

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, JULY 12TH, 2017 – 1:30 P.M. EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

Lang _____	Laesch/Konickson__	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Erickson _____	Bergman/Rood _____	
Riesinger/Audette _____	Christianson _____	

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JUNE 14TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF NORTH DAKOTA FREIGHT PLAN UPDATE HAUGEN
6. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE KIMLEY-HORN/WSB
7. OTHER BUSINESS
 - a. 2017 Annual Work Program Project Update
 - b. INFRA Grant Solicitation
8. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS 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 MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 14th, 2017
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the June 14th, 2017, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (via conference call); David Kuharenko, Grand Forks Engineering; Jane Williams, Grand Forks Engineering; Brad Gengler, Grand Forks Planning; Dustin Lang, NDDOT-Grand Forks District; Nancy Ellis, East Grand Forks Planning; Brad Bail, East Grand Forks Consulting Engineer; Ryan Riesinger, Grand Forks Airport Authority; Nels Christianson, BNSF; and Nick West, Grand Forks County Engineer.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Jairo Viafara, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF Office Manager.

Guest(s) present: Brandon Bourdon, Kimley-Horn; Scott Mareck, WSB Engineering; and Al Grasser, Grand Forks Engineering.

INTRODUCTIONS

Haugen asked that, because there are some new faces here today, that everyone please state their name and the agency they represent.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF APPROVAL OF THE MAY 10TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY LANG, SECONDED BY KUHARENKO, TO APPROVE THE MAY 10TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF ADOPTION OF TRANSIT DEVELOPMENT PLAN

Haugen reported that both Cities have processed the amendment to their respective Comprehensive Plans, so the final steps now are for the Technical Advisory Committee to approve forwarding their recommendation to the MPO Executive Policy Board.

Haugen referred to the packet, and pointed out that included was a Resolution that identifies the adoption of this plan as the new transit element to our Long Range Transportation Plan. He said that there were some modifications made to the asset management section of the previous draft, with the principal change being separation of the East Grand Forks assets.

Haugen explained that previously they had all the assets lumped as one set of assets, but because of the potential of each City having to join its respective State's Transit Asset Management, they separated them out in the draft report.

Haugen stated that the other minor change that was made was with the financials. He pointed out that there were some small reductions in some performance targets; such as adjusting the cost per ride down because we ended up with a cost constraint, where with the previous draft we were assuming that we would be able to institute the cost-plus in a couple of years, and then have it fully in place after five years.

Haugen commented that with these modifications, the draft has been through the respective City process for consideration, and staff is recommending that the Technical Advisory Committee forward a recommendation to the MPO Executive Policy Board to adopt this transit element.

MOVED BY ELLIS, SECONDED BY BAIL, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD TO APPROVE THE FINAL ADOPTION OF THE TRANSIT DEVELOPMENT PLAN UPDATE PENDING APPROVAL FROM THE GRAND FORKS CITY COUNCIL.

Voting Aye: Lang, Ellis, Bail, Gengler, Christianson, Johnson, Kuharenko, West, Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Laesch, Bergman, Magnuson, Sanders.

MATTER OF APPROVAL OF THE I-29 TRAFFIC OPERATIONS STUDY REPORT

Haugen reported that this has been discussed at many of our meetings. He stated that at our last meeting, we did talk about the most recent updates to the document, and included in the staff report was the Executive Summary as well as a link to the www.drivei29 website for additional information.

Haugen said that, as the staff report indicated, they did a presentation to the County Commission and to the Grand Forks COW meeting, to primarily update the members on what the plan is

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suggesting for the implementation stage. He added that they are also having a public input meeting tomorrow at the Alerus Center at 5:30 and will be presenting the full draft document, but focusing primarily on the implementation section.

Haugen commented that included in the report was the Executive Summary that highlights where we are at at each of the current interchange locations, and also future recommended interchange locations. He added that included are some alternatives that were continuing to the next level and alternatives that were looked at but dropped because of them not meeting the purpose and need we were able to identify.

Kuharenko referred to Page 1-18, and said that he knows that they ended up sending in some comments previously regarding what was shown on 32nd Avenue, particularly on the west-side of that interchange. He stated that this is an area that is already under development, so how those accesses are going to work is really unknown at this time. He said that this is great at a conceptual level, but considering they are so far along with this process, he wonders if we might need to label this as being a “conceptual” idea and in need of per-micro-analysis. He stated that this might be a good way to handle some of their concerns on this. Haugen responded, yes, and added that he knows that this graphic has been updated to reflect that platted piece of property, and that KLJ is addressing that comment. He pointed out that the access, as it currently is, is probably too close and will hinder the operation of the interchange ramps, so the concept is to try to shift full access further west somehow.

Williams asked if the South 42nd re-alignment was included in the review at all. Haugen responded that it was reviewed when they did the future forecast a year and a half ago, and was identified then at something that might be implemented, but since then the focus has been on trying to squeeze out 32nd Avenue as long as possible before the level of service becomes critical, so it didn't preclude that alignment from happening, but it did also try to focus on trying to keep what is currently in place as long as possible. He added that this will be something that, as part of their team, is an alternative that we have looked at in the past, and have actually had it recommended in the past before fiscal constraint eliminated it, so it will be something that will be viewed again in that process. Williams said that that is where she thinks their “conceptual” thing comes in as, at this point they aren't expecting this entire thing to be gone over again, but if they could just label it as being one of the alternatives, or this is a conceptual alternative, but there is obviously some other things out there that they still need to look at. She added that they don't want to confuse the public by having them pick up this document and saying “oh this was supposed to be there”, but not entirely. Haugen agreed, adding that there is new graphic that will be used for this, and then they will beef it up that these are conceptual alternatives. He reminded everyone that, if they will recall, they actually were told to put this on hold because Federal Highway thought they were getting too detailed, so all of these are not to any type of construction level, they are all still conceptual.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE I-29 TRAFFIC STUDY REPORT SUBJECT TO INCLUSION OF CHANGES DISCUSSED, AND PENDING ANY PUBLIC COMMENTS FROM THE PUBLIC INPUT MEETING TOMORROW NIGHT.

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Voting Aye: Lang, Ellis, Bail, Gengler, Christianson, Johnson, Kuharenko, West, Riesinger.
Voting Nay: None.
Abstain: None.
Absent: Laesch, Bergman, Magnuson, Sanders.

POINT OF ORDER

Grasser referred back to the previous item and stated that it appears that it too shows that there is a public hearing on June 19th. Haugen agreed, explaining that the Planning Commission did approve this item, but it hasn't been approved by the City Council yet. Gengler said that it would be going before the City Council for approval on Monday, June 19th. Haugen said, then, that the motion should include the statement "pending approval from the Grand Forks City Council".

MATTER OF APPROVAL OF THE U.S.#2/U.S.BUS#2 STUDY REPORT

Haugen reported that this, and the next agenda item, kind of go hand-in-hand. He reiterated that a year ago MnDOT approached the MPO and the City of East Grand Forks about bringing in two new MnDOT projects into the transportation plan. He stated that, initially this one was going to be a different improvement at the U.S.#2/U.S.Bus#2 Intersection, but MnDOT, the City of East Grand Forks, and the MPO agreed to further study it before making a final decision.

Haugen commented that the outcome of that study includes carrying over four alternatives into the project development. He added that there were several other alternatives considered, but with this being a PEL study several of them were allowed to be eliminated from further consideration. He went over the alternatives being carried forward briefly.

Haugen stated that the draft report is available for review and comment, and all the public meetings have been held, so staff is recommending that the Technical Advisory Committee recommend approval to the MPO Executive Policy Board.

***MOVED BY BAIL, SECONDED BY GENGLER, TO APPROVE FORWARDING A
RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD TO APPROVE THE
U.S.#2/U.S.BUS#2 STUDY REPORT, AS SUBMITTED.***

Voting Aye: Lang, Ellis, Bail, Gengler, Christianson, Johnson, Kuharenko, West, Riesinger.
Voting Nay: None.
Abstain: None.
Absent: Laesch, Bergman, Magnuson, Sanders.

**MATTER OF ADOPTION OF AMENDMENT TO THE 2040 STREET/HIGHWAY
ELEMENT**

Haugen reported, again, that the initial request a year ago was to consider amending out transportation plan to include two projects. He said that in addition to the action this body took

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with the previous agenda item; the U.S.#2 westbound lane, from Fisher to 5th Avenue N.E., is programmed to be done in 2021 as well.

Haugen stated that the second project is for the bridge structure over River Road/4th Street in East Grand Forks. He explained that there was a lot of discussion a year ago about MnDOT's original proposal to replace what is there; but the City of East Grand Forks also wanted some additional things done, including making everything at-grade. He stated that the decision a year ago was to pursue replacing everything, but at the East Grand Forks City Council working session last night, the discussion was that the City would like to have further discussion with MnDOT about the potential of, not making it at-grade, but to still find a way to get the east half ramps reinstalled, knowing that there is a lot of issue with the flood protection project between there.

Haugen commented that as part of the communication that is continuing between the City and MnDOT as this project moves forward; it is scheduled for 2025, East Grand Forks wants to make sure that there is at least some knowledge, and no surprises, if they start talking about adding ramps to the east side, otherwise the way it is going to the transportation plan is just a straight bridge replacement of what is currently there.

Kuharenko asked for clarification on the amendment process. Haugen went over the process:

- Amendment identified by staff is submitted to the MPO
- The MPO considers the request and grants preliminary approval
- Preliminary approval is submitted to both Grand Forks and East Grand Forks Cities for approval
- Both cities would process the amendment through their preliminary and final approval process
- MPO Board takes final action on the amendment

Haugen further explained that on some amendment requests one city or the other may determine that they do not need to take action as it doesn't impact their city, and would send a memo to affect. Mr. Gengler did such a memo on this amendment.

Kuharenko said that he has one question on the Resolution itself; on the sixth "Whereas" on the first page, where it states "considered today"; do we actually need a date for that. Haugen responded that we do not. He added that the date will be added at the end of the resolution, once action has been taken by the MPO Executive Policy Board.

Williams referred to the third "Whereas" on the second page, where it states "the Technical Advisory Committee of the MPO held public meetings; and asked if he had the dates for those meeting. Haugen responded that each time the U.S. #2 Study was discussed is a public meeting.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD TO APPROVE THE AMENDMENT TO THE 2040 STREET/HIGHWAY ELEMENT, SUBJECT TO APPROVAL FROM THE EAST GRAND FORKS CITY COUNCIL AT THEIR MEETING JUNE 20TH.

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Voting Aye: Lang, Ellis, Bail, Gengler, Christianson, Johnson, Kuharenko, West, Riesinger.
Voting Nay: None.
Abstain: None.
Absent: Laesch, Bergman, Magnuson, Sanders.

MATTER OF DRAFT NDDOT S.T.I.P.

Haugen reported that in the staff report there is information on the S.T.I.P., however he would ask that Mr. Johnson to address this agenda item.

Johnson stated that he would like to give a little bit of history on the S.T.I.P. process. He said that at the March MPO Director's meeting an update on where the Draft S.T.I.P. was heading, and where some of their programs were heading, was presented, and at that time they were told, including the MPOs, to just hold firm, don't move forward with anything because they were in the middle of the Legislative Session, and were unsure of what their budgetary needs were going to be, nor what would be available.

Johnson added that they were also unsure at that time what the federal perspective was because they only had an appropriations bill until the end of April, so they didn't have full year yet. He said that at that time they just didn't know what their next steps were so they just told everyone to hold firm.

Johnson commented that in May they had their mid-year reviews with all the MPOs and the message was essentially the same; that the legislature was over with, but they were still analyzing their needs and budget, they didn't know what the future of federal funding would entail with the FAST Act, and their Director, Mr. Levi, announced that he was retiring; so they had a lot of unknowns and just told the MPOs to hold on.

Johnson stated that the first part of June a decision was made, right before the director left, that we were going to move forward with a Draft S.T.I.P. release. He said that with that, though, the director asked that they continue to hold off on the development of the Urban Program, and instead were asked to do some review of their urban policies.

Johnson said that the Draft S.T.I.P. was released with only the years 2018 through 2020 firm, and Year 2021 essentially in place except the Urban Program.

Johnson stated that they kind of pushed it back and left it up to the MPOs as to what they want to do moving forward with their T.I.P. He added that they were told that if they feel the need to get their T.I.P. going and leave year 2021 blank, to go ahead, otherwise they can hold off a little until later this summer.

Grasser said that as Mr. Johnson was talking he had a horrible thought, and is wondering if when we are talking about reviewing urban funding policies, could you expound on how broad that discussion is, is it a discussion on whether to continue the program or just about tweaks within the existing policy that leave the basic program in place. Johnson responded that it is looking at

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the current program, and any modifications and tweaks that they can make to it, but they haven't gone down any real path yet to figure out what those may or may not be. Grasser said, then, that there isn't any discussion about ending the basic program. Johnson responded that he hasn't been told that.

Haugen stated that, as Mr. Johnson indicated, in June they notified the MPO that they had released the Draft S.T.I.P. He added that the normal process would be that we would consider a Draft T.I.P. on our side, provide that to the NDDOT to assemble their Draft S.T.I.P., so this action is kind of reversed from that in that they released their Draft S.T.I.P. and gave us the option of whether we want to do a Draft T.I.P. or not. He referred to the staff report and pointed out that he is essentially recommending not doing a Draft T.I.P. as the Draft S.T.I.P. has already been released so whatever information our Draft T.I.P. would have is already kind of in there.

Haugen commented that the Draft S.T.I.P. did have some programs identified that are different than what the current three years of the four year document are. He pointed out that the first one is that there are no projects in the Year 2021 Urban Program. He added that we have two main projects for consideration that year; the Underpass Reconstruction project on Washington Street, and reconstruction on Columbia road just north of the overpass.

Haugen stated that they did put in the S.T.I.P. the awarding of the complete 32nd Avenue Safety Project, Phase 1 and Phase 2, for 2019. He pointed out, though, that they did not list that the City was awarded TAP funds for the 6th Avenue North project, the top prioritized project of the three projects submitted.

Haugen commented that there are still, primarily transit, applications out there that haven't been announced. He said that he isn't sure if Mr. Johnson knows when they might be announced. Johnson responded that he does not know that.

Kuharenko asked that if they are holding off on Year 2021 in the Draft S.T.I.P., is there any idea or update when the Final S.T.I.P. is released. He said that he is just thinking of, when we go into the fall and determining what they are going to be putting forward in their request for 2022, if they will need to resubmit what they have for 2021, or what the best course of action will be for that of if it is unknown at this point in time. Johnson responded that, unfortunately, it is unknown at this time. He said that he would like to be able to answer that, but they aren't there yet and they aren't sure what it will look like moving forward yet.

Grasser commented that, building on Mr. Kuharenko's question, when we work through the process of MPO approval, and when documents have to be moved through the system; we are starting our T.I.P. process usually about the end of September, at the local level, so that is the reason they are concerned about not knowing what they should be putting forward, that is how their timeline starts. Johnson responded that he completely understands what you are saying, and all the jurisdictions are in this same boat, but the issue they have is that they aren't sure when they will have a new director on board to be able to propose any potential new policies too for review and adoption, so that definitely has an effect on when this gets completed.

Information only.

MATTER OF 2045 STREET/HIGHWAY ELEMENT KICK-OFF

Haugen reported that we do have Kimley-Horn and WSB under contract now, and they are here today to give a brief overview/presentation of what this study will entail.

Presentation (a copy of which is included in the file and available upon request) ensued.

Brandon Bourdon, Kimley-Horn, reported that the purpose of the study is to update the Street and Highway Element of the 2040 Long Range Transportation Plan, so they are going to go an additional five years out. He added that one of the major goals is to communicate some of the local investment needs and priorities, and go through a process to develop what the priorities are and document them so everyone has a plan to work off of. He stated that one of the key requirements is that they work through, and address the Federal Regulations that have currently been updated.

Bourdon continued going over the scope of work and schedule for the project.

