

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING **WEDNESDAY, NOVEMBER 8TH, 2017 – 1:30 P.M.** **EAST GRAND FORKS CITY HALL TRAINING ROOM**

MEMBERS

Kadrmass/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 OCTOBER 11TH, 2017 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE..... KIMLEY-HORN
 - a. Kimley-Horn
 - b. Project Management Discussion – 2:00 P.M.
 - c. Bridge Discussion
6. MATTER OF SOLICITATION OF 2019-2022 T.I.P..... HAUGEN
 - a. Minnesota T.A.P. Letter Of Intent
 - b. North Dakota Urban Road Program
7. OTHER BUSINESS
 - a. 2017 Annual Work Program Project Update
 - b. ND Moves Open House To November 9th From 4:00 to 7:00 p.m. At Grand Forks City Hall
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, October 11th, 2017
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the October 11th, 2017, meeting of the MPO Technical Advisory Committee to order at 1:35 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; Stephanie Erickson, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Paul Konickson, MnDOT-District 2; Ryan Riesinger, Airport Authority; Dustin Lang, NDDOT-Local District; Nels Christianson, BNSF Railway; Ali Rood, Cities Area Transit; and Nick West, Grand Forks County Engineering.

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

Guest(s) present: Al Grasser, Grand Forks Engineering and Ryan Brooks, Grand Forks Planning.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF APPROVAL OF THE SEPTEMBER 13TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY ROOD, TO APPROVE THE SEPTEMBER 13TH, 2017, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen reported that there are three different topics of discussion on our 2045 Street/Highway Plan. He referred to the staff report and pointed out that there was an overview on all three topics, what they are covering.

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Kimley-Horn

Haugen stated that first, Kimley-Horn and their sub-contractors, provided an update and are sort of setting the table for us when they are back in town next month.

Haugen referred to a slide presentation (a copy of which is included in the file and available upon request) and went over it briefly.

Haugen commented that the first open house was held at the end of August, and as noted there were twenty-two people signed in with their demographic information. He added that we also have our on-line mapping up and running, and as of last week received 145 initial comments, and then on this mapping tool people can reply to those comments, and there have been 65 replies, thus giving us a total of over 200 comments/replies input into the mapping system. He said that 61 people have completed the demographic survey, and we have an almost 50/50 gender split.

Haugen said that he would encourage everyone to look at this mapping tool to see what is being commented on. He added that you can also add your own comments, and/or encourage others to provide theirs. He stated that this map will be available until the end of October, then it will be taken down and we will use the site again when we get to some of the alternatives.

Williams asked if this tool was available through the MPO's website. Haugen responded that it is, or you can get to it directly. He added that we had both cities assist in getting information out about this, as well as some of our other joint organizations between the two cities, such as Facebook, and other websites.

Haugen commented that the next sub-agenda item covers the A.T.A.C. 2015 Base Model. He said that this is just about complete; he knows that East Grand Forks' future street and future TAZ distribution is done, Grand Forks' future street is done, and then a map had been distributed. He added that there is a second map as well, and asked Ms. Kouba what the comment deadline for it is. Kouba responded that she received comments for it yesterday, and will be putting them into the map and then doing the final TAZ numbers to get it done.

Haugen stated that once that map is complete A.T.A.C. will do the 2030 and 2045 forecasts with those networks and TAZ information.

Haugen said that Kimley-Horn will be spending some time with us next month going over the goals and objective section, so we are trying to get on a common ground as to the definitions of these terms.

Haugen referred to a slide illustrating the ten goals or factors, and explained that these are the ones that are pertinent to the Street and Highway System, Federal Highway's Performance Goals. He pointed out that you can see how some of them, accessibility/mobility, touch all of the federal highway system, while some of them are less populated with dots.

Haugen reported that the current 2040 Plan has performance measures, and Kimley-Horn has added what the federal requirements we aren't covering are, and where they would be placed

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within the current document, so there will be a total of thirteen that we don't currently address in our 2040 plan.

Haugen referred to the definitions slides and went over them briefly, explaining that they are pretty common with both City's Land Use Plans and the other planning documents that we generate.

Haugen referred to slides discussing federal requirements and explained that federal rules focus on nationally significant, near-term measures; and that while our plan addresses those, it also addresses long-term performance as well.

Haugen commented that now that the safety targets have been given to us by each state, and we have until the end of February; as we discussed last month we will start working through the process to see if we want to establish our own targets or just default to both state targets. He referred to slides discussing safety target analyses and went over the information briefly.

Haugen stated that these are the kinds of things that we are asking you to contemplate over the next month, and then as we meet we will spend some time working through how to go about addressing targets, performance measures, and safety targets specifically.

Haugen reported that, lastly, we know the timeline. He said that, again, Kimley-Horn is scheduled to be up here for their second open house to convey what our first open house and our Wiki-mapping has provided us, along with getting them some of the initial drafts of our goals and objectives, performance measures, and such.

Haugen commented that one thing to note on this slide is Greenhouse Gas. He explained that there is an interesting case study of federal regulation; whereby when the Trump Administration first came into office they suspended the effective date of their final performance measure rules, one of which included the Greenhouse Gas. He said that in May they lifted all of the suspensions, with the exception of the Greenhouse Gas and they were taken to court, but instead of battling in court Federal Highway announced that they were lifting the suspension of the Greenhouse Gas regulation, so it is now in effect, however, almost in the same breath they released a notice of proposed rule-making that eliminated the Greenhouse Gas regulation in its entirety. He stated that on one hand it is the rule that we now have to follow, and the good news is that it is a pretty straight forward calculation that they are asking us to do, so if we do have to do it, it has to be done at the state level by the end of May, it can be done. He added that on the other hand we may hold off on that exercise until we find out how the proposed rule-making ends up, but as with any rule-making it might take a long time, or it might be on a fast track and be done in a relatively short time to announce the elimination of it.

Haugen reported that after May 27th, 2018, anything we do to amend or adopt into our current transportation plan, or our current or future T.I.P., has to be deemed compliant with FAST.

Kuharenko commented that you talked about the number of performance measures, and you said that we need to consider those for our meeting next month, do we have a list of those somewhere, is that list of performance measures available; you said there was thirty-two of them,

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correct, we're going from nineteen to thirty-two, we're adding thirteen more. Haugen responded that he doesn't know that he said that number, he did say that thirteen with the two federal ones, so someone must have added up the other ones. Kuharenko asked if there was a list of them somewhere, so he can actually take a look at them, and could they be sent out to the group. Haugen responded that he would send out our current 2040 ones, and then a separate list of the federal ones.

TDM 2015 Base

Haugen reported that included in the packet was the cover sheet and table of contents of the Draft GF/EGF 2015 Travel Demand Model Update Report, as well as the validation/calibration section of the report. He said that the full report is available if anyone would like it forwarded to them.

Haugen commented that probably the most interesting thing is how well the model is replicating observed field traffic conditions. He pointed out that there are several comparisons between what the model output is versus what the observed output is. He referred to the document, and went over the information briefly.

Haugen stated that based on this information/data our model seems to be a fairly reasonable model to what the observed traffic is. He added that when we go by volumes, again, the criteria is met for all of our volume ranges. He said that for the first time we are doing a comparison of the travel times that are taking place within the model versus observed travel times. He commented that these travel times are coming from online sources, the TOMTOMs, Airsage data that we purchased, and again we are having some fairly good comparisons of what our observed versus model travel times are.

Haugen reported that you can view the model, almost in its entirety, so there is the ability to compare the network versus the on-ground system.

Haugen stated that A.T.A.C. is fairly confident that their model is replicating the ground conditions that were observed in 2015, and it is out for review and comment, and they would appreciate any comments you may have.

Erickson asked if Mr. Haugen said that the entire document is on-line, or will he be sending it to everyone. Haugen responded that he can send it to her.

Red River Bridge Study

Haugen reported that our current scope of work with Kimley-Horn, as we drafted up the RFP, and as the final scope of work was negotiated and delivered, our understanding was that river crossings weren't going to be a big item for review and concern, so the scope of work does not devote a whole lot of time to them.

Haugen commented that back in the early 2000s the MPO and the two cities have been carrying, for the past three updates, the same two additional river crossing locations, and that was what

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was assumed would be the case again this time; however both City Councils have met once or twice, and the council presidents have communicated several times, the Mayors have spoken, and there seems to be a renewed interest in revisiting the future bridge location discussion.

Haugen stated that at the last MPO Executive Policy Board meeting the board discussed our additional funding and thought that this would be a good exercise to assist communicating what the information is to help that effort. He said that what he has been working on is to try to have our State and Federal partners review that prior work to make sure a lot of it is still eligible for planning dollars, and then, as noted in the staff report, not today but at a meeting later this month the Technical Advisory Committee can review this information and spend a little time to see if we are willing look at any or all locations, or if we want to try to make our review focused because it will obviously will have an impact on the scope of work that we will be trying to amend into our contract.

Haugen referred to the packet and pointed out that examples of some of the previous work that was done was included. He went over the information briefly.

Grasser asked if we know how much the 4-F designation will weigh in on these options and is the Greenway considered 4-F, the golf course certainly would be. Haugen responded that he knows that during the Greenway Trail planning they tried to have these corridors identified as potential bridge crossing corridors, and if they were in the Greenway document then that exempted them from getting a 4-F designation. He added that the Greenway redid the whole river bank area, and because of that planning effort they have identified potential future river crossings it was planned into the Greenway design.

