

Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING WEDNESDAY, MARCH 14TH, 2018 – 1:00 P.M. EAST GRAND FORKS CITY HALL TRAINING CONFERENCE ROOM

MEMBERS

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

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE FEBRUARY 14TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF AERIAL IMAGERY CONTRACT KOUBA
6. MATTER OF MINNESOTA SIDE FY2018 T.I.P. AMENDMENT..... KOUBA
7. MATTER OF NORTH DAKOTA SIDE FY2018 T.I.P. AMENDMENT..... VIAFARA
8. MATTER OF SCOPE OF WORK FOR A.T.A.C. TRAFFIC COUNTS VIAFARA
9. MATTER OF FY2018 SPRING FLOOD OUTLOOK KOUBA
10. MATTER OF FY2018 BIKE MAP..... VIAFARA
11. MATTER OF UPDATE ON BIKE/PED PLAN VIAFARA
9. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE KOUBA/VIAFARA
 - a. Revenue Forecast
 - b. Universe Of Projects
 - c. Future Bridge Study Status
 - d. PM2 And PM3 Information

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10. OTHER BUSINESS

- a. Minnesota FHWA T.I.P. Guidance On Incorporating Performance Measures
- b. NDDOT Advised To Hold On Underpass Study
- c. Add Downtown Transportation Planning To FY2018 UPWP
- d. 2018 Annual Work Program Project Update

11. ADJOURNMENT

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 14th, 2018
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the February 14th, 2018, meeting of the MPO Technical Advisory Committee to order at 1:34 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (Via Conference Call); Jane Williams, Grand Forks Engineering; Stephanie Halford, Grand Forks Planning; Ryan Riesinger, Airport Authority; Dustin Lang, NDDOT-Local District; Steve Emery, East Grand Forks Consulting Engineer; Nick West, Grand Forks County Engineer; Dale Bergman, Cities Area Transit; and Nancy Ellis, East Grand Forks Planning.

Absent were: Nels Christianson, Darren Laesch, Brad Bail, Lane Magnuson, Richard Audette, David Kuharenko, Brad Gengler, Paul Konickson, Ali Rood, Stacey Hanson, and Rich Sanders.

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

Guests present: Jesse Kadrmas, NDDOT-Local District; Les Noehre, NDDOT-Local District; Al Grasser, Grand Forks Engineering; and Mike Yavarow, Grand Forks Engineering.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF APPROVAL OF THE JANUARY 10TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY BERGMAN, SECONDED BY RIESINGER, TO APPROVE THE JANUARY 10TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

**MATTER OF DRAFT RFQ FOR EAST GRAND FORKS RIGHT-OF-WAY ADA
TRANSITION PLAN**

Kouba reported that East Grand Forks recently submitted a request for assistance from the MPO to do an ADA Transition Plan for them, and the project was amended into our Annual Unified Work Plan, and are now bringing forward the RFP (Request For Quotes).

Kouba explained that, although the MPO typically uses an RFP (Request For Proposal) process for its projects, it was decided that because of the low budget, we would instead seek quotes from pre-qualified consultants so that we can have at least three options to choose from.

Kouba commented that the scope-of-work for the RFQ is very similar to what it would be for a RFP. She added that we are only looking at City Right-Of-Way, sidewalks, curb-ramps, policy review, and those are the basic scope-of-work points.

***MOVED BY ELLIS, SECONDED BY EMERY, TO APPROVE FORWARDING A
RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE DRAFT RFQ FOR THE EAST GRAND FORKS ADA TRANSITION
PLAN, AS SUBMITTED.***

***Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and
Riesinger.***

Voting Nay: None.

Abstain: None.

***Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette,
Konickson, Magnuson, and Sanders.***

MATTER OF AMENDMENT TO THE 2018-2021 MINNESOTA SIDE T.I.P.

Haugen reported that this agenda item is the proposed amendment to our T.I.P. on the East Grand Forks side and will affect their current 2018 programmed projects.

Haugen explained that previously East Grand Forks had decided to delay the round-about at Bygland and Rhinehart until perhaps 2022; so they had to fill in some projects to use the federal funds this year so they identified, and we amended into the T.I.P. several projects. He stated that one of those projects was to address a poor pavement segment on Rhinehart, but now that they have done a more conceptual rendering of the round-about, it was determined that it may impact more of Rhinehart, so they want to amend the project scope to affect less length of street reconstruction, resulting in a reduction in cost. He said that they would like to move the roughly \$230,000 in extra funding to 17th Street to do some sidewalk improvements.

Haugen pointed out that included in the packet is the more current information on the transition from a mini round-about to a modern round-about, which shows how it may extend more into Rhinehart Drive, and also where they are identifying to shift the roughly \$230,000.

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Haugen stated that they did advertise this as a public hearing so he would open the public hearing.

There was no one present for discussion.

Haugen closed the public hearing and added that no written or verbal comments were submitted by noon today either.

Haugen summarized that, again, this is a project that is going to be done this year, utilizing the federal funds that are available to East Grand Forks this year.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE AMENDMENT TO THE FY2018 MINNESOTA SIDE T.I.P., AS SUBMITTED.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

MATTER OF FHWA/MN GUIDANCE ON INCORPORATING PERFORMANCE MEASURES INTO T.I.P.

Haugen reported that by the end of May of this year, if we take any action on our T.I.P., whether it is approving a new T.I.P. or amending the current T.I.P.; that T.I.P. needs to address the requirements of the FAST Act in regards to performance measures. He added that in May the only one that the MPO will have in place would be the safety targets, then any action we do after May on the T.I.P. would require us to have something in the T.I.P. document regarding the safety performance.

Haugen stated that North Dakota is typically our lead agency, and we take guidance from the North Dakota side for both State and Federal, but in this particular instance, because of the delay on the North Dakota side on the development of a T.I.P./S.T.I.P., we had to produce separate documents; a Minnesota side T.I.P. and a North Dakota side T.I.P., so Minnesota Federal Highway has provided guidance, which MnDOT has supported it, that states that we should be proactive and amend our T.I.P. so that if we have to do anything after May it is already taken care of.

Haugen commented that Federal Highway MN provided; and included in your packet were the support presentation and the draft document, which is out for comment; that included in the T.I.P. you would see the four frameworks and introductions to performance measures. He stated that the anticipated affect are investment priorities, and then a conclusion section.

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Haugen said that we have not gotten any guidance from the North Dakota side, this is guidance from the Minnesota side and it is “strongly” encouraging the MPOs to do this prior to May, and so one of the questions that he would ask this body is do you feel the need to be proactive to get the Minnesota side T.I.P. into what the Feds and State might consider as good status in case any future action is needed, or, since this is a guidance and not a requirement, do you want to wait until you actually need to do something to a Minnesota T.I.P.

Williams asked if the NDDOT is working on something like this that we will be seeing shortly. Johnson responded that they have been visiting internally about what they need to do to get any documents that need to be updated by May figured out, in terms of which documents it applies to; and also to what level of detail they need to go into. He stated that they are getting close to the point where they are going to have something drafted up to share with the Feds and the MPOs, but they need to figure out a couple of things, like if they will go with full-blown compliance, because there are different deadlines of MAP-21 and FAST for when you are going update documents or authorize project and knowing what is in effect, so they haven’t completely figured it out yet. Williams asked if it would be released in time for the Technical Advisory Committee to take action at our May meeting. Johnson responded that they will have to.

Bergman asked if this is only for highway dollars, or is it for anything. Haugen responded that it would be for anything. He added that the amendment to the T.I.P. is the current issue right now, and he isn’t anticipating, or he isn’t aware of any amendment to the Transportation Plan, and this would be an amendment to our T.I.P.

Haugen commented that he knows that amendments to our T.I.P. are more common and frequent than planned, and we know that typically, come fall, when we adopt a new T.I.P., and in fact we are talking about the new T.I.P. today, and have the last several months, so at some point we will have to address, in some fashion, incorporating performance measures into our T.I.P. He added that right now the uniqueness is that we have a separate Minnesota T.I.P. and North Dakota T.I.P.; and we don’t know if this fall we will have a unified T.I.P., or if we will be in the position to have two separate documents because of scheduling; but since we currently had a separate Minnesota T.I.P. the Minnesota Feds and State are strongly recommending to all their MPOs, which does include us, to take action in May to address these things so there isn’t anything in the way of a possible amendment in June or July, but from a requirement point of view, we really only have to address this after May, so we may not have to address it until we adopt the next cycle of T.I.P. Williams said, then, that it isn’t due in May it just needs to be included in anything that is approved after May. Haugen responded that that is correct, but that we are being highly encouraged, so we have to have a discussion as to how we want to respond as a group, do we want to say that it is good guidance if we want to be proactive, but perhaps we are fairly confident that we won’t have any more amendments on the Minnesota side after the one next month, and therefore we will just say thanks for the guidance but we will just wait.

Haugen commented that it also gives some framework as to what the federal perspective is of what it is to comply with the incorporation into the T.I.P. Bergman stated, though, that it doesn’t list the performance measures that you have to meet. Haugen responded that because in May of 2018 the only performance targets that are in place would be the safety targets, so if we were to draft for the May timeframe, it would only be addressing the safety targets. He said that if we

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are active, the PM2 and PM3 targets, the State has to adopt theirs by the end of May 2018, but the MPO has another 180 days, so that would get us to about October, then we would have to address all of them, but for now, until October, it is only the safety targets.

Haugen stated that, though, that after this year, when we have these two different timing issues, our T.I.P. will be addressing all the performance measures from this point forward as long as they are still required.

Bergman once these targets are in there is it something that we will need to throw additional money in for a project, is this something that we currently don't do that we are going to have to throw more money at or lose out on a project. Haugen responded that we won't, not with what we are talking about here. He explained that this would just be identifying, in our current T.I.P. we have projects, almost every project has a safety component to it, some are funded solely out of the safety program, others are funded with other funds but there is still a safety component to it, so we are talking about the project that are currently in the T.I.P. and even though we may or may not be doing statewide targets, we are also expected to focus on those targets that impact our Metropolitan Planning Area, so we do have to drill a little bit down into how targets are affecting the MPO area.