Grasser stated that he has a process question, or series of questions. He said that Engineering looked at the power point, and, although they didn't spend a lot of time on it, they did generate quite a few questions, more so than he thinks we want to try to deal with at this meeting, so he is wondering if maybe we shouldn't have either a sub-committee of the Technical Advisory Committee that can literally sit down and spend two or three hours going through whatever the item is at hand, or some other way to be able to talk about things in more detail than we would want to do at this meeting. Haugen responded that you laid out one option, and that is a sub-committee of the Technical Advisory Committee, and he is wondering if there are volunteers, people that would like to form a sub-committee of the Technical Advisory Committee or not. He said that another option would be to share the questions and comments, and everybody sees them and responds to them, so everybody sees the responses, so there wouldn't really be a meeting taking place, but everyone would be engaged with the questions/comments/responses coming forth. He asked how the members feel about these options.

Williams stated that she concurs with Mr. Grasser from the standpoint that there is a lot of technical information to look at, and it is going to take a while to look at it; and then there will be a multitude of questions, and she thinks that it would be cumbersome, unless you want to schedule some Technical Advisory Committees that are three and four hours long, because that is what will happen if the whole group is involved. She suggested that maybe something like a working session be held instead of a full meeting, so it would still be open to the public for their input as well, but there wouldn't be any formal action being taken so we wouldn't have to have a quorum.

Discussion on the best times to hold the focus meetings ensued. Consensus was that a meeting the morning after a public meeting would work best.

Grasser commented that, speaking for Grand Forks, one of the things they are concerned about is that we want to make sure we meet all the federal minimums/requirements. He said that, quite

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frankly, they are worried about having to do those enhancement things, either as a task or as a proponent within our transportation system, so that is a pretty common theme for us – do the minimum. He added that they are also concerned with measurables such as how much time and energy it takes to do measures, so, again, they want to keep some of those things to a minimum as they are having some pretty tough budget years coming up, so you will hear that as a fairly common theme.

Presentation continued.

Grasser said that, looking at the goals, they are all fine, but he is wondering if we really need a Goal 11 in there. He explained that, it kind of goes without saying, but fiscal restraint/fiscal priorities is important, and he knows that this is kind of an over-arching discussion, but really as a goal...he gets kind of concerned about some of the goals because its increase, increase, increase, make better, make better, make better, and his perception is that, especially on the federal side, will the assets necessarily be there, as the assets are more important to preservation; so if we are measuring safety, and we are measuring the accidents over a period of time, and yet there is limited, and this is probably a bad pick because he knows that Federal Highway has some money targeted for safety, but it is probably not enough, and so we may be measuring something that we are kind of predetermined to not need because we don't have enough resources, so he is wondering if we should have another goal in there about local financial resources.

Bourdon stated that he thinks it is going to be important that we have open dialogue about a bunch of this stuff because a lot of what they do, there will be times when things will certainly be in conflict with a lot of what they do, and that makes things challenging, particularly given the fiscal state of a lot of transportation infrastructure all over. He said, though, that when you have safety and are told that maybe some things are changing, it kind of keeps with that push and that pull, so if we talk about it it's, being aware is good, but there is going to be that dialogue where we have back and forth discussion on what are the pros and cons.

Scott Mareck, WSB, stated that their focus area will be documenting and listing the forecasted future conditions, and working with ATAC on the travel demand modeling, and coming up with an overall universe of issues and projects that could potentially solve your future performance measures and issues.

Mareck said that the first thing will be to develop base conditions to try to tell the story of where your system is at today. He commented that this involves working with ATAC on calibrating the existing 2015 base year travel demand model, and they are currently working on this, and it is hoped that it should be completed in the next month or so. He added that they will also be looking at the existing level of service, and at PM Peak hour level of service at a number of key intersections. He said that they are getting this information from ATAC, the MPO, and are working with the NDDOT and the MnDOT collecting crash analysis information at some of the key intersections as well.

Williams stated that she has a question on conducting existing PM peak hour level of service. She said that they have several different intersections where PM Peak is not their highest on a

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week day. It occurs on the weekends, so she is wondering if they would be look at peak hour, or just PM peak hour. Mareck responded that what they have been asked to do is the PM peak hour, but if there are some intersections that you would have looked at a little differently let Mr. Haugen know and they would certainly work with you on it.

Mareck referred to a graphic showing the intersections that they will be analyzing, and went over it briefly.

Haugen commented that a request will be made soon regarding looking at our TAZ and helping us populate what we think are going to be the 2030 socio-economic, based on the Land Use Plans, and then in 2045; and then identifying what we think will be the 2030 street network and the 2045 street network. He said that they did this the last go-around, so it will be a similar exercise, and they will provide what the current assumptions are, and compare it, but that is something that you will get very soon so we can get the future forecast as soon as possible, so either himself or Ms. Kouba will be in touch to schedule those meetings to identify what they think where population and jobs will be located in those two bench years, and then what type of street networks they expect. He added that they know what is in the T.I.P. so this will be where the support roadways that are necessary to support the type of development that is being assumed in those years will be.

Presentation continued.

Mareck stated that they will come up with a performance measure evaluation matrix, that will have different measures that they will use to evaluate the overall network of projects that we come up with, so there might be one grouping of projects that he will call Alternative 1, that will have a set of projects that you will all want to start with. He said that from his experience, and he used to be the director of the St. Cloud MPO, the way they used to do this was, the first alternative they would look at would be to basically look at the grouping of projects from the most recent transportation plan; and we all know that that is probably not what you end up with but it is the most logical baseline place to start.

Mareck reported that from there they will expand and add other projects or groupings of projects that work well together and come up with maybe two or three network alternatives; and then from there they will need your input to let them know that you want to measure for each of those networks, and they will tie that back to the performance measures that Kimley-Horn will help put together so that in the end we can measure it in a lot of different ways, we can have a quantitative assessment, or a quantitative/qualitative assessment, or actually weigh the performance measures based on what is felt is the most important, basically your recipe for coming up with recommendations, and there is no wrong or right way to do that, just what works best for this community.

Mareck pointed out the list of sample performance measures, and went over them briefly, and commented that it is really a little bit of art and a little bit of science, there isn't any one certain way to do it, and this is something that you will have to determine yourselves, but they will walk you through some ways you can do it, but in the end you have to own this decision making process and have it be something you are comfortable with.

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Grasser asked who normally does these weights, does it go back to the governing bodies, or is this something that is done by staff. Mareck responded that, again, there isn't any set methodology, it is literally up to each community, there is no standard way that it is done. He commented that sometimes the MPO might take more of a leadership role and recommend something, but in other communities the local jurisdictions want to be more hands on so they will have some input, so that is something that you need to socialize with Mr. Haugen and among yourselves in your own communities and come up with something you are comfortable with.

Grasser commented that taking your examples into consideration, he is just debating; what is the right thing to do. Mareck said that that is why they have the hands on public involvement process too so you can hear from your council members, your county members, your citizens, what is important to them because we are really doing this for the community, and making sure that the community and the decision makers are comfortable with what we are doing, but at the same time reaching some overall regional goals as well.

Bourdon added that there are some requirements on what performance measures are included, so we need to define the performance measures we look at, and develop weight units that are reasonable. Haugen commented that some performance measures will have a direct impact on, and decision on, and others that come from asset management, those are given to us and we have to react to them; so, for example, if the State of North Dakota and their asset management placed a certain percent on a factor, and we as a local community thought that was way out of whack, we are still unable to change that, that is what we are given to work with so some of these things we will have a great influence on and some we will just have to accept.

Williams stated that she thinks it would be very helpful, and would save a lot of discussion, if right up front we knew what items we can't change, and that goes for the other items as well, such as in Task 2, where we have all the goals; what items are we required to address by the federal government. She said that we may want to add goals, such as the one Mr. Grasser mentioned earlier; a goal dealing with fiscal responsibility, but she thinks it would help save a lot of time if we know that something isn't changeable. Bourdon responded that Kimley-Horn staff will walk us through that.

Johnson left the meeting.

Mareck stated that the financial plan is really the lynch-pin of this entire decision making process and Kimley-Horn staff has quite a bit of experience in putting these financial plans together, and basically what they are doing for this is to look at your existing maintenance and operation costs and will forecast that out to the future. He said that they will also look at overall revenue for city, county, state, and federal entities. He added that they are aware that the City of Grand Forks is contemplating a local option sales tax which could potentially open up your consideration to other projects that you previously have not been able consider in previous plans, so looking out at all of that, and also looking at putting together cost estimates for the projects that you are going to recommend. He stated that in the end they will have these different types of projects: State of Good Repair, System Preservation, Safety, Capacity Expansion, and

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 14th, 2017**

Potential Projects; but the final project list will be completely dependent on the amount of funding that you have available and how that ties back to your performance measures.

Mareck commented that in your previous plan all of the monies had to go to system preservation, so we have an illustrative list of things that were important to the region, but weren't able to afford within the financial constraint of a planning horizon, so we will need to have a dialogue about that once we get to that part of the process to determine what is actually in the constrained

plan versus illustrative. Bourdon stated that with all of this we will basically end up, based on the financial plan and the project listing and rankings, developing a recommended future network; and ultimately they will end up developing the implementation report. He added that once they have their list they will develop a phasing plan on how these projects will move forward based on their prioritization.

Grasser commented that he is trying to figure out how do we integrate; when you talk about an implementation report because implementation a lot of times is where we struggle with these things because they are looked at; for example we look at the global picture and the number of lanes and things that are needed to do whatever do, but what doesn't get picked up, that we deal with at a local level is, okay we need to buy out a local business now to make this happen, or we have to take out half their parking lot, or we have to relocate a major power line which means we have to find some more right-of-way; so a lot of it goes back to land issues, and that a lot of times really dictates and drives what we can and can't do on a lot of these projects so he isn't sure how we get that. He stated that this is something that they will probably have to come to us, and we are going to have to work very closely on the implementation side of it because, to him when we look at where is that gap between what is planned and what gets implemented, a lot of times that is where that gap occurs because there is a property issue, or there is a local policy issue that is driving something, so he would like to try to capture some of those.

Bourdon responded that he thinks the key to this is for us to have dialogue because you are going to have a lot more knowledge based on where you are at regarding that, and that might emphasize a little bit on where it is ranked timeline wise. He added that it could be a big financial component of how to plan so we have to make sure we know if we have some of those major issues. He said that this is also kind of tied to whether or not there might be political considerations as well.

Bourdon went over the public engagement schedule briefly, adding that a website will be set up, a Facebook page will be set up, and they will do some WikiMapping as well.

Williams asked in regard to WikiMapping, when you set that up do you usually have a cost estimate available; who wants this for six million dollars, because people are going to want everything, we are all faced with that every meeting we go to where they want something but then they find out the cost, but in the meantime the information that we gather doesn't make any sense because they want it until they find out the cost so do you normally attach a cost. Bourdon responded that they can do that a variety of ways and this is where it is important that they come back and present some ideas to you at your next meeting and then you have some time to make some tweaks prior to the public open house.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 14th, 2017**

Discussion ensued.

Information only.

OTHER BUSINESS

- a. 2017 Annual Work Program Project Update

Haugen pointed out that the updated monthly progress table was included for your information.

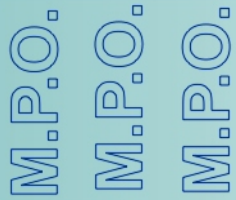
ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY LANG, TO ADJOURN THE JUNE 14TH, 2017,
TECHNICAL ADVISORY COMMITTEE MEETING AT 3:14 P.M.***

MOTION CARRIED UNANIMOUSLY

Respectfully submitted by,

Peggy McNelis,
Office Manager



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: July 12, 2017** **MPO Executive Board: July 19, 2017**

RECOMMENDED ACTION: Matter of NDDOT Freight Plan Update

Matter of the NDDOT Freight Plan Update.

Background: With passage of FAST, the Freight Program was authorized and appropriated funds. As part of developing the Program, each state was tasked with identifying routes of the state and local street network that would be included in the National Freight Network. The state and local street segments would be identified as Rural Critical Freight Corridors or Urban Critical Freight Corridors. We are most interested in the Urban side; yet we have Study Area responsibilities that include the possible Rural designations.

NDDOT contracted with Upper Great Plains Transportation Institute to assist in identifying the added mileage. They in turn requested the three MPOs to identify our respective candidate routes by June 30th. The MPO staff developed a draft map displaying potential candidates and convened a meeting of local District, County and City staff to review. The attached is the results of that review. The Urban Critical Freight Corridors is now under the review of NDDOT.

On a similar timeframe and process, NDDOT, again working with Upper Great Plains, requested the MPOs to help define the ND Strategic Freight System inside our MPO Areas. Although this is a State derived designation, the MPO and local jurisdictional staff attempted to maintain consistency between the two designations. The main difference is the State system was not limited by mileage nor a specific geography. Attached is the map that was submitted.

Additional information regarding these two freight routes networks are attached. Just a reminder, MnDOT has decided to first solicit projects for the new Freight Program and then have the projects awarded funding to define the corridors.

Findings and Analysis:

- None

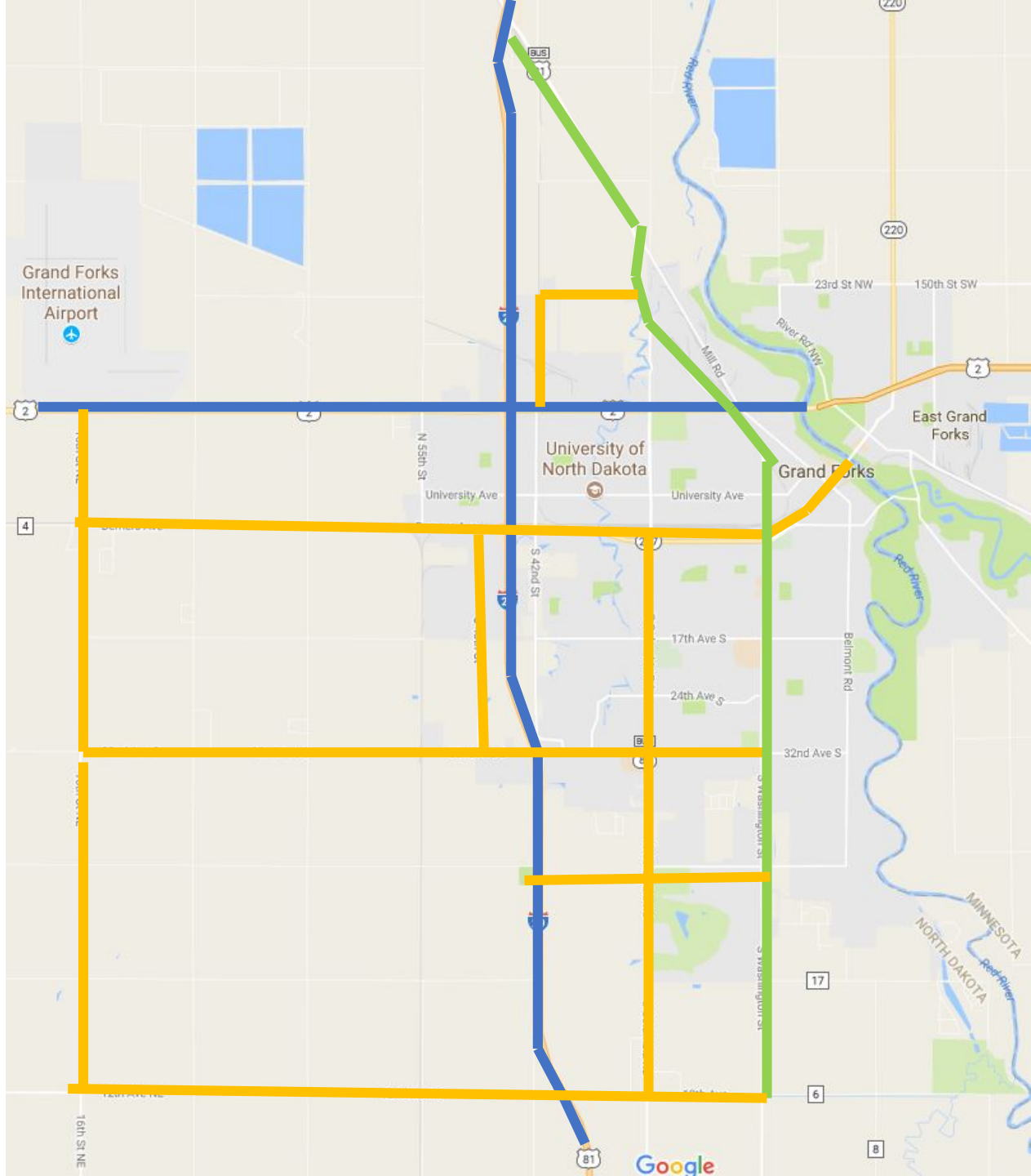
Support Materials:

