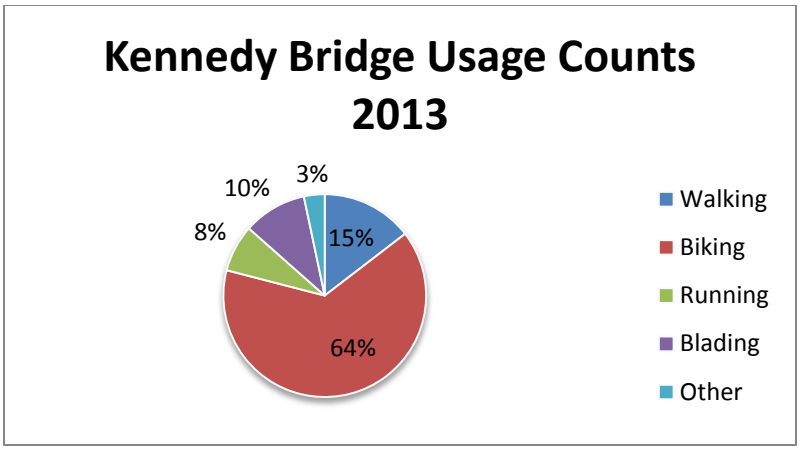
- There are over 57 miles in the existing bikeway system of Grand Forks/East Grand Forks. Over 20 miles of this system was developed in a short period between 2000 and 2004, much of this being part of the flood protection program. An additional 11 miles have been developed since 2004. The bikeway system consists of many bicycle paths, lanes and routes. Much of the current system consists of shared use paths along the Red River in both cities. A great emphasis has been placed on creating a connecting ring of shared use paths around the city. The system does have gaps, plans for future paths have been added to provide a more continuous bikeway system.
- Deficiencies in the system include non-direct routes between major destinations.
- Grand Forks/ East Grand Forks have a great system of shared use paths that essentially loop around along the edge of the cities. There is very little connection between these trails and older neighborhoods. On-road facilities could help to close these gaps to increase the safety of bike riders who are trying to get from their homes to the share use paths of for those who would like a designated route to commute to work and school.
- There are five bridges that cross the Red River that bicyclists may use. Two of them are bicycle and pedestrian only bridges that were built along with the flood

protection system. These two bridges are part of the bikeway system and they connect the Greenway Trail systems of the two cities.

- The remaining three bridges over the Red River were designed and built mainly for vehicular traffic and none of these are a part of the bikeway system.
    - The Sorlie Bridge on DeMers Avenue accommodates bicycles fairly well, although the rider must walk their bicycle across the bridge on the walkway. There is difficultly in that a bicycle cannot be ridden up to the walkway on either side of the bridge because there are no bicycles allowed on sidewalks in commercial areas. The sidewalk on the Sorlie Bridge cannot become part of the bikeway system due to their narrow width of the shared path.



    - The Kennedy Bridge has a very narrow sidewalk on either side that pedestrians are discouraged on walking on the bridge for it is not safe. The fast moving traffic makes it challenging for a bicyclists to ride on the road. When Grand Forks and East Grand Forks replace or rehabilitate the bridge a design feature would be too accommodate bicyclists and pedestrians as well as look out opportunities.

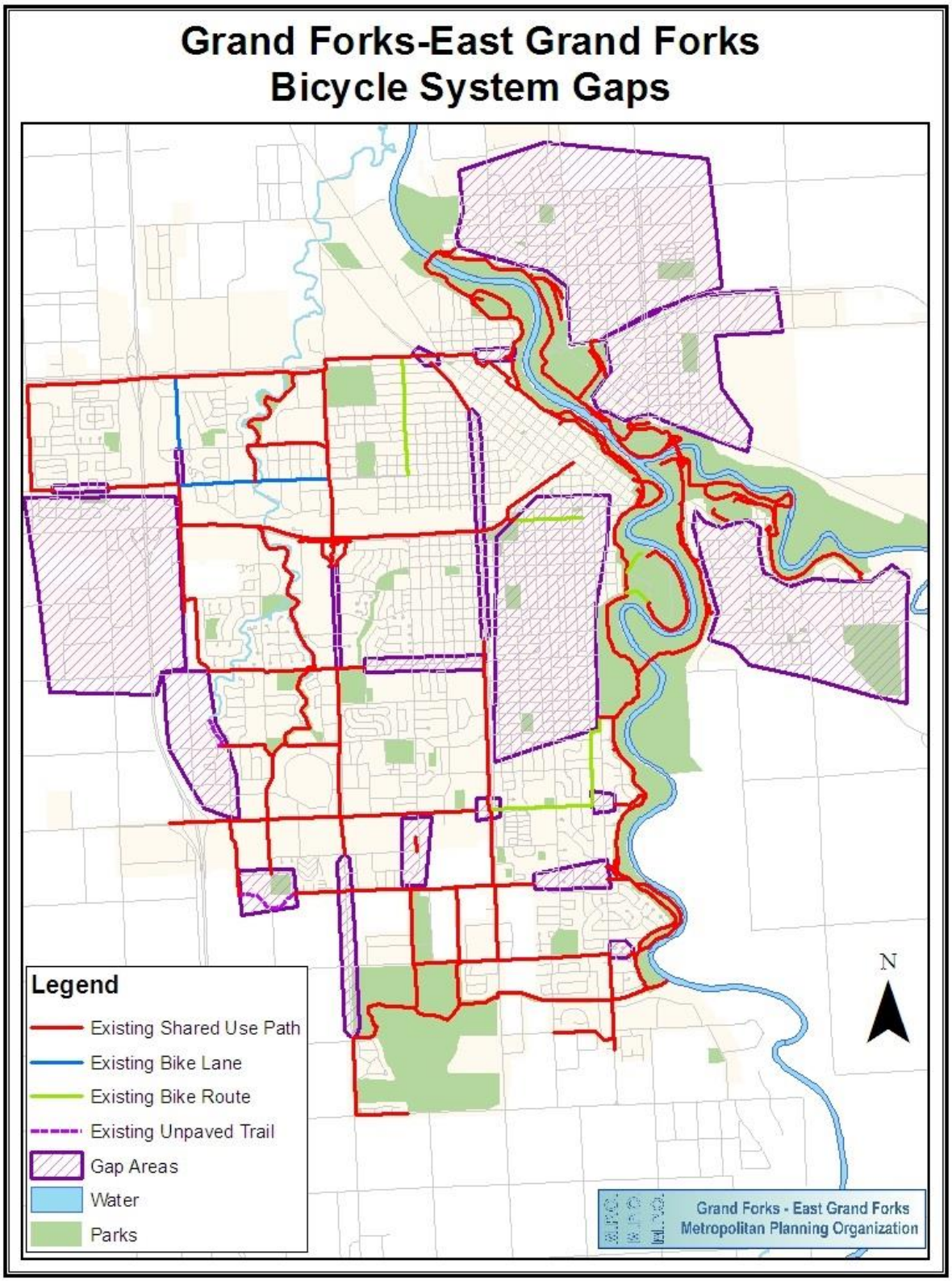


Importance of On Road Facilities

- Map-21 requires that state and urban areas address the needs of alternative modes of transportation along with the more traditional needs of the automobile. Without a bike and pedestrian plan in place no federal funds would be distributed to the GF/EGF urban area. Beyond funding it is of utmost importance that the cities have a plan to provide the facilities to meet all of the needs of the different users.
- Bicycles are classified as motor vehicles by the uniform Traffic Law meaning that their operating characteristics (i.e. speed, etc.) are more similar to motor vehicles. Though it may not be comfortable for everyone, most bicyclists should be on the roadway.
- Nationally recognized design guidelines (AASHTO, ITE, and MUTCD) recommend multi-use trails (aka sidepaths) as facilities that are supplemental to on road facilities, not the other way around; these design guidelines are adopted by our local units of government.
- A good bikeway system should create complete connections, for all types of users, between their desired destinations. Our area has a very good system for recreational cyclists; however, the needs of those who use a bicycle as a means of transportation are minimal, as evidenced by the very limited number of

designated on road facilities. There is a need for greater connectivity between cyclist's homes, their places of work, schools, shopping areas and their recreational areas.

- On road facilities can help increase the safety of bicyclists. Route signs, lane striping, and other bikeway marking alert motorists to expect cyclists to be sharing their roadway while at the same time confirming that cyclists have a right to be on the road.
- Reducing bicycle use on sidewalks and shared use paths increases safety of slower moving pedestrians.
- On road facilities are useful for navigation. The best route is not always the most obvious, especially to visitors unfamiliar with the city; the use of marking and signs can help guide them to desirable locations.
- Bike route signs can help direct bicycle traffic away from high vehicular/truck traffic corridors to parallel, low volume roadways.
- Reducing vehicle lane widths in order to accommodate bike lanes has been shown to either have no effect on vehicle safety or even decrease the frequency of crashes.
- On road facilities allow cyclists to continue moving at an uninterrupted pace and minimize conflicts with automobiles pulling out across driveways and intersections. On road facilities can also make cyclists more visible to merging vehicular traffic increasing the safety of the cyclist.
- On road facilities can create more predictable movements by both bicycles and automobiles.
- On road facilities can be easy and relatively inexpensive ways to provide connections between existing shared use trails.