Haugen reported that he asked, from a T.I.P. point of view, if they were to give guidance on a plan document point of view what that might look at, and they said that this would probably be the framework.

Williams said, though, that at this point we could proceed, but then North Dakota might come in with something a little bit different, would we have to go back and amend it. Haugen responded that we would only be addressing the Minnesota side T.I.P., so in this instance it isn't totally being viewed as solely North Dakota led because we have these two separate documents. He added that he doesn't believe that North Dakota formally vetted through the Minnesota side T.I.P, it was done by Minnesota.

Ellis commented that, from her point of view, being on the Minnesota side, she would say "thank you, and we will keep these in mind for when we have to start doing it in May, but no I'm not going to proactively do it until I'm required to do it". She added that if the State is really looking at things, but they haven't started it, why would we, these are all things to keep in mind so we will be fully prepared for when we have to do that for amendments after May, but thank you for your guidance. Haugen agreed that he isn't looking to do extra work, but we have to discuss and respond to this.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY VIEW THIS AS GUIDANCE, AND THAT IT BE INCORPORATED WHEN NECESSARY AND NOT BEFORE.

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Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

MATTER OF 2019-2022 NORTH DAKOTA SIDE T.I.P. CANDIDATE PROJECTS

Haugen reported that we are still implementing FAST, and the last agenda item did talk about how things might be impacted by FAST; so as clarification or a qualifier, what we do today might be subject to additional action in the future regarding the outcome of FAST.

Haugen pointed out that there are three specific programs, and each one has a separate staff report. He said that the three grant programs are as follows:

a. Urban Grant (Main Street Initiative)

Haugen stated that we received two applications from the City of Grand Forks, who was also working with the University of North Dakota. He said that both projects are in the Columbia/Coulee area of the UND Campus.

Haugen reported that one project is to address the median that is along that corridor, and make improvements/modifications to possibly reduce the access and turning movements allowed as well as other items. He said that the City and UND are requesting that be funded in 2019.

Haugen stated that the second project is to follow-up in 2020 to install pedestrian ornamental lighting, some bus shelters, and some other receptacles and things along the corridor to create that unique character that is being conceptualized between Columbia to coulee.

Haugen commented that there is a document, a Master Plan, that was done by JLG Architects. He showed some of the graphics from that document, and stated that they give us a conceptual sense of the median, and then the possible construction of the bus shelters.

Haugen reported that when reviewing these applications there were some questions that came up; the first was if Phase 1 isn't done does it preclude Phase 2, and if Phase 2 isn't done does that preclude Phase 1. Williams responded that they are free standing projects, so one would not require the other.

Bergman asked where was CAT brought into this project. He said that he sees they are replacing shelters, which of the five existing shelters in that area are they planning on replacing. Williams responded that they just had to put something in for line items for some dollars, so this is just a very very preliminary concept level thing to get the ball rolling because they had a very short timeframe on it, but there will be many more meetings held and CAT will certainly be included in them.

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Grasser stated that he would add that the City was reacting to, in a relatively short timeframe, alternatives for the grants program. He explained that UND was in the process of formulating the concepts, and they are still concurrent with this, and actually preceded this and was hiring a consultant so that they could start analyzing traffic counts, alternatives that they might want apply to a street or to the area; so we need to look at these concepts as features that were costed out as potentials in the project, they are not a defined scope saying that we are going to do three shelters, or do one, or which ones we are going to do, but for the grant we had to have some way of coming up with a cost estimate, and, literally they were still getting cost estimates from the consultant that UND hired, the day they were preparing the report, so philosophically the idea was that if UND wanted to pursue some of those things that are going to be more environmentally impactful, which would be moving curbs and doing work on the median, those would precede the mill and overlay project in 2020, and with the idea that some of the other things that might be less impactful, like lighting and such, could probably go either concurrent, or as part of the mill and overlay project so that we don't have any environmental issues associated with it.

Grasser reported that the project that UND is envisioning is actually quite a bit larger than what they are portraying here; what they did, from a strategy standpoint, was to try to target roughly a million dollars or so because their understanding was that the programs would probably be in the \$6 million dollar range, at State, so it would be foolhardy for them to ask for \$3 million dollars on a six million dollar project, so right or wrong with what little information they had to go by they kind of targeted these things around that \$1 million dollar range. He added that this is more a financial concept, and what it is that they are going to do is still being developed by UND, but it is too early in the formative stage, UND literally at this point in time doesn't know exactly what they want to do, so this is a financial concept more so than what is going to be done.

Bergman asked if this is really kind of putting the cart before the horse, so to speak. He said that the reason he is asking is because if you are going to be doing Phase 1 with the road repair, they would be looking at if there is some way of putting a cut-away in there to get those buses off the road and keep traffic flowing. He added that he was kind of stunned looking at what you are going to put in for bus shelters. He said that there is a bus shelter in front of the Student Union that was \$92,000; and then you are looking at \$62,000 for one replacement. He stated that the other question would be what amenities are you going to be looking at because if you start putting signage in there, benches, and heat, which is what they have in there now; to him it is like someone is throwing this project on the plate and saying "I need some money here" and "I need some money there", how soon are we going to start looking at the real cost the project is going to be, that is his only concern.

Grasser responded that they are in the process of starting that, they have hired a consultant, and they will start having some meetings. He added that these cost estimates have not been vetted through the City, there isn't a second set of eyes on these things, they are literally an architect's rendering and thoughts, so bear that in mind; and as we go through the public vetting process those things will be brought to the table and figured out, but right now there are too many unknowns, although what they think they know is that if we are going to do this anywhere in the realm of the mill and overlay project, which is a 2020 project, the UND area has one strike against it because it isn't in the downtown. He said that once we get done with the downtown

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area in 2019 or 2020, then he thinks we will want, as a community, to focus those dollars back downtown, so if we are going to try to get money into this area, this is probably the one shot; and it is messy and it is sloppy, but otherwise they really don't have any other projects to utilize these monies.

Bergman reported that another thing to note is that they have been contacted by the University to take over their buses, they want out of it by July of 2019, so they are in the process right now to try to figure out the cost of doing that before saying yes or no.

Noehre asked if this would be one potential funding source, or are there multiple sources such as City funds, University funds, or such; this wouldn't be the entire project would it. Grasser responded yes, no and maybe. He explained that the actual project they are envisioning is probably twice what this application is. He said that they have talked about that they have raised some monies internally, and the President has targeted some dollars towards their campus architecture and promotional activities, that is one source of dollars; and they have talked to the City about if they are going to do curb and gutter and the median work, can it be special assessed, so special assessments may come into play, so if the Urban Grant request were to be turned down, UND and the City will have to decide how many of these things do we pursue and do we do it under special assessments or some other locally funded program. He stated that he thinks there is awareness and appreciation, they are trying not to mess with the 2020 mill and overlay project, but again we should recognize that curb and gutter work and some of those things should be done before we do the mill and overlay, so the general idea is targeting 2019 to construct those types of activities that could impact the roadway, and things that wouldn't directly impact the roadway could be pushed back a year to give us more time to develop cost estimates.

Discussion on additional proposed UND projects ensued.

Haugen reported that this may be the time to look at some things Transit has been trying to get along University Avenue. He explained that they would like to see additional and updated shelters. He said that this is where some of these questions have been coming from; the first question was that Transit has been trying to get additional shelters, there are five there now and they would like to have seven; and he thinks the answer is that you are capped at one million.

Haugen stated that the other thing is that there is a need for some clean-up in the application, correcting some inaccurate information. Williams asked if he had received the e-mail stating that there would be some updated pages coming soon.

Haugen commented that this is a brand new program; our typical actions when we get T.I.P. candidate projects is to review them for consistency with our Long Range Transportation Plan, and to prioritize the projects. He said that, since this is a brand new program it wasn't contemplated with our list of projects in our transportation plan so it we did not have the ability to do a really good job of consistency. He stated that our transportation plan is a multi-model plan, and it does address more than one mode and is trying to provide a corridor that provides transportation choices for different types of users, so from that point of view staff agrees that it is

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consistent with our Long Range Transportation Plan, and that both projects should receive top priority ranking.

MOVED BY BERGMAN, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE URBAN GRANT CANDIDATE PROJECTS AS BEING CONSISTENT WITH THE LONG RANGE TRANSPORTATION PLAN, AND TO GIVE THEM PRIORITY RANKING, SUBJECT TO INCLUSION OF FORTHCOMING AMENDED PAGES.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

Haugen commented that this is now a permanent program of the NDDOT, and the anticipation is that it will become an annual solicitation similar to the TAP program, so what we will have to wrestle with is that when we fiscally constrain our transportation plan how do we scope out projects that might be able to make use of these things, and then also do we try to identify which corridors are the candidate corridors, or which areas in town. He pointed out that there is a map that he included in this, so how do we shape this up for our list of projects in our transportation plan.

Williams asked if he anticipates that in the future they are all going to come out at the same times as the HSIP and other programs. Haugen responded that that is the hope.

Grasser reported that the City Council has talked about doing a Downtown Master Plan, hopefully by next year, that will offer, from the City's standpoint, guidance as to what kind of projects we might be looking at. Haugen said that it would help in the short term period, but this is twenty-plus years of trying to scope. Grasser stated that, in any event he thinks one of the guiding documents that the City will go by will be that Downtown Master Plan. Haugen agreed that it can certainly set aside revenue sources separate from the other ones. He added that it is only funding certain things in certain areas; it has a focused area but it also has said it will fund other areas in the community, just won't do roadways in the greenfield areas.