- Maps of Urban Critical Freight and ND Strategic Freight Networks and support materials

UGPTI, as contracted, Proposed NDDOT Strategic Freight System Network For Grand Forks Area (no mileage limitation)

- Level 1 = █
- Level 2 = █
- Level 3 = █

Freight Mode	Level One Critical Rural Freight Corridors International/Interstate	Level Two Regional/Intrastate	Level Three Local
Roads	Interstate & Interregional Highways Congressional Designated High Priority Corridors STRAHNET National Truck Network Energy/Agricultural Access Corridors High Truck Volume Principal Arterials	State Corridors District Corridors Limited County Major Collectors City Principal Arterials	District Collectors Some County, City, Township and Tribal Roads



Proposed Critical Urban Freight System Network For Grand Forks Area

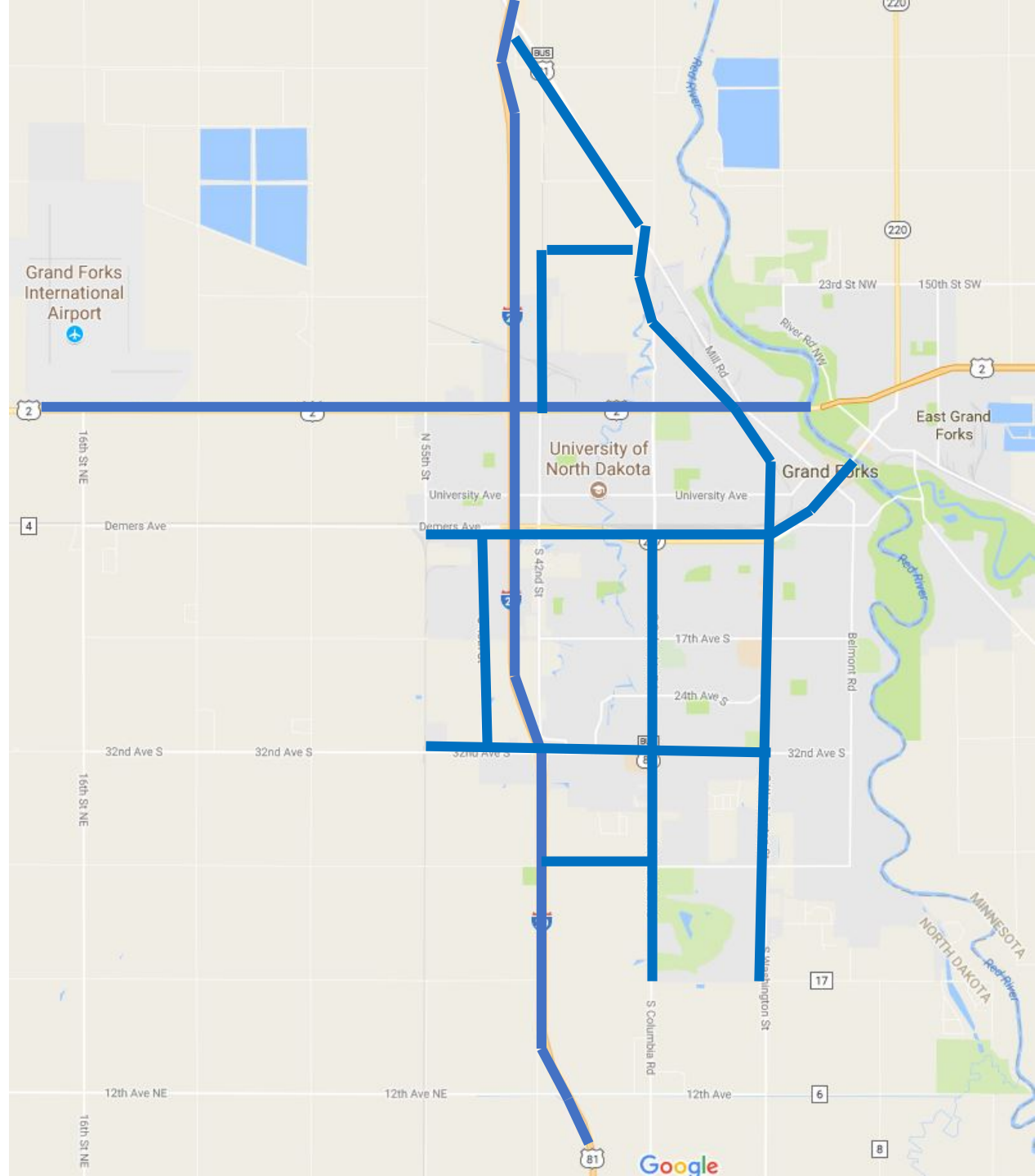
Limited to total 75 miles statewide; so was Asked to identify up to 25 miles, excluding I29 & US 2.

Other two MPOs also identifying up to 25 miles.

There is no level category.

Geography constraints is Adjusted Federal Urban Aid Boundary, except US 81.

MnDOT is not completing a similar exercise.



NORTH DAKOTA FREIGHT PLAN – STRATEGIC FREIGHT SYSTEM

While all of the state’s roads, rail lines, airports, and pipelines are important in the movement of freight, strategically some are obviously more important than others. For example, Interstate I-29 is strategically important since it carries substantial amounts of freight and connects North Dakota with domestic and foreign markets. While each road, rail line, airport and pipeline is important, the various elements of the freight infrastructure system may be compared to a river system – small streams feed larger tributaries which combine to become a river. Local roads and rail road branchlines are the small streams for intrastate freight movements which in turn are the tributaries feeding the river of interstate and international freight movements.

To facilitate public discussion regarding the designation of a Strategic Freight System (SFS), NDDOT developed an index consisting of three levels called the “**North Dakota Strategic Freight System Index**” (see Table 1). The index classified freight transportation infrastructure necessary to sustaining the state’s economic growth and competitiveness relative to International/Interstate, Regional/Intrastate, and Local movements of freight.⁴ Next, NDDOT developed a matrix analyzing segments of the State Highway System in comparison to the components of the SFS. While no segment of the State Highway System exhibited all of the components of the SFS, enough segments exhibited multiple components to identify a SFS. The SFS focuses on the state roadway system and coordinates with local freight plans as they become available.⁵ The Strategic Freight System for Highways map may be found on page 5. Maps of the railroad, airports and pipeline portions of the SFS are shown on pages 6, 7 and 15, respectively.

Table 1 - North Dakota Strategic Freight System Index

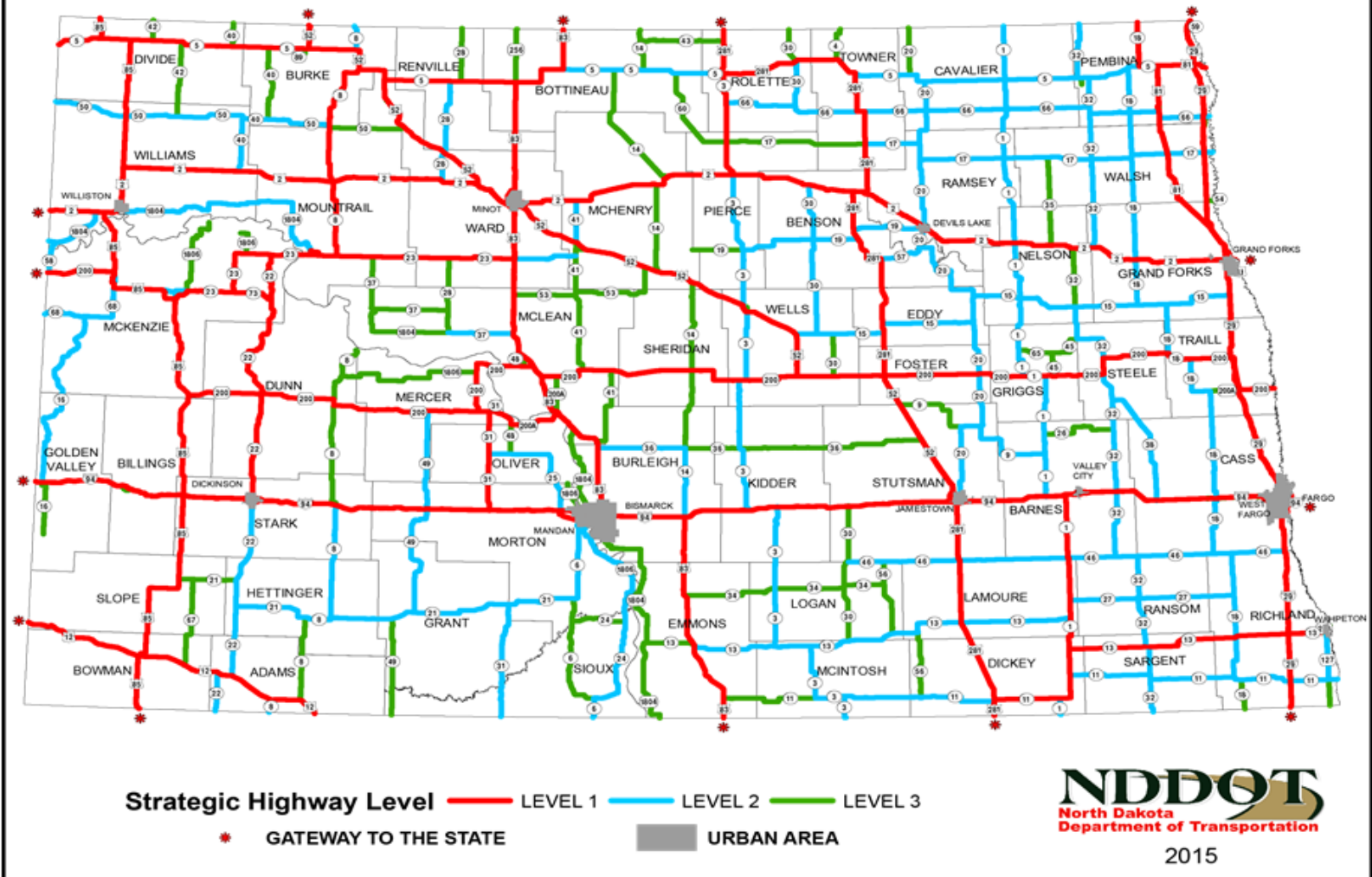
Freight Mode	<u>Level One</u> Critical Rural Freight Corridors International/Interstate	<u>Level Two</u> Regional/Intrastate	<u>Level Three</u> Local
Roads	Interstate & Interregional Highways Congressional Designated High Priority Corridors STRAHNET National Truck Network Energy/Agricultural Access Corridors High Truck Volume Principal Arterials	State Corridors District Corridors Limited County Major Collectors City Principal Arterials	District Collectors Some County, City, Township and Tribal Roads
Rail	Class I Mainlines STRACNET	Branchlines capable of carrying 286,000 lb. cars	Branchlines capable of carrying 268,000 lb. cars
Air	Commercial Airports Air Force Bases	General Aviation Airports	Public Use Airports Private Airports
Pipeline	Interstate Transmission Pipelines	Gathering Pipelines	Distribution Pipelines

⁴ See Appendix C for a list of the variables examined to designate the State’s Strategic Freight System components.

⁵ NDDOT will work cooperatively to coordinate the linkage of the state freight system with locally designated freight systems of the state’s urban areas, counties, townships, MPOs, neighboring states and Canadian provinces.

STATE STRATEGIC FREIGHT SYSTEM - HIGHWAYS

FIGURE 1



F:\PLANNING\Steve_Nelson\MXD\2013\FreightPlanMaps\Updated\Finished Maps...

National Highway Freight Program (NHFP)

- New program in FAST Act
- Provides formula funding to be used for freight projects
- Funds may be used on non-state-owned highways
- Program goals cover:
 - Infrastructure and operational improvements to US highways
 - Improving safety, security, efficiency, resiliency of freight transport
 - Improve state of good repair of the National Highway Freight Network
 - Using innovation and advanced technology
 - Supporting multi-state planning
 - Reducing environmental impacts of freight movement
- These funds are different than FASTLANE



National Highway Freight Network

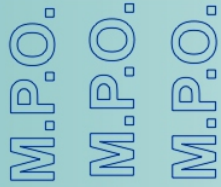
- Money must be spent on the National Highway Freight Network (NHFN)
 - Currently just the Interstates
- Money can be spent off the Interstates as long as the project area is designated as a Critical Urban or Rural Freight Corridor
 - CUFC statewide limit: 75 miles
 - CRFC statewide limit: 150 miles
- “Urban” = urbanized areas of metropolitan planning organizations
- “Rural” = everywhere else

1. FHWA CRITERIA

23 U.S.C. 167 (f)(3) identifies the following requirements for designating CUFCs. For Urbanized area with a population of equal to or more than 500,000, the MPO in consultation with the state, may designate the CUFC. In urbanized areas with a population less than 500,000, the state in consultation with the MPO may designate the CUFC. The ND MPOs are all less than 500,000. ND has a maximum limit of 75 miles to be designated as CUFC. In addition, a public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 individuals, and meet one or more of the following four elements:

1. Connects an intermodal facility to:
 1. the PHFS;
 2. the interstate system or
 3. an intermodal facility;
2. is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
3. serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
4. is important to the movement of freight within the region, as determined by the MPO or the State.

FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land. Interstates that are non-PFHS can be designated as CUFC.



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report Technical Advisory Committee: July 12, 2017

RECOMMENDED ACTION: 2nd TAC Meeting with Kimley-Horn/WSB in Updating the Street/Highway Element of 2045 Metropolitan Transportation Plan.

Matter of Kick-off for 2045 Street/Highway Element.

Background: The UPWP identifies that the major undertaking of the MPO for the next two years is to update the Street/Highway Element of our Metropolitan Transportation Plan to the horizon year of 2045.

Kimley-Horn, with WSB as subconsultant, were retained to assist us in this update. The final contracts were signed during the first week of May. The consultant team will be present at the July TAC meeting to present existing conditions of the Street/Highway system. The presentation is attached.

Findings and Analysis:

- This activity is identified in UPWP.
- The regular 5 year update cycle ends December 2018
- This update is required to be FAST compliant
- This update will need to incorporate require performance measures and targets.
- The consulting team of Kimley-Horn and WSB are under contract and working.
- One of the first activities is to analyze the existing conditions.

Support Materials:

- Presentation.