Haugen went over the list of proposed potential river crossings.

Haugen commented that our current plan, that we are updating, identifies a bridge at Merrifield and a bridge at 32nd Avenue; and there seems to be some discussion of re-examining any and all, including some additional sites; so he is trying to get us to be advisors and to help us focus on what locations we should be updating and with these values our new model will give us new cost estimates and such so we can come up with new alignments. He added that there are four other alignments that he didn't mention because they were quickly looked at and not pursued further; they are: 1) 8th Avenue, 2) 13th Avenue, 3) 24th Avenue, and 4) Elks Drive and 25th Avenue. He explained that Elks was pursued because there was already an existing planned opening in the dike system at that location, and as it was discussed that traffic would split there, and carry all the way through, people wanted to know if there would have been a difference if it went north or south of 24th Avenue, and that is how 25th Avenue came into the picture.

Grasser commented that when they are doing these updated studies they need to be aware; he isn't sure how much analysis is needed, but even if it is simply identifying high and dry because high and dry means something different now than it did before. He added that he thinks they had one official change from FEMA that bumped the 100 year flood plain out to basically 54, and then if you use the Fargo/Moorhead data, their wet cycle data that officially seems to be accepted as the best available information now in the valley, that added probably another foot or more to that so high and dry is going to be quite different. Haugen responded that high and dry was

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completely discussed the last go-around and the numbers just kind of took people off the track of trying to achieve high and dry. West commented that that report said that the low beam must be 838, so a deck of 845.

Haugen stated that we aren't trying to make decisions today. He added that he hopes to convene a special meeting later this month where he hopes we can narrow things down from what our technical review suggests we should focus on. He said that he would hate to try to do a scope of work amendment that opens the door up for any and all locations again.

Williams said that she had some questions on the modeling. She said that she noticed in the operation study that she reviewed this morning for DeMers that it was quoting that the NDDOT acceptable level of service at intersections is now a Level D; is that applied to all NHS Intersections, or just selected ones. Johnson responded that that is a blanket statement in their Traffic Operations Manual that applies to everything. Williams said then that a Level D is now acceptable at NHS or all intersections. Johnson responded that it doesn't differentiate. Williams asked if the model says something different. Haugen responded it does not.

West asked if there would be any merit to looking at 47th, being that that was our chosen interchange location. Haugen responded that he didn't show any information on 47th, but that was looked at in the past.

Grasser asked if this guidance wouldn't essentially be provided or suggested to us through the two council working groups from Grand Forks and East Grand Forks, won't they be giving us guidance as to what they want to talk about for locations. Brooks asked if there is, or if there should be County representatives on that as well, on the political side. Grasser responded that that isn't his call. Haugen commented that there are County representatives on the MPO Executive Policy Board, obviously. He added that the MPO Executive Policy Board, since the decision comes back to them ultimately, is willing to spend monies to help move the process forward, but certainly the 47th Avenue location, just based on past debates, would not be acceptable to East Grand Forks as they cannot participate in anything outside their city limits according to Minnesota Law.

Haugen reported that, as noted, and he has provided Mr. Johnson with information that he has been trying to review; we did pay planning dollars for all the work that was done on future bridge locations, but it is now fifteen/seventeen years old so are there more restrictions placed on what we can do, and if we can't do it but there is still a strong desire for it to be done, then that is where that working group can say that they will agree to foot the bill for us to do some extra work, or they can give us direction that while it is good information to have maybe it isn't necessarily.

Grasser stated that, going back to performance measures, he is wondering about a Level D intersection and whether or not there have been any studies that correlate accidents, serious and fatal, relative to the level of service at the intersection so we can see how the two relate. He said that in his mind if you are going to be at a level of service D you can probably expect more accidents than at a higher level of service, so he is wondering if, going back to selecting performance levels if we know we are accepting a level of service D at our intersections we may

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have to accept a corresponding higher level of accidents as well, so he is wondering if anybody can validate or invalidate this. Haugen responded that they have put this question to our State Partners and they will spread it among their divisions. He said that there probably is a lot of case studies on this, but he can't say for certain at this time.

Information only.

MATTER OF T.I.P. PROJECT SOLICITATION

Haugen reported that we are starting the solicitation for the next cycle of T.I.P./S.T.I.P. projects.

Haugen commented that, just to update you where we are at with the 2018-2021 T.I.P.; if you will recall, several months ago we adopted a Minnesota side T.I.P. and the State of Minnesota incorporated it into their S.T.I.P. and submitted it to Federal Highway for their review. He said that last week North Dakota informed him that they had submitted a North Dakota S.T.I.P. for 2018 through 2021 that incorporated just our 2017 through 2020 T.I.P. He explained that the primary reason for that they are not programming urban projects in the year 2021, however there are some projects that are in the S.T.I.P. that were submitted to the feds that are not in our T.I.P. so he is trying to work with Mr. Johnson as to what the proper thing is, should we amend our 2017-2020 T.I.P. or should we just produce a 2018-2021 T.I.P. with the North Dakota highway side being pretty much empty. He added that not all of the projects we would be amending in are 2018 projects.

Haugen stated that he hopes to have this all sorted out by our November meeting, where we will either be amending our 2017-2020 T.I.P., or we will be adopting a 2018-2021 T.I.P.

Haugen said that with that the solicitation cycle continues on year after year, around this time. He stated that it isn't just inside the cities; that if you have projects in the MPO study area, outside the city limits, and they show up in our T.I.P. they can be federally, and if they don't federal funding and/or action is withheld.

Haugen commented that one thing is that this T.I.P. will subject to full compliance. He said that he doubts that we will have an instance where we are adopting a T.I.P. in April of next year, so the assumption is that this document will be done after May 27th, and it will need to be in full compliance with FAST.

Haugen referred to a power point presentation (a copy of which is included in the file and available upon request), and went over the information briefly.

Presentation ensued.

Haugen pointed out that North Dakota DOT has proposed a Main Street Initiative. He explained that the main funding source from that initiative, as it was conveyed to us, was taking half of the funds that are currently programmed to the Local Urban Road Program. He said that if this is done, these numbers would be at least cut in half.

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Grasser said that there was some discussion about resetting or rebalancing the expected funds to the Urban areas, and it was unclear as to what year that might be or how it might be implemented. He asked Mr. Johnson if there was any update on this. Johnson responded that there isn't an update on this yet. He added that that was one thing that the jurisdictions were asked to comment on, what should be done with those balances, but he isn't sure if any comments or suggestions came in for consideration yet. He said that they also have some meetings set up to begin going over any comments that may have come in, and to figure out the game plan for responding, revising, and getting final approval on what to do with those balances and when, but nothing yet.

Haugen said that for those of you that may be wondering what the Main Street Initiative is; it is trying to take a focused look at revitalizing certain areas of urban communities and to provide multi-modal transportation choice facilities with any transportation project being funded in those areas. He added that the Conceptualized Main Street Initiative would be a competitive grant process in North Dakota; Grand Forks would be competing against eleven other urban cities in North Dakota, and that is why there could be as much as half less funding available, but if Grand Forks were lucky enough to awarded funds every year than these dollar values would be back up to what they look like now.

Haugen pointed out that included in the packet was the letter of comment he submitted on the initiative; those comments focused on how it impacts the MPO's financial plans. He stated that our current Long Range Transportation Plan assumed not losing 50% of its significant funding source for projects, so it is built around that. He added that the projects that were prioritized within that plan were scoped, not with the initiative concept in the scope, so it might cause us to have a hard time saying our projects are consistent with our plan if they are soliciting projects from the plan, particularly if they are still using that specific funding source.

Haugen stated that he has suggested that, because the three MPO areas have a federal requirement that some of the other urban areas don't, that they hold harmless the current program projects in the T.I.P./S.T.I.P., and sort of bridge this issue with our transportation plans. He explained that all three MPOs are engaged in updating those plans so by the end of the current T.I.P. cycle we will all have new plans that can react to this initiative.

Haugen commented that his letter also raised the concern that if our transportation plan is no longer fiscally constrained our Minnesota T.I.P.s, which are also programmed based off the Long Range Transportation Plan, is probably at risk as well.

Haugen referred to the presentation and went over the funding program schedules briefly.

Haugen summarized that, again, solicitations have begun on both sides, and there are still a lot of unknowns, particularly on the North Dakota side. He added that on the Minnesota side there is an unknown taking place. He explained that the Minnesota Legislature adopted a law that is forcing MnDOT to examine how it does project selection. He said that MnDOT has just beginning that study process, and at some point he expects MnDOT to want to come to the MPO and engage you on some feedback on their selection process.

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Grasser asked for clarification on the solicitation process. Haugen responded that on your desk you probably have the TA one as he received his today, but he isn't sure of the exact schedules for the other two, but they are priming the pump and trying to get us, once they make the decision on the Main Street Initiative, to move quickly and are trying to enact the formal solicitation.

Information only.

MATTER OF ND FREIGHT PLAN

Haugen reported that in our July meeting we discussed that the NDDOT was updating its Freight Plan and needed to identify the Urban Critical Freight Network and also the different levels of the North Dakota Strategic Freight Network. He said that this is just to update you that they have submitted this FAST-Act compliance amendment to the feds for their review and comment, and he included the cover page in the packet.