Grasser stated that we don't know yet from a statewide basis if there is \$200,000,000 worth of demand in the core area statewide, and \$20,000,000 in funding; so he doesn't want to spend a lot of time developing projects that are questionable because they happen to be outside the actual regular funding programs. Haugen responded that Mr. Johnson is listening and taking good notes as to how to help us with this conversation the next several months. Noehre added that once the first application process goes through there will be some indication of that; will it be a final answer because everybody will take that as some indication and will make adjustments the next year, so it might take three or four years to really get down to a full answer. Grasser commented that his guess is that we will probably be the one application that is probably outside of the designated area, so we will see.

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b. Urban Local

Haugen commented that, if you will recall, the FY2021 in both the T.I.P. and the S.T.I.P. identified zero programs, but when the NDDOT released the solicitation for the FY2022 year they did identify in that release their tentative program of what FY2021 would be and he included a list of projects for Grand Forks/East Grand Forks in the staff report. He stated that our current FY2021 T.I.P. document has zero projects for the Urban Local Program, but in this tentative list they are showing the project that was requested as our candidate project our last go-around as being tentatively programmed in the year we requested, FY2021, and the dollar values are the same, so our FY2021 request appears to have already been preliminarily chosen for funding.

Haugen pointed out that there were no other changes in the rest of the years so we are only looking at the new year of the T.I.P., FY2022. He stated that the City of Grand Forks is requesting 23 signal locations to be updated/upgraded. He said that one of the challenges we have is that when go back to our reference document we don't see this project showing up in the plan, so as staff, we are struggling with how it competes against those projects that were listed and vetted through the process.

Haugen reported that when you read through the document, this is just getting us signals that are like what we have; there are no statements incorporating the new technology that we do identify in the plan that we want to progress towards as we make major investments in our signal system. So those are the two projects that we have to consider; one is the North Columbia Road reconstruction that we vetted through last year and that looks like it is tentatively programmed for FY2021 as requested, and the second is how do we address the FY2022 request with the fundamental issue of consistency with the plan.

Haugen commented that he couldn't read anything in the document that gives him a sense of whether the new technologies are being incorporated. He said that the document does talk about how many of these signals haven't been touched for tens of years, so this might be the one time we invest in signals for quite a number of years into the future, so how do we, some of this technology is already capable of being done out in our corridors with just a few added components, so that is something for the Technical Advisory Committee to decide.

Williams asked, when you talk about "the plan", in the Long Range Transportation Plan we have ITS and all of that as part of the plan; or are you talking about specific line items in the financial plan. Haugen responded that we have an ITS Regional Architect document that identifies some projects, and if they were done this is the architectural components that have to be in place for them, but that is not a fiscally constrained document. He stated that the one that is fiscally constrained is the one that lists street and highway projects, there is the TDP that is fiscally constrained that lists the transit projects, so, again, when we listed those projects at that time we didn't have any discussion about traffic signals to the magnitude of this upgrade, so we assigned another project to spend the money that this project is not trying to be prioritized, so that is the discussion we are having. He added that we are in the midst of updating our Metropolitan

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Transportation Plan by this fall, through that process we will have identified it's a higher priority than what the other projects were that weren't identified in the place.

Bergman asked if what he is looking for, then, is clarification on the application to upgrade the signals to meet the technology. Haugen responded that he thinks the first one is that there were projects that were identified that were a higher priority at the time than this one, this one wasn't even discussed as he recalls, looking back at the minutes there wasn't anything that showed doing twenty-three traffic signals on the local side, but we did discuss a way, he prioritized projects that would spend the money, and so those ones would be consistent if they came forward and requested monies, this is a project that is not one of those projects that is in the plan, so that is the struggle. Grasser commented that that is a good question because back when we adopted the plan we talked about the new rules that hadn't been invented yet; new standards requiring the flashing yellow lights and all those new regulatory features and new technology that wasn't even envisioned yet, and so philosophically are we trying to be bound by the list or are we looking for plan consistency to be consistent with the goals and objectives of the plan itself because we are trying now to bring the system up to compliance with the new technology and regulations that are out there. He added that he thinks these lists, recognizing that, how do you handle things at the time you got the list, and he struggles with having some of the specificity of a list in the first place, but what is consistency of the plan, to him this would be consistent with the plan, it just isn't consistent with the list.

Noehre commented that the plan is really a state of good repair, and that is what this project is trying to do, it puts the signals in a state of good repair, and if you look at how it fits among all the other available things, would you prioritize it above or below, it should go to achieve that state of good repair, so we amend the T.I.P. and S.T.I.P. and all of that, and there are opportunities to amend the plan as well. Grasser asked if this needs to be amended into the plan or would it just be recognizing that it is consistent with the plan. Haugen responded that in the middle of updating the Transportation Plan it seems odd to amend the plan and four months later have a new plan in place, so it is an interpretation of consistency, that is what is before the Technical Advisory Committee. He added that there were projects that were prioritized that this is going to shift, and as projects shift and get delayed, they increase in cost so when there are other projects that get shifted because of less dollars being available, at some point there is a project or two that we previously prioritized that may now not be in the plan. Grasser said that he would disagree with that because if you can bring the system up to speed and get all the newest hardware and software into it, as a general plan, now we don't have to tackle the traffic signals that would otherwise be addressed as part of individual project, so to him it should pretty much work out. He added that in the world of electronics we want to be careful that we don't have over the course of ten or fifteen years three or four generations of computers and those types of things, we want to get all the software and upgrade all the controllers to be compatible, because otherwise those costs are increasing our current projects as we are integrating the ITS and the interconnect and communication within the system. He stated that he doesn't know that he would say definitively that that increases the cost.

Noehre reported that this also suggests that in developing the plan we did the best we could, four or five years ago, to figure out what the future held; and for the most part did very well, but there are still some little bits and pieces that we need to plug into the plan, the reality is that even

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though we plan we still have to make adjustments because we didn't perceive things, and new technology becomes available, etc.

Haugen commented that when we get to the end of our five year cycle of the plan, and we are programming projects for another four years beyond, what we did five years ago, now we have the odd situation where we are still trying to be consistent with our plan, updating our plan to reflect new things, and program projects that are beyond the short-range of our current plan, so there is this skewism in the system process that we have. Noehre stated that five years from now we are going to be doing the same thing on a similar schedule. Haugen said that he would suggest that maybe we look at a plan amendment in four years to address this issue if these are things that are coming down that, on the regional system we are rescoping projects considerably, in his opinion, that we actually try to get ahead of that question instead of being here at this moment trying to answer that question. Williams said that she thinks we did discuss that though during the last one, that was one of the things that they brought up and discussed; that this is the list right now, but we don't know what safety issues we may have to address next week or a year later. She added that she recalls that we all agreed at that time that there would be amendments to this list, as different things come up, and she sees that this can be consistent with that previous discussion we had. Bergman commented that he doesn't think that we even discussed the safety issues then. Williams agreed that it wasn't even part of it. Bergman said that it came up after. Williams agreed, adding that we have things to comply with now that weren't even there and we did it four or five years ago and it was based on information that was two or three years old.

Ellis stated that she thinks we do our best to try to see what your goals and objectives are, and what the plan is, but every year local government, elected officials, state officials, federal officials see different priorities and that becomes their goal, that priority, and that in fact changes your plans or what you want to do in five years because their priority has changed, so we are trying to address those changes from your board, council, etc. Noehre added that stuff gets older and starts breaking down faster. Ellis agreed, adding that that then becomes a priority. She said that she would love to put together a 20-year plan and then just throw it out at the council and say here you go, this is what we are doing this year, and have them agree to it and give her money, but that just doesn't happen.

Grasser cited an example, in that they adopted the last plan, and then the 35W Bridge collapsed, and that changed how both states repair their bridges, which is why we need a level of flexibility, to allow for changes that might come up.

Haugen commented that there is certainly a process that is in place to address these changes, the governing document is the Long Range Transportation Plan, and the T.I.P. is a short timeframe of programming projects from that transportation plan. He said that, given the documents we were presented, and the information we were presented in a timeframe where a short review had to take place, we probably took the most conservative route and said that it doesn't appear to be consistent, and placed it on the Technical Advisory Committee and the MPO Executive Policy Board to make the decision. Grasser said, then, that the MPO staff is saying that the list, that is what you are basing your inconsistency determination on. Haugen responded that that is correct, adding that there are other projects that were identified and deemed in place that were going to use these funds, as these projects that are now being requested replace those projects, that scope

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out, ideally it wouldn't be at a T.I.P. time where we have to make a decision that we are switching projects, or switching scopes of projects, in his opinion.

Noehre stated that he would then ask for the analysis of your comparison of those, why you would not agree that one is better than the other, or how you are making the determination. He asked if that analysis were available. Haugen responded that it would be the analysis of the minutes and everything else we went through with the Long Range Transportation Plan process to identify the projects that we did, that is what he would have. Noehre said, then, that it is just what Mr. Grasser said; okay it is not on the list, that is the only analysis that was done to come to the determination that it doesn't meet the transportation plan, you'd think the plan would be more than just the list. Haugen responded that those projects were based off the plan, there wasn't just a plan document here, and the list goes here, they are joined; and as we discussed, the scope of projects, and the fiscal constraint issue, we discussed are we going for this type of scope for those projects or to try to squeeze out the fiscal constraint issue and get as much done, then we would go with this scope for the project. Noehre said that we should do a plan amendment then, isn't that the solution. Haugen responded that that is what he is suggesting, that unless you want to find it is consistent, that is fine too.

Noehre reported that he always thought that, philosophically we don't know which project is going to go out beyond, but it seems like it is consistent for state of good repairs to him, keeping the signal system working, our entire transportation system is important. Williams said that there is also safety issues with the Opticon too. Noehre stated that if the signals go down we are in trouble.

Ellis asked which other projects these are replacing. Haugen responded that they are replacing overlays on collectors and things of that nature. He added that he would think that maybe the sales tax increase will take care of those projects.

Bergman commented that he just doesn't think that this project is part of the state of good repair.