Streets + Highways Plan Update *TAC Meeting #2*

July 12, 2017

GRAND FORKS-EAST GRAND FORKS MPO

STREET/HIGHWAY PLAN UPDATE

2045 METROPOLITAN TRANSPORTATION PLAN



Agenda

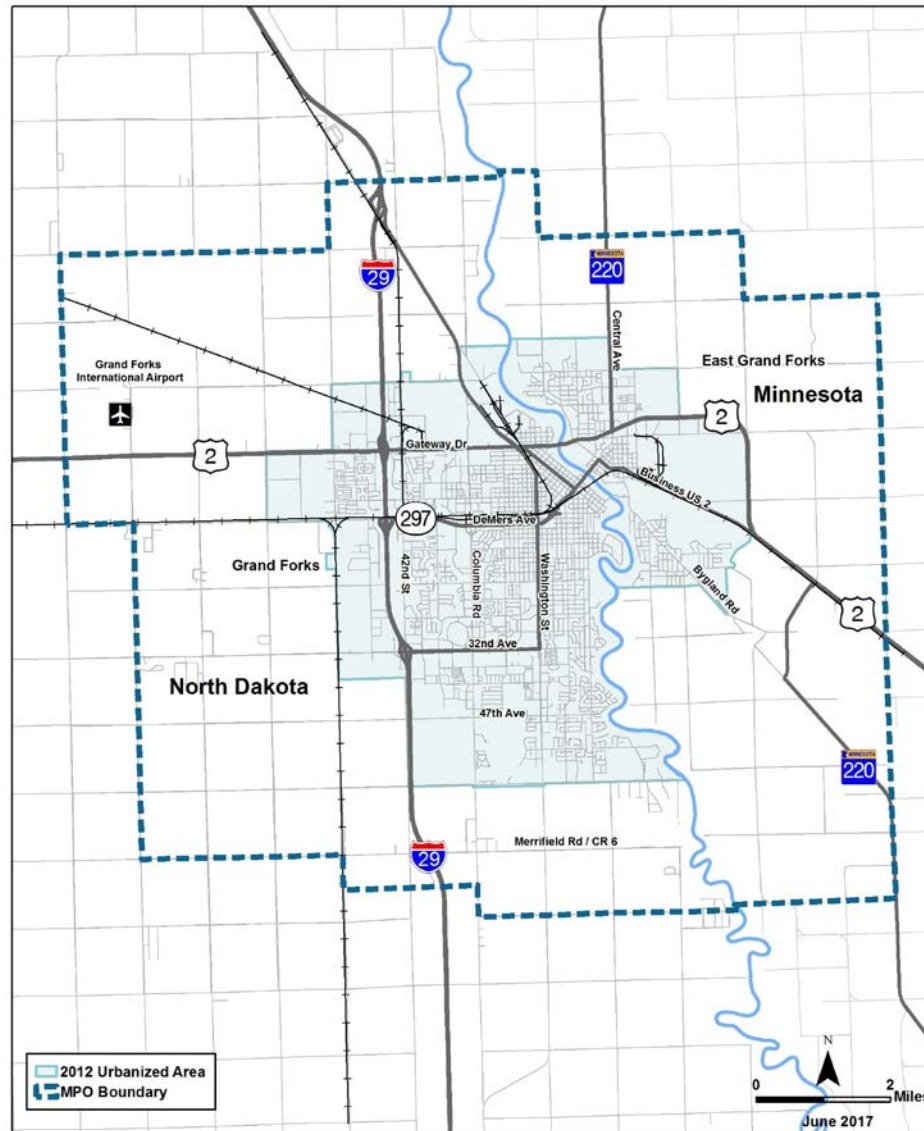
- Existing Conditions Report
- Goals, Objectives, and Performance Measures
- Schedule & Public Participation Process
 - Overall Schedule
 - Online Engagement
 - In Person Engagement
 - Open House #1
- Wrap-Up
 - Next Steps
 - Questions

Existing Conditions Report

Existing Conditions: Overview

- Existing Demographics and Forecasted 2045 Land Use
- Update on 2015/2045 Travel Demand Modeling (ATAC)
- Existing Street/Highway System Characteristics
 - NHS & Other Federal-Aid Eligible Roadways
 - Network Lane Miles
 - Roadway Jurisdiction
 - Pavement Conditions
 - Traffic Volumes
 - Intersection Level of Service (LOS)
 - Auto and Truck Crash History
 - Truck Routes and Truck Traffic Volumes
 - BNSF Trackage and Railroad Crossings

Existing Conditions: MPO Study Area



Source: GF-EGF MPO

Existing Conditions: Population Forecasts

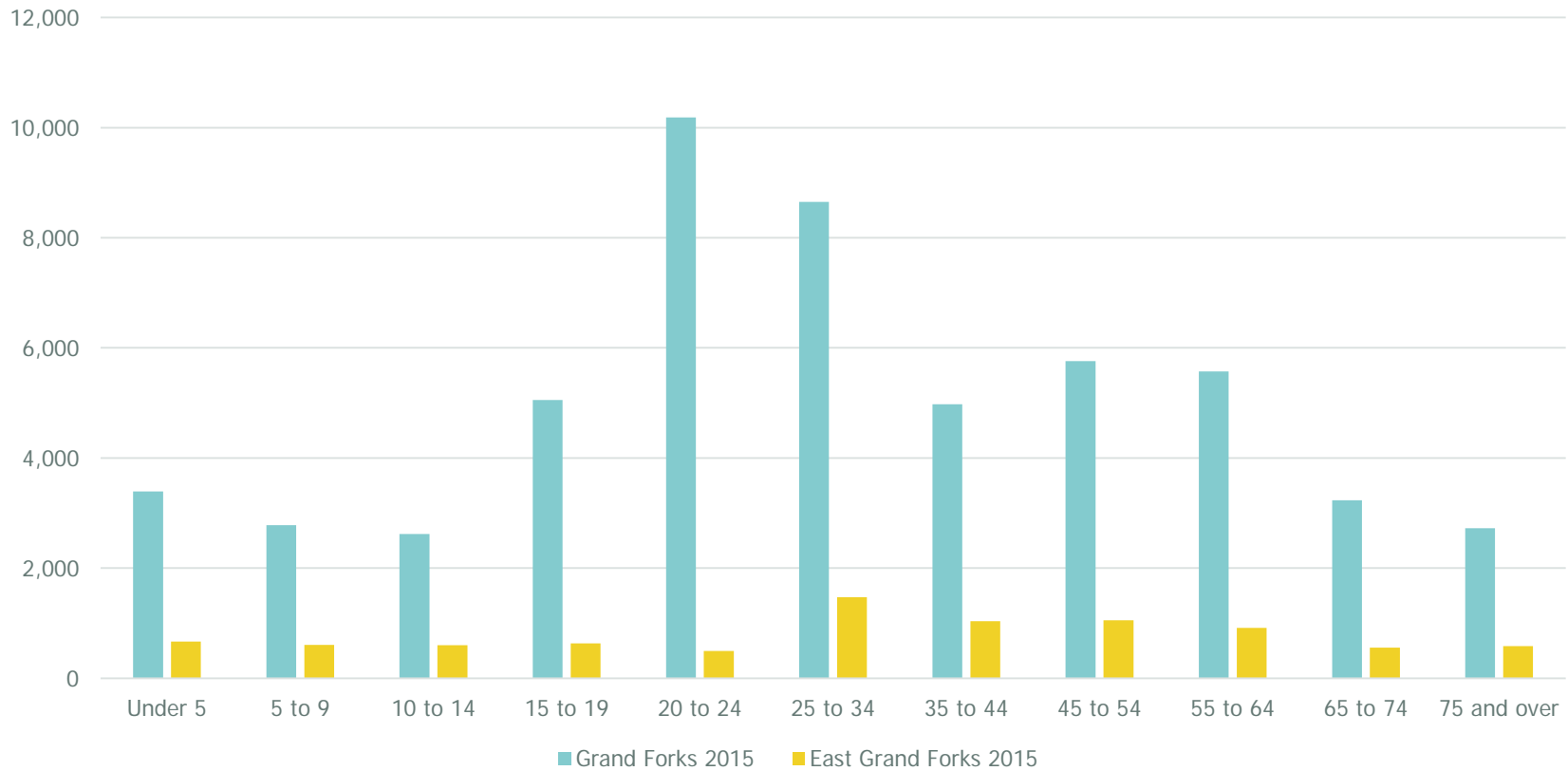
City	2010 US Census	2015 ACS Estimate	2025	2035	2045
Grand Forks	52,838	54,944	60,247	67,879	76,479
East Grand Forks	8,601	8,611	9,841	10,764	11,773
Total	61,439	63,555	70,088	78,643	88,252

1.2 percent growth rate assumed per 2045 Grand Forks Land Use Plan

0.9 percent growth rate assumed per 2045 East Grand Forks Land Use Plan

Source: 2045 Grand Forks Land Use Plan, East Grand Forks 2045 Land Use Plan

Existing Conditions: Age Groups



Source: 2015 American Community Survey

Existing Conditions: Race Composition

City	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific	Some other race
Grand Forks	90.7%	3.7%	4.7%	3.2%	0.2%	1.1%
East Grand Forks	94.9%	3.7%	3.3%	1.4%	0.1%	0.6%

Source: 2015 American Community Survey

Existing Conditions: Workplace Location and Travel Patterns

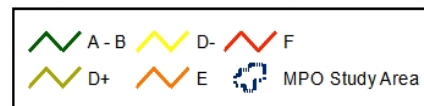
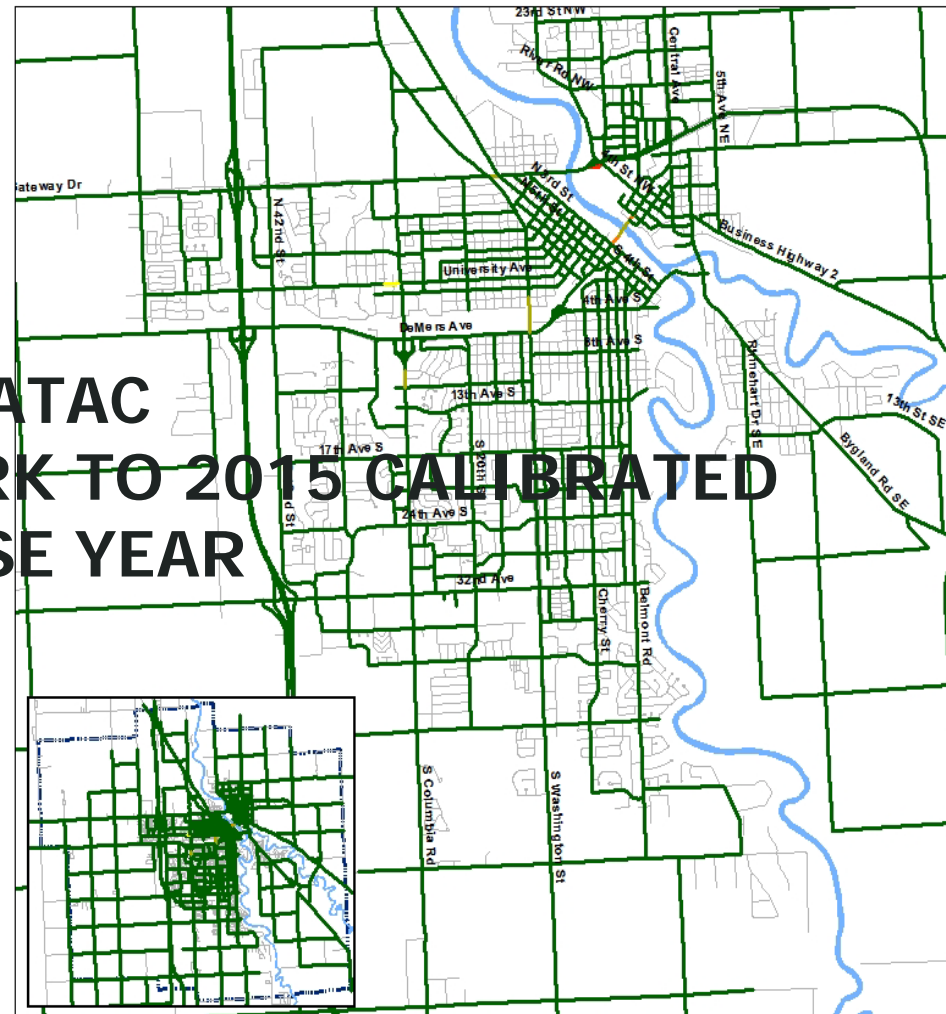
City	Percent of People that Live and Work in Same City	Percent of People that Live and Work in Same County	Travel to Work via Automobile	Drive Alone	Mean Travel Time to Work
Grand Forks	84.4%	89.7%	90.1%	82.1%	12.9 minutes
East Grand Forks	22.3%	27.5%	94.6%	86.7%	14.5 minutes

Source: 2015 American Community Survey

Note: MPO data indicates approximately 4,000 EGF residents commute to GF for work and approximately 4,000 GF residents commute to EGF for work.

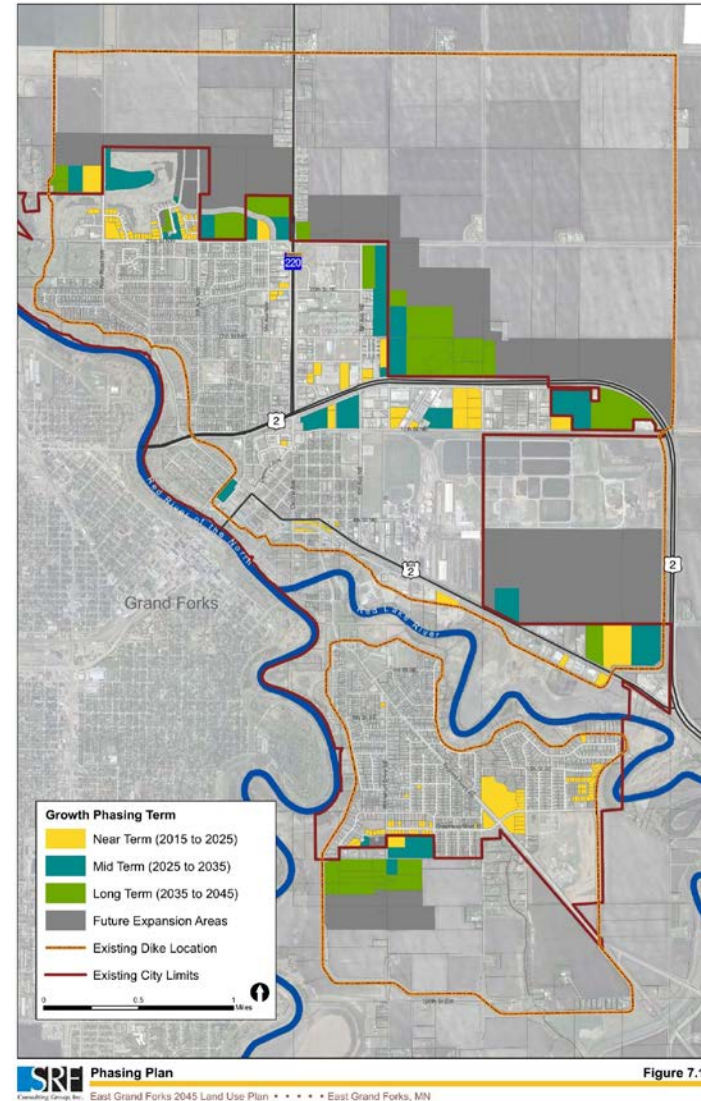
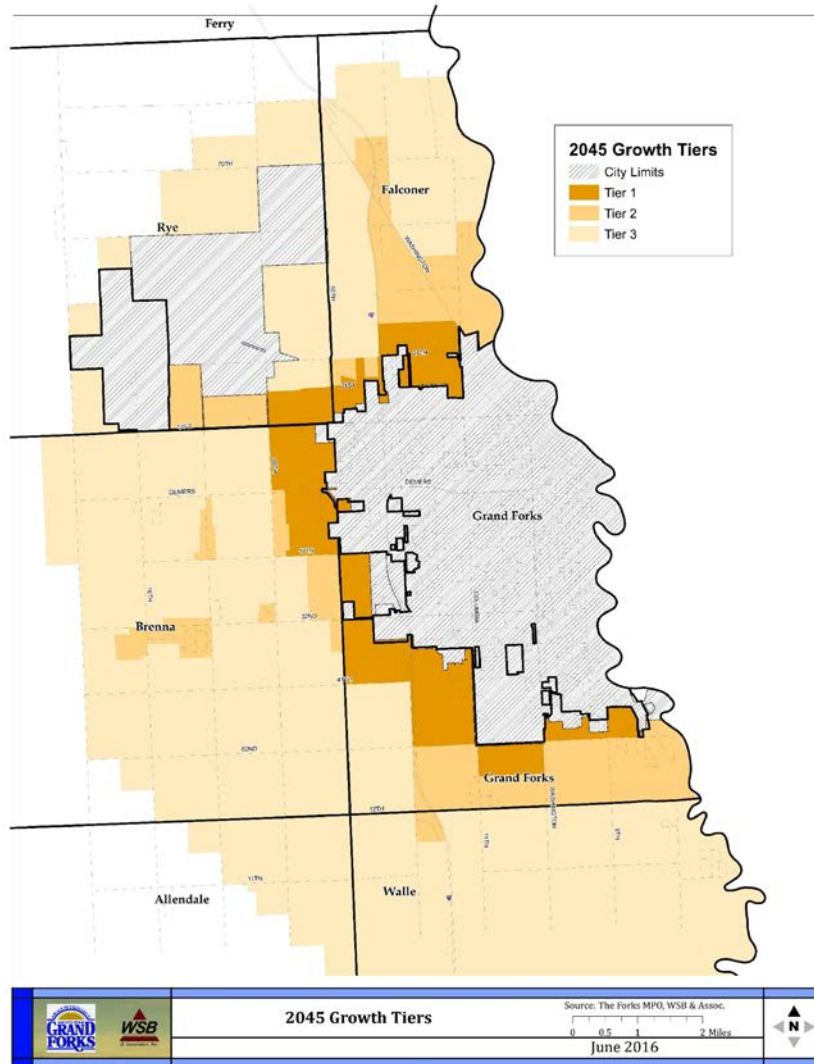
Existing Conditions: Link Level of Service (LOS)