Grand Forks-East Grand Forks
Bicycle System Gaps
Legend
Existing Shared Use Path
Existing Bike Lane
Existing Bike Route
Existing Unpaved Trail
Gap Areas
Water
Parks
N
Grand Forks - East Grand Forks
Metropolitan Planning Organization

Bicycle Facilities

- The type of bicycle facility to select for an area is dependent on many factors; including the ability of the user, corridor conditions and cost. There are four basic types of facilities to accommodate bicycles. The descriptions below provide an overview of each facility type and general design.

Example of good parking design: Bike Corral in front of Dakota Harvest Bakers

- **Shared Roadway (No bikeway designation)**: Bicycle use is appropriate on the existing street system in most areas.
- **Bike route (Designated shared roadway)**: These roadways are indicated by bike route signs and serve either to:
    - Provide continuity to other bicycle facilities, usually bike lanes; or
    - Designate preferred routes through high demand corridors

  Designation of shared roadways should indicate to bicyclists that there are particular advantages to using these routes as compared with alternatives routes. Normally these facilities are shared with motor vehicles. Shared lane arrows, or “sharrows”, can also be implemented on bike routes. These on-road markings alert motorists of the possible presence of bicyclists. They also act as a guide to let bicyclists know approximately where they should be riding on the roadway in order to remain a safe distance from parked cars as well

as allow vehicles to pass. Studies have also shown that motorists tend to give bicycles more room when these markings are present.

Sharrow markings are intended to:

- Reduce the occurrence of wrong-way biking
- Reduce the chances of bicyclists hitting opening car doors, and
- Promote the safe passing of bicycles by vehicles
    - **Bike Lane**: Bike Lanes are provided in areas where there is an appropriate need and demand. These lanes will improve riding conditions for the bicyclists on the corridors. This is achieved by providing more predictable movements of both the motorist and bicyclist. Another reason for constructing bike lanes is to accommodate bicyclists where insufficient space exists for bicycling. This is accomplished by reducing vehicular lane widths. In addition to lane striping other measures should be taken to ensure that bicycle lanes are effective facilities such as; replacement of unsafe drainage grates, repair of uneven pavement and unresponsive traffic signals. Maintenance is another issue that must be addressed with bike lanes. Debris

must be removed from bike lanes for them to be use by bicyclists. Bike lanes must provide for each direction of traffic, with bicycle direction parallel with vehicle direction.

University Avenue

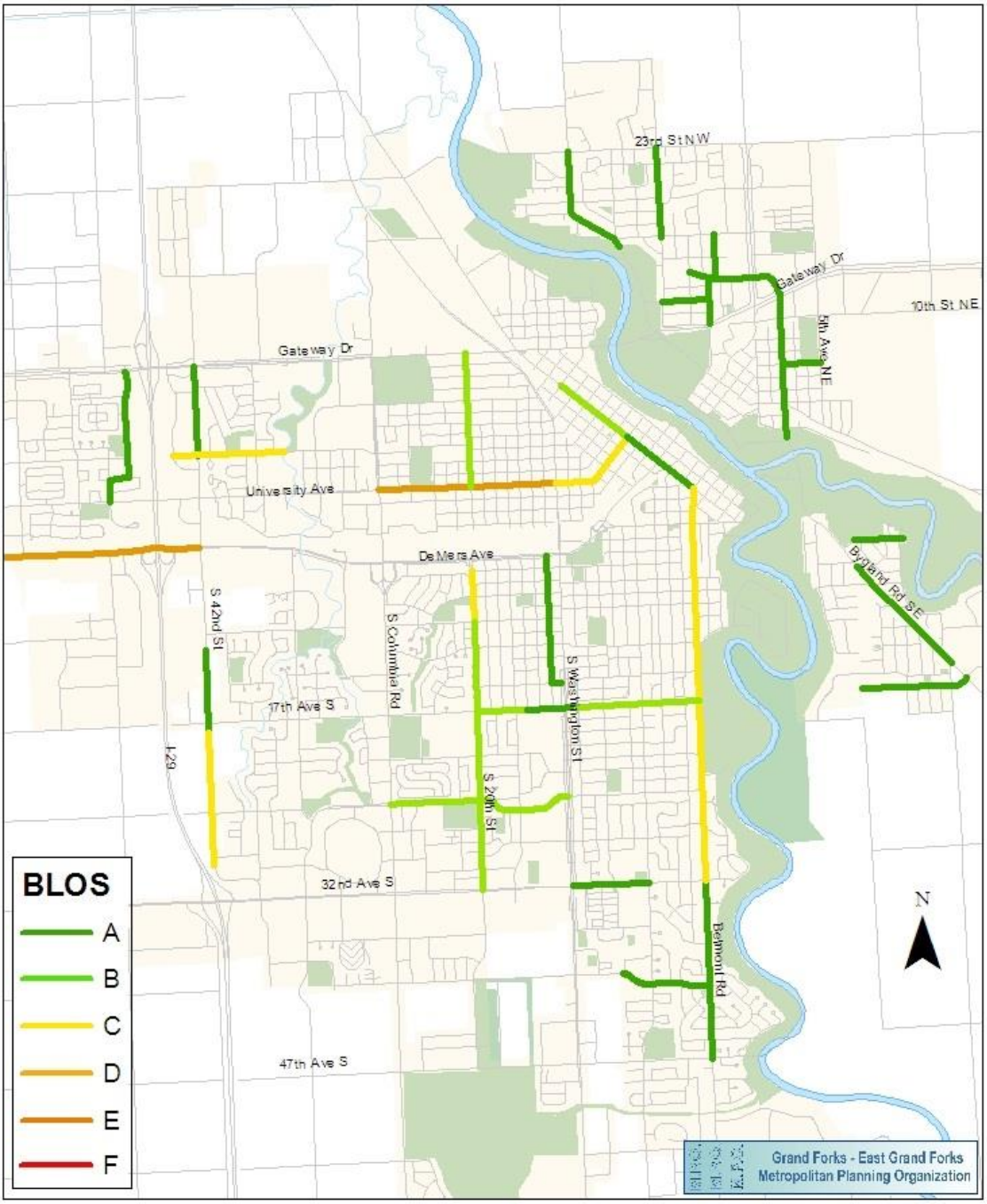
- **Bike Path (Shared use path)**: These facilities should serve corridors not served by streets and highways or in locations where wide utilities of former railroad right-of-way exists. These paths should also be designed in such a manner as to accommodate for their mix of user (bicyclists, pedestrians, joggers, wheel chairs, in-line skaters, as well as others). It should be noted that sidewalks are generally not acceptable for bicycling.
- **Green Lanes**: An on road 'bicycle lane' is defined by bicycle pavement symbols and line marking such as directional arrows or continuous or broken lines. Where there is increased risk of a crash between a cyclist and a motorist the bicycle lane has been colored green to improve their visibility.

Future Bike Lane and Shared Lane Site Analysis

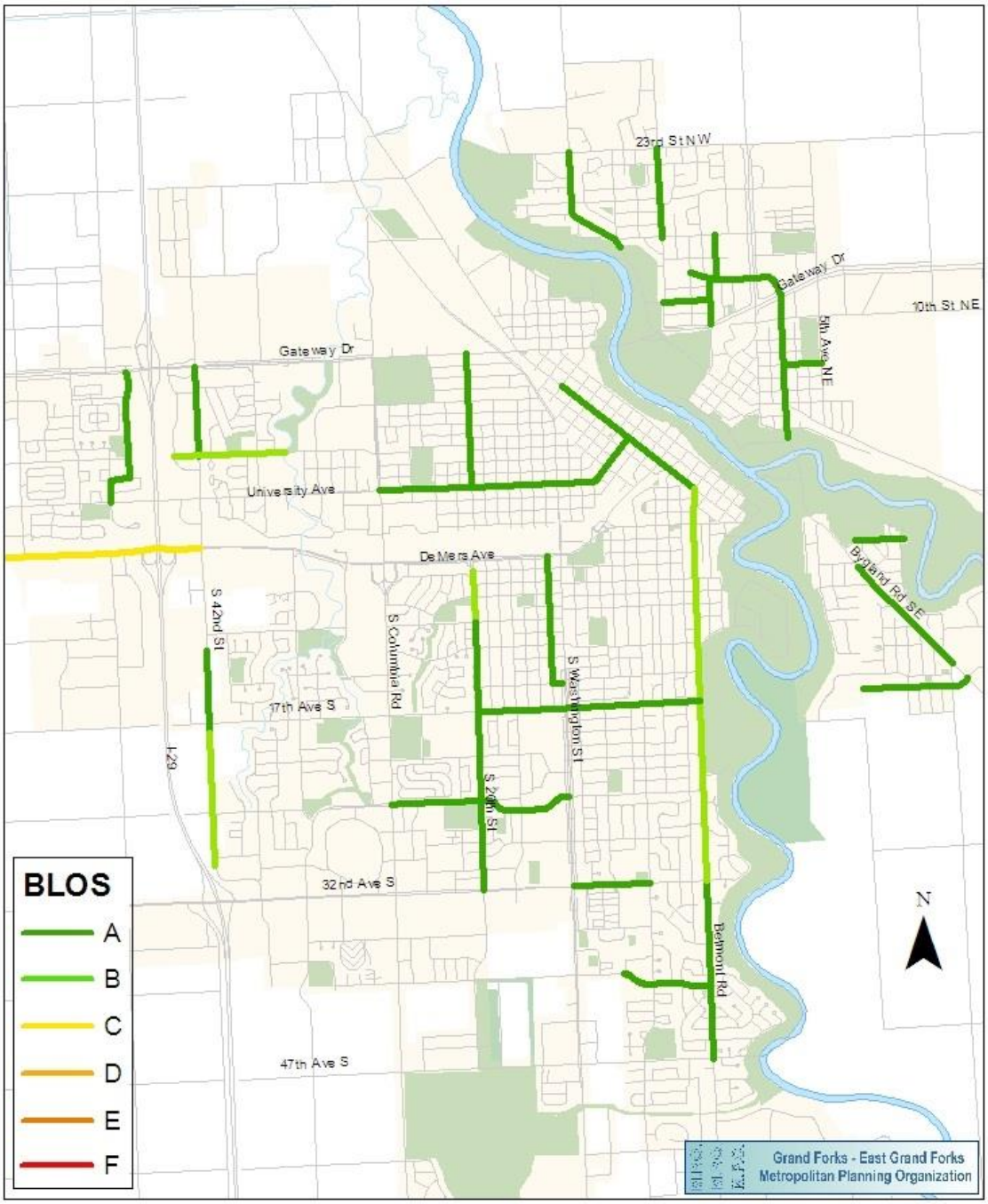
- Cost is a major consideration in bikeway development. When designing corridors for planned bike lanes and analysis of the section of roadway must be conducted. First and foremost, existing pavement widths must be examined. If there is not enough existing width the probability that the street would be widened for a bike lane is small.
- In 2004 a width analysis was done to determine which roads would most easily be retrofitted to include bike lanes. The determination of the roadway's ability to retrofit bike lane facilities was based on the assumption that existing conditions, such as street parking, would remain constant, but the removal of parking in one direction would be necessary for some roadways. The following minimum AASHTO standards apply to lane widths for the analysis:
    - Motor Vehicle Lane — 10' min. width
    - Parking Lane — 8' min. width
    - Bike Lane — 5' min. or 4' without curb and gutter
    - Park/Bike shared use lane — 12' min. width
- The following are a few examples:
    - <u>Grand Forks</u>
        - Belmont Road
        - 20th Street South
    - <u>East Grand Forks</u>
        - Bygland Road