Noehre stated that would be how he would look at it, that it would be part of the state of good repair because it is consistent with the plan. Grasser added that it is probably also consistent with the technology as well. He suggested that it is starting to sound to him like at some point we will need executive guidance from MPO Board on how to govern some of these determinations; are we on the list or not on the list. He said that he struggles with trying to identify the cost and which is the best project to be done ten to fifteen years from now; that just isn't possible. Ellis added that it also seems like funding will wholeheartedly going to adjust what our list looks like and what we are going to be able to accomplish and whatnot, and not just from a federal standpoint; if you've adopted a tax, if we are holding firm to a five year plan then nothing better change in those five years, and that isn't the way it works. Bergman commented that we are seeing the federal dollars being cut back and having to shove projects back because of it, how does that affect the plan. He added that a plan is just a guide, we have it in there, but he thinks we need to look at it and update it every year.

Noehre commented that we just talked about the Urban Grant Program, which is affecting dollars that go into the plan. Haugen said that financing the Urban Grant Program causes a negligible

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effect on the Urban Local program. Noehre added that there wasn't new money from anywhere, it was taken from the entire plan and put into Main Street. Grasser said that the State Legislature may weigh in on that yet as well.

Noehre stated that the board could look at it the opposite way, that would be hamstringing their ability too, because once they approve the plan, its done that way for the next five years. Haugen commented that, again, there is always the mechanism of amending the plan in-between the five year, it isn't a one and done and wait five years and don't react to change, in-fact we are required to act if there is significant change. He cited that if the feds decrease the 5307 Program dramatically we would have to change our plan, we don't just sit with a plan, we have to change.

Noehre said that there is no policy that says that changes cannot be made the last year of the plan either, is there. Haugen responded that there isn't, but within three to four months before the plan expires it wouldn't make sense to make an amendment, it would be way too messy to do so.

Noehre asked if they can find these projects consistent and roll them into the new plan. Haugen responded that they would be rolled into the new plan if they are found consistent with the current plan and programmed.

MOVED BY NOEHRE, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MP EXECUTIVE POLICY BOARD THAT THEY APPROVE THE URBAN LOCAL ROADS CANDIDATE PROJECTS AS BEING CONSISTENT WITH THE LONG RANGE TRANSPORTATION PLAN AND TO GIVE THEM PRIORITY RANKING.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

c. Urban Regional

Haugen stated that the Urban Regional Program had quite a bit more changes, more projects being impacted. He said that the maybe the easy question would be about the North Washington Street segments that are already programmed for FY2019, but have been submitted for consideration in FY2021 and he is wondering how they are different, are they the same, what is going on, maybe that is the easy one to talk about. Noehre referred to the staff report from the City of Grand Forks, and pointed out that on the spreadsheet there is an asterisk by this project, and that the footnote says that is anticipated to dual fund this project, approximately 1/2 of the federal funds for the structure will be funded outside of the Urban Program. He added that this project was basically requested earlier, with the 2018-2021 S.T.I.P. it is shown for construction in 2020, but they are now requesting this project be delayed and that funding be increased based on change in year of expenditure. Haugen commented that he did not receive that information, so based on what he received it just said "these three segments of North Washington should be

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moved to FY2021”. He said that he asked but did not get a response, but now he hears that it is being delayed. Noehre responded that that is the request.

Noehre commented that he doesn’t understand the table; what is “application answer”. Haugen responded that one of the last questions we have in our application is whether it is consistent with the plan or not, and so how you answer that question is how he is reflecting it in the table. Noehre said then that it is a yes or no on consistency, and what does the MPO staff comment “concurrence or nonconcurrence” mean. Haugen responded that we agree with how the application answered that question. Noehre said, then, that if they check no it doesn’t meet the plan and you agree. Haugen responded that that is correct.

Haugen stated that, again, consistency with the plan for the South Washington Underpass Reconstruction, we have been trying to finance that for too many years, but it looks like the State now has programmed it as reconstruction in FY2022, using half of the money from the Urban Program and funding the other half from another program in their program of projects. He said that the regional request also has a reconstruction going on, there is a small study request to be done prior to that of \$100,000; and, again, it is unusual for the Urban Regional Program to be funding studies, and he isn’t aware of any other time when we studied something out of the Urban Regional pot.

Grasser commented that, based on our earlier discussion, and taking from the City side the South Washington Underpass Study, consistent with the plan, it probably actually should be answered “yes” as opposed to “no” as the “no” would have said “no it’s not on the list”, but, number one it is still part of the state of good repair and both keep transportation systems open, and number two he would hope that we aren’t trying to program \$100,000 projects necessarily in our Long Range Transportation Plan. Haugen responded that we aren’t, but added that we are probably not also trying to program \$100,000 out of the Regional Program.

Noehre said that he would like to go through a little history on this project. He stated that it used to be that in order to do anything with the pavement you had to address the structure, guardrail, everything. He cited the Sorlie Bridge as an example, explaining that they kicked that can down the road a number of times because they wanted to upgrade the bridge rail and fix the bump more than twelve years ago but they couldn’t because they would have to address the bridge and everything along with it, but those rules have since changed and this project came into focus primarily because of the pavement, not because of the bridge, and so now there is the potential of addressing the pavement without addressing the bridge as well. He reported that when the corridor study was done cores were taken, and found ASR in the newest part of the bridge, but it just identified that it was there, it didn’t identify what the rate of deterioration is of the structure, if it will last 6 months or 60 years, so local government has been asking him how long it is going to last, and he can’t answer that, the MPO can’t answer that, so we need to answer that question and before we spend \$18,000,000 on something we probably should know if it is the right time so that is why in their discussions on the regional system it was determined that we maybe should spend a little bit more money and determine how long it is going to last.

Noehre reported that the report that KLJ did last time was good, their technical report on the structure was good, but we didn’t ask the question, and they didn’t answer the question of how

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long it is going to last, what is the rate of deterioration, and that is what this attempts to do, to look at and answer the question “where is that deterioration of the concrete and how long is it projected to last”. He said that the answer could lead us down several paths, probably spending the dollars, it might last us another 30, 40, 50 years, maybe it is time to address the pavement only, but if it isn’t going to last that long then let us address it all, but without knowing the answer we are just simply spending \$18,000,000.

Haugen said that he would ask a couple more questions; are you going to do a NEPA document, a project development, do nothing is always an outcome that you have to look at; and isn’t this core sample outside of doing the project development, wouldn’t that be included in this cost that is already priced out here for the actual tentatively programmed project. Noehre responded that he would guess that is an option, it is just the only option.

Grasser stated that he thinks part of the question is how are you affecting your timelines, if you do this as part of your project development work, and you find out you need to replace the bridge, now did you price rehab the bridge or did you not price replace the bridge and the shoe-fly and all of those activities in your project, if you did you are going to have a really high cost project so you are back to the issue of financial constraint. He said that with the bridge, in his opinion, if you wait and discover during the project development, it creates another project then that has to be done five or six or seven years out, and if you’re not going to do a bridge project in just a couple of years you are going to need to buy property, you are going to need to do all those things, so part of this is, to the people that are working the projects you need to understand what is a reasonable course of action as opposed to what is in a planning document, because you can do any of those things but you need to understand what the consequences are, and we think that it is better to understand whether this bridge has got a five year life or a fifty year life so you can properly program both that project and any of the other projects, again without turning it into a \$50,000,000 project because we probably can’t handle that in the short-term. He said, though, that on the other hand we also don’t want to delay it and have a structural failure either, and have the public wonder why we weren’t doing our due diligence.

Noehre commented that the only precedent that he may have dealt with, MnDOT was the lead on the Kennedy and they did a study prior to project development. Haugen said it was funded with State dollars. Haugen stated that it could be funded out of the Regional program, but it has never been funded that he knows of out of the Regional Program. Bergman asked, though, if it isn’t a regional road. Haugen responded that it is on the State Highway. Noehre asked if the MPO would want to take it on using planning dollars. Haugen responded that we do have unallocated monies, but he doesn’t know how much more of an in-depth analysis can be done than what was done. He said that the reason he asks that is because there is an end to where our planning dollars can go, it went as far as it did to get you what got in the current report, and it identified the chemical reaction that is irreversible. Williams said, then, that the rest of the study would come out of the regional dollars. Noehre agreed that that would seem logical.

Williams stated that it would also make sense from a standpoint that the core samples and everything would actually have a date when the first ones were taken and a date when the second ones are taken then they can look at a rate of deterioration because it is very difficult to develop something off of one data plan.

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Noehre said that in the staff report you say that it is looking at 50% of funding from outside sources; so bridge dollars, rural dollars; bridge division has already been asking him for the last couple of years, how long is it going to last before they are really interested in replacing the bridge, and, again, he can't answer without doing something like this, he doesn't know how else to do it but he is open to any suggestions.

Johnson asked about the condition of the planning study of the structures, what year is that being proposed for then what is the plan of the FY2022 project, leave it as is, move it out, he didn't hear that part. Haugen responded that they are asking for regional dollars for FY2018, and that dollar amount is \$100,000 with an 80/20 split; and then the FY2022 project is still being programmed as a reconstruction at the cost that is in the tentative program of projects that was released with the solicitation.

Johnson commented that the one thing he will note is that they have already been working, internally, on the FY2022 project to determine who would take the lead on the project development task, but they haven't gotten the decision back yet from their design and bridge departments, but it was their intent to get that project moving yet this year if at all possible, not only to investigate some of the stuff that Mr. Noehre and Mr. Grasser are bringing up on the structure, but also to get going on their coordination with BNSF. He explained that they have had some real hurdles to cover with the coordination on railroad structures with BNSF, so the sooner they can start the project the better. Noehre responded that he is fine with starting on the project development, as Mr. Haugen said, and we start on it in FY2018, so we can complete the investigation and get an answer to those questions, he is fine with it not being a regional project, but he is not fine with leaving it until FY2020. Grasser added that under the understanding that that process will start in FY2018 we will accomplish the same thing we are trying to accomplish as a separate project, so he is fine with it as well. Johnson stated that that is their goal, and the document, the OPD is up for a decision right now; if they come back and say that they are going to keep it, then they will act accordingly, but if it goes out to a consultant the plan is that they would start working on the RFP and get it going as soon as they can. He said that the one caveat he would throw out there is that they are limited on how much money they have gotten so far this year, they only have their extension and appropriations through March sometime, so we might have to wait until we get a little bit more money so we have enough for the project, but their goal is to get it going so they can start the coordination as soon as possible.