**ATAC
UPDATING NETWORK TO 2015 CALIBRATED
BASE YEAR**



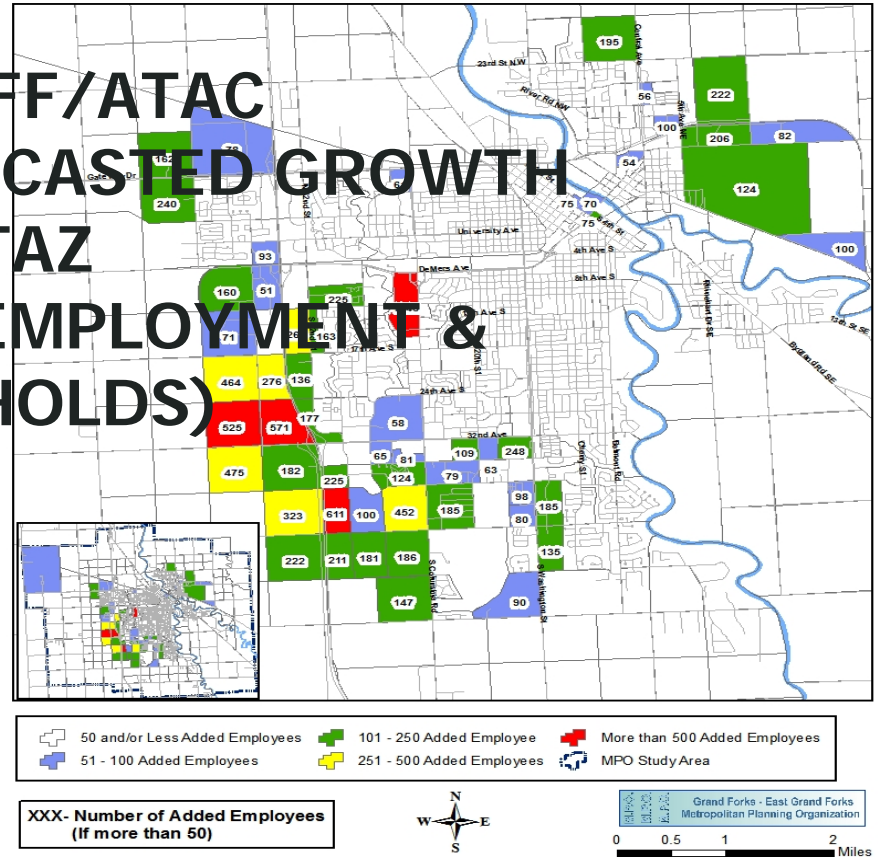
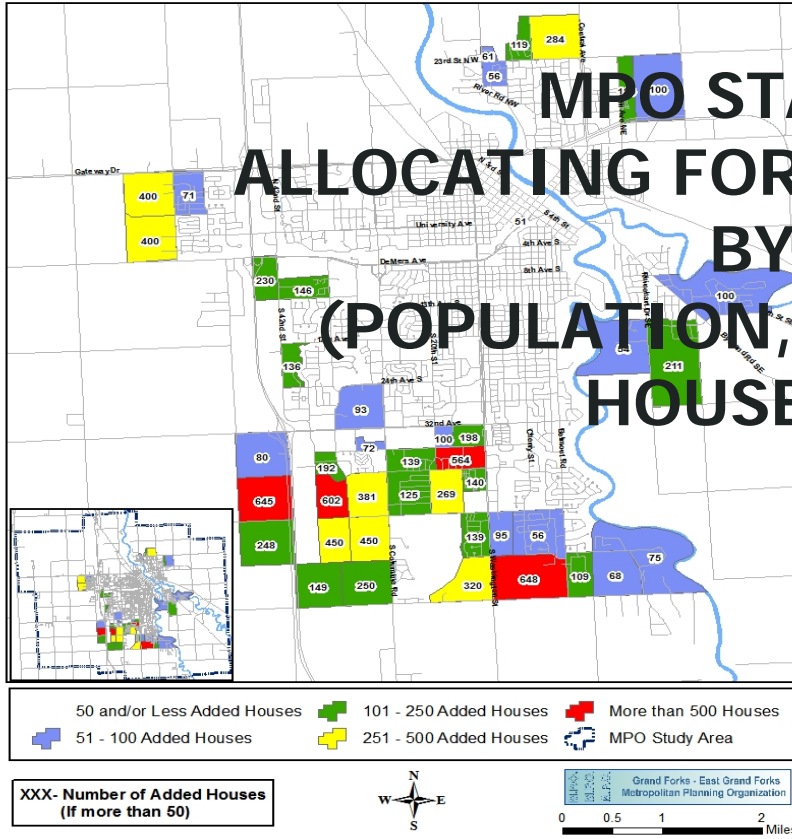
Grand Forks - East Grand Forks
Metropolitan Planning Organization

Existing Conditions: 2045 Land Use Plans



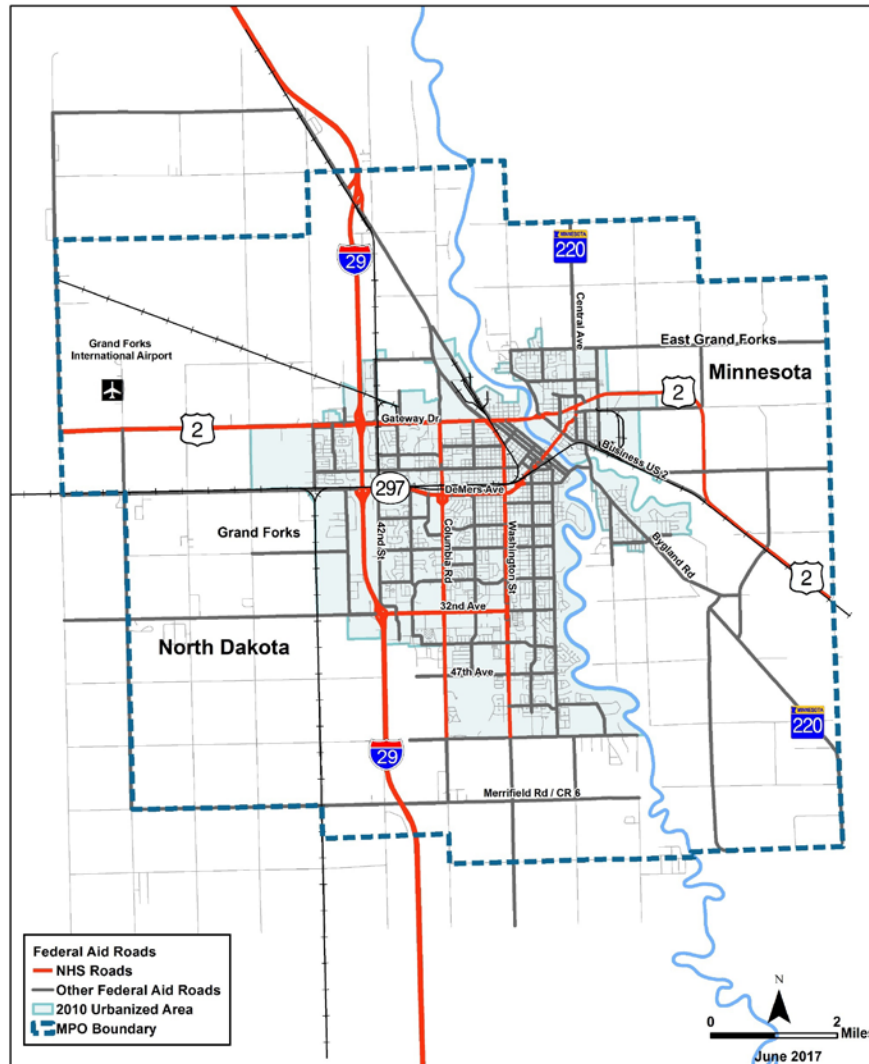
Source: GF-EGF MPO

Existing Conditions: 2045 Growth Allocation



Source: GF-EGF MPO

Existing Conditions: National Highway System (NHS) & Other Federal-Aid Roads



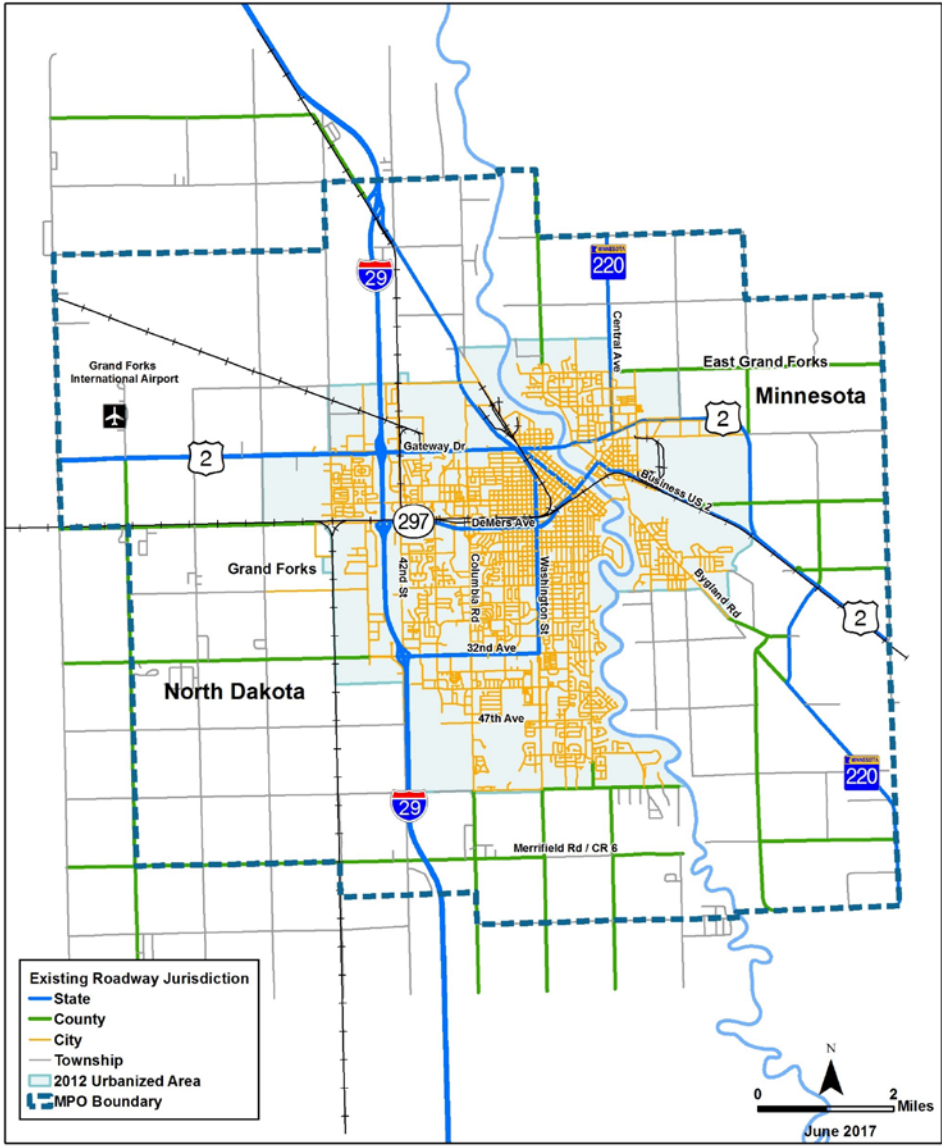
Source: GF-EGF MPO

Existing Conditions: Lane Miles

Roadway Type	4 Lanes	All Others	Total
North Dakota	32.7	316.62	349.32
Minnesota	7.6	134.57	142.17
MPO Study Area	40.3	451.19	491.49

Source: GF-EGF MPO

Existing Conditions: Roadway Jurisdiction



Source: GF-EGF MPO

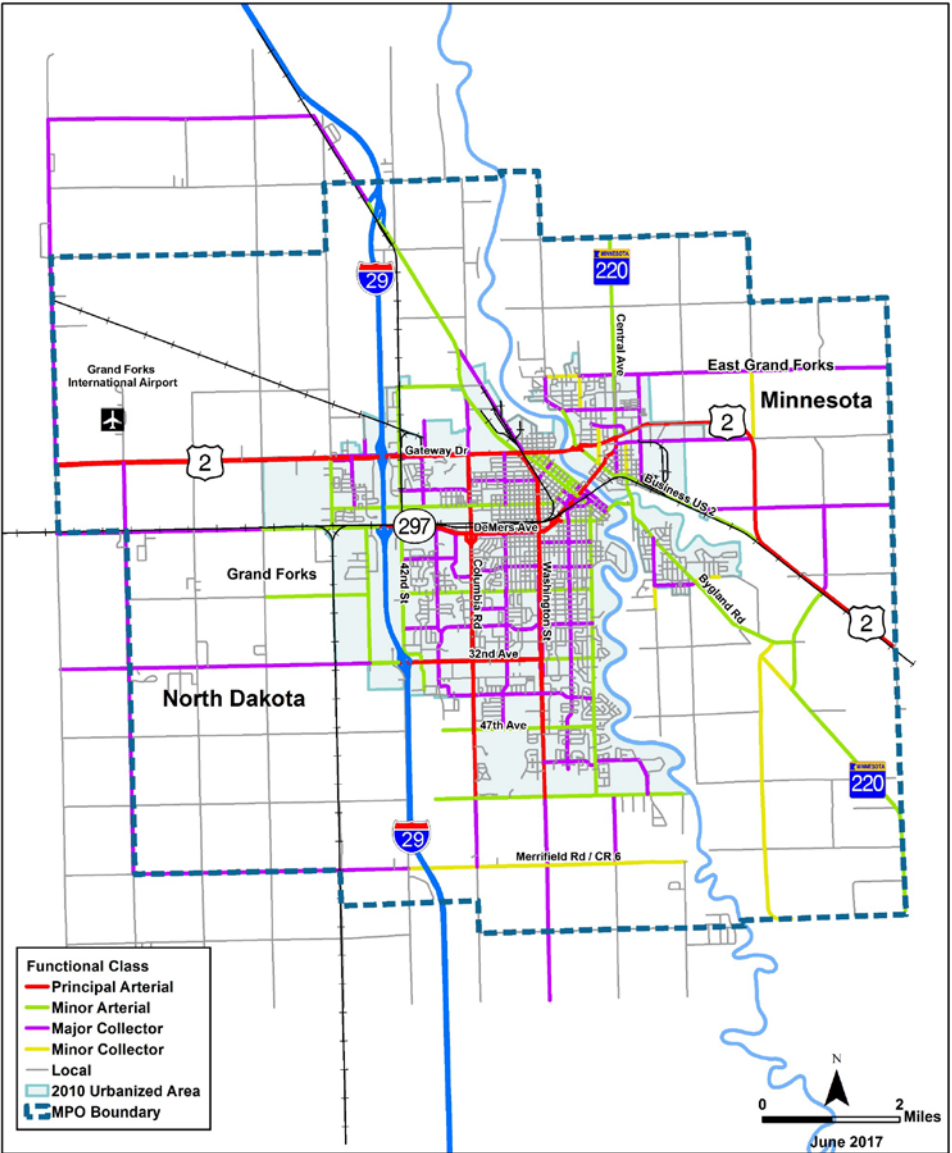
Existing Conditions: Roadway Jurisdiction Mileage