Haugen stated that within that document are the two maps that are relevant to the Grand Forks Metro Area; the first is the Critical Urban Freight Network. He said that he believes they have identified, as we asked them to, the critical freight network. He added that this was limited in the total mileage that we could identify plus the geography was limited to where certain corridors had to be cut off because of the Urban Aid Boundary.

Haugen commented that on the State Strategic Freight Network they have also identified the system as we had asked them to.

Kuharenko referred to the map and pointed out that 47th isn't shown all the way out to I-29, is that correct. Haugen responded that they truncated it there due to the mileage constraint.

Williams asked, when you are talking about freight, you're talking about local and regional, because Columbia isn't a truck route, so we are just talking about local freight, correct. Kuharenko responded that that is correct and pointed out that that is why it is missing between Gateway and DeMers, particularly because of the overpass. Haugen added that the group that they met with indicated that, perhaps there is a need for Grand Forks to update its truck route map.

Haugen stated that included in the document; because the FAST-Act not only continued the freight program but actually funded the freight program so there are now dollars that need to be assigned to projects to spend those freight dollars, so in the draft plan there was a list of projects in the current S.T.I.P. that are now on the primary freight network or the critical urban freight network. He added that on the first page of projects they do identify the project most likely to receive the freight program funds for the current fiscal year; and it looks like it is on I-29 down south of Fargo.

Haugen said that they also included, because the future funding year decision still has to be made, all the projects that are eligible to receive the funding. He pointed out that the last page is where we see the Grand Fork projects, and went over them briefly.

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Haugen commented that on the North Dakota side we have gone through the exercise of designating corridors for freight corridor projects; on the Minnesota side they have taken a kind of opposite approach whereby they are identifying projects, and where those projects end up those then become that year's designated critical freight project on the urban side.

Information only.

MATTER OF TITLE VI REVIEW

Haugen reported that every year the NDDOT has to do a Title VI Audit, and as there are only four entities that are eligible for such an audit in North Dakota; the three MPOs and the City of Minot; so you have a good chance of being selected for an audit any given year, and we were selected this year.

Haugen stated that as part of the Title VI review they noted that our ACS Data needed to be updated.

Kouba that the data that they found needed to be updated was the 2008-2012 American Community Survey Data. She said that the numbers that are most available to us currently are the 2011-2015 ACS Data, so those were the numbers that were used to update our plans.

Kouba reported that the Limited English Proficiency Plan (LEP) and the Environmental Justice Plans were updated with this more current data. She referred to maps and tables illustrating the updated information and went over them briefly.

Erickson asked if there was any new information from last time to this time as to why it would change so much from year to year because there are some big chunks that have changed. Kouba responded that the problem is that it looks like big chunks, but they are also using block group data so some areas can be very large and some areas can be a bit smaller than other areas, so she is sure that the one area that crosses the interstate, that is one whole block group.

Kuharenko said that he has a similar question; that when he looked at some of the old data, the percent of low income in the MPO area last time around was 28.68% and now it is 29.2% so it went up a half of a percent. Kouba responded that overall it is just a matter of what areas and where people are moving to in those areas; that is the biggest difference, where people are moving to and finding affordable housing and things of that nature.

Kouba said that because of the percentages that we use, we just go with a strict 50% concentration, so if there is a 50% or more concentration of low income populations than it is included as a high concentration area.

Grasser asked if this includes UND students. Kouba responded that it does. Grasser said then, that he can't help but wonder how some of those areas where there should be a high concentration of students fell out of the low income areas. Kouba responded that it could be that UND is kind of moving some of their students away from the campus central. Grasser said,

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though, that UND requires freshman and maybe sophomore students to live on campus. Kouba stated that they are also considered group homes too, which is a different category.

Kouba reported that in terms of the minority populations, they didn't see too much of a difference, although there are some new areas shown on the map. She commented that the percentage changed a little, and only one area remained the same from this time around and last time around.

Kouba stated that the last map illustrates our combined Environmental Justice areas. She said that there is not overlap at this time like there was in our previous map between our minority and our low income areas, so it is very individual to low income and minorities for our environmental areas.

Kouba stated that staff is seeking approval to adopt these updated plans.

Williams stated that this is actually an update to the EJ Manual right. Kouba responded that that is correct. Williams said, then, that last time we had to go through and do all that determination to see if any of our projects impacted any of these areas, do we have to do that again. Kouba responded that she doesn't believe we are doing that at this time, but we will do it with the Long Range Transportation Plan update.

Kuharenko said that all of our ratios are the same, so the only thing that is going to change is the data set itself, correct. Kouba responded that that is correct. She added that there is some change in the ratios for minorities, just because there has been some population change, but it isn't a very significant change.

MOVED BY ERICKSON, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AND ADOPT THE UPDATED LIMITED ENGLISH PROFICIENCY AND ENVIRONMENTAL JUSTICE PLANS, AS PRESENTED.

Voting Aye: Lang, Ellis, Erickson, Riesinger, Konickson, Johnson, Kuharenko, Rood, Christianson, Rood, and West.

Voting Nay: None.

Abstain: None.

Absent: Bail, Magnuson, and Sanders.

Haugen commented that because we have experienced this significant difference in the areas being identified, and we are replying to an audit review, when we do our next regular iteration of this we will be trying to find out if there is different ways, or some way to minimize the ACS data swings. He gave a brief explanation of the issues with the reliability of this data and reported that we will explore a better method of obtaining this data because if we are reacting to such differences in ACS data information, we are kind of always making decisions based on a set of data that we might have to make different decisions on because the next data set is different and we have documents that overlap these data sets.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, October 11th, 2017**

Williams asked, just out of curiosity, since this was just done, how often do they expect you to update this information. Haugen responded that the normal cycle for Title VI is three years. He stated that the document that we really addressed was the Environmental Justice document, and it wasn't so much the data set, but the whole process needed to be updated. He added that Title VI documentation, besides being just the Title VI stuff, also includes the Limited English Proficiency stuff, the Environmental Justice stuff, and ADA stuff as well.

OTHER BUSINESS

a. 2017 Annual Work Program Project Update

Haugen reported that the updated 2017 Annual Work Program Project Table was included in the packet for review.

Haugen commented that he just wants to remind everyone that we do have solicitation out for additional Work Program projects. He stated that we did talk about the bridge portion of it that most likely won't eat up the \$250,000 (plus/minus) we have available so if anyone has any projects/activities you would like considered, feel free to vet them through your local agencies and submit them to us for consideration. He added that we aren't bound by a calendar, we can make these amendments anytime between now and well into next year.

b. Bike/Pedestrian Plan

Kuharenko asked when they can expect a more complete draft of the Bike/Ped Plan Element. He said that he knows that in the last cycle they ended up keeping their comments to a minimum, so when can they expect to see a more complete version so they can see how everything fits together so they have sufficient time to make comments on it. Viafara responded that he could have available the number 1, 2, and 3 parts, the reviews for the goals and objectives, the reviews for the performance measures that we have been discussing, the comments on the existing conditions that he just finished to receive the last one, and the review of the existing conditions that have been addressed. He added that the intention originally was to have everything ready by the end of the week, but he believes it is possible to have it by next Wednesday. Kuharenko asked if he meant the complete document will be ready next Wednesday. Viafara responded that only the three pieces will be ready then. Kuharenko asked when the complete document would be ready. Viafara responded that his assistant and himself are working now on the needs and also on the cross-sections for the roads, and are basically trying to devise a new recommended network, so probably in a month, if that is satisfactory. Kuharenko stated that he is just looking at what they have for a timeline to see a complete draft. Viafara said that they are striving to meet that deadline on this.

c. Other Update

Johnson reported that they are trying to meet this week about any comments on the grant program, so they hope to have information out to you shortly.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, October 11th, 2017**

Haugen reported that on November 9th the NDDOT is updating their Bike/Ped and Public Transportation Plan. He said that they will be holding an open house that day here in Grand Forks, their first open house, from 4:00 to 7:00 p.m. in Grand Forks City Hall.

Haugen commented that there will be a meeting in East Grand Forks tomorrow on the MnDOT Bike/Ped District Plan.

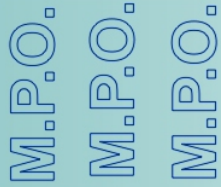
ADJOURNMENT

MOVED BY ERICKSON, SECONDED BY KUHARENKO, TO ADJOURN THE OCTOBER 11TH, 2017, TECHNICAL ADVISORY COMMITTEE MEETING AT 3:06 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: November 8, 2017** **MPO Executive Board: November ??, 2017**

RECOMMENDED ACTION: Update on the Street/Highway Element of 2045 Metropolitan Transportation Plan.

Matter of Update on 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. This monthly update will report on three items:

1. Kimley-Horn Report
2. Performance Measures Discussion
3. Red River Bridge Discussion

The Kimley-Horn report provides some update on the public engagement effort. The report is attached and includes the use of the Wikimapping Tool. In addition, the report is “setting the table” to discuss the Goals/Performance Measures efforts. Kimley-Horn will be present to engage the TAC on this effort. With the Safety Performance Measures done at the state level and our 180 days clock going, some slides are addressing that topic.