Haugen stated that he doesn't know if you want to pursue the MPO financing part of that or not. He added that we could get started on it sooner than perhaps federal appropriations, continuing resolutions.

Discussion on funding ensued.

MOVED BY NOEHRE, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AN AMENDMENT TO THE MPO ANNUAL UNIFIED WORK PROGRAM TO INCLUDE THE SOUTH WASHINGTON STREET UNDERPASS STUDY, AS SUBMITTED.

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Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

d. 47th Avenue Interchange

Haugen reported that the next item on the table is the 47th Avenue Interchange request. He said that, again, one is starting the NEPA document and the other is, in FY2023, to try to construct the interchange.

Haugen commented that the first request is a \$2,000,000.00 request, 50% would be financed by City funds; so it is a \$1 million dollar request for the Regional Program.

Grasser said that, to be clear, this is to study the traffic issues on 32nd Avenue South. He pointed out they are identifying the interchange, based off of the I-29 report, but it is technically a resolution of the traffic issues on 32nd. Haugen agreed, adding that our Long Range Transportation Plan is revisiting the I-29 study, with the new travel demand model results, to give us some sense of did the new travel demand model provide significant changes to what the I-29 Study used as data. He commented that the first look at this shows that there was a considerable drop in demand; 6,000 to 7,000 ADT on 32nd.

Haugen said that this is all a matter of timing. He explained that, we all remember the document and graph that says that at 30%, 40%, 50% development we start to have issues, well that timing from the current demand model is showing a less steep trend of increase. Grasser stated, then, that instead of major problems on 32nd in 2025 it might be 2028 or 2030 or something like that instead.

Haugen stated that his conversation with Mr. Kuharenko was, you are going to spend money on I-29, this model result shows that the issue isn't as immediately imperative on 32nd right now, you still have your immediate issues at DeMers and at Gateway Drive to address however.

Bergman asked how the future Red River Bridge crossing would figure in with this. Haugen responded that if it comes at all it would be the recommended fiscally constrained project in our next MTP, but we aren't trying to finance it, we are just trying to get it in our programming document right now. Bergman asked how it would affect the interchange and the traffic patterns on 32nd now, wouldn't it affect all of that was well. Haugen responded that, just as the I-29 Study showed, there is weak correlation between additional river crossings and the I-29 Interchange traffic, so if we would place Red River Bridge it is not going to have a huge impact. He added that it is still showing that by 2045 there is a capacity issue on 32nd.

Grasser asked if the models indicate data relative to changes in accidents once we get rid of the left-turn offsets on 32nd, is it saying it will go away, or is it not addressing it, because he perceives that we have an immediate issue, from a traffic demand standpoint, level of service.

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He said that we may have one set of crash data and injury data and fatality data, but he thinks 32nd has a very immediate problem. He said that what he struggles with is, when you do the project in 2019 and align the left turns, how much of that will be solved, and that is an unknown to him; but he would be reluctant to assume it is going to make a huge difference, that why he is wondering if there is data out there that can answer that. Haugen responded that there is data that would suggest what range of reduction might occur with that.

Grasser reported that at some point in time you are going to be balance the level of congestion with injuries and fatalities, and that is going to be a difficult equation to try to balance. Haugen agreed, adding that the I-29 Study did identify, that based on the data it had, that there is going to be an issue at the 32nd Avenue Interchange that can't be solved with small fixes. He said that the current model is saying that because of the City's planning/landuse changes, that that issue won't be as imminent in timing, nor will there be as great an amount of traffic trying to get onto 32nd Avenue, but it is still identifying that two lanes each direction may not be sufficient by 2045.

Noehre commented that we obviously use the I-29 Study to come up with these two projects and now you are using a different model to come up with new data. Haugen responded that I-29 Corridor Study states in there that it is all subject to the transportation plan update process and being fiscally constrained, which we are now doing so it identified how we were going to prioritize these projects from outside the I-29 Study, and that's where we are at.

Grasser said that he is struggling with, how do I move forward in any one project when we are doing the corridor planning and if these models are that divergent, holy cow how do you use a corridor planning level tool to start project level planning. He stated that that was kind of shaking him up quite frankly, and we are going to have unreliable information, and we rely on those things. Noehre said that he is struggling with the same thing, then why did we even look at it, why did we do it, we wasted or time and effort and dollars, seems like. Haugen responded that he can say that we weren't wasting time, effort and dollars, we identified the issues that exist on I-29, but there was a change in land use growth that is occurring in the southwest part of Grand Forks, so that has changed how the model is reacting to the 32nd Avenue Interchange. He added that the model is not reacting too much differently than the other interchanges, so the study is still viable; there isn't enough diversion on the other recommendations to cause him to think that they have to be reexamined, but on 32nd there is enough of a change that it has to be looked at and it seems like the timing is being strung out further than the I-29 Study thought, and it is like the old analogy of the chicken and the egg, there has to be development to generate the demand. Grasser stated that that is concerning to him too; if we are showing that much model sensitivity to what he consider a not terribly big land use changes, then a developer could put something over there that we aren't seeing today that meets our land use planning, and then all of a sudden it has a big impact on the model. Noehre said that he thought we added time to this corridor study to incorporate the new land use plan. Haugen responded that they tried. Noehre added that we added time to it for that specific reason. Haugen stated that our best guess at the time was that it wasn't going to produce this big change in the result.

Noehre commented that ultimately these are models, they are not certain, they are not stiff or infallible. Haugen agreed, adding that the bigger issue is not doing the NEPA study is trying to squeeze \$36 million dollars. Grasser said that he would suggest, just from a strategic strategy

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stand point that we still submit the request because it will be easier if we somehow get it on the list for all three years as opposed to taking it off the list and then trying to put it back on later. Haugen stated that it is the last year of the list, and the last year of the list is the wish list. Grasser agreed, adding that just because we ask for it doesn't mean they are going to get approval. Haugen stated that we typically, as an MPO, don't take any real action on that last year.

Grasser said that if we started down the path of approval, by the time we get something back next fall or next winter, we will be that much further through the process. He asked when the Long Range Transportation Plan is scheduled to be completed. Haugen responded that it is scheduled to be up for preliminary approval in October. Grasser said, then, that we will have much better information, so he would like to keep this in the pipeline, then the State will know that information too as they program projects by that time, they can do things behind the curtain that we don't see.

Washington Street Mill and Overlay

Haugen reported that the next project is the Washington Street Mill and Overlay. He stated that in our plan this is a reconstruction of the segment between DeMers and Hammerling; and again it is based off of the corridor study and is trying to address a multitude of issues. He said that he thinks this is where Mr. Noehre got the requirement that if we are going to replace concrete then we have to address all the issues in the corridor, because that was the guidance we got when we prepared the transportation plan. Noehre responded that that could be, but he thinks it was even prior to that, but things have changed since then.

Haugen commented that the transportation plan identified a project that is addressing more than just pavement preservation, it addresses other issues along the corridor as well. He said that, as he recalls the discussion we had in identifying it as a reconstruction project, was a lengthy discussion. He added that the issues discussed are just being delayed by the proposed project here today, and again, as we delay a project, the issues don't get cheaper, they get more expensive.

Noehre stated that this project is actually in the mid-term, and that's out to 2030; and the pavement is already, when we requested it, is out to 18-years in 2020, so that means the pavement is 18-years old and we are probably three years late already which means it could have been paved last year, so the question really comes down to, does the MPO want to leave that pavement in the condition it is in until 2030 or beyond before we address just the pavement. He said that he doesn't think that would be a good plan. Haugen responded that he thinks that is why the plan identified it as a mid-term project, and it is listed as one of the earliest mid-term projects to be done, and it addresses not just the pavement condition, but also to address all the other issues that are along that corridor; driveway access, intersection alignment, ADA issues, and some transit issues that were recommended be resolved in that project. He commented that those are all not being addressed with what is being proposed here.

Grasser said that, as he recalls, one of the challenges of these, and correct him if he is wrong, but it was engineering, utility locates, and property acquisition included in those particular estimates.

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Haugen responded that there is an assumption of a percentage, yes, which is the norm with all project estimates. Noehre commented that they tried to address the issue of parking in the bus turn-outs, but it can't be done without additional right-of-way, which will cost more and take a lot longer to get done, otherwise we would have done it; but can they delay the mill and overlay, with the north segment might be done historically in the past, you'd be betting that you are going to get \$10.3 million dollars soon in the mid-term, but we already have a lot of high dollar projects already being talked about, so it would be a gamble; not approving it would be a gamble that would require residents to live with it the way it is until you can get \$10.5 million dollars for it to be constructed. He added that his choice would be to address the pavement now. Haugen commented that the MPOs staff choice would be to address the pavement and also do other issues that are identified.

Noehre stated that he thinks this is consistent with the Long Range Transportation Plan; and that is how he would evaluate it, and that it should be done with a mill and overlay with the segment to the north. He added that you talk in your staff report about it getting longer and the cost going down, and David did a much more detailed cost analysis estimate than he did. Williams added that, just from a practical standpoint, is that there has been so many repairs along the road that we are getting to the point that we can't repair it anymore, and then it becomes a safety issue.

Haugen said that, it is not in the staff report, what he heard is that this is a 2020 project, and you are looking at a 2025 project to do the reconstruction; or are you saying that you are doing this, addressing this pavement, but you are also looking at a project, soon, maybe not next year, 2030. Noehre commented that it is still in 2030, still that mid-term range; and you have a pretty good track record of implementing every one of them in the short-term range, almost down to the last project, so then we will just start with the mid-term ones and then go over to the new long range transportation plan; so he would answer that with "we had to get some years out of that pavement, but it certainly wouldn't need to be fifteen or eighteen years, it could be seven or ten years", and then plug the reconstruction into the new long range transportation plan.