Jurisdiction	State	County	Township	City	Total
North Dakota	37.62	22.06	63.72	225.88	349.28
Minnesota	18.1	21.25	42.24	60.57	142.16
MPO Study Area	55.72	43.31	105.96	286.45	491.44

Source: GF-EGF MPO

Existing Conditions: Functional Classification

- Note:
- Functional Classification recently updated for East Grand Forks
 - Needs to be updated for Grand Forks



Source: GF-EGF MPO

Existing Conditions: Functional Classification Mileage

Totals by State	Interstate	Principal Arterial	Minor Arterial	Collector	Major Collector	Local	All Roads
North Dakota	16.22	24.42	38.53	4.03	52.16	213.92	349.28
Minnesota	0	8.23	15.88	8.78	16.33	92.94	142.16
MPO Study Area	16.22	32.65	54.41	12.81	68.49	306.86	491.44

Source: GF-EGF MPO

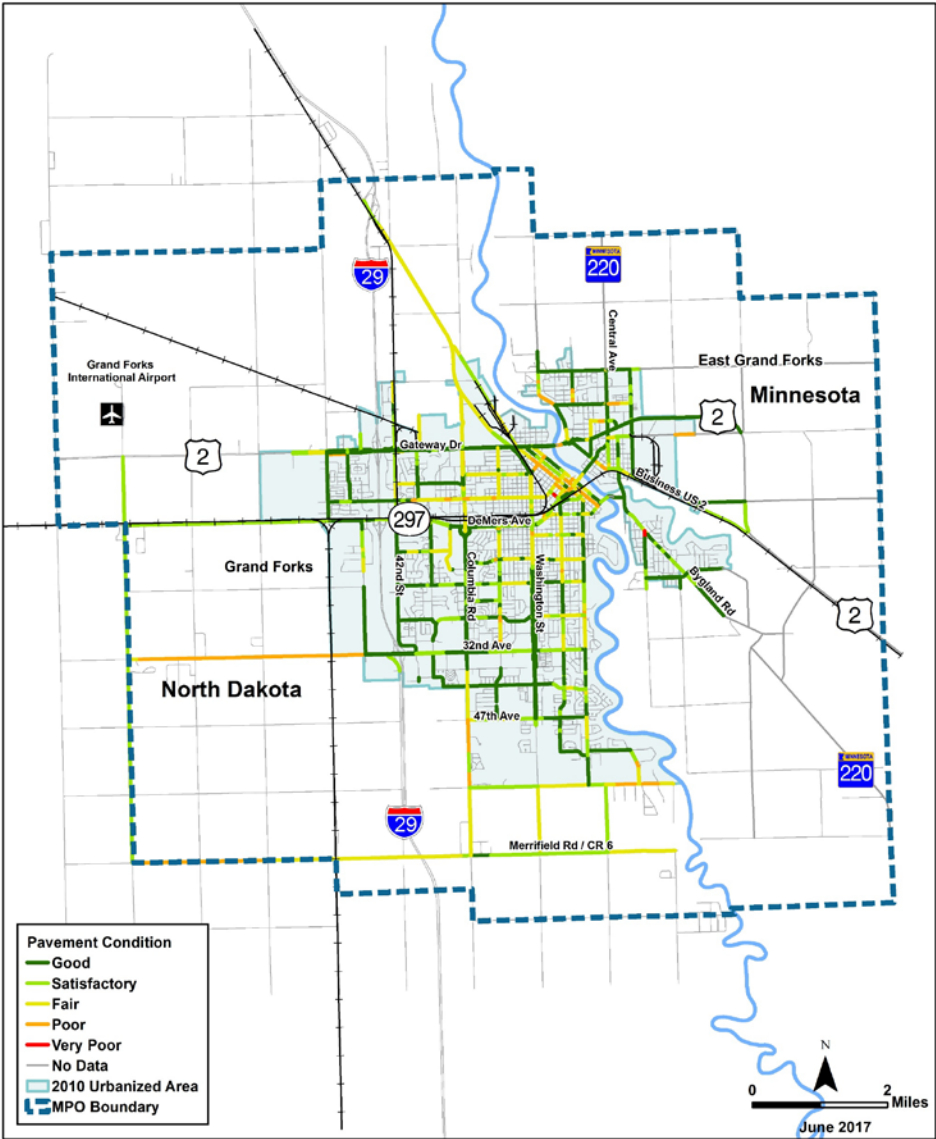
Existing Conditions: Functional Classification Summary Compared to FHWA Guidelines

Facility Type	MPO Study Area	FHWA Urban Guidance
Principal Arterials (including interstates)	10%	5 to 10%
Principal Arterials plus Minor Arterials	21%	15 to 25%
Collectors	17%	5 to 10%
Local Streets	62%	65 to 80%

Source: GF-EGF MPO

Existing Conditions: Pavement Conditions

- Note:
- GF – 2013
 - EGF – 2015
 - NDOT and MnDOT missing data.



Source: GF-EGF MPO

Existing Conditions: Pavement Trends by Pavement Condition Index

Year	Grand Forks Average PCI	East Grand Forks Average PCI	Grand Forks Weighted Average PCI	East Grand Forks Weighted Average PCI
1999	63.9	67.2	n/a	n/a
2003	86.3	87.0	78.1	74.9
2008	76.7	76.8	82.0	79.9
Current	72.7 (2013)	79.18 (2015)	69.9 (2013)	82.0 (2015)

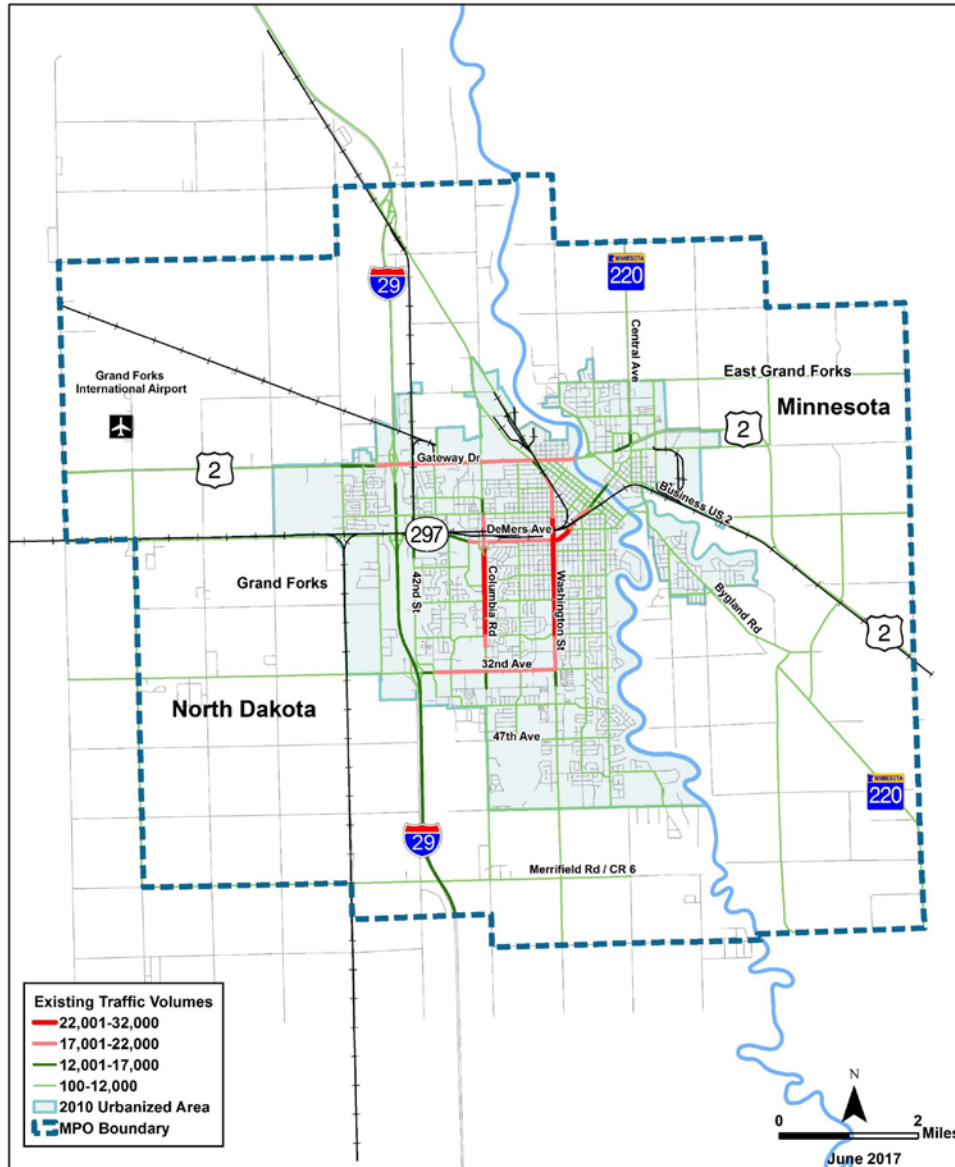
Note: NDDOT and MnDOT roads missing data.

Existing Conditions: Pavement Conditions Comparison

Pavement Condition	GF/EGF MPO Area		MN-Side		ND-Side	
	Local Roads	State Roads	Local Roads	State Roads	Local Roads	State Roads
Good	35%	7%	24%	9%	40%	1%
Satisfactory	21%	7%	7%	4%	27%	13%
Fair	17%	21%	2%	0%	24%	72%
Poor	7%	0%	2%	0%	9%	0%
Very Poor	0%	0%	0%	0%	0%	0%
No Data	21%	66%	64%	87%	0%	14%

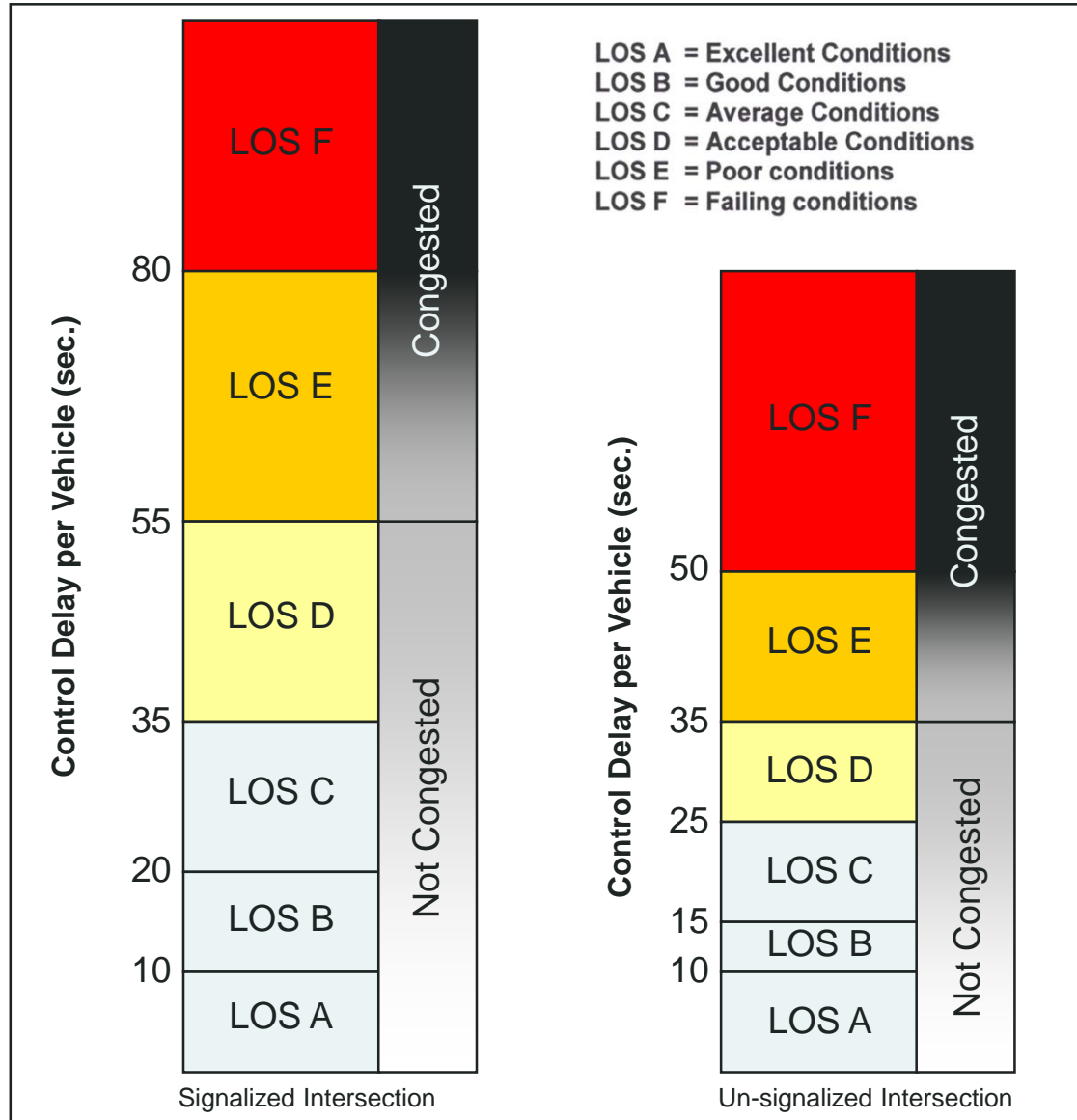
Source: GF-EGF MPO

Existing Conditions: Traffic Volumes



Source: GF-EGF MPO

Existing Conditions: Intersection LOS

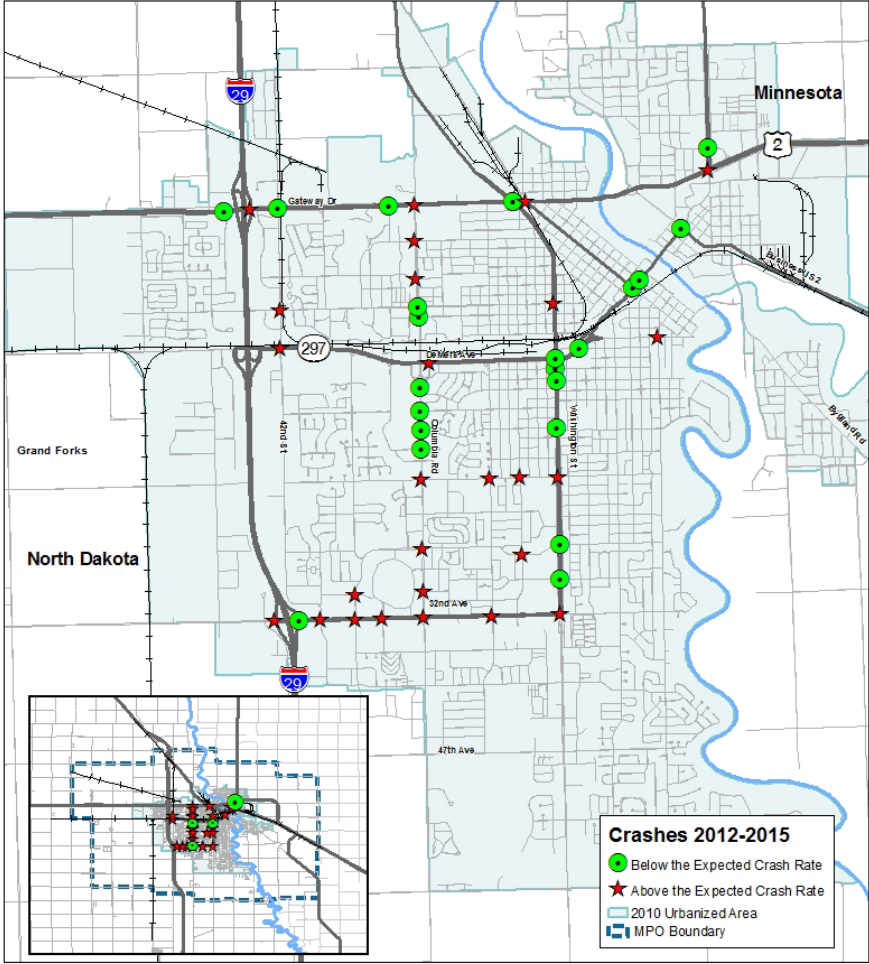


Source: Highway Capacity Manual

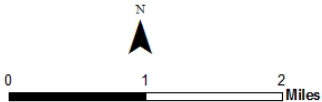
Existing Conditions: Intersection Level of Service (LOS)