MnDOT Central Office staff will call-in at 2:00 pm to participate/listen to our discussion on performance management.

Discussion was held at a special TAC meeting on Nov 1st. The results are still being amended into the presentation made at that meeting. The amended materials will be forwarded to the TAC as soon as it become available.

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:

- Kimley-Horn Report.



Streets + Highways Plan Update

November 8, 2017

Brandon Bourdon, Mary Karlsson

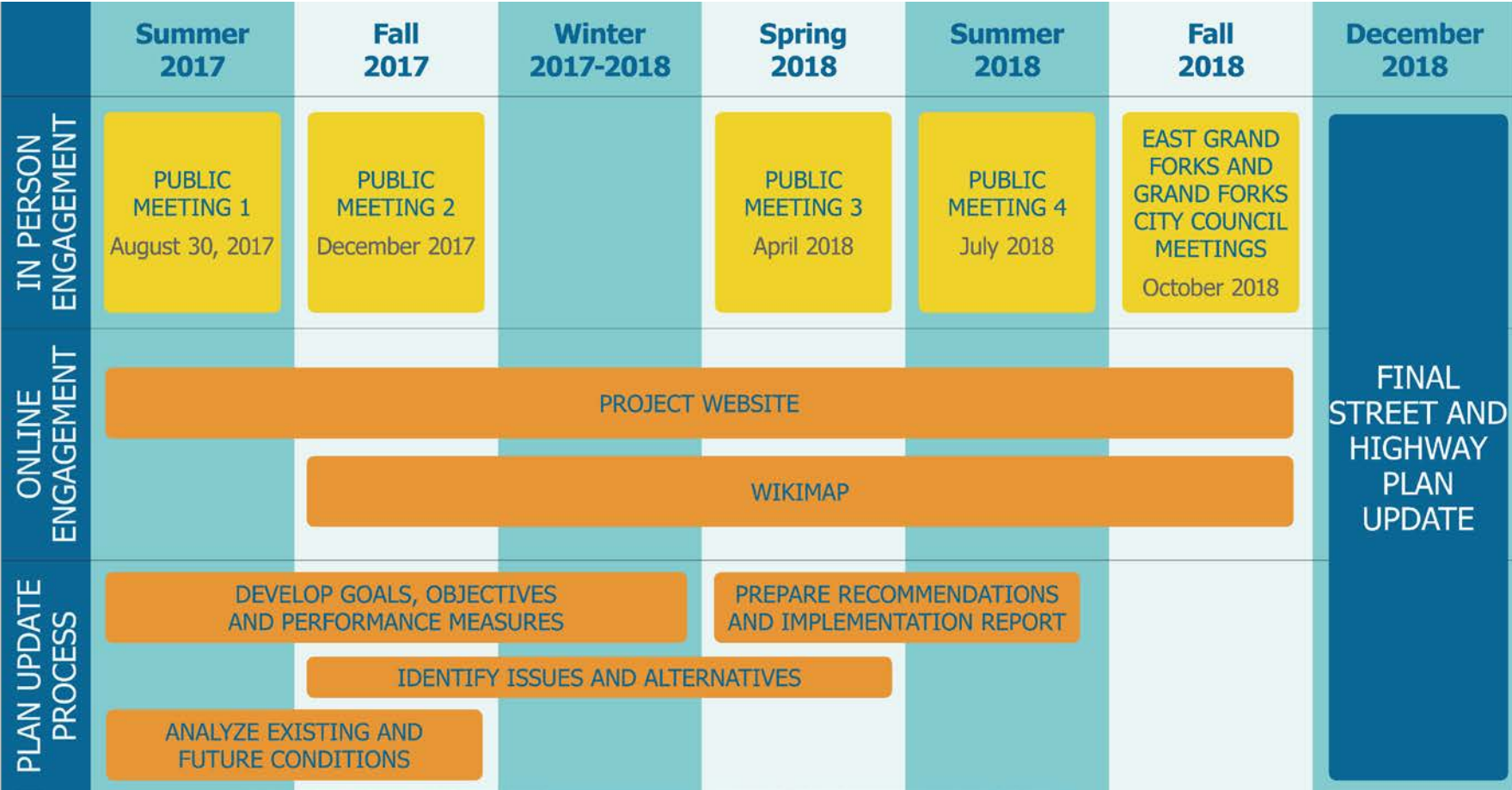
Kimley»»Horn

Agenda

- Recap
 - Plan public engagement
 - Existing conditions
- Goals, objectives, performance measures and targets
- Next steps and timeline

Recap

Recap: Plan Public Engagement



Recap: Plan Public Engagement – Wikimapping Results

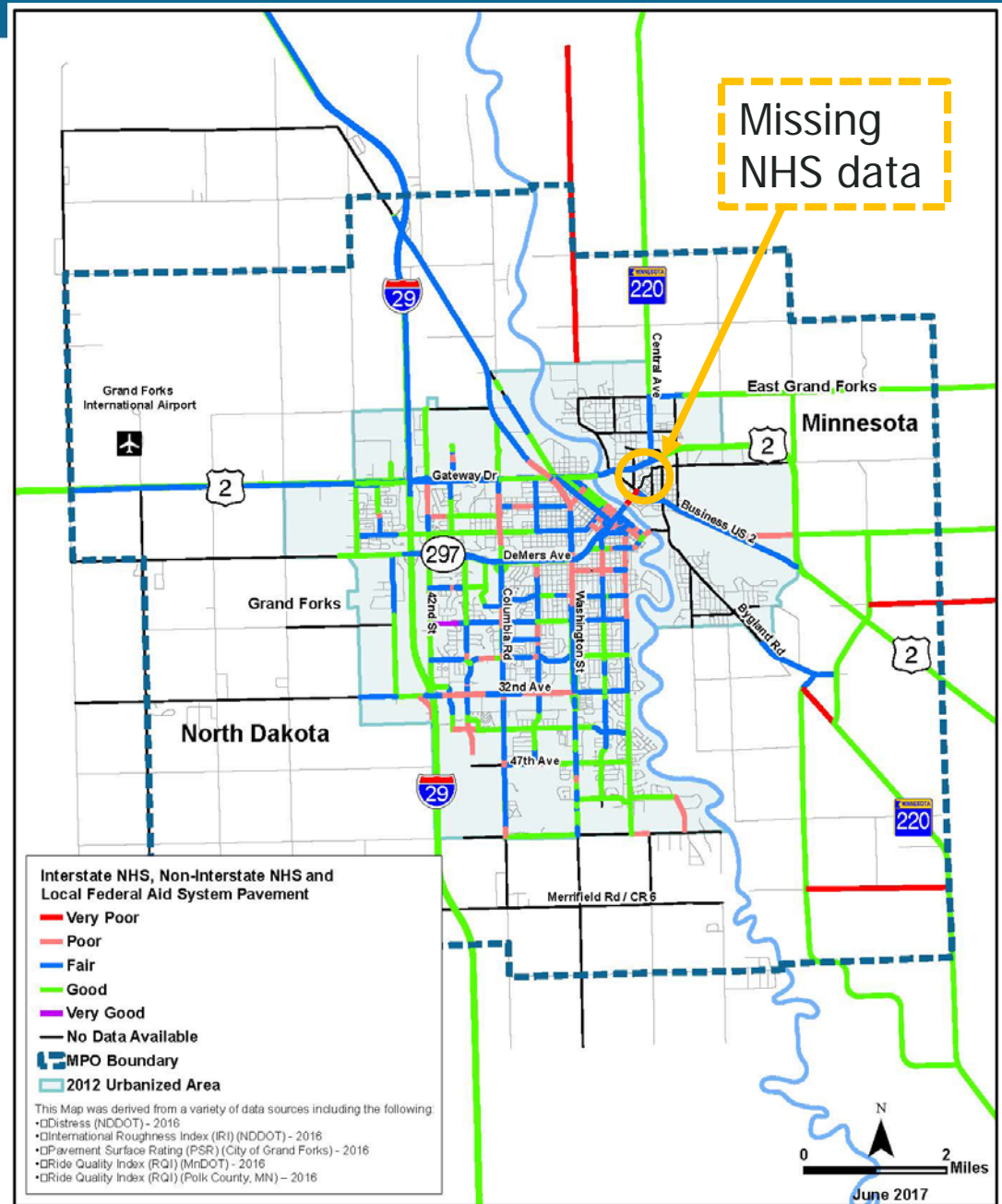
Category	Number of Responses	Share (%)
Safety	74	34.1
Access	48	22.1
Signs/Signals	29	13.4
Congestion/ Driving Conditions	25	11.5
Pavement Conditions	24	11.1
Other	17	7.8
TOTAL	217	100%

Recap: Existing Conditions

- ATAC
 - Completed final draft of existing conditions model (2015)
 - Working on 2030 and 2045 “existing plus committed network” models
 - Reporting traffic volumes, vehicle-miles traveled, vehicle-hours traveled, segment level of service
- Kimley-Horn team
 - Finalizing work presented in July 2017
 - Items remaining (other comments incorporated):
 - Consolidating data for bridges
 - Consolidating pavement condition data sets
 - Need ATAC model to update “carbon footprint” base calculation
 - Need ATAC 2015 base year model segment LOS