- In 2009 the width standards had not changed from 2004, so the analysis of retrofitted roadways still stands. Bicycle Level of Service was a new element added to the 2004 analysis in 2009. Using the BLOS Model developed by the Florida based engineering consulting firm Sprinkle Consulting Inc. these roadways were assigned a level of service grade based on the roadways suitability or compatibility for on-road bicycle use.

Grand Forks - East Grand Forks
Existing Bicycle Level of Service



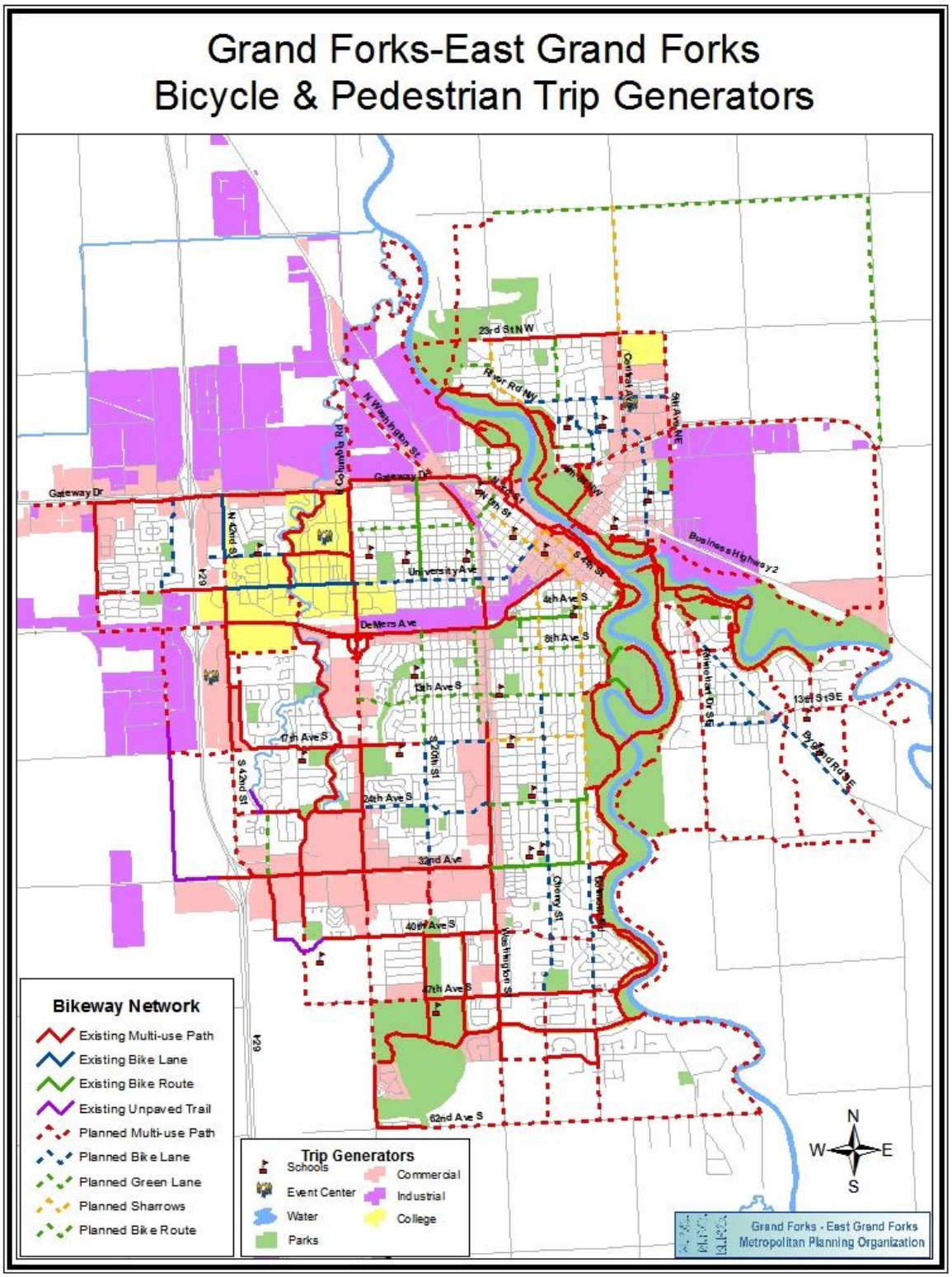
Grand Forks - East Grand Forks
Possible Bicycle Level of Service



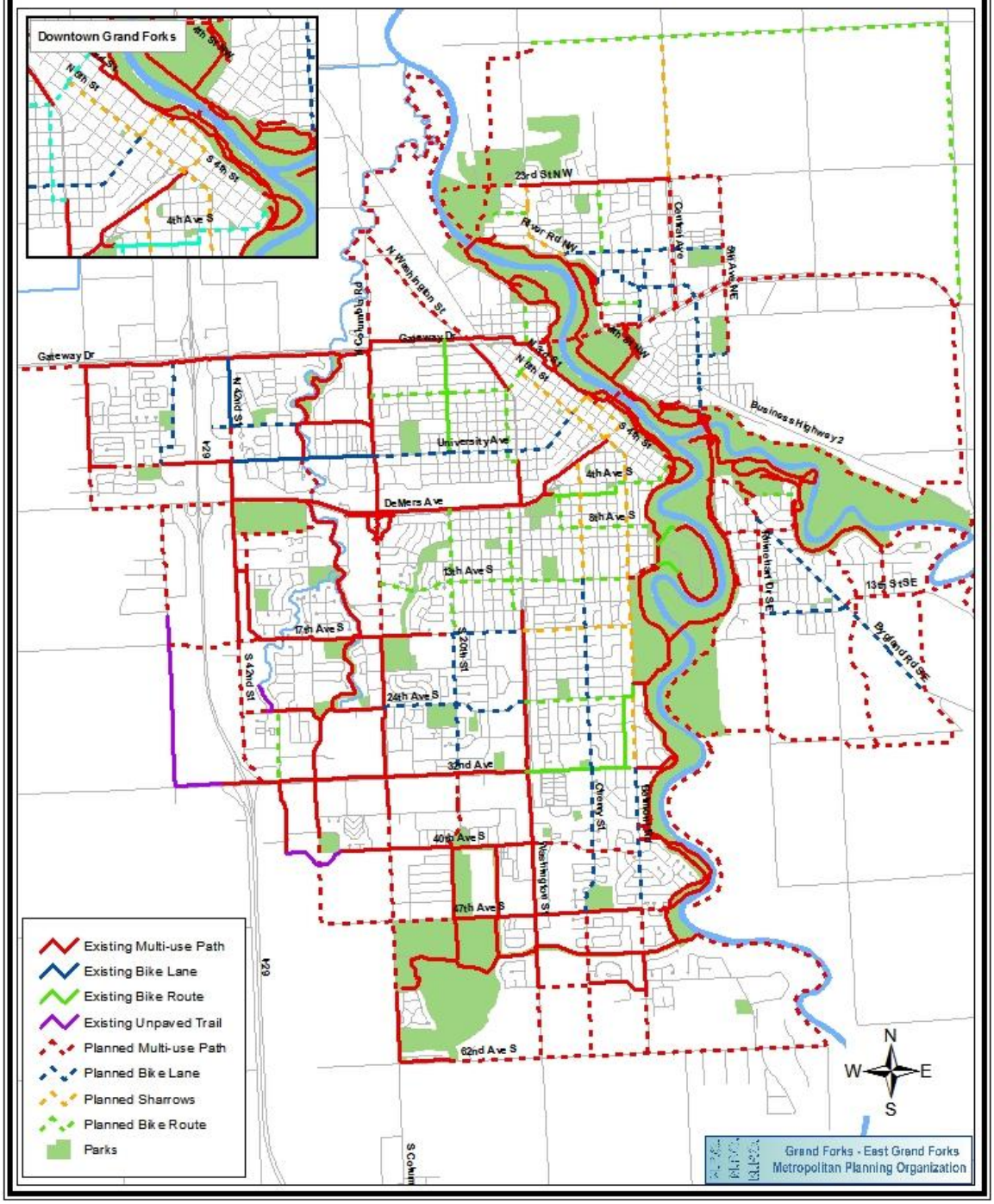
Non-motorized Travel

Access Assessment of Travel Trip Generators

- Bicycle trip generators were examined to determine appropriate linkage to the bikeway network. The Following tables are the results of that analysis. The generators have been separated between the two cities. They have also been listed by their category (Commercial, industrial, etc.).