Existing Conditions: Crash Rates (2012-2015)



High Crash Rate Intersections



Source: NDDOT and MnDOT

Existing Conditions: Crash Type (2012-2015)

– Key Locations*

Intersection	Angle/Turn	Head On	Rear End	Side Swipe	Other
31st St. S. & 32nd Ave. S.	45	0	6	0	1
24th Ave. S. & Columbia Rd.	28	0	7	3	0
10th Ave. N. & Columbia Rd.	16	0	3	0	0
Columbia Rd. & 32nd Ave. S.	11	0	21	9	1
17th Ave. S. & 17th St. S.	13	0	3	0	0
17th Ave. S. & 20th St. S.	9	1	2	0	0
17th Ave. S. & Washington St.	17	1	16	2	4
17th Ave. S. & Columbia Rd.	12	3	10	4	3
17th St. S. & 24th Ave. S.	8	0	4	0	1
20th St. S. & 32nd Ave. S.	38	0	4	0	2
27th Ave. S. & Columbia Rd.	14	1	5	1	3
Interstate 29 & US Highway 2/Gateway Dr.	7	0	8	1	0
Interstate 29 & 32nd Av. S.	11	0	2	2	0
US Highway 297/Demers Ave. & 42nd St. N.	33	1	17	3	6
US Highway 297/Demers Ave. & Columbia Rd.	6	0	20	0	0
US Highway 2/Gateway Dr. & Mill Rd.	12	0	10	1	3
US Highway 2/Gateway Dr. & Columbia Rd.	18	0	15	2	4
30th Ave. S. & 34th St. S.	10	0	1	1	1
32nd Ave. S. & Washington St.	9	1	31	1	4
34th St. S. & 32nd Ave. S.	38	1	19	4	2
38th St. S. & 32nd Ave. S.	23	1	9	1	1
42nd St. N. & University Ave.	7	1	6	1	2
4th Ave. S. & Belmont Rd.	9	0	3	0	0
6th Ave. N. & Columbia Rd.	3	0	6	3	0
Washington St. & University Ave.	19	2	9	0	1
US Highway 2/Gateway Dr. & Central Ave./TH 220	11	2	18	4	1

Source: NDDOT and MnDOT

* Above expected crash rate

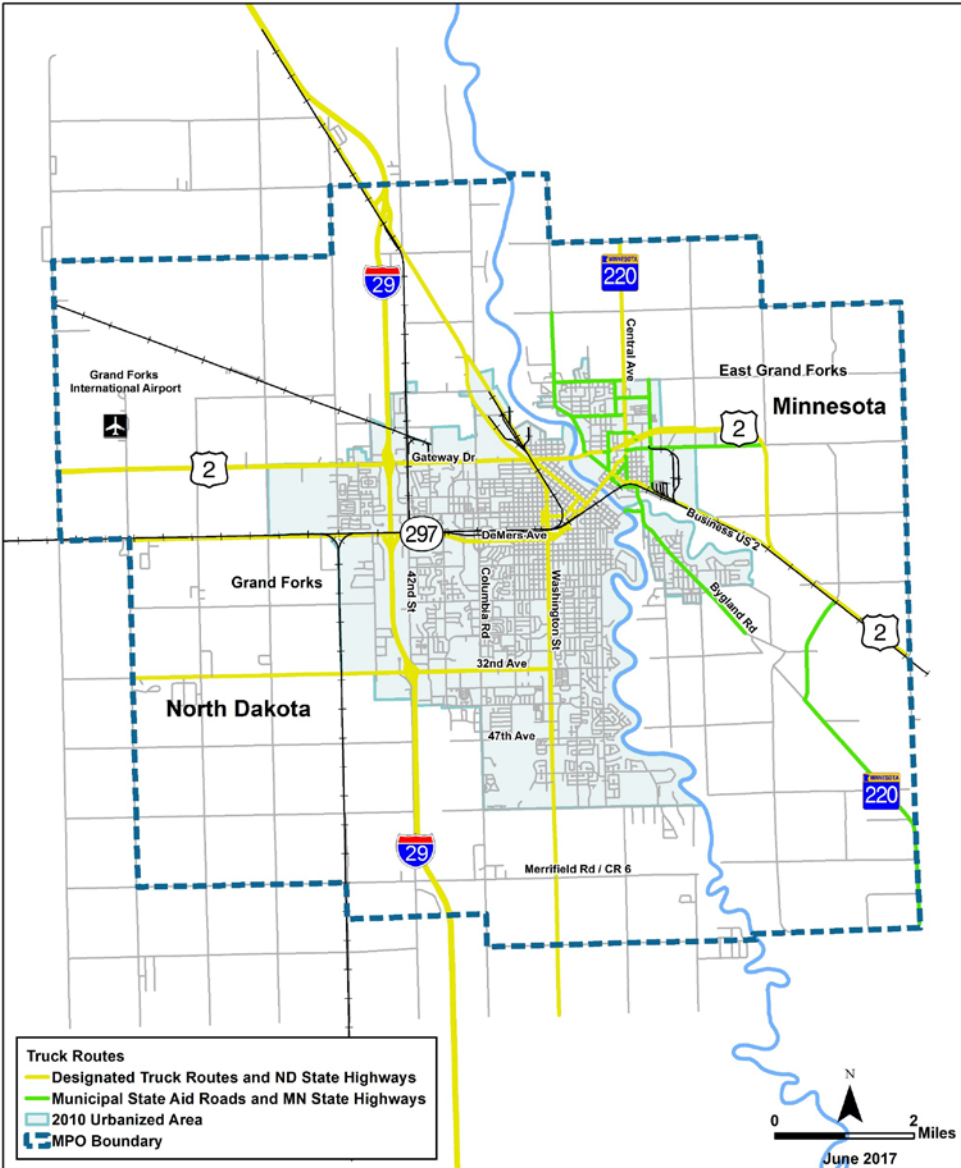
Existing Conditions: Crash Rate/Severity (2012-2015)– Key Locations*

Intersection	Actual Crash Rate	Expected Crash Rate	Total Crashes	Fatal Crashes	Injury Crashes
31st St. S. & 32nd Ave. S.	1.54	0.71	52	0	22
24th Ave. S. & Columbia Rd.	0.97	0.71	38	0	8
10th Ave. N. & Columbia Rd.	1.24	0.52	19	0	8
Columbia Rd. & 32nd Ave. S.	0.88	0.71	42	0	16
17th Ave. S. & 17th St. S.	0.97	0.52	16	0	7
17th Ave. S. & 20th St. S.	0.69	0.52	12	0	2
17th Ave. S. & Washington St.	0.88	0.71	40	0	16
17th Ave. S. & Columbia Rd.	0.76	0.71	32	0	10
17th St. S. & 24th Ave. S.	0.88	0.52	13	0	4
20th St. S. & 32nd Ave. S.	1.17	0.71	44	0	22
27th Ave. S. & Columbia Rd.	0.76	0.71	24	0	8
Interstate 29 & US Highway 2/Gateway Dr.	0.82	0.52	16	0	4
Interstate 29 & 32nd Av. S.	0.91	0.52	15	0	2
US Highway 297/Demers Ave. & 42nd St. N.	1.48	0.71	60	0	16
US Highway 297/Demers Ave. & Columbia Rd.	0.97	0.71	26	0	11
US Highway 2/Gateway Dr. & Mill Rd.	0.77	0.71	26	0	7
US Highway 2/Gateway Dr. & Columbia Rd.	0.98	0.71	39	0	12
30th Ave. S. & 34th St. S.	0.92	0.52	13	0	3
32nd Ave. S. & Washington St.	1.38	0.71	46	0	8
34th St. S. & 32nd Ave. S.	1.37	0.71	64	0	24
38th St. S. & 32nd Ave. S.	1.02	0.71	35	0	11
42nd St. N. & University Ave.	0.75	0.71	17	0	4
4th Ave. S. & Belmont Rd.	1.00	0.52	12	0	5
6th Ave. N. & Columbia Rd.	0.84	0.52	12	0	0
Washington St. & University Ave.	0.87	0.71	31	0	9
US Highway 2/Gateway Dr. & Central Ave./TH 220	1.14	0.71	36	0	9