Recap: Existing Conditions

- 2016 data
 - Missing some NHS data
- Varied data sets
 - A lot of work to set targets from current data



Major Street Network Changes

Recap: Existing Conditions

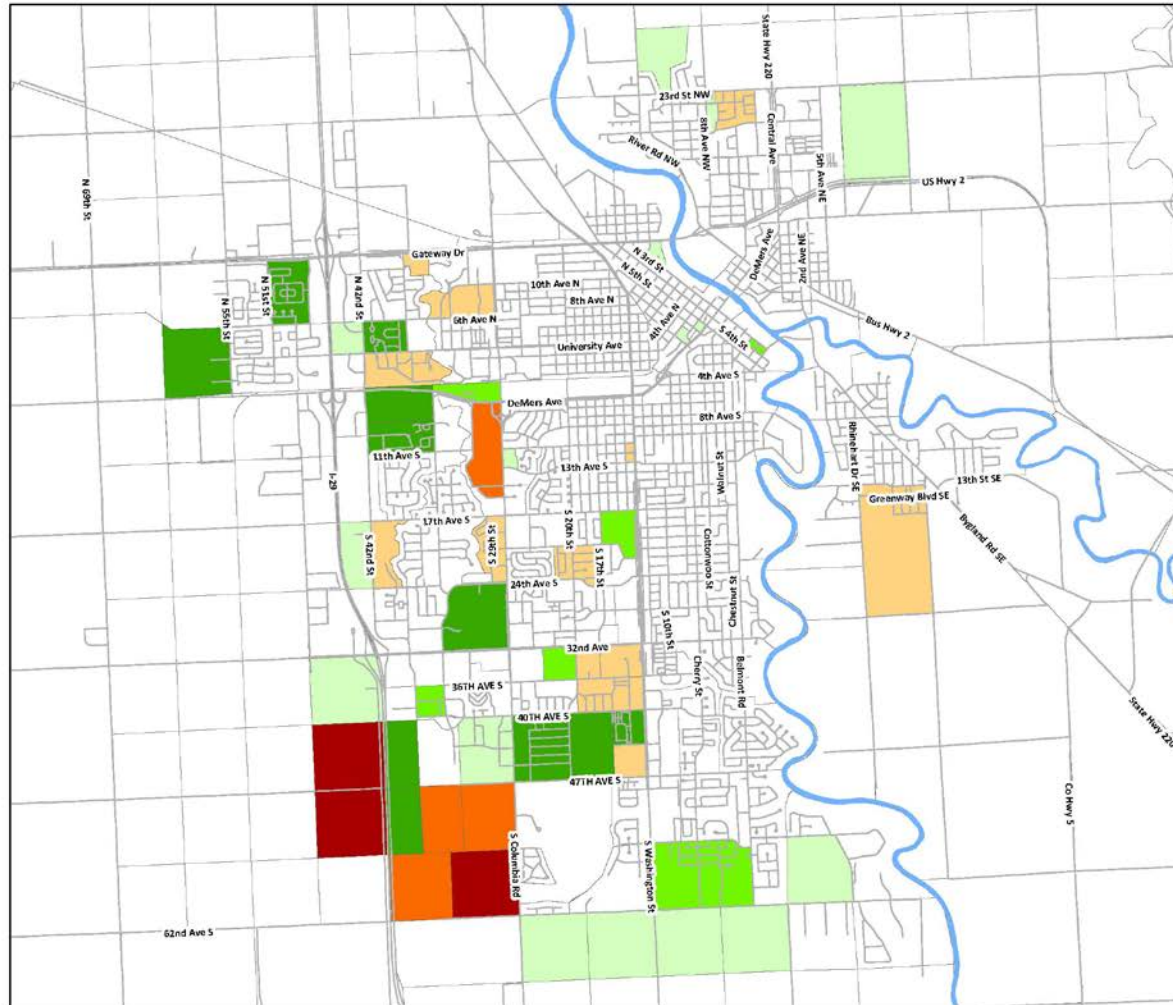
Project	From	To	# of Thru Lanes*	North/East end of road at intersection			South/West end of road at intersection			Fun Class	Speed	Qty	Done By			
				Right Turn*	Left Turn*	Control Type	Right Turn*	Left Turn*	Control Type							
1) Right turn lanes added on all legs	Columbia Rd	17th Ave S	2/1	1	0	0	signal	1	0	0	signal	PA	40	GF	2017	
2) 47th Ave S Urbanized Update	Drainway	S 20th St	1	0	0	1	signal	0	1	1	signal	MA	40	GF	2016	
3) Columbia Rd Urbanized Update	40th Ave S	47th Ave S	2	0	0	1	signal	0	1	1	signal	PA	40	GF	2017	
4) DeMers Ave Protected Left Turn Signal Update	N/S 3rd St	N/S 5th St	1									PA	40	GF	2017	
5) Signalized Intersection	S Washington St	44th Ave S	2				signal				signal	PA	40	GF	2017	
6) 47th Ave S Urbanized Update	S 20th St	Columbia Rd	1	0	0	1		0	1	1		MA	40	GF	2030	
7) S 34th St extension	45th Ave S	47th Ave S	1								C	30	GF	2030		
8) 47th Ave S Extension	Columbia Rd	S 34th St	1	0	0	1	signal	0	1	1	stop sign	MA	35	GF	2030	
9) Signalized Intersection	DeMers	30th/Col Ramp	1				signal				signal			GF	2030	
10) Left Turn Lane & Signal Improvement	32nd Ave S	S 20th St	2/1	1/0	1	1	signal	0	1/0	1	signal			GF	2030	
11) Left Turn Lane & Signal Improvement	32nd Ave S	Columbia Rd	2	1	2	2	signal	1	1	1	signal			GF	2030	
12) Left Turn Lane & Signal Improvement	32nd Ave S	S 31st St	2/1	1	1	1	signal	1	1	1	signal			GF	2030	
13) Left Turn Lane & Signal Improvement	32nd Ave S	S 34th St	2/1	1	1	1	signal	1	1	1	signal			GF	2030	
14) Left Turn Lane & Signal Improvement	32nd Ave S	S 38th St	2/1	1	1	1	signal	1	1	1	signal			GF	2030	
15) 6th Ave N Extension	N 55th St	N 62nd St	1				stop sign				Stop	C	30	GF	2030	
16) Signalized Intersection	Gateway Dr	N 55th St	2/1	0	1	1	signal	0	1	1	signal	PA	40	GF	2030	
17) S 38th St extension	40th Ave S	47th Ave S	1	0	0	1	stop sign	0	1	1	stop sign	C	30	GF	2030	
18) 36th Ave S extension	S Washington St	S 20th St	1				stop sign				stop sign	C	30	GF	2030	
19) Signalized Intersection	S 20th St	47th Ave S	1				signal				signal			GF	2030	
20) Signalized Intersection	S 20th St	40th Ave S	1				signal				signal			GF	2030	
21) Signalized Intersection	S 17th St	32nd Ave S	1				signal				signal			GF	2030	
22) S 34th St Extension	47th Ave S	55th Ave S	1				Stop				Stop	C	30	GF	2030	
23) 45th Ave S	Columbia Rd	S 34th St	1	0	0	0	stop sign	0	0	0	stop	C	30	GF	2030	
24) 47th Ave S	Columbia Rd	S 38th St	1	0	1	1	stop sign	0	1	1	stop	C	30	GF	2030	
25) N 62nd St Extension	Gateway Dr	University Ave	1				stop sign				stop	C	30	GF	2030	
26) University Ave Extension	N 55th St	N 62nd St	1				stop sign				stop	C	30	GF	2030	
27) Cherry St Extension	55th Ave S	62 Ave S	1				stop sign	0	0	0	stop sign	C	30	GF	2030	
28) N 36th St Extension	27th Ave N	Gateway Dr.	1	0	0	0	stop	0	0	0	stop	C	30	GF	2030	
29) 40th Ave S extension	S 42nd St	S 48th St	1	0	0	0	stop sign	0	0	0	stop sign	C	30	GF	2030	
30) S 48th St Extension	32nd Ave S	40th Ave S	1	0	0	0	signal	0	0	0	stop sign	C	30	GF	2030	
31) 27th Ave N	N 42nd St	N 36th St	1	0	0	0	stop	0	0	0	stop	C	30	GF	2030	
32) Signalized Intersection	N 62nd St	Gateway Dr.	1				signal				signal			GF	2030	
33) Roundabout	Bygland Rd	Rhinehart Dr	1	0	0	0	roundabout	0	0	0	roundabout	MA	30	EGF	2030	
34) Full Intersection	5th Ave NW	Hwy 2	1/2	0	0	0	signal	0	0	0	signal	PA	35	EGF	2030	
35) 30th St NW	Co Hwy 64	8th Ave NW	1	0	0	0	stop	0	0	0	stop	C	30	EGF	2030	
36) 8th Ave NW	30th St NW	23rd St NW	1	0	0	0	stop	0	0	0	stop	C	30	EGF	2030	
37) Signalized Intersection	17th St	Central Ave	1/2	0	1	1	signal	0	1	1	signal	MA	35	EGF	2030	
38) 17th St SE	14th Ave SE	Rhinehart Dr	1				Stop				Stop	C	30	EGF	2030	
39) S 38th St extension	47th Ave S	55th Ave S	1	0	0	0	stop sign	0	0	0	stop sign	C	30	GF	2045	
40) S 58th St (West of RR tracks)	DeMers Ave	17th Ave S	1	0	0	0		0	0	0		C	30	GF	2045	
41) S 52nd St (East of RR tracks)	17th Ave S	47th Ave S	1	0	0	0		0	0	0		C	30	GF	2045	
42) 40th Ave S extension	S 48th St	S 52nd St	1	0	0	0	stop sign	0	0	0	stop sign	C	30	GF	2045	
43) S 48th St Extension	40th Ave S	47th Ave S	1	0	0	0		0	0	0		C	30	GF	2045	
44) 24th Ave S Extension	S 48th St	S 52nd St	1				stop				stop	C	30	GF	2045	
45) S 34th St Extension	55th Ave S	62nd Ave S	1				Stop				Stop	C	30	GF	2045	
46) 55th Ave S Extension	Columbia Rd	S 38th St	1									C	30	GF	2045	
47) Signalized Intersection	S 48th St	S 32nd Ave S	1	0	1	1	signal	0	1	1	signal			35	GF	2045
48) Signalized Intersection	24th Ave S	S 42nd St	1				signal				signal			GF	2045	
49) S 20th St Extension	62nd Ave S	69th Ave S	1	0	0	0		0	0	0		C	30	GF	2045	
50) University Ave Extension	N 62nd St	N 69th St	1	0	0	0		0	0	0		C	30	GF	2045	
51) 62nd Ave S Urbanized Update	Belmont Rd	S 34th St	1	0	1	1		0	1	1		MA	40	GF	2045	
52) Signalized Intersection	S Washington St	55th Ave S	2/1	0	1	1	signal	0	1	1	signal			GF	2045	
53) Belmont Rd Urbanized Update	47th Ave S	62nd Ave S	1	0	1	1		0	1	1		MA	30	GF	2045	
54) Columbia Rd Urbanized Update	47th Ave S	55th Ave S	2	1	1	1	signal	0	1	1		PA	40	GF	2045	
55) S Washington St Urbanized Update	48th Ave S	55th Ave S	2	0	1	1		0	1	1		PA	40	GF	2045	
56) 17th St NE	5th Ave NE	11th Ave NE	1	0	0	0	stop	0	0	0	stop	C	30	EGF	2045	
57) Signalized Intersection	13th St SE	Bygland Rd SE	1	0	1	1	signal	0	1	1	signal	MA	30	EGF	2045	
58) Signalized Intersection	23rd St	Central Ave	1	0	1	1	signal	0	1	1	signal	PA	40	EGF	2045	
59) 8th Ave NE	17th St NE	Hwy 2	1/2	0	0	0	stop	0	0	0	none	C	30	EGF	2045	
60) 30th St NW	Central Ave	8th Ave NW	1				stop				stop sign	C	30	EGF	2045	