Haugen stated that they would have to ask, are we comfortable with seven or eight more years of having all those other issues not being addressed; so is the pavement smoothness the top priority verses two years of waiting, and can we get the request in 2020. He said that you are asking for 2020 for this dollar value right now, not the bigger dollar value which would do all projects, so that is the trade-off we also struggling with, because we identify that we wanted to address all those issues, soon as there are a lot of crashes that are taking place along that segment. Noehre commented that he would prioritize it; in working with the City they have determined that the biggest issue is the pavement.

Grasser said that he would agree, adding that if we are going to have this as a 2022 reconstruction project, we should have been starting the project development about two years ago; similar to the discussion we had with the Washington Street Underpass, and if we are starting some of that concept level evaluation here in 2018, for a project that might be done in 2022, he doesn't know, it is a tough question because that would tell him that they need to take Washington Street in its current condition and try to live with it somehow until at least 2022 or 2023, he just doesn't know if the citizenry is going to be accepting that. He added that he isn't disagreeing with the need for all the other improvements, absolutely not, but amongst difficult

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choices and probabilities, he thinks a mill and overlay might buy us some time; he thinks we should try to get the reconstruction in as early as we can, but he doesn't know what that means, financially, but certainly within the time band that it was originally targeted.

Noehre commented that the pavement underneath the Washington Street Underpass went downhill very fast, and he would bet this is on the cusp of doing that very same thing; it scares him asking for it in 2020, quite frankly, and we should have been asking for it earlier.

Discussion on project and project costs ensued.

Noehre stated that he would say that this is consistent with the Long Range Transportation Plan, and that it be requested for FY2020.

MOVED BY NOEHRE, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REGIONAL ROADS PROGRAM PROJECTS AS BEING CONSISTENT WITH THE LONG RANGE TRANSPORTATION PLAN, AND THE REQUEST IS FOR FY2020.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen reported that we have at least two items that we need to take action on; well one needs action and the other is a question.

Haugen said that a review of what we got with our second meeting and with our on-line financial activity is included in the packet, and indicates where the public would place emphasis on spending funding.

a. Goals/Objectives

Haugen stated that all the comments and feedback have been incorporated into the document, and the attached draft indicates the modifications that have been made. He added that he tried to highlight a couple of places in the document so that you can see how those are identified in the document.

Haugen referred to the document and pointed out that what is bolded and italicized is stuff that we received. He pointed out that the last one is stuff that is based on comments, and the one that is shown is the connected vehicles, autonomous vehicle addition.

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b. Safety Targets

Haugen stated that we have to make a recommendation today, and we all know what the choices are; we have the option of doing them all individually or do them all as one and we are either going to adopt ten targets, five for each state, or a minimum of five targets, or a combination between five and ten targets. He said that staff is recommending five targets. Williams asked when this has to be done. Haugen responded that the MPO Board has to make a decision this week.

Haugen commented that on the programming side neither State has been welcoming a discussion on how target setting affects programming. He added that there is still a lot of “black box” on the program side.

Haugen stated that if we ever get back to one single T.I.P., we will have North Dakota guidance as to how we incorporate that language into the T.I.P.; but it is clear that if we adopt both State targets we will have to have double the discussion to talk about how each side of the State is moving toward this; or if we do it as one target, we will have to address how it fits our MPA.

Williams asked if there was a list of each specific target. Haugen responded that each one of them are at the bottom of the sheet; pointing out that for fatalities North Dakota was at 138, Minnesota was at 375. He added that the draft we are recommending is three or fewer. He stated that each one of these sheets has what each state did adopt as well as if there were one MPO one. He added that, again, there are five of them; the minimum we can have as targets is five, and the maximum is 10, or we have the ability to say that we want to adopt a local one for fatalities, but we want to adopt both States’ for the rest, for instance, so we don’t have to be all State or all MPO, we can combine them.

West asked how this really correlates into actual projects; do we set a goal for how many deaths we want to have, of course it’s nice to say the lower the better, but what does it really mean in the end. Haugen responded that for the Highway Safety Program, part of the black box is that we never know what year projects might be funded from, but typically we are programming 2022 to 2023, just as we discussed on the last agenda item; and these targets are for 2018 and so, at the MPO level these targets don’t have any fiscal impact, how we are reporting just to our public ourselves, then the State DOT reports their numbers to the feds, and they have five different check boxes, the Feds do; if they are not showing progress in three of the five then their next T.I.P. cycle they have to spend 100% of the safety dollars.

Williams asked if the target that the MPO has more restrictive or less restrictive than what our State requirements are. Haugen responded that it isn’t more restrictive, but he doesn’t know if it is less, or if there is an answer to that.

Grasser asked if Ms. Williams had showed the research she had that showed increasing accidents with levels of congestion. Williams responded that she did. Grasser commented that he is struggling with the inconsistency that on a general scale the guidance says that we are going to start accepting LOS D on intersections, which in his mind is going to have more accidents, and yet our goal is to decrease accidents, to him those two thoughts go in opposite directions from

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each other, and he can't reconcile, in his head. He said, though, that if we think that a strategy we are trying to go for is to fail our goals, with the idea that then would generate more dollars, okay he understands that, but if you don't think it is going to generate more dollars, then he isn't sure, his sense is, and he argued this from day one when we had this discussion six months ago, is that he thinks, from an ability to meet targets, he still thinks we are better off adopting at the State level because we amortize all those things over a much larger area; and he still hasn't seen an argument, in his mind, that changes that. Haugen responded that he doesn't think that is the argument being put forward, he thinks the argument he is putting forward is that by having our own targets, as far as programming, it forces them to maybe open up that black box more; does it become 100% transparent, possibly not, but the way it is now it is really a block box, and each State has a different sized black box, and how much is transparent, so what you experience on the North Dakota side isn't necessarily the same experience on the Minnesota side. Grasser said that he knows that that is part of the issue, is he thinks the Minnesota might be more willing to bring money to the table to take care of those issues than North Dakota.

Haugen reported that one thing is that Minnesota has stated that 70% of their safety dollars are for the pro-active, they aren't waiting for injuries, they are trying to prevent them, so failure of this doesn't necessarily automatically bring in more dollars, they are trying to program those dollars before you get to a point where you are failing. He added that on the North Dakota side they went as far as, when they created the Local Road Safety Program, they said 50% of the safety dollars now goes towards the locals, and 50% stays, but they haven't said whether they reserve, like Minnesota said, 70% towards pro-active ones. He commented that they have gotten success out of the Local Road Safety Program for the projects that were identified there, but we were also successful on 32nd Avenue, which was a massive project, out of the Highway Safety Program, so that is the black box that he is trying to make lighter.

Grasser asked, if we made a choice here, and we start not getting the results, or we get unintended consequences, would there be an opportunity to revisit and say that we don't want to do it on this level. Haugen responded that this is action today is an annual action. Grasser said, then that he has much less objection if we are going to do this on an annual basis.

Williams asked if there was any significance, as she noticed that the State targets are a percentage, whereas the MPO isn't, shouldn't we have a percent in there someplace as well. Haugen responded that it could be if you want, but it doesn't have to be.

West commented that he would take the smallest step possible, try to be the least restrictive on ourselves as we can. Williams agreed, adding that we can then look at it again next year.

MOVED BY WILLIAMS, SECONDED BY WEST, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE MPO IDENTIFY FIVE OF THEIR OWN SAFETY TARGETS FOR THE MPA.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

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Abstain: *None.*

Absent: *Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette,
Konickson, Magnuson, and Sanders.*

c. Future Bridge Scenarios

Haugen reported that you have the travel, you have the graphics, you have had the chance to look at them ahead of time, you also had access to the actual overall travel demand model, not just what each four of these bridges are but also the 2015 and 2045 numbers as well on the website.

Haugen stated that the anticipation, as we thought, is that the further south we go the less local traffic connection is. He commented that if we do nothing, the corridor that has always been the corridor of concern, remains a corridor of concern. He added that something that is new is that at 32nd/Washington it is now popping up as an intersection of concern; even if we don't do an additional bridge, but if we do additional bridges there is more concern on some of the options.

Haugen said that they tried to identify, versus the functional class, if there was really any great separator, and there is some differentiation. He added that when they look at trying to decipher what is regional traffic, what is local traffic crossing the bridges, we are using a couple of points in East Grand Forks to help guide us, and that is the change in traffic that occurs just north of Rhinehart Drive on Bygland Road and also what happens when the Mallory Bridge, which is 220 on the East Grand Forks side connects into U.S. #2, and you can see that the further south you go the more local traffic or traffic that would normally be diverted up Bygland Road, occurs further south and the further north you go there is less regional traffic coming off of U.S #2 and 220 Mallory Bridge to reach that bridge the further north you go than there is the further south you go, as a percent of total bridge traffic, so it seems that as we kind of, at least from past plans' information, the further north the more it serves more local traffic, and the further south the more it serves more regional traffic and less local traffic.

Haugen summarized that he thinks what you are attempting to do is; there are four sites, and we want to see if we want to reduce that amount to do the next set of analysis, which will update our cost estimates; identify those touch-down points, whether they are high or whether they are low; look at the first intersections to see if they need to have changes to the geometry, and we know that we will probably have to look at 32nd and Washington; so start looking at those key intersections and such to start the next step if we are serious about trying to identify a local bridge.

Haugen commented that you have all been invited to, and it seems we have a strong attendance, a meeting on Thursday, February 22nd, to go over the same information with the MPO Board, the two City Councils, and the Two County Commissions, and yourselves.

West stated that in his mind it remains a question of two different types of bridges; you have a city bridge and you have a regional bridge. He said that there are two separate needs, and serves two separate functions, so it is really a matter of if you are going to put one in the city you have three spots to choose from to move city traffic versus if you want that regional, bypass corridor then the Merrifield Road, County 6, provides that.