* Above expected crash rate

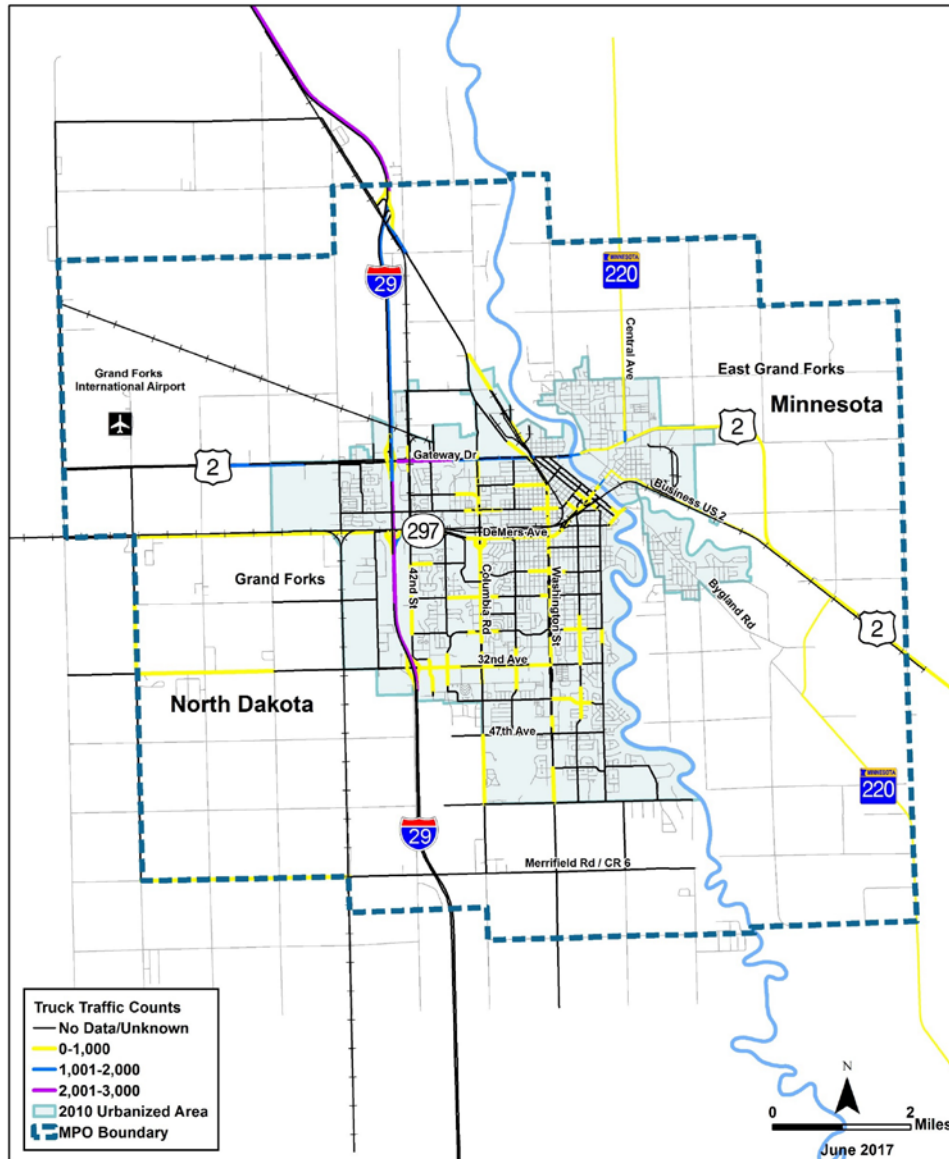
Source: NDDOT and MnDOT

Existing Conditions: Truck Routes



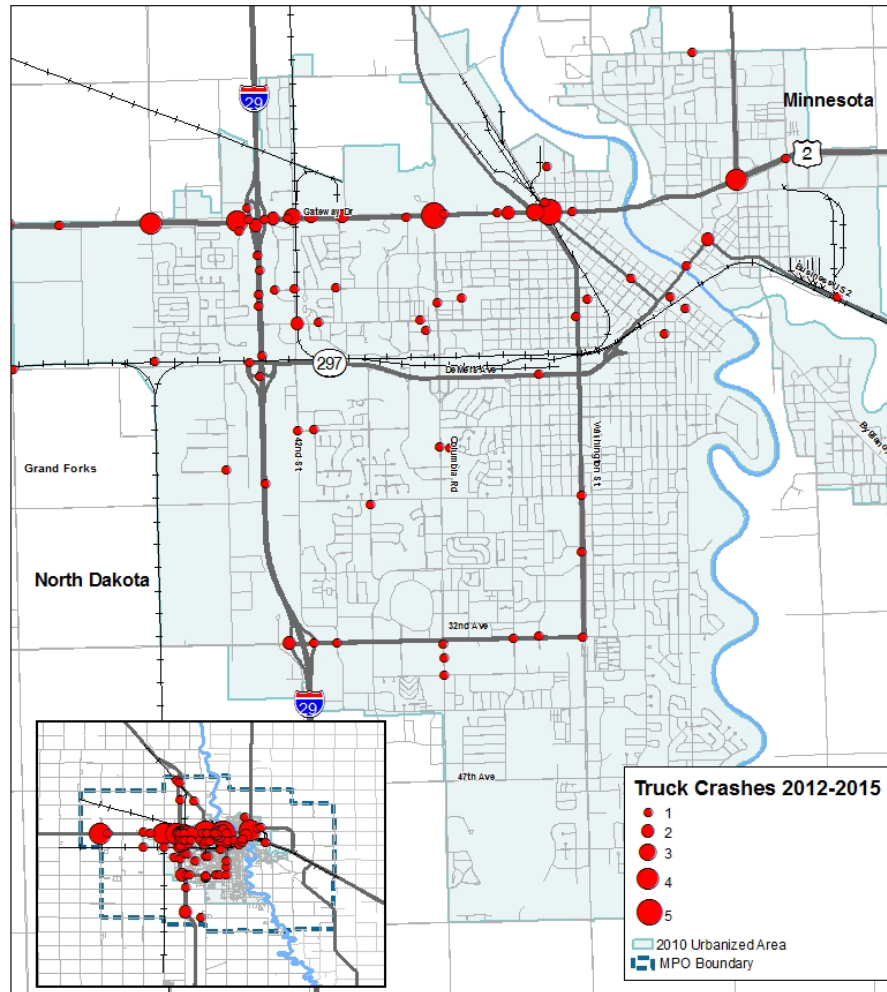
Source: GF-EGF MPO

Existing Conditions: Truck Traffic Volumes



Source: GF-EGF MPO

Existing Conditions: Truck Crashes



Truck Crash Locations



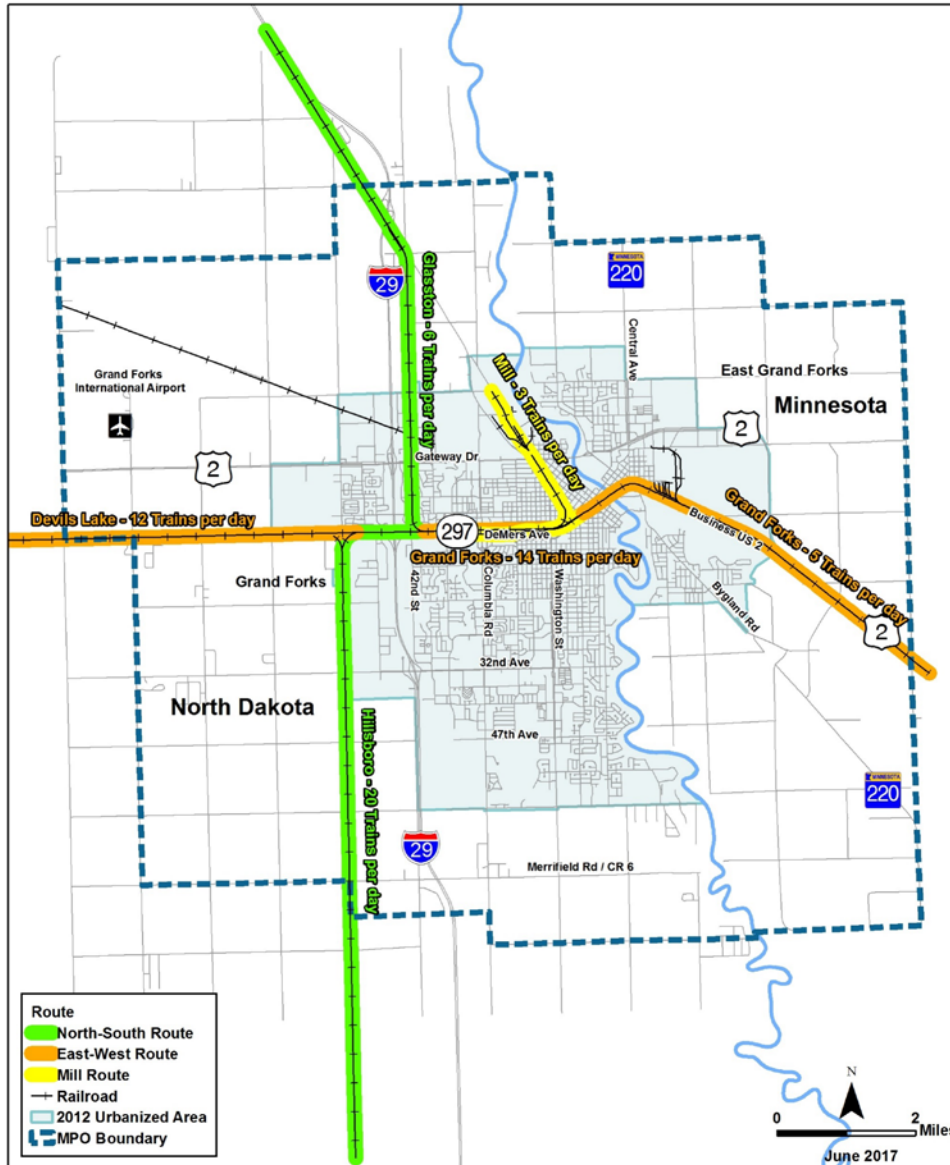
Source: NDDOT and MnDOT

Existing Conditions: Truck Crashes

Truck Type	2012	2013	2014	2015	Total
Double Axle	6	1	6	2	15
Triple Axle or greater	7	8	7	9	31
Truck Tractor with 0-3 Trailers	17	22	10	15	64
Unknown Heavy Truck	1	1	0	4	6
Total	31	32	23	30	116
Death	0	0	1	0	1
Injury	3	5	2	6	16
Property Damage Only	27	28	20	24	99

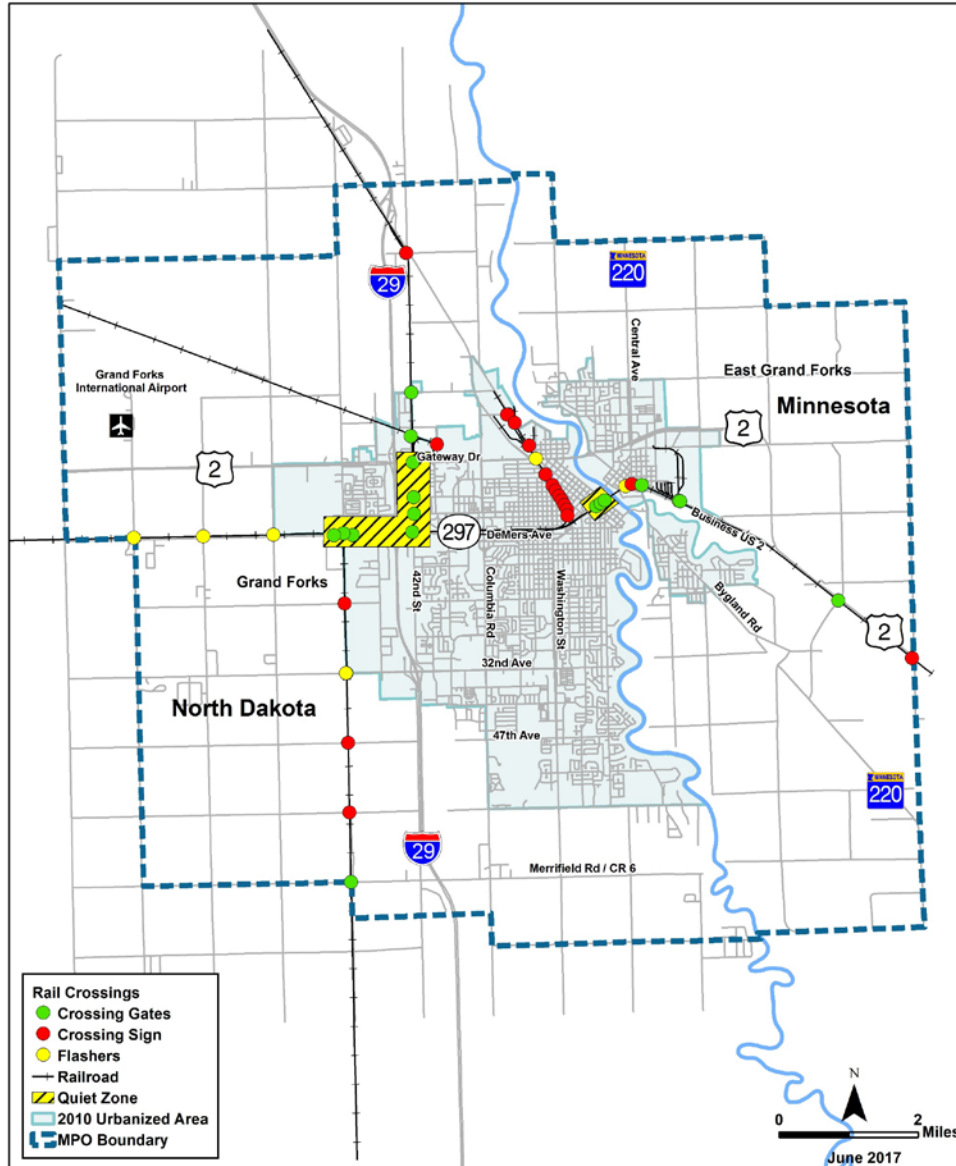
Source: NDDOT and MnDOT

Existing Conditions: BNSF Trackage



Source: GF-EGF MPO

Existing Conditions: Railroad Crossings



Source: GF-EGF MPO

Goals, Objectives, and Performance Measures

Goals, Objectives, and Performance Measures: Process

- Review 2040 MTP performance measures
- Update goals and performance measures per updated FAST Act guidelines and requirements, drawn from:
 - TAC feedback
 - New priorities within the area
 - New perspectives
 - Effectiveness of old performance measures
 - Best practices from other MPOs
 - Ease of adoption by NDDOT and MnDOT
 - Others



Performance Measurement: Goals

2040 Plan Goals

- Goal 1: Economic Vitality
- Goal 2: Security
- Goal 3: Accessibility and Mobility
- Goal 4: Environmental/Energy/Quality of Life
- Goal 5: Integration and Connectivity
- Goal 6: Efficient System Management
- Goal 7: System Preservation
- Goal 8: Safety

FAST Act: Required Goals

- Goal 1: Safety
- Goal 2: Infrastructure Condition
- Goal 3: Congestion Reduction
- Goal 4: System Reliability
- Goal 5: Freight Movement and Economic Vitality
- Goal 6: Environmental Sustainability
- Goal 7: Project Delivery

MPO 2045 Draft Vision Statement

The Grand Forks-East Grand Forks Long Range Transportation Plan envisions a community that provides a variety of complementary transportation choices for people and goods **that is fiscally constrained.**

MPO 2045 Draft Goals

- Goal 1: Economic Vitality
- Goal 2: Security
- Goal 3: Accessibility and Mobility
- Goal 4: Environmental/Energy/ Quality of Life
- Goal 5: Integration and Connectivity
- Goal 6: Efficient System Management
- Goal 7: System Preservation
- Goal 8: Safety
- **Goal 9: Resiliency**
- **Goal 10: Tourism**

Goals, Objectives, and Performance Measures Matrix

Existing/ Proposed	Goal	Objective	Performance Measure	Data Source	Federal Req't?	State Req't?	Local Issue Addressed
Existing	Safety	Reduce the number, severity, and rate of crashes compared to previous years by type of vehicle and transportation facility.	Number of traffic fatalities and serious crashes.	NDDOT/ MnDOT	Yes	ND/MN	

Schedule & Public Participation Process

Project Overview: Schedule

Description	2017												2018																		
	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DI											
Project Management	[Solid teal bar from May 2017 to Nov 2017]																														
Project Management Team Meetings	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									
Goals, Objectives and Performance Measures Report	[Solid teal bar from May 2017 to Nov 2017]																														
Existing Conditions Report	[Solid teal bar from May 2017 to Aug 2017]																														
Existing Plus Future Network Conditions Report			[Solid teal bar from Jun 2017 to Oct 2017]																												
Identification of Issues Report				[Solid teal bar from Sep 2017 to Dec 2017]																											
Range of Alternatives Report								[Solid teal bar from Dec 2017 to Mar 2018]																							
Financial Plan Report									[Solid teal bar from Jan 2018 to May 2018]																						
Recommended Future Network and Implementation Report											[Solid teal bar from Mar 2018 to Jul 2018]																				
Finalize Draft Plan																[Solid teal bar from Jul 2018 to Aug 2018]															
Public Meetings/Public Participation	[Solid teal bar from May 2017 to Nov 2017]																														
Public Meetings				●			●				●			●																	
Technical Advisory Committee Meetings	●		●				●				●			●																	
NDDOT Management Meeting																															
MnDOT Planning Group Meeting																															
Grand Forks City Council Meeting																															
East Grand Forks City Council Meeting																															

Wrap Up: Next Steps

Description	2017						
	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Project Management	[Solid blue bar]						
Project Management Team Meetings	●	●	●	●	●	●	●
Goals, Objectives and Performance Measures Report	[Solid blue bar]						
Existing Conditions Report	[Solid blue bar]						
Existing Plus Future Network Conditions Report		[Solid blue bar]			[Solid blue bar]		
Identification of Issues Report				[Solid blue bar]			
Range of Alternatives Report							
Financial Plan Report							
Recommended Future Network and Implementation Report							
Finalize Draft Plan							
Public Meetings/Public Participation	[Solid blue bar]						
Public Meetings				●			●
Technical Advisory Committee Meetings	●		●				●
NDDOT Management Meeting							
MnDOT Planning Group Meeting							
Grand Forks City Council Meeting							
East Grand Forks City Council Meeting							

- Actively working on

- Task 2:** Goals/Objectives/Performance Measures Report
 - Task 3:** Existing Conditions Report
 - Task 4:** Existing Plus Future Conditions Report

- Followed by

- Task 5:** Identification of Issues Report
 - Task 9:** Prep for TAC #2 and Open House #2

Online Engagement: WikiMapping

←crosstown→
MULTIMODAL TRANSPORTATION STUDY

HOME > STUDY OVERVIEW > PROJECT RESOURCES > INTERACTIVE MAP > GET INVOLVED >

Interactive Improvements Map

Thank you for your submissions!

We received more than 600 of your ideas for the Crosstown corridor! Your input on the map below will be used to help us develop short- and long-term transportation recommendations for the DC Crosstown Corridor. The comments are opinions and statements collected from the public and have not been verified by DDOT.

LEGEND:

- Biking
- Challenging Intersection
- Congestion/Driving Conditions
- Parking
- Water Route
- Pedestrian
- Public Space
- Transit

Crosstown Multimodal Study About & Help

The circular bus route makes turns at 90° and makes these one-way routes for people going to and from the hospital! These routes add 10-15 minutes to 8-10 AM.

move dc

d. District Department of Transportation

DC GOVERNMENT OF THE DISTRICT OF COLUMBIA MURIEL BOWSER MAYOR

In Person Engagement

Open House	Date	Purpose
Open House 1	August 10, 2017	<ul style="list-style-type: none">• Present existing conditions• Introduce performance based planning including goals, objectives, and performance measures
Open House 2	November 2017	<ul style="list-style-type: none">• Present existing plus future conditions• Present issues identified• Present goals, objectives, performance measures
Open House 3	April 2018	<ul style="list-style-type: none">• Present issues identified• Present range of alternatives• Present financial plan
Open House 4	July 2018	<ul style="list-style-type: none">• Present recommended future network and implementation report• Present Street and Highway Plan

Open House #1: August 10, 2017

- Details
 - Time: TBD
 - Location: TBD
- Outline
 - Sign-In Station
 - Formal Presentation & Open House Format
 - Major Topics Addressed
 - Existing conditions
 - Public engagement process
 - Planning process
 - Display Boards
 - Existing Conditions
 - Vision, Goals, and Performance Objectives
 - Schedule and participation process
 - Activity – interactive map to identify issue areas
 - Website and WikiMapping Overview
 - Comment box

In-Person Engagement



Wrap Up

- Questions?
- Next TAC Meeting: November 8, 2017

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TABLE OF CONTENTS* UPDATE JULY, 2017

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
	Introduction					
300.1	PLANNING AND IMPLEMENTATION		ACTIVITIES			
	2045 Street & Highway Plan NEW	1	Kimley Horn and WSB will be presenting existing conditions information for the 2045 Street and Highway Plan to the TAC on July 12th and holding an open house on this same information August 10th.	20%		
300.1	Plan Update (Travel Demand Model)	1	The model development is in the data collection and methodology development stage. Cleaning up & formatting data obtained to represent the employment centers. The data shows the type of employment and the number of employees by NAICS code.	40%	2106	16-Dec
300.1	Bicycle & Pedestrian Planning Element (Update)	2-3-4-5	Finalized Task 5: Existing Conditions Analysis. Study considered baseline information required to support strategies and actions necessary to reach the vision and goal statements, performance measures and targets. The information collected in this step will be used to determine the extent to which the existing transportation system meets the needs of bicyclists and pedestrians. Beginning Task 6: Identifying Opportunities and Constraints. MPO's staff is working on identifying opportunities to improve the connectivity of bicycle and pedestrian networks.	75%	2016	May-16
300.1	Transit Development Planning Element (Update)		The Transit Plan is 99% complete. Copies are being printed for distribution to interested stakeholders. Once printing is finalized, the Transit Development Plan will be 100% completed.	99%	2016	Feb-17
300.2	CORRIDOR PLANNING					
300.2	Traffic Count Program	Ongoing	Although dealing with some technical issues, data collection and related set up task has resumed.		2015	Ongoing
300.2	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
	Near South Neighborhood NEW	Task(s) 1	Crash data has been received from MPO and is currently under review.		2017	2017
300.3	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL				2016	
300.4	LAND USE PLAN		ACTIVITIES			
300.5	SPECIAL STUDIES		ACTIVITIES			
300.5	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
300.5	I-29 Traffic Operations Study	1	Consultant finalized report in June. In addition, Consultant held the final public input meeting. Consultant provided updates to Grand Forks City Council and the MPO Executive Policy Board. The I-29 Operations Study is 100% completed. The following tasks were successfully advanced and finalized: Technical analysis (9/9 deliverables), stakeholder's involvement (7/7 Steering Committee Meetings) and public engagement activities (3/3 public input meetings).	100%	2015	7/30/2016 (Work extended to 2017)
300.6	PLAN MONITORING, REVIEW AND EVALUATION		ACTIVITIES			
300.7	GEOGRAPHIC INFORMATION SYSTEMS (GIS) DEVELOPMENT					
	Geographic Information Systems (GIS) Development	Ongoing	Ongoing in-house		2015	Ongoing

Note: Brief project update review for information only. It does not replace Project Reports.