Grand Forks-East Grand Forks
Bicycle & Pedestrian Trip Generators
Bikeway Network
Existing Multi-use Path
Existing Bike Lane
Existing Bike Route
Existing Unpaved Trail
Planned Multi-use Path
Planned Bike Lane
Planned Green Lane
Planned Sharrows
Planned Bike Route
Trip Generators
Schools
Event Center
Water
Parks
Commercial
Industrial
College
N
W
E
S
Grand Forks - East Grand Forks
Metropolitan Planning Organization
23rd St NW
River Rd NW
Central Ave
5th Ave NE
N Washington St
Columbia Rd
Gateway Dr
N 42nd St
University Ave
DeMers Ave
4th Ave S
8th Ave S
13th Ave S
17th Ave S
S 42nd St
S 20th St
24th Ave S
32nd Ave
40th Ave S
47th Ave S
62nd Ave S
Washington St
Cherry St
Business Highway 2
13th St SE
Bygland Rd SE
I-29

Grand Forks-East Grand Forks
Existing & Planned Bikeway Network



Conclusion

The goal of transportation system in any city is to provide access to facilities, goods, services and activities. Supporting different forms of transportation modes gives users the choice, whether it is to make trips entirely by walking and biking or catching a ride on the public transit. In many cases in city areas walking and biking are faster and more efficient ways to do your short trips. There are many benefits in biking and walking including reduced traffic congestion, economic development and the environment.

Having a walkable/bikeable community contributes to the local economy by supporting tourism. It also contributes to the quality and feel of the area. Visitors usually explore by walking and biking. Additionally trail networks are destination tourist attractions such as the Greenway, this can bring many visitors every year in turn bring additional dollars to the community each year.

Transportation system and the community design can have profound effects on the amount of physical activity residents have. People can have healthier and more active lives if the environment they live in has a transportation system that facilitates safe walking and biking.

Transit Goals, Objectives, Standards & Performance Measures

The development of the Long Range Transportation Plan's (LRTP) goals, objectives, standards, and performance measures is a critical step in the planning and decision-making process regarding transportation system improvements that will be made over the next 25 years. Public transportation in the Grand Forks-East Grand Forks region is an element of a diverse multimodal system that is planned and built around a consistent set of goals that describe the high quality of life that is desired by residents, visitors, and businesses. The MPO and its member jurisdictions have adopted an over-arching set of goals that are consistent across modes and supported by multimodal and mode specific objectives.

DEFINING THE GOALS, OBJECTIVES, STANDARDS & PERFORMANCE MEASURES

The application of goals, objectives, standards, and performance measures for the metro transportation planning process was connected, but represented different levels of the process. Provided below are definitions of each example and an explanation of how these work together to shape the Long Range Transportation Plan. These goals, objectives, standards and performance measures should clearly reflect the needs and wants of the GF/EGF area:

- **Goals** are far-reaching, generalized statements of Plan intent. For example, a transportation plan goal (Goal 8: Safety) is "to provide a safe transportation system". This example goal communicates an intention, but cannot be quantified or measured to determine the relative success of Plan outcomes.

- **Objectives** are more-focused statements of specific measures or procedures related to attaining the established goals. A related transportation plan objective is to "reduce incidence of traffic crashes on the roadway system". This example objective offers a concrete means of measuring the relative success of Plan outcomes, the relative level of crashes.

- **Standards** are strategies that provide direction or guidance for achieving the objective. A related transportation plan standard is to "identify and reduce crash rates at high-incident crash locations," which also provides direction for the performance measures.

- **Performance Measures** are benchmarks for quantifying progress towards achieving objectives. Derived from the existing conditions report and the issues analysis, they include quantitative, measurable criteria, targets for performance within defined time periods, and ongoing monitoring activities. Past plans have emphasized certain performance measures, such as setting targets for LOS. However, this update provides greater emphasis in clearly identifying performance measures in the goals and objectives. In some respect, this response is to help set the stage for future MAP-21 requirements. For instance, a related transportation plan performance measure includes:

    - By 2040, reduce daily vehicle miles traveled by 10 percent below 2010 levels. A reduction of approximately 2,885 daily vehicle miles traveled is needed every year.

SMART PRINCIPLES

The Plan's goals, objectives, standards and performance measures have applied SMART principles. SMART principles are used to ensure the goals, objectives, standards and performance measures are specific, measureable, agreed upon, realistic and time-bound:

Specific – Sufficient to guide approaches
Measurable – Quantitative measurement
Agreed – Consensus among partners
Realistic – Can be accomplished
Time-Bound – Identified time-frame for accomplishment

The Specific, Agreed, and Realistic principles were primarily applied to the goals, objectives and standards, while the performance measures provided the strongest foundation to use the "Measurable" and "Time-Bound" principles. Examples from the Plan showcasing the application of the five principles to a goal, objective, standard, or performance measure are listed below.

APPLYING SMART PRINCIPLES

The following are examples of how SMART principles were applied to the goals, objectives, standards and performance measures.

Goals

- Agreed – The LRTP goals have been agreed upon by the TAC and Policy Board, and are also being used in other related transportation documents (i.e., the TIP and Transit Development Plan).

Objective:

- Agreed – The objectives have been agreed upon by the TAC and Policy Board.
- Realistic – Each objective is realistic; meaning, the objectives can be accomplished during the lifespan of this document.

Standard:

- Specific – Each standard provides specific direction and guidance on how to achieve the objective. In essence, these are also realistic.
- Agreed – The standards have been agreed upon by the community.

Performance Measures/Targets:

- Measurable – The performance measures incorporate quantitative and measurable rates for the MPO.
- Specific – Each performance measure provides specific direction on how to measure the criteria, including performance targets.
- Time-Bound – The performance measures include time frames, and a list of monitoring activities in order to continue to monitor achievements and goal attainments. Activities are assigned a monitoring schedule to define when data should be collected and evaluated to document level of goals achievement.

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GOAL 1: ECONOMIC VITALITY

Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.

Performance Measures:

- land use and economic development initiatives consistent with the LRTP and TIP projects
- connection/coordination improvement of multi-modal facilities and land use planning, including site plan review

Performance Targets

- Ninety percent (90%) land use and economic development initiatives consistent with the LRTP and TIP projects.
- One hundred percent of development review involves connection/coordination consideration of multi-modal facilities and land use planning, including site plan review.

Action Initiatives:

- Document local, state and national freight initiatives that influence the region's transportation system
- Draft and submit to each city an ordinance for multi-family, commercial, and business establishment to require establishments have multi-modal facilities, including transit access and facilities.

Monitoring Activities

Annually

- Track growth of corridors through building permits and platting activities.
- Map the locations of major employment centers, including existing and proposed developments, and identify types of transportation available to those centers.
- Document locations and conditions of current freight routes.
- Evaluate the LRTP's effectiveness and consistency with new development and economic development decisions.
- Track number of new developments with multimodal connections.

Every 5 Years

- Evaluate the LRTP's effectiveness and consistency with local comprehensive plans.
- Track the increase in households or jobs by TAZ to identify potential employment and residential growth areas and to assist in the prioritization of future transportation projects.

i. Objective: Continue to coordinate the LRTP goals and objectives with TIP project selection and both cities' land use planning activities.

- Standard: Recognize and address the types and locations of future development identified in the Grand Forks and East Grand Forks Land Use Plans.
- Standard: Coordinate with local governments on the placement of regionally significant developments (e.g., ones that have a major impact on existing networks) near transit.

ii. Objective: Consider economic development activities in the transportation planning process.

- Standard: Invite economic development officials to be part of the alternatives analysis process and seek their comments on the alternatives' consistency with economic development plans and initiatives.
- Standard: Provide documentation of the alternatives screening process to local economic development officials.
  Standard: Recognize and address economic activities at the local, regional, state and national level that influence the metro area's transportation system.

GOAL 2: SECURITY

Increase security of the transportation system for motorized and non-motorized uses.

Performance Measures

- Number of security incidents
- Percent of assets being secured
- Percent of security equipment operational
- Percent of employees in compliance with security training standards

Performance Targets

- 100% of assets being secured
- 85% of employees compliant with security training standards
- 90% of security equipment operational
- 100% documenting of all security incidents

Action Initiatives

- Assist in the preparation of Transit Security Plan

Monitoring Activities

Annually

- Document security incidents.
- Collect detailed transit security incident information (where, when, why).
- Document employee training.
- Compile daily checklist logs of security equipment.