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Williams said that it is really, then, a matter of prioritization rather than elimination. West responded that that is correct, adding that that is what is going on, and what are we trying to accomplish. He stated that if money was not a factor it would be great if the City built one at one of those three locations, and the County built one a few years later at County 6, that would be great.

Haugen stated that the question we would ask Kimley-Horn and MPO Staff is, based on the information you received, is there something that needs to be clarified, is there anything else that could be added to the information. He commented that for a local bridge he hopes everybody can see that Merrifield is not really functioning that way. West said that this report substantiated exactly what he thought would happen, it just put numbers to it.

Williams asked if they were going to look at the feasibility of actually building something in these location, is it actually feasible to put a bridge on 32nd and try to route truck traffic and everything else through an established neighborhood, two schools, twenty-five mile per hour speed limit; are they going to look at the actual feasibility matching a project with what is out there right now. Haugen responded that it will go as far as the MPO Board, and others want it to go. He added that from the discussions he has been a party to they are trying to replicate the Point Bridge in function, so that would prohibit large trucks, it would prohibit certain types of traffic. Williams said, then, with that in mind we can still plan on having all the trucks run through the downtown areas, trucks are prohibited on the Point and they would be prohibited on the new one, how is that going to work. Haugen responded that, again, they are trying to replicate the Point Bridge.

MATTER OF FUTURE NON-MOTORIZED BRIDGE BETWEEN DOWNTOWNS

Haugen referred to the staff report and commented that the MPO Board has expressed an interest in looking at, as part of the Kennedy Bridge discussion, to locate a separate bike/ped only bridge between the Kennedy and the Sorlie.

Haugen reported that back when the flood protection project was still being designed, in 2001, we were assisting that discussion process of where such a structure should be located. He said that it looked at four bridges, two of them were built, and the one that wasn't built is on the Red Lake River. He added that there is information on a downtown area bridge, it has focused in and around the old Railroad Pier, and so the question is is this enough information to satisfy what the Board has been asking for or do you want us to update this information. He explained that this current information was all based on assumed design hydraulics, assumed other things, but we now have reality out there so information can be updated.

Haugen stated that there is a question in to the NDDOT as to whether or not the MPO can fund this type of study again. He explained that the MPO Board, both City Councils, and to some extent the MnDOT are the entities interested in this issue. Williams commented, you said there is a question as to whether it can be funded again through the MPO, what if the area was expended. Haugen responded that it isn't a question of the area, it is a question of the hydraulics.

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West stated that in his mind, actually constructing a project like that seems like a very low priority. Lang agreed.

Haugen reported that the context of this was, should the Kennedy have anything or not, and part of it was that they didn't want it on the Kennedy but would rather have something elsewhere. He said that he thinks there is a thought that if we can do something elsewhere, can they remove what is on the Kennedy and reallocate that space. Williams stated that she hadn't heard that before.

Haugen commented that some of our funds are being ate up by this new possible Washington Street Underpass project, and this is currently not in our work program, and he doesn't have a scope of what it would cost; so the real question is whether our State and Federal Partners say it is something that the MPO can fund, or if there is a percentage of the costs that the MPO can fund.

West stated that he feels we have way bigger issues than this to deal with, so it would be hard for him to support it. Haugen said, though, that there is a very strong desire of the MPO Board, which is being fueled by City Council members, to do this.

MOVED BY WILLIAMS, SECONDED BY YAVAROW, TO APPROVE DEFERRING THIS ITEM TO THE MPO EXECUTIVE POLICY BOARD FOR THEIR REVIEW AND DECISION.

Voting Aye: Lang, Ellis, Emery, Halford, Johnson, Williams, Bergman, West, and Riesinger.

Voting Nay: None.

Abstain: None.

Absent: Christianson, Laesch, Bail, Hanson, Kuharenko, Rood, Gengler, Audette, Konickson, Magnuson, and Sanders.

OTHER BUSINESS

a. 2017 Annual Work Program Project Update

Haugen reported that the monthly work program progress report was included for your review.

b. Special Technical Advisory Committee Meeting

Haugen reported that there is a Special Technical Advisory Committee Meeting scheduled for Tuesday, February 20th, at 1:30 p.m. at Grand Forks City Hall, Conference Room A102.

Haugen stated that there are two agenda items; to start discussing financial forecast and also they assembled a list of projects that we will be considering as part of our plan, so we will start looking at a massive list of projects to make sure that we are identifying all possible projects.

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c. Special Joint Future Bridge Meeting

Lang asked about the Special Joint Future Bridge Meeting scheduled for next Thursday. Haugen responded that it is being held at the Grand Forks County Office Building, 6th Floor, at 5:30 p.m.

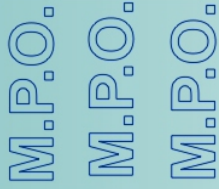
ADJOURNMENT

MOVED BY BERGMAN, SECONDED BY YAVAROW, TO ADJOURN THE FEBRUARY 14TH, 2018, TECHNICAL ADVISORY COMMITTEE MEETING AT 4:07 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: March 14, 2018** **MPO Executive Board: March 21, 2018**

RECOMMENDED ACTION: Approval of the Contract for Aerial Imagery Project.

Matter of Contract for Aerial Imagery project.

Background: The Aerial Imagery project is a project that allows the MPO and its partners to keep up to date GIS information. The aerial image of the MPO area has been on a three year cycle to get a new image. With the high growth that has happened in the Grand Forks/East Grand Forks area since 2015 this has been a highly requested update. The new photo will help the city see where the growth is happening and helps people visualize concepts for planning and building purposes.

The proposals were all received before the February 19th deadline. We received four proposals from: KBM, Sanborn, Surdex, and Quantum Spatial. All four were allotted a 30 minute presentation and question/answer with the selection committee present. The Selection Committee chose to go with Quantum Spatial. The contract is to be completed by August 31, 2018. The budgeted amount for the project was \$42,000. The contract amount based on Quantum's costs for the project is \$39,515. The flight will be sometime in April or May depending on when conditions allow.

Findings and Analysis:

- UPWP identifies the completion of Aerial Imagery.

Support Materials:

- Contract

Scope of Work

Executive Summary

The City of Grand Forks is approximately 17 square miles and the City of East Grand Forks is approximately 5 square miles. The proposed 144 square miles of coverage includes both cities and portions of the 4 mile radius and is shown on the proposed fly zone map in the RFP. The project area of interest (AOI) shall be as defined by ESRI shape files provided by the MPO on or about February 2, 2018. For this project, we will utilize one of our UltraCAM Eagle or similar camera to acquire imagery for the purpose of creating 0.5' color digital orthophotos covering approximately 144 square miles in and around the Grand Forks and East Grand Forks area. From this aerial photography, we will produce and provide the MPO with color digital orthophotos intended for viewing at a scale of 1"=100', represented with a pixel size of 0.5'.

This project has been designed to conform to the National Map Accuracy Standards for 1"=100' orthophoto production. We will exercise reasonable care and will conform to the standards of practice ordinarily used by the photogrammetric profession. The following proposal addresses the three major components of the project: ground control survey, aerial photography acquisition, and digital orthophoto production.

Component 1: Ground Control Survey: QSI proposes a two phase approach for the project. First, we propose to utilize the existing x, y, & z control from previous and successful MPO projects. Secondly, we propose to use airborne GPS (ABGPS) techniques for all remaining horizontal and vertical control to support the photogrammetric mapping. All horizontal control will be reported in the North Dakota Plane Coordinate System – North Zone, NAD83 Datum.

Component 2: Aerial Photography Acquisition: We will be in close contact with the Grand Forks MPO point of contact, Teri Kouba to coordinate acquisition of the imagery. Acquisition will take place during leaf-off, snowfree conditions in which the flood levels are within their banks, unless QSI is directed to do otherwise.

Component 3: Digital Orthophoto Production: QSI will provide fully analytical aerotriangulation (AT) for the project in a softcopy environment. All images are loaded and measurements will be made on our Intergraph Z-III softcopy stereoplotter. We will use the Intergraph's ISAT software for the aerotriangulation solution and the existing and newly compiled DEM for the orthorectification. In areas of change, QSI captures sufficient ground data using a breakline and mass point technique to allow development of the orthophoto maps for either resolution. Because we produced this DEM most recently in 2012, updates will be very efficient.

Digital orthophotography at ground resolutions of 6" will be produced for the contract from the associated photography. There will be a sample process with significant dependence upon the MPO for prompt review and comment.

Project Schedule

Phase	Date
Notice to Proceed	March 23, 2018
Completion of Targeting	Before acquisition in April
Image Acquisition	During optimal conditions from April 13 – May 18
Image Processing	May – July
Delivery of Sample Imagery	July 1 – July 10, 2018
Delivery of Digital Orthos	July 31 - August 10, 2018
Delivery of all remaining project deliverables	July 31 - August 10, 2018

Deliverables

Following preliminary review of deliverables, Quantum Spatial will perform a final edit of the processed data files. Data files will be stored on external hard drives meeting the project specifications. When data transfer is complete, the content of each drive will be confirmed to assure successful transfer and proper content on each drive. The MPO has the right to perform its own quality control. Any image not meeting the requirements agreed upon may be rejected for non-compliance. The MPO shall have ninety (90) calendar days to evaluate a deliverable.

Deliverables for this project include the following (in digital format delivered on DVD media):

- ◆ Samples of images before final delivery, to determine quality, acceptability, and fitness of products.
- ◆ Digital flight line maps on DVD or external hard drive.
- ◆ Color digital orthophoto ECW and GeoTIFF files delivered by quarter section tiles on DVD or external hard drive.
- ◆ One seamless MrSID and ECW digital image file of the entire fly-zone area on DVD or external hard drive.
- ◆ FGDC compliant metadata (.xml and .txt format) for all deliverables.
- ◆ A final index map in digital and hardcopy format for every coverage tile of the digital orthophotography.
- ◆ Ground Control Survey Report, which includes a narrative describing procedures employed and results achieved. Any shapefiles created for ground control should be delivered.