*number of lanes in one direction: for the intersections with 2 numbers it is from/to East Grand Forks Roads

Remove from Model 20th Ave N	N 36th St	N 42th St
Remove from Model S 38th St	55th Ave S	62nd Ave S
Remove from Model 62nd Ave S	S 34th St	S 38th St

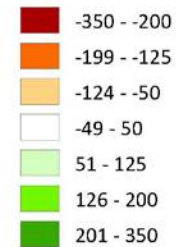
2040 vs 2045 Household

Recap: Existing Conditions



Housing Change 2045 vs. 2040

2045 Housing Minus 2040 Housing



Note: Negative numbers means housing moved from that TAZ.

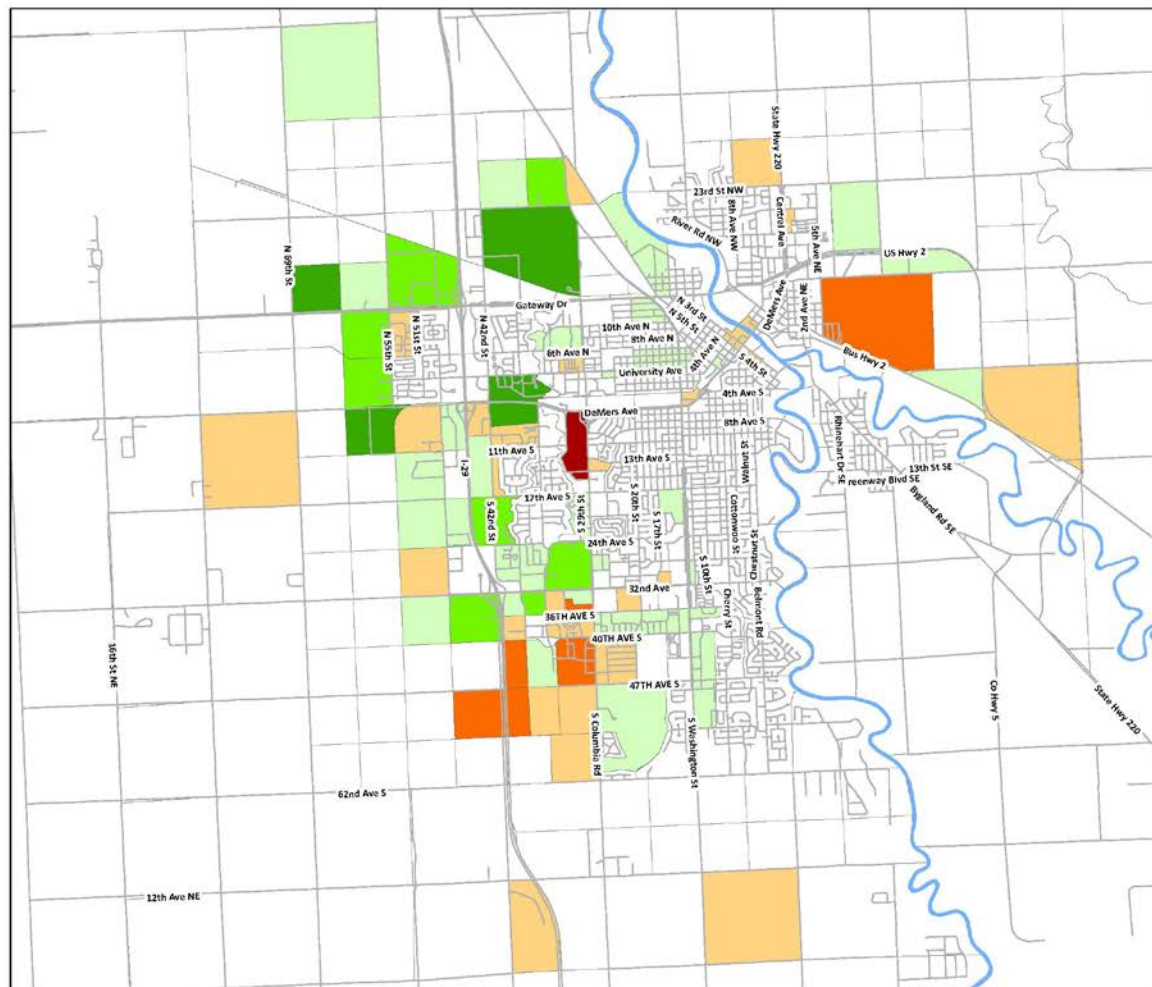
Positive numbers means housing was added to the TAZ.



M.P.O.
M.P.S.
M.P.C.
Grand Forks - East Grand Forks
Metropolitan Planning Organization

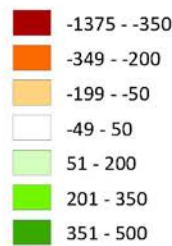
2040 vs 2045 Employment

Recap: Existing Conditions



Employment Change 2045 vs. 2040

2045 Jobs Minus 2040 Jobs



Note: Negative numbers means jobs moved from that TAZ.

Positive numbers means jobs were added to the TAZ.



Grand Forks - East Grand Forks
Metropolitan Planning Organization

Goals, Objectives, Performance Measures and Targets

October and November Discussions

Goals, Objectives, Performance Measures, and Targets

- October
 - Update process
 - FAST Act, Ladders of Opportunity, TAC feedback, public and business feedback, best practices, other
 - Existing goals and federal direction
 - Number of existing performance measures
 - Potential safety targets
- November
 - DRAFT goal, objective, and strategy statements
 - Resiliency and Tourism
 - Potential safety targets, continued discussion

Resiliency

DRAFT goal, objective, and strategy statements

- Goal statement
 - Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Objectives
 1. Reduce street and highway system vulnerability to snow and storm water
 2. Support the region's resilience through efficient detour and evacuation routes

Resiliency

DRAFT goal, objective, and strategy statements

Objectives	Standards
1. Reduce street and highway system vulnerability to snow and storm water	<ul style="list-style-type: none">▪ Regional transportation partners will maintain passable streets and highways under all reasonable weather conditions▪ Regional transportation partners will strategically design and maintain the street and highway system to operate under all reasonable weather conditions
2. Support the region’s resilience through efficient detour and evacuation routes	<ul style="list-style-type: none">▪ During river flood events, regional transportation partners and the Grand Forks-East Grand Forks MPO will reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or changes<ul style="list-style-type: none">▪ <u>Remove similar text in “Security”</u>▪ Regional transportation partners will be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents.<ul style="list-style-type: none">▪ <u>Remove similar text in “Security”</u>