Every 5 Years

Update Transit Security Plan.

i. Objective: Identify critical transportation system assets.

- Standard: Support improvement projects that do not compromise the security of identified critical transportation system assets.
- Standard: Develop measurable data points that evaluate the security of the transportation network, especially in critical areas.

ii. Objective: Coordinate traffic and transit operations with the MPO Bridge Closure Management Plan during flood events.

- Standard: Continue to monitor current flood control operations plans and revise if any noticeable delays or changes occur.
- Standard: Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in wetlands or floodways, storm drainage, etc.

iii. Objective: Provide a secure transportation system.

- Standard: Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning.
- Standard: Identify and incorporate state and regional emergency, evacuation, and security plans into transportation plans and TIP project selection.
- Standard: Review and update internal safety and securing manuals and training.
- Standard: Review and update coordination with regional emergency/security/hazardous materials movement plans.
- Standard: Increase security training for transit staff and administration.
- Standard: Allocate at least one percent of federal funds to transit security projects.

iv. Objective: Improve incident management response within the GF-EGF MPO area.

- Standard: Utilize ITS to inform public of incidents and potential detours.
- Standard: Have staff, local leaders, and applicable employees undergo incident response training.

GOAL 3: ACCESSIBILITY & MOBILITY

Increase the accessibility and mobility options for people and freight by providing more transportation choices.

Performance Measures:

- Transit Vehicle hour delays along arterial streets with coordinated signal timing plans with transit signal priority equipment.
- ADA paratransit service Criteria
- Transit service cost per hour, cost per mile, cost per passenger, mile per passenger and fare subsidy
- Transit fixed route on time performance
- ADA curb ramps
- Transit travel times
- Fixed Route Transit Ridership

Performance Targets

- Reduce vehicle hour delays every year by improving transit signal priority.
- Comply with ADA paratransit service criteria.
- Encourage performance of the Cities Area Transit service to be no less than 75 percent of the average of transit systems of similar size.
- Fixed Route transit service no later than an average of 5 minutes late on route runs.
- Encourage ADA curb ramp installation to reach 100% by 2040.
- Encourage transit travel time to be no greater than three times personal vehicle travel times.
- Increase ridership on fixed route by 3% per year

Action Initiatives

-
- Update Metropolitan Intelligent Transportation System Strategy Plan and Regional Architecture

Monitoring Activities

Annually

- Track percent of transit signal priority success
- Evaluate average route run times.

- Assess travel times on key corridors.
- Post timetables at all bus shelters, at activity centers, and in downtown.
- Prepare and distribute route maps once per year.
- Report on progress toward ADA compliance.
- Place the transit route map and schedules in the telephone directory and on the city's internet page.
- Track and report fixed route on time performance by each individual route.
- For the CAT fixed route system monitor and report peak (September – May) and off- peak (June through August) periods:
  - Passenger revenue per mile
  - Farebox recovery rate
  - Cost per passenger mile
  - Cost per mile
  - Cost per hour
- For the demand-response services of Senior Rider and handicapped paratransit services monitor and report:
  - Passenger revenue per mile
  - Farebox recovery rate
  - Cost per passenger mile
  - Cost per mile
  - Cost per hour

Every 5 Years

- Collect and analyze data showing population information to identify areas of transit dependency (persons 65 year old and older, persons/households with incomes below the defined poverty line, minority populations).
- Update inventory of curb ramps.
- Track and map new or renovated curb ramps.
- Conduct multi-purpose network usage survey.

i. Objective: Reduce excessive travel delays through the reduction of VMT/VHT.

- Standard: Utilize a database of congested corridors, listing (at a minimum) volume, capacity, level of service, and amount of delay.
- Standard: Promote higher land use densities.

ii Objective: Connect riders to paratransit service, and to accessible fixed route service, based on user needs.

- Standard: Develop and maintain a centralized eligibility screening system for the paratransit services.
- Standard: Implement trip-by-trip eligibility determination for paratransit.

i. Objective: Provide transit service trip travel times that are as competitive with the automobile as possible.

- Standard: Allow fixed route riders to travel from any point on the system to any other point within one hour.
- Standard: Operate routes on half-hour and/or one hour headways.
- Standard: Implement ITS architecture and strategies to facilitate an efficient transit system.

iv. Objective: Serve the transit dependent population and attract new riders.

- Standard: Provide transit service within ¾ mile of residential areas and to major activity and employment centers.
- Standard: Increase ridership throughout the fixed route transit service routes.
- Standard: Devote 2 percent of the total operating budget to marketing transit services.

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GOAL 4: ENVIRONMENTAL/ENERGY/QOL

Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities - whether urban, suburban, or rural.

Performance Measures:

- time/cost of project delivery
- Population characteristics such as low income, minority percentage, gender, disabled percentage and percentage having Limited English Proficiency (LEP)

Performance Targets

- Reduce the time/cost of project delivery by 20%.
- Maintain EJ, Title VI, LEP plans to ensure they reflect current and future demographics, as well as community needs.

Action Initiatives

- Reach agreements/MOUs on linking the planning process with the environmental permitting to reduce the time/cost of project delivery.
- Apply context sensitive measures to improve livability.

Monitoring Activities

Annually

- Monitor the percent of transportation investment in environmental justice census tracts and evaluate any disproportional impacts as defined by Title VI legislation.
- Evaluate the effectiveness of traffic calming measures.
- Evaluate EJ, Title VI, and LEP plans' effectiveness in supporting the MPO's transportation planning process.
- Distribute information through PSAs, Public Presentations, and awareness campaigns.

Every 3 Years

- Title VI and LEP plans.

Every 5 Years

- Evaluate sustainability principles and their effectiveness with TIP projects.
- Update EJ plan.
- Evaluate timeline from planning process to delivery of transportation projects to determine linkage between planning and environmental permitting.
- Maintain a list and location of environmentally sensitive properties.
- Evaluate whether agreement/MOUs were reached.

i. Objective: Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.

- Standard: Incorporate elements of the Environmental Justice (EJ), Title IV and Limited English Proficiency (LEP) plans into the MPO's overall transportation planning process.
- Standard: Seek transportation enhancement projects that have the potential to reduce existing transportation impacts on the environment through context sensitive solutions.
- Standard: Compare available environmental resource maps, plans, and inventories when developing plans.
- Standard: Explore "Green" applications into transit projects to mitigate environmental impacts.

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GOAL 5: INTEGRATION & CONNECTIVITY

Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.

Performance Measures:

- transit routes frequency and number of transfers
- new housing developments, particularly low income developments, within ¼ mile of transit routes

Performance Targets

- Develop new and existing transit routes that are competitive to time travel by private vehicle by increasing frequency and limiting the number of transfers.
- Increase new housing developments, particularly low income developments, within ¼ mile of transit routes.

Action Initiatives

- Asses land use plans to examine how they affect transit.
- Evaluate the fixed route riders traveling from any point on the system for the amount of transfers per trip.

Monitoring Activities

Annually

- Track growth corridors through building permits and platting activities.
- Track land development patterns and map potential compact developments , that may be supported by multimodal transportation.
- Review all development proposals.
- Evaluate the location of new housing, particularly low income developments that are close to transit routes.

Every 5 Years

- Collaborate with local agencies to track the outward expansion of development through statistical and visual means.
- Assist in the update in land use plan.

i. Objective: Obtain a balance between transportation and land use by promoting the land use plans' adopted sustainability and livability principles, goals, and objectives.

- Standard: Identify corridors and nodes that are prime locations for future development.
- Standard: Increase the choice of transportation options by providing additional transit service.
- Standard: Promote transportation improvements that support access to employment centers, especially those that provide a mix of employment opportunities (e.g. jobs and income levels).
- Standard: Incorporate transit as a review item in the development review process by applying transit friendly design standards to new and renovated developments and roadways.

ii. Objective: Reduce the cost of paratransit service delivery through service coordination.

- Standard: Promote, encourage, and increase multiple loads on demand-response services (paratransit and Senior Rider).

iii. Objective: Compare fixed routes system to vehicle travel.

- Standard: Minimize transfers within the fixed route transit system.
- Standard: Allow fixed route riders to travel from any point on the system with two transfers or less.

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GOAL 6: EFFICIENT SYSTEM MANAGEMENT

Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

Performance Measures

- Comparison of programmed dollar amounts to actual obligated dollar amounts
- Public Participation Plan - attendance at meetings, prior notice, key points of decision

Performance Targets

- Maintain documentation of public and private partnerships.
- Maintain the current relationships of the MPO financing of local policies, plans and ordinances through work programs.
- Increase the effectiveness of the MPO Public Participation Plan in informing, education and engaging the public in transportation decisions.
- Have no greater than 25% variance when comparing programmed dollar amounts to the actual obligated dollar amounts for projects listed in the MPO TIP.
- Prepare a TIP

Action Initiatives

- NONE

Monitoring Activities

Annually

- Compare the actual project expenditures to the amounts programed in the local and state investment plans (e.g., CIPs and STIPs). These comparisons should assist in determining whether cost adjustments may be appropriate in the annual listing of obligations identified in the TIP.
- Evaluate the cost sharing opportunities for transportation projects.
- Conduct a customer satisfaction survey through various means of outreach (e.g., online, mailings and open houses). This activity should be done on an annual or bi-annual basis.
- Compare annually the amount of obligated funds to actual expenditures for projects listed in the MPO TIP.