APPENDIX B COST PROPOSAL FORM

(Include completed cost form from Appendix C in a separate sealed envelope - labeled "SEALED COST FORM - Vendor Name" and submit with technical proposal as part of overall RFP response.)

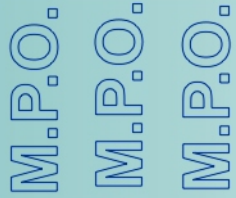
COST PROPOSAL FORM

The cost estimated should be based on a not to exceed cost as negotiated in discussion with the most qualified contractor. Changes in the final contract amount and contract extensions are not anticipated.

REQUIRED BUDGET FORMAT

Please Use Audited DOT Rates Only

1. Direct Labor	Hours	x	Loaded Rate	=	Fee Per Classification
Name, Title, Function					
Project Manager	24	x	\$110.62	=	\$2,654.88
Acquisition Manager	4	x	\$92.62	=	\$370.48
Pilot	12	x	\$68.17	=	\$818.04
Sensor Operator	12	x	\$53.14	=	\$637.68
Team Lead	24		\$82.80	=	\$1,987.31
Tech Specialist	32	x	\$77.89	=	\$1,987.31
Senior Analyst	200	x	\$63.02	=	\$12,604.42
Analyst	40	x	\$49.03	=	\$1,961.17
Technician	40	x	\$39.73		\$1,589.32
Twin Engine Aircraft	10	x	\$596.96	=	\$5,969.60
UltraCAM Eagle	4	x	\$500.26	=	\$2,001.04
2. Overhead					
3. General & Administrative Overhead					210.08%
4. Subcontractor Costs					\$1,780.00
5. Materials and Supplies Costs					Included
6. Travel Costs					Included
7. Fixed Fee 15%					\$5,154.19
8. Miscellaneous Costs					N/A
Total Cost					\$39,515.45



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: March 14, 2018** **MPO Executive Board: March, 2018**

RECOMMENDED ACTION: Recommend the approval of FY2018 MN Side TIP amendment to the MPO Executive Board.

Matter of the Public Hearing on FY2018 MN Side TIP Amendment.

Background: After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards.

The City of East Grand Forks is requesting to amend the project scope for the purchase of a transit vehicle. Originally, a Class 500 vehicle was to be purchased with MN State Funds. The amendment is to purchase a Class 300 vehicle with the primary funding source being the City's FTA #5307 funds. The total dollars are not affected; therefore, the fiscal constraint is not compromised.

The attached proposed project amendment shows the new modified project. Also attached is the public hearing notice (being held at the TAC meeting) that was published concerning this proposed amendment.

Findings and Analysis:

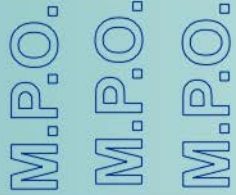
- Project modifications have been identified.
- The proposed project is consistent with the MPO Long Range Transportation Plan.
- A Public Hearing is scheduled for March 14th at the TAC meeting; written comments are being accepted until 11:00 am, March 14th.
- These amended project does not impact funds in the TIP so fiscal constraint is maintained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Amendment

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018-2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
										2018	2019	2020	2021		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
					FUNDING SOURCE					Capital					
					FUNDING SOURCE					P.E.					
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
					FUNDING SOURCE					CONSTR.					
					FUNDING SOURCE					TOTAL					
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2018 to December 31, 2018 (Costs for fixed-route service are estimates). TRF-0018-18B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$328,900 Estimated fare is \$13,800 Other is MN Transit Formula Funds											
	East Grand Forks	Operations			Operations	350.00									
	Fixed-Route Transit Service	Entitlement			Capital	0.00									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					350.00	85.00	0.00	180.00	85.00	R.O.W.	NA				
					FTA 5307					CONSTR.	NA				
										TOTAL	350.00				
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2018 to December 31, 2018. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates). TRF-0018-18A	REMARKS: Contract demand response service Estimated fare is \$13,260 Other is MN Transit Formula Funds											
	East Grand Forks	Operations			Operations	68.00									
	Paratransit Service for Disabled Persons	Entitlement			Capital	0.00									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					68.00	0.00	0.00	57.00	11.00	R.O.W.	NA				
					State Transit Funds					CONSTR.	NA				
										TOTAL	68.00				
East Grand Forks #3	East Grand Forks	NA	Purchase of a Class 500 vehicle for Demand Response Purchase of a Class 300 vehicle for demand response and as back-up for fixed route. TRF-0018-18C	REMARKS: Cities Area Transit will cover the local match Amended March 2018 switch funding source to Federal Funds											
	East Grand Forks	Capital			Operations	0.00									
	Paratransit Vehicle	Discretionary			Capital	150.00									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
					150.00	120.00	0.00	0.00	30.00	R.O.W.	NA				
					FTA #5307					CONSTR.	NA				
										TOTAL	150.00				



Grand Forks - East Grand Forks Metropolitan Planning Organization

PUBLIC HEARING

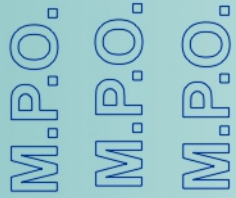
The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on proposed amendment to the MPO’s 2018-2021 Minnesota side Transportation Improvement Program (TIP). The TIP lists all transportation improvement projects needing federal action programmed to be completed between the years 2018 to 2021. The TIP also incorporates the local transit operator’s Program of Projects (POP). The hearing will be held in Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks MN. The hearing will begin at 1:30 PM on March 14, 2018. The public is encouraged to attend.

A copy of the proposed amendment is available for review and comment weekdays between 8:00 a.m. and 5:00 p.m. at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the proposed amendment can be submitted to either MPO office until 11:00 AM on March 13th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

(Please publish ASAP)

(Please submit bill to MPO 746-2660)



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: March 14, 2018** **MPO Executive Board: March 21, 2018**

RECOMMENDED ACTION: Recommend the approval of FY2018 ND Side TIP amendment to the MPO Executive Board.

Matter of the Public Hearing on FY2018 ND Side TIP Amendment.

Background: After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards.

NDDOT is making an emergency repair to the stretch of S. Washington St between DeMers and Hammerling and between 1st Ave N and 8th Ave N this construction season. The project will consist of a mill and overlay of the pavement. The cost is estimated to be \$1M with a federal participation of \$800,000.

The attached proposed project amendment shows the new modified project. Also attached is the public hearing notice (being held at the Board meeting) that was published concerning this proposed amendment.

Findings and Analysis:

- Project modifications have been identified.
- The proposed project is consistent with the MPO Long Range Transportation Plan.
- A Public Hearing is scheduled for March 21st at the TAC meeting; written comments are being accepted until 11:00 am, March 20th.
- These amended project does not impact funds in the TIP so fiscal constraint is maintained.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Amendment

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

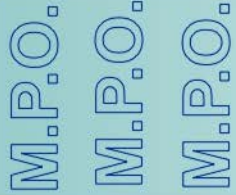
URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE EXPENDITURES			
										ELEMENT	2018	2019	2020	2021
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
	PROJECT TYPE	FUNDING STATUS							R.O.W.					
FUNDING SOURCE									CONSTR.					
									TOTAL					
Grand Forks #11a PCN	Grand Forks	Washington St.	Two stretches of US 81B will have a mill and overlay project done. First segment is between Hammerling and DeMers Ave Second stretch is between 1st Ave N and 8th Ave N	REMARKS: Amended inito on March 2018										
	NDDOT	Principal Arterial							Operations					
	Pavement Maintenance	Discretionary							Capital					
									P.E.					
									R.O.W.					
									CONSTR.	1,111.00				
Regional Secondary Program									TOTAL	1,111.00				
REMARKS:														
									Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
REMARKS:														
									Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL					
Grand Forks #20a PCN	Grand Forks	Washington St	Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.	REMARKS: Amended into TIP March 2018											
	NDDOT	Principal Arterial							Operations						
	ADA Transition	Discretionary							Capital						
								P.E.							
								R.O.W.							
								CONSTR.		476.00					
				476.00	385.00	43.00		48.00	TOTAL	476.00					
				Urban Regional Secondary Roads Program					TOTAL	476.00					
				REMARKS:											
				REMARKS:					Operations						
				REMARKS:					Capital						
				REMARKS:					P.E.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
									CONSTR.						
									TOTAL						
										7,373.00					



Grand Forks - East Grand Forks Metropolitan Planning Organization

PUBLIC HEARING

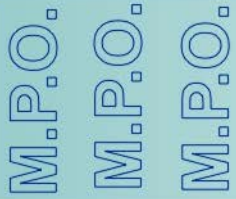
The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on proposed amendment to the MPO’s 2018-2021 North Dakota side Transportation Improvement Program (TIP). The TIP lists all transportation improvement projects needing federal action programmed to be completed between the years 2018 to 2021. The TIP also incorporates the local transit operator’s Program of Projects (POP). The hearing will be held in Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks MN. The hearing will begin at 12:00 PM on March 21, 2018. The public is encouraged to attend.

A copy of the proposed amendment is available for review and comment weekdays between 8:00 a.m. and 5:00 p.m. at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the proposed amendment can be submitted to either MPO office until 11:00 AM on March 20th.

For further information, contact Mr. Earl Haugen at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

(Please publish ASAP)

(Please submit bill to MPO 746-2660)



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report

MPO Technical Advisory Committee: March 14, 2018

MPO Executive Board: March 21, 2018

RECOMMENDED ACTION: Approve Scope of Work from ATAC to Update Traffic Count Program Study

Matter of the Traffic Count Program Study.

Background: For the past several years, we have engaged ATAC to work with the traffic signals in Grand Forks so that the video detection cameras can also collect traffic counts. The data has been used in many studies and have provided invaluable resources for improving traffic operations. There exists a Master Agreement with ATAC that outlines the general types of work ATAC has capability to perform. It allows