Tourism

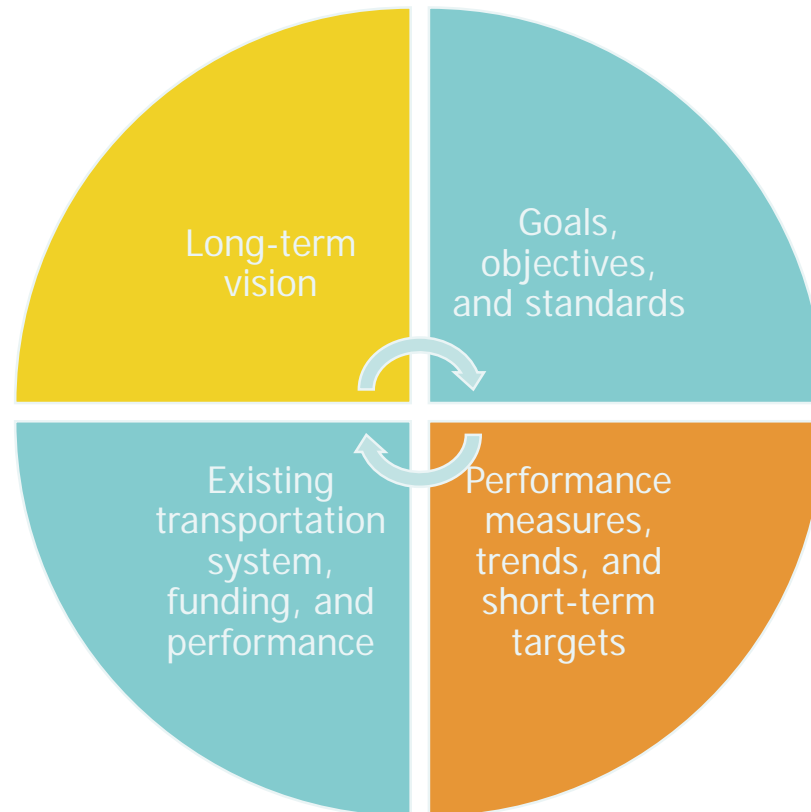
DRAFT goal, objective, and strategy statements

- Goal statement
 - Enhance travel and tourism.
- Objectives
 1. Maintain convenient and intuitive street and highway access to major activity centers
- Standards
 - Regional transportation partners will develop and use event traffic management plans for major activity centers
 - Regional transportation partners will work together to identify, coordinate, and communicate traffic plans for simultaneous events

Existing Goals and Performance Measures

MPO Goal Number	MPO Goal Area	MPO Goal Statement	Number of Performance Measures (Total: 19-32 to-date)
1	Economic Vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	2
2	Security	Increase security of the transportation system for motorized and non-motorized uses.	2
3	Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	3 (3 additional federal requirements)
4	Environmental/ Energy/Quality of Life	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.	3
5	Integration and 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.	1
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.	2
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.	4 (6 different federal requirements)
8	Safety	Increase safety of the transportation system for motorized and non-motorized uses.	2 (4 additional federal requirements)
9	Resiliency	Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	0
10	Tourism	Enhance travel and tourism.	0

Tools for performance-based planning



MnDOT Staff Joining

Example of performance-based planning – Slide 1 of 3

- Vision
 - A community that provides a variety of complementary transportation choices for people and goods that is fiscally constrained
- Goal area
 - Safety
- Goal statement
 - Increase safety of the transportation system for motorized and non-motorized uses

Measure	State	Short-term target (Federal requirement)	Mid-term target (Strategic Highway Safety Plans)	Long-term vision
Number of traffic fatalities	North Dakota	138 traffic fatalities or fewer statewide 0.5% decline		
	Minnesota	MN: 375 traffic fatalities or fewer statewide 3% decline	300 or fewer fatalities by 2020	Zero (0)
Number of fatalities per 100 million vehicle miles traveled	North Dakota	1.336/mvmt 0.5% decline		
	Minnesota	0.62/mvmt No change in trend		Zero (0)
Number of crash-related serious injuries	North Dakota	516 serious injuries or fewer statewide No change in trend		
	Minnesota	1,935 serious injuries or fewer statewide Decline in trend	850 or fewer serious injuries by 2020	
Number of serious injuries per 100 million vehicle miles traveled	North Dakota	5.088/mvmt		
	Minnesota	3.15/mvmt		
Number of non-motorized fatalities and non-motorized serious injuries	North Dakota	34 fatalities and serious injuries or fewer statewide No change in trend		
	Minnesota	348 fatalities and serious injuries or fewer statewide 5% decline		

Example of performance-based planning – Slide 3 of 3

Goal 8: Safety

Additional Performance Measures	Source
1. Number of unrestrained passenger vehicle occupant fatalities	<ul style="list-style-type: none">▪ North Dakota Highway Safety Plan▪ Minnesota Highway Safety Plan
2. Number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above	
3. Number of speed-related fatalities	
4. Number of fatalities involving a motorcycle operator	
5. Number of unhelmeted motorcycle fatalities	
6. Number of drivers age 20 and younger involved in fatal crashes	
7. Number of pedestrian fatalities	
8. Number of bicyclist fatalities	

Example: Safety Target Analysis

Number of Traffic Fatalities	North Dakota	Minnesota	GF-EGF MPO
GF-EGF Performance 2012-2016	2012 – 1 2013 - 2 2014 - 3 2015 - 0 2016 – TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 2 <i>Wait for 2016, or include 2011?</i>	2012 – 0 2013 – 1 2014 - 0 2015 - 0 2016 – TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 1 <i>Wait for 2016, or include 2011?</i>	2012 – 1 2013 – 3 2014 - 3 2015 - 0 2016 – TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 2 DESCRIBE DESIRED TREND (increasing or decreasing by how much per reporting period?)
State Targets	138 traffic fatalities or fewer statewide 0.5% decline	375 traffic fatalities or fewer statewide 3% decline	<i>Analysis: 511 fewer fatalities (99.6% lower than statewide numbers)</i>

Example: Safety Target Analysis

Number of Crash-related Serious Injuries	North Dakota	Minnesota	GF-EGF MPO
GF-EGF Performance 2012-2016	2012 - 87 2013 - 78 2014 - 96 2015 - 108 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 93 <i>Wait for 2016, or include 2011?</i>	2012 - 5 2013 - 4 2014 - 6 2015 - 9 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 6 <i>Wait for 2016, or include 2011?</i>	2012 - 92 2013 - 82 2014 - 102 2015 - 117 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 99 DESCRIBE DESIRED TREND (increasing or decreasing by how much per reporting period?)
State Targets	516 serious injuries or fewer statewide No change in trend	1,935 serious injuries or fewer statewide Decline in trend	<i>Analysis: 2,352 fewer serious injuries (96% lower than statewide numbers)</i>

Example: Safety Target Analysis

Number of non-motorized fatalities and non-motorized serious injuries	North Dakota	Minnesota	GF-EGF MPO
GF-EGF Performance 2012-2016	2012 – 0 2013 – 2 2014 – 1 2015 - 2 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 2 <i>Wait for 2016, or include 2011?</i>	2012 – 0 2013 – 1 2014 - 0 2015 – 0 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 1 <i>Wait for 2016, or include 2011?</i>	2012 – 0 2013 – 3 2014 - 1 2015 – 2 2016 - TBD INSERT NUMBER (5-year rolling average) 4-year rolling average: 2 DESCRIBE DESIRED TREND (increasing or decreasing by how much per reporting period?)
State Targets	34 fatalities and serious injuries or fewer statewide No change in trend	348 fatalities and serious injuries or fewer statewide 5% decline	<i>Analysis: 380 fewer non-motorized fatalities and non-motorized serious injuries (99.5% lower than statewide numbers)</i>

Next Steps with Performance Measures and Targets

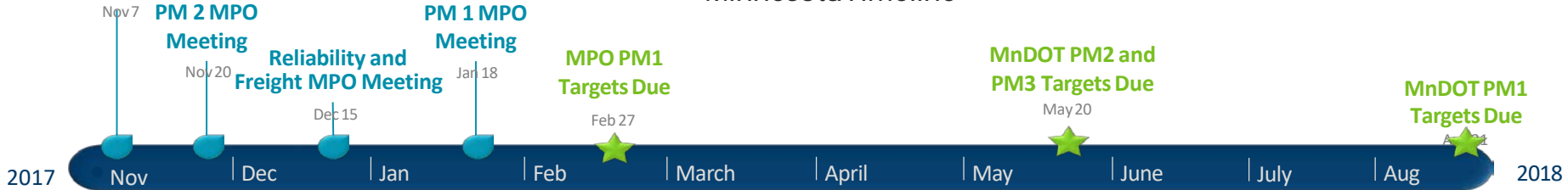
	Nov 2017	Dec	Jan 2018	Feb
MPO TAC	Review DRAFT MPO safety targets	Review DRAFT MPO safety targets	Recommend DRAFT MPO safety targets to Board	Recommend FINAL MPO safety targets to Board
DOT Guidance	MnDOT MPO meeting on pavement and bridge targets	MnDOT MPO meeting on freight and reliability targets	MnDOT MPO meeting on safety	
MPO Board			Review DRAFT MPO safety targets	<u>Adopt MPO safety targets (due Feb 27)</u> Review MPO pavement and bridge targets