- Update financial plan in TIP
- Evaluate TIP to examine whether it was approved and adopted.

Every 5 Years

- Evaluate the MPO's Public Participation Plan and its effectiveness under federal and state guidelines to engage community members and stakeholders from various groups.
- Evaluate the Long Range Transportation Plan for its effectiveness in public-private partnerships.
- Evaluate the Financial Planning Forecast in the LRTP.

i. Objective: Encourage public-private partnerships (P3) and other applicable innovative financing alternatives.

- Standard: Incorporate public /private partnerships and other innovative funding sources into appropriate projects' funding plan.
- Standard: Track funding sources and financing tools that could be used to fund local transportation projects.
- Standard: Evaluate a cost sharing model to implement projects that directly benefit private entities.
- Standard: Support methods of assessing developers for the costs of transit improvements associated with new developments.

ii. Objective: Consider all local partners in the transportation planning process.

- Standard: Coordinate projects with economic development, transit providers, housing providers, workforce, and other agencies whose clients impact the transportation network.
- Standard: Invite nontraditional partners to be a part of the transportation planning process.
- Standard: Support agreements necessary (e.g., MOUs, cost sharing, service contracts, etc.) to facilitate regional traffic management strategies.
- Standard: Incorporate environmental stewardship considerations and environmental agency coordination into the planning and implementation of transportation improvements.

- Standard: Collaborate with local and state agencies in setting performance measures and targets for urban and rural areas.

iii. Objective: Cooperate across jurisdictional boundaries to create a seamless transportation network.

- Standard: Establish multijurisdictional protocols for special events (e.g., events and parades).
- Standard: Encourage region-wide coordination among traffic, emergency, and maintenance agencies (e.g., police, fire, DOTs, and public works).
- Standard: Member jurisdictions should continue to participate in the MPOs transportation planning activities.

iv. Objective: Recognize the relationship between planning and financing for future transportation programs.

- Standard: Explore innovative financing methods for the construction and maintenance of transportation facilities in the annual transportation budgeting process.
- Standard: Adjust future project costs to incorporate average inflation for the projected year of expenditure.

v. Objective: Provide an efficient and cost effective transportation system.

- Standard: Compare service to peer systems.
- Standard: Develop and maintain a fully allocated cost model (Access all federal cost-shared funding that is available to the region prior to looking to 100 local funding for projects).
- Standard: Create program project in TIP to value interconnectivity between agencies to examine sequence of events.

vi. Objective: Fund the transportation system.

- Standard: Identify funding sources for each proposed improvement.
- Standard: Identify timing and probability of funding through the transportation improvement program.

GOAL 7: SYSTEM PRESERVATION

Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.

Performance Measures:

- dollars of discretionary funds secured
- yearly average maintenance costs
- age of transit fleet
- transit fleet spare ratio
- transit service interruption for mechanical reasons
- Amount of federal funds towards existing infrastructure.

Performance Targets

- Increase the number of dollars of discretionary funds secured by the GF/EGF area.
- 80 percent of the transit fleet should not exceed life expectancy of industry standards
- Maintain minimum of 1 spare for each transit fleet vehicle type as spares to fill needs for repairs, breakdowns, or other reasons for pulling a bus out of service.
- Strive for no more than one transit service interruption for mechanical reasons per 30,000 miles.
- Track percentage of federal funds programmed towards existing infrastructure.

Action Initiatives

- Prepare a Transit Asset Management Plan

Monitoring Activities

Annually

- Ensure the completion of the NTD report.
- Track the percentage of federal funds programs that is put toward existing and new infrastructure.

Every 5 Years

- Update Transit Asset Management Plan

i. Objective: Identify sufficient funding for each proposed improvement included in the MPO plans.

- Standard: Inform project finance planning and fiscal constraints by identifying all available funding amounts and their sources.
- Standard: Identify funding that can be used for operations, maintenance, and facility construction.
- Standard: Document funding used for "State of Good Repair" projects and document whether a "State of Good Repair" for the federal transportation system can be currently maintained.
- Standard: Follow administrative procedures to ensure funding flexibility.

ii. Objective: Identify likelihood of project funding; higher likelihood should be associated with near-term projects.

- Standard: Increased likelihood of funding, corresponding to the timing of projects.
- Standard: Provide technical assistance to local jurisdictions in applying for state and federal funding programs.

iii. Objective: Preserve, maintain, and improve the existing transportation system.

- Standard: Strive for a "state of good repair" by ensuring maintenance funding is available before transportation facilities are constructed.
  Standard: Ensure daily transit operations without interruption for fleet maintenance or repair.

iv. Objective: Asset management

- Standard: Adopt transit asset management plan by 2017.

GOAL 8: SAFETY

Increase safety of the transportation system for motorized and non-motorized uses.

Performance Measures

- Number of transit vehicle crashes

Performance Targets

- The number of crashes involving buses shall not exceed 2.0 per 100,000 bus miles.

Action Initiatives

- Participate in State and County Level Strategic Highway Safety Plans
- Conduct travel training as needed
- Encourage safety programs in elementary classrooms.

Monitoring Activities

Annually

- Evaluate intersection crash frequency for all modes with significant commuter and freight traffic volumes, and compare to critical crash rates.
- Evaluate crash severities.
- Review crash data.
- Report the number of safety programs conducted in elementary classrooms.
- Report the number of times travel training programs were conducted.

Every 5 Years

- Evaluate Transportation improvement Programs (TIP projects to determine their effectiveness in achieving safer transit system.

i. Objective: Reduce the number, severity, and rate of crashes compared to previous years

- Standard: Identify high-incident crash locations.

- Standard: Track high-incident locations logging the number, type, and severity of crashes.

DRAFT

TABLE 30: RECOMMENDED PUBLIC TRANSIT SYSTEM PROGRAM - 2012 THROUGH 2016 (PART A – OPERATIONS

Recommendation Description	Service/Area	Operating Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Operations[1]								
Implement On-time Performance Route Changes	Fixed Route - Grand Forks							
	Fixed Route - East Grand Forks							
Screen Senior Riders to Determine Paratransit Eligibility	Senior Rider - Grand Forks	$5,000						
	Senior Rider - East Grand Forks	$1,000						
Subsidy for 30-Minute Service Concept (Grand Forks)[2]	Fixed Route - Grand Forks		$184,000	$188,000	$192,000	$197,000	$201,000	
Fixed Route Service	Grand Forks	$1,647,000	$1,685,000	$1,724,000	$1,764,000	$1,805,000	$1,847,000	
	East Grand Forks	$242,000	$248,000	$254,000	$260,000	$266,000	$272,000	
Paratransit	Grand Forks	$488,150	$499,200	$510,900	$522,600	$534,300	$547,000	
	East Grand Forks	$40,300	$40,950	$41,600	$42,250	$42,900	$44,000	
Senior Rider	Grand Forks	$262,850	$268,800	$275,100	$281,400	$287,700	$294,000	
	East Grand Forks	$21,700	$22,050	$22,400	$22,750	$23,100	$24,000	
Increase Red River Valley Comm. Action Fare to $0.75 per ride	Grand Forks	-$3,880	-$7,770	-$7,770	-$7,770	-$7,770	-$7,770	
Operations Subtotal		**$2,704,120**	**$2,940,230**	**$3,008,230**	**$3,077,230**	**$3,148,230**	**$3,221,230**	

TABLE 30: RECOMMENDED PUBLIC TRANSIT SYSTEM PROGRAM - 2012 THROUGH 2016 (PART B – CAPITAL IMPROVEMENTS)

Recommendation Description	Service/Area	Operating Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Capital[1]								
Convert from Flag to Designated Stop Format	Fixed Route - Grand Forks	$74,400						
	Fixed Route - East Grand Forks	$11,600						
New Transit Center	Fixed Route - Grand Forks							$91,200
Fixed Route Bus Replacements	Grand Forks							$1,460,000
	East Grand Forks							
Demand-Response Vehicle Replacements[3]	Grand Forks	$34,500	$35,000	$37,000	$37,000	$38,000		$210,000
	East Grand Forks							
Maintenance Garage/Administration Rehabilitation/								$5,262,600
Expand Vehicle Storage								$1,352,200
Non-Revenue Vehicle Replacement				$37,000	$38,000	$20,000		
UND Shuttle Vehicle Replacement with Hybrids[4]								$1,600,000
Purchase Fare Collection System for Demand-Response Vehicles			$90,000					
Purchase Badge System for Bus Garage Security[5]		$10,400	$10,400	$10,400	$10,400	$10,400		
Downtown MTC Rehabilitation and Upgrades				$100,000	$100,000			
One Call -1 Click Center[6]								$2,050,000
Notification Module Add-on to RouteMatch								$141,000
Sidewalk Construction Promoting Transit Access (East Grand Fork)		$82,500	$85,000	$87,500	$90,125	$92,875		
Capital Purchases Subtotal		**$213,400**	**$220,400**	**$271,900**	**$275,525**	**$161,275**		**$12,167,000**

TABLE 30: RECOMMENDED PUBLIC TRANSIT SYSTEM PROGRAM - 2012 THROUGH 2016 (PART C – FUNDING ASSESSMENT)

Recommendation Description	Service/Area	Operating Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Total Annual Operating Plus Capital		$2,917,520	$3,160,630	$3,280,130	$3,352,755	$3,309,505	$3,221,230	
Available Operating/Capital Funds		**$3,675,500**	**$3,672,800**	**$3,551,700**	**$3,605,200**	**$3,735,200**		
Surplus/Deficit In Year								
Fixed Route		**$538,080**	**$364,970**	**$40,670**	**$36,345**	**$236,495**		
Demand-Response		**$219,900**	**$147,200**	**$230,900**	**$216,100**	**$189,200**		
Funding by Jurisdiction (Fixed Route)								
Local	Grand Forks	$1,288,400	$1,216,400	$1,040,200	$1,047,600	$1,141,400		
	East Grand Forks	$55,200	$56,900	$58,500	$60,300	$62,100		
State	North Dakota	$153,000	$157,600	$162,300	$167,200	$172,200		
	Minnesota	$104,600	$107,700	$111,000	$114,300	$117,700		
Federal		$1,000,900	$1,031,000	$1,061,800	$1,093,700	$1,126,600		
Funding by Jurisdiction (Demand-Response)								
Local	Grand Forks	$601,400	$617,100	$617,100	$606,400	$584,000		
	East Grand Forks	$21,600	$22,200	$23,000	$23,600	$24,300		
State	North Dakota	$110,000	$113,300	$116,700	$120,200	$123,800		
	Minnesota	$42,500	$43,800	$45,100	$46,400	$47,800		
Federal		$297,900	$306,800	$316,000	$325,500	$335,300		

Notes:

1 - Costs for operations and capital purchases are increased by 2.3% per year after 2012 to reflect estimated inflation costs

2 - Estimated service cost is $200,000 in 2012 dollars, less 10.2% farebox return. Cost of service is increased 2.3% per year to account for estimated inflation.

3 - Assumes New Freedom funds equivilent to one demand-response vehicle would be available each year. Two of six existing vehicles purchased using New Freedom grant funds.

4 - Local share of funding to match federal grant is committed from UND.

5 - Federal funding is from 1% of federal formula funds reserved for safety and security projects (appproximately $10,000 annually).
Estimated project cost is $76,000. Approximately $24,000 would be covered by funds that have already been set aside for safety/security.

6 - Center intended to serve as statewide/regional resource. Local share of costs estimated to be $30,000.

Implementation Plan and Cost Estimates

Recommendation Description	Service/Area	Operating/Capital Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Operations[1]								
Implement On-time Performance Route Changes	Fixed Route - Grand Forks Fixed Route - East Grand Forks							
Screen Senior Riders to Determine Paratransit Eligibility	Senior Rider - Grand Forks Senior Rider - East Grand Forks	$5,000 $1,000						
Subsidy for 30-Minute Service Concept (Grand Forks)[2]	Fixed Route - Grand Forks				$188,000	$384,000	$393,000	
Fixed Route Service	Grand Forks East Grand Forks	$1,665,723 $240,932	$1,704,035 $246,473	$1,743,227 $252,142	$1,783,322 $257,942	$1,824,338 $263,874	$1,866,000 $270,000	
Paratransit	Grand Forks East Grand Forks	$450,710 $54,360	$461,076 $55,610	$471,681 $56,889	$482,530 $58,198	$493,628 $59,536	$505,000 $61,000	
Senior Rider	Grand Forks East Grand Forks	$301,275 $41,485	$308,204 $42,439	$315,293 $43,415	$322,545 $44,414	$329,963 $45,435	$338,000 $46,000	
Operations Subtotal		**$2,760,485**	**$2,817,838**	**$2,882,648**	**$3,136,949**	**$3,400,775**	**$3,479,000**	

Recommendation Description	Service/Area	Operating/Capital Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Capital[1]								
Convert from Flag to Designated Stop Format	Fixed Route - Grand Forks Fixed Route - East Grand Forks		$74,400 $20,000					
Bus Washer			$180,000					
Fare Card Vending Machines								$120,000
New Transit Center	Fixed Route - Grand Forks							$91,200
Fixed Route Bus Replacements*	Grand Forks East Grand Forks				$600,000	$478,000		
Demand-Response Vehicle Replacements[3]	Grand Forks East Grand Forks	$37,200	$78,800	$121,500 $130,000	$41,800 $83,600	$43,000 $43,000		
Maintenance Garage/Administration Rehabilitation/								$5,500,000
Expand Vehicle Storage								$2,000,000
Non-Revenue Vehicle Replacement				$37,000	$38,000	$20,000		
UND Shuttle Vehicle Replacement with Hybrids[4]								$3,150,000
Purchase Fare Collection System for Demand-Response Vehicles								$90,000
Purchase Badge System for Bus Garage Security[5]		$13,000	$13,000	$13,500	$13,500	$14,000		
Major Bus Rehab for Campus Connector Route			$30,000					
Downtown MTC Rehabilitation and Upgrades								$200,000
One Call -1 Click Center[6]			$900,000	$1,150,000				
Fixed Route Vehicle Additions					$600,000			$500,000
Sidewalk Construction Promoting Transit Access (East Grand Fork)			$481,000					
East Grand Forks Bus Shelters								$48,000
Capital Purchases Subtotal		**$50,200**	**$1,777,200**	**$1,452,000**	**$1,376,900**	**$598,000**		**$11,651,200**
Total Annual Operating Plus Capital		**$2,810,685**	**$4,595,038**	**$4,334,648**	**$4,513,849**	**$3,998,775**	**$3,479,000**	
Available Operating/Capital Funds		**$3,596,188**	**$4,859,259**	**$5,291,719**	**$3,711,855**	**$3,482,615**		
Surplus/Deficit In Year								
Fixed Route		**$421,600**	**$722,979**	**$1,720,882**	**$931,089**	**$426,847**		
Demand-Response		**$391,550**	**$354,392**	**$313,559**	**$301,358**	**$289,440**		

Recommendation Description	Service/Area	Operating/Capital Cost by Year						
		Short-Term		Mid-Term			Long-term	Illustrative Projects
		2012	2013	2014	2015	2016	2017+	
Funding by Jurisdiction (Fixed Route)								
Local	Grand Forks	$1,007,118	$987,200	$1,016,800	$1,070,800	$1,102,900		
	East Grand Forks	$55,200	$169,100	$71,000	$73,100	$75,300		
State	North Dakota	$122,161	$439,187	$577,873	$249,770	$249,770		
	Minnesota	$104,600	$108,200	$111,400	$114,800	$118,200		
Federal		$1,266,464	$2,246,600	$2,416,700	$1,182,500	$933,800		
Total Funding		$2,555,543	$3,950,287	$4,193,773	$2,690,970	$2,479,970		
Funding by Jurisdiction (Demand-Response)								
Local	Grand Forks	$601,400	$306,500	$315,700	$325,100	$334,900		
	East Grand Forks	$21,600	$24,000	$49,100	$42,120	$34,800		
State	North Dakota	$73,481	$90,232	$104,946	$107,045	$107,045		
	Minnesota	$42,500	$44,200	$45,500	$46,900	$48,300		
Federal		$301,664	$444,040	$582,700	$499,720	$477,600		
Total Funding		$1,040,645	$908,972	$1,097,946	$1,020,885	$1,002,645		

Notes:

1 - Costs for operations and capital purchases are increased by 2.3% per year after 2012 to reflect estimated inflation costs

2 - Estimated service cost is $200,000 in 2012 dollars, less 10.2% farebox return. Cost of service is increased 2.3% per year to account for estimated inflation.

3 - Assumes New Freedom funds equivilent to one demand-response vehicle would be available each year. Two of six existing vehicles purchased using New Freedom grant funds.

4 - Local share of funding to match federal grant is committed from UND.

5 - Federal funding is from 1% of federal formula funds reserved for safety and security projects (appproximately $10,000 annually).
Estimated project cost is $76,000. Approximately $24,000 would be covered by funds that have already been set aside for safety/security.

6 - Center intended to serve as statewide/regional resource. Local share of costs estimated to be $30,000.

*- The cost is stated in 2012 dollars. When the purchase is made the cost will be different due to year of expendeture.

RESOLUTION NO. 13-10-XX

Council member _____, supported by Council member _____, introduced the following resolution and moved its adoption:

WHEREAS, the city of East Grand Forks has an adopted East Grand Forks Comprehensive Plan; and

WHEREAS, the proposed plan update is in general agreement with the other elements of the East Grand Forks Comprehensive Plan, those other elements being the following:

1. The Grand Forks – East Grand Forks River Forks Plan Element, together with all Maps, information and data contained therein.

2. The Grand Forks – East Grand Forks 2040 Long Range Transportation Plan Update, which contains the following sections:

    a. Bikeway Element, together with all Maps, information and data contained therein.

    b. Pedestrian Element, together with all Maps, information and data contained therein.

    c. Transit Element, together with all Maps, information and data contained therein.

    d. Street and Highway Element, together with all Maps, information and data contained therein.

    e. Intelligent Transportation Systems (ITS) Strategy Element, together with all Maps, information and data contained therein.

3. The 2000 Urban Design Plan, together with all Maps, information and data contained therein.

4. Greenway Plan Element, together with all Maps, information and data contained therein.

5. The 2040 Land Use Plan, together with all Maps, information and data contained therein.

And

WHEREAS, The Grand Forks – East Grand Forks Metropolitan Planning Organization IS preparing a 2040 Alternative Transportation Modes Plan to the East Grand Forks Comprehensive Plan; and

WHEREAS, 2040 Alternative Transportation Modes Plan of the East Grand Forks Comprehensive Plan is a guide for future growth for the downtowns of the Cities of Grand Forks and East Grand Forks; and

WHEREAS, the 2040 Alternative Transportation Modes Plan Update may be amended to reflect changes to the community; and

WHEREAS, the 2040 Alternative Transportation Modes Plan Update is a representation of the goals and values of the city; and

WHEREAS, the City Planning and Zoning Commission further held a public meeting on **November 14, 2013** to get input from the citizens of the community; and

WHEREAS, the East Grand Forks Planning and Zoning Commission forwards a recommendation that the 2040 Alternative Transportation Modes Plan Update to the East Grand Forks Comprehensive Plan, be hereby approved and adopted; now therefore

BE IT RESOLVED, By the City Council of the City of East Grand Forks, Minnesota, that the 2040 Alternative Transportation Modes Plan Update to the East Grand Forks Comprehensive Plan, and proposed amendments, be hereby approved and adopted with any further amendments as stated:

Voting Aye:
Voting Nay:
Absent:

The President declared the resolution passed.

Passed: October ____, 2013

Attest:

_____ _____

City Administrator/Clerk-Treasurer President of Council

I hereby approve the foregoing resolution this ____ day of October, 2013.

_____

Mayor

Request for Council Action

Date: 10/2/2013

To: East Grand Forks City Council, Mayor Lynn Stauss, Council President Craig Buckalew, Council Vice President Greg Leigh, Council members: Clarence Vetter, Ron Vonasek, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: Jason Stordahl, Public Work Director

RE: Residential Refuse Collection Update

Background: At the last work session the question was raise, when should we put out an RFP for residential refuse/recycling collection? You had asked me to contact Country Wide Sanitation and ask them the following: If you were awarded the Contract for residential refuse collection for the City of East Grand Forks what kind of a time frame would you need to prepare?

I have spoken to Rachel at County Wide Sanitation, and I will bring my findings to the next work session.

Request for Council Action

Date: 10/2/2013

To: East Grand Forks City Council, Mayor Lynn Stauss, Council President Craig Buckalew, Council Vice President Greg Leigh, Council members: Clarence Vetter, Ron Vonasek, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: Jason Stordahl, Public Work Director

RE: Winter Equipment Lease

Background: The Public Works Department leases a motor grader for snow removal each year. I'm acquiring quotes from three vendors, and will bring quotes and recommendation to the next work session.

Request for Council Action

Date: 10-1-2013

To: East Grand Forks City Council, Mayor Lynn Stauss, Council President Craig Buckalew, Council Vice President Greg Leigh, Council members: Clarence Vetter, Ron Vonasek, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: Jason Stordahl, Public Work Director

RE: 13-14 Gravel and Sand Bids

Consider approving the request to approve

I received two bids for the 2013-2014 gravel and sand contract. The bid results per ton for sand and gravel are as follows:

	Gravel	Sand
K &K Trucking	$10.85	$12.50
Garry Gravel	$12.26	$9.36

Recommendation: Award K & K Trucking the 2013-2014 gravel contract for the bid price of $10.85/ton. Award Garry Gravel the 2013-2014 sand contract for the bid price of $9.36/ton.

BID FORM

The undersigned hereby submits the following bids for gravel and sand to be furnished to the City of East Grand Forks, Minnesota, in the year 2013-2014 in accordance with specifications and advertisement for bids.

Each bid will be considered separately.

A. Gravel **$ 10.85 per ton.**

Source **Pennington Co.**

B. Sand **$ 12.50 per ton.**

Source **Pennington Co. or Wells Concrete**

Correct Legal Name of Bidder:

K & K Trucking, Inc.
(Individual, Partnership, Corporation)

BY: _____

TITLE: Owner

ADDRESS: 21738 165th Ave NW
Viking, MN 56760

Dated this 30 day of Sept, 2013.

BID FORM

The undersigned hereby submits the following bids for gravel and sand to be furnished to the City of East Grand Forks, Minnesota, in the year 2013-2014 in accordance with specifications and advertisement for bids.

Each bid will be considered separately.

A. Gravel $ 12.26 **per ton.**

Source J&S Gravel

B. Sand $ 9.36 **per ton.**

Source wells Concrete

Correct Legal Name of Bidder: Garry Gravel

(Individual) Partnership, Corporation)

BY: Dave Garry

TITLE: Owner

ADDRESS: 21985 center St. W Euclid MN

Dated this 30 day of Sept., 2013.

Request for Council Action

Date: 10/1/2013

To: East Grand Forks City Council, Mayor Lynn Stauss, Council President Craig Buckalew, Council Vice President Greg Leigh, Council members: Clarence Vetter, Ron Vonasek, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: Jason Stordahl, Public Work Director

RE: Annual Pump Replacement Lift 16

Per our annual pump replacement schedule both pumps at lift station 16 are to be replaced this year. There are sufficient funds available in our wastewater fund to cover the expense.

I received the following quotations for two new pumps:

Electric Pump	$6,882.02
MN Pump Works	$5,993.00

(Both above prices are after trade in of current pumps.)

Recommendation: Purchase two new pumps from Minnesota Pump Works, to be installed at lift station 16. Declare our two used pumps from lift 16 as surplus.

C:\Documents and Settings\mnelson\Local Settings\Temporary Internet Files\Content.Outlook\SXV4RHV5\WW lift 16 pump replacement.doc

QUOTATION

ELECTRIC PUMP

201 4th Ave SW
New Prague, MN 56071 USA

Telephone: (952)758-6600 / FAX (952)758-7778
Toll Free 1-800-536-5394

www.electricpump.com

QUOTE NUMBER: 0164757
QUOTE DATE: 7/24/2013
REQUESTED DATE: 8/24/2013

SALESPERSON: JEFF JANIKSELA
CUSTOMER NO: 0012080
QUOTED BY: MKH
LS #16 PUMPS

QUOTED TO:
CITY OF EAST GRAND FORKS
1001 2ND STREET NE
EAST GRAND FORKS, MN 56721

JOB LOCATION:
CITY OF EAST GRAND FORKS
1001 2ND STREET NE
EAST GRAND FORKS, MN 56721

CONFIRM TO:
BERT ROBERTS 218-773-1313

***** QUOTE ORDER - DO NOT PAY *****

CUSTOMER P.O.	SHIP VIA	F.O.B.	TERMS
	BEST WAY		NET 30 DAYS

ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACK ORDER	PRICE	AMOUNT
		RE: REPLACEMENT PUMPS FOR LS #16 ORIGINAL DESIGN CONDITION OF 150 GPM @ 30' TDH DEAR BERT, THANK YOU FOR THE OPPORTUNITY TO QUOTE YOU REPLACEMENT PUMPS FOR YOUR LIFT STATION #16 ELECTRIC PUMP PROPOSES:				
0030851832009	EACH	2.00	0.00	0.00	3,183.96	6,367.92
		FLYGT MODEL 3085 N462 IMPELLER 3HP/200V/3PH, 50', FV, GPH				
*DISCOUNT	EACH	2.00-	0.00	0.00	500.00	1,000.00-
		TRADE-IN FOR CUSTOMERS EXISTING 3085 PUMPS				
*INSTALL	EACH	1.00	0.00	0.00	1,071.40	1,071.40
		INCLUDES INSTALL AND CERTIFIED START UP OF 3085 PUMPS, ONE YEAR SERVICE CHECK, O&M MANUALS WITH PARTS LIST, AND STANDARD 5 YEAR WARRANTY				

NOTE: ONE YEAR SERVICE CHECK TO BE PERFORMED WHEN WE ARE IN THE AREA (NOT A SPECIAL TRIP)

FREIGHT IS ADDITIONAL. ESTIMATE: $250.00

DELIVERY: 9-10 WEEKS AFTER RECEIPT OF ORDER.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT US.

SINCERELY--MYRA HOFFMAN 800-211-6432
CC: JEFF JANIKSELA 612-867-6219

Net Order:	6,439.32
Less Discount:	0.00
Freight:	0.00
Sales Tax:	442.70
Order Total:	6,882.02

ABOVE PRICING EFFECTIVE FOR 30 DAYS

Minnesota Pump Works
Fluid Handling Professionals

P: 855-228-6383
F: 866-961-5085
Email: jessicaw@minnesotapumpworks.com

Bid Date: 9/20/13
To: City of East Grand Forks, MN

In reference to the above project, Minnesota Pump Works is pleased to submit the following pricing for your review.

Lift Station #16 Pump Replacements:

Qty 2: XFP100C CB1 PE28/4C ABS Submersible Pump 3.75HP/208V/3Phase, 1750RPM, 4" Discharge to perform 150GPM @ 30'TDH with 49' Cable
Qty 2: ABS 4" Discharge Bracket to convert elbow to ABS from Flygt
Qty 1: Lot of Miscellaneous Installation, Start Up and One Year Service Check
Qty 1: 5 Year Pro-Rated Warranty

Total Quote with Trade-In: **$5,993.00 plus freight & tax**
Total Quote without Trade-In: **$7,990.00 plus freight & tax**

Note: Anything not specifically listed in above quote will not be provided.

Lead Time: 1 week – 2 Pumps currently in stock in Connecticut. If in stock pumps are sold to a different customer before order is placed then 8 – 10 weeks from factory.
FOB: Factory
Taxes: If exempt, certificate requited

Please feel free to call with any questions.

Sincerely,
Jessica L. Wambold
Project Estimator/Project Manager
jessicaw@minnesotapumpworks.com