Next Steps with Performance Measures and Targets



MPO Director's Meeting

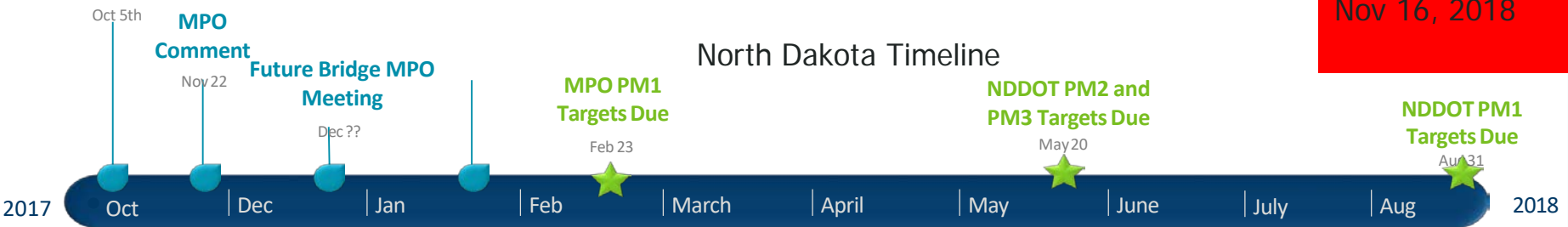
Minnesota Timeline



MPO PM2/3 due Nov 16, 2018

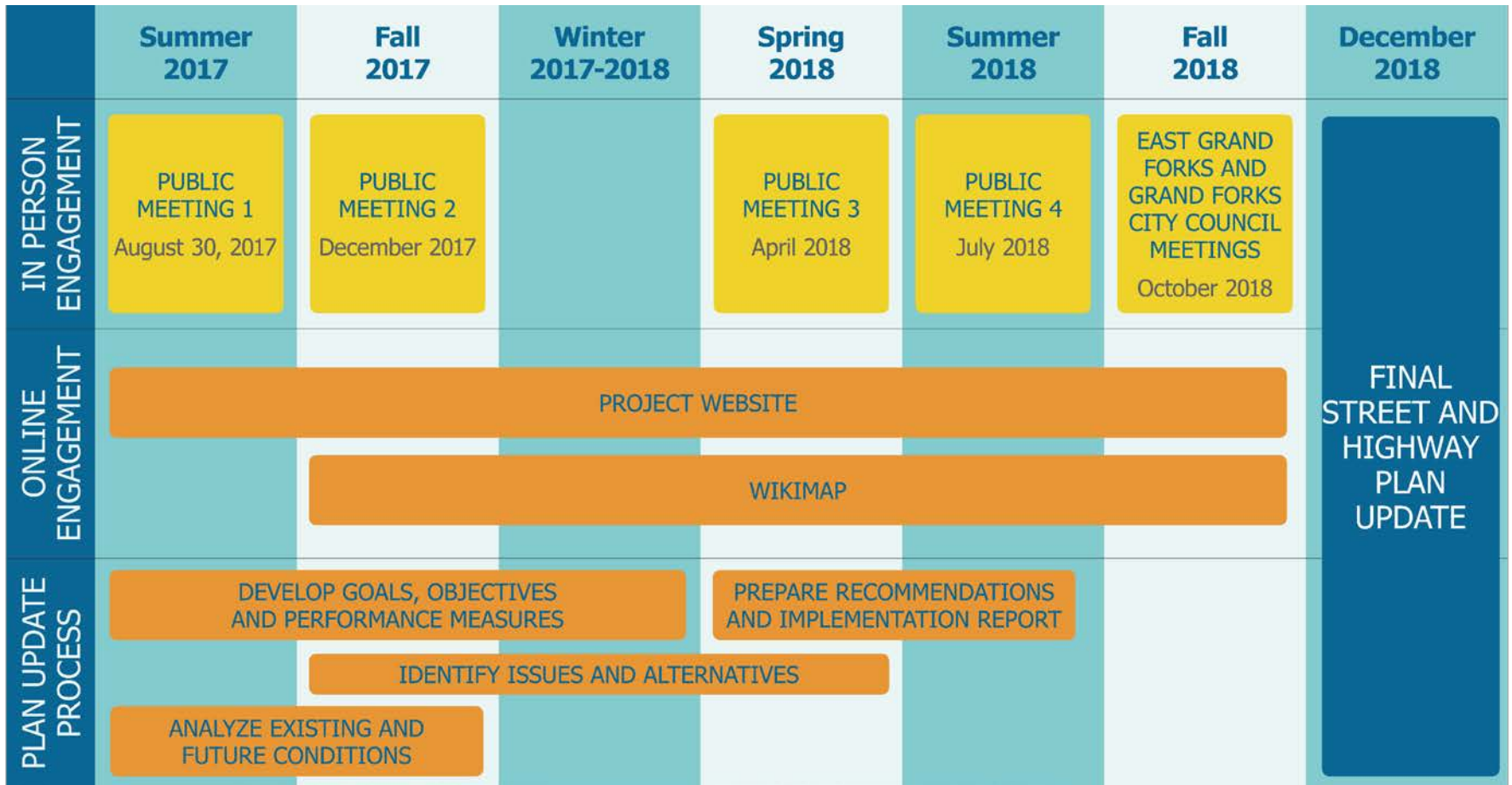
MPO Director's Meeting

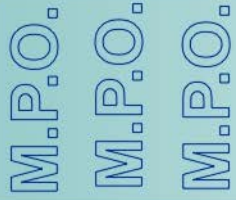
North Dakota Timeline



Next Steps and Timeline

Next Steps and Timeline





Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: November 8, 2017** **MPO Executive Board: November TBD, 2017**

RECOMMENDED ACTION: Solicitation of FY2019-2022 TIP.

Matter of Solicitation of FY2019-2022 TIP.

Background: Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the soliciting for projects.

Minnesota side

The deadline for Transportation Alternatives Program for submitting Letters of Intent was October 31st. There were no submittals from the MPO Study Area. No further action needed.

The rest of the solicitations are still open.

North Dakota side

The solicitations for the TAP, HSIP, RRxing are still open. The Recreation Trails will begin in December.

The solicitation for the Regional and Urban Roads Program is unknown. NDDOT is proposing a new program – Main Street Initiative Program. The current proposed revenue source for this program is from the current NDDOT Urban Roads Program. A comment period ended on Oct 6th and the MPO staff submitted concerns about the funding source. NDDOT has indicated their desire to make a decision on this program very soon. Obviously, the impact could be considerable for the Urban Roads solicitation, not just for this next TIP cycle but also currently programmed projects.

Findings and Analysis: NONE

Support Materials: NONE

TABLE OF CONTENTS* UPDATE NOVEMBER, 2017

CODE	AREA	PROJECT SCHEDULE/TIMELINE		% COMPLETED	FISCAL YEAR	COMPLETION DATE
		Task(s)	ACTIVITY			
	Introduction					
300	PLANNING AND IMPLEMENTATION		ACTIVITIES			
	2045 Street & Highway Plan NEW	1	Consulting team is still working though some data consistency issues regarding the Existing Conditions report (Pavement and Bridge existing condition data). Consulting team has been working on Goals, Objectives and Performance Measures. A presentation to showcase advancements will be the focus of the TAC on 11/8. The Wikimapping activity has been finalized. Consultant has summarized obtained data. Consulting team is waiting for ATAC to wrap up the 2045 "No-Build" transportation network. Results will be part of the information presented at Public Meeting #2. Public meeting #2 planning is beginning. Meeting will be held early to mid-December.	35%		
300	Plan Update (Travel Demand Model)	1	The base 2015 model is complete and waiting for final comments from MPO.	40%	2106	16-Dec
300	Bicycle & Pedestrian Planning Element (Update)	2-3-4-5	Working on the preparation of Response to comments provided by stakeholders concerning Performance Measures, Targets and Monitoring Activities; as well as comments related to Part I & Part II submitted for consideration of Advisory Committee.	80%	2016	Sep-17
300	Transit Development Planning Element (Update)		STUDY COMPLETED IN JULY, 2017	99%	2016	Feb-17
300	CORRIDOR PLANNING					
300	Traffic Count Program	Ongoing	Resumed data collection setup for the rest of the intersections.	70%	2015	Ongoing
300	Corridor Preservation	Ongoing	Ongoing		2015	Ongoing
	Near South Neighborhood NEW	Task(s) 1	Near Southside historical neighborhood study: Travel Demand Model scenarios being run (4/6 complete). Approx. 60% complete (conservative estimate)	95%	2017	2017
300	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL		Solicitation for the FY 2019 - 2022 Transportation Improvement Program (North Dakota/Minnesota) Still pending: ND Urban Road Program		2016	
300	LAND USE PLAN		ACTIVITIES			
301	SPECIAL STUDIES		ACTIVITIES			
301	MAP-21/FAST (2015)		Ongoing		2015	Ongoing
301	I-29 Traffic Operations Study	1	STUDY COMPLETED IN JUNE, 2017	100%	2015	7/30/2016 (Work extended to 2017)
301	PLAN MONITORING, REVIEW AND EVALUATION		ACTIVITIES			
301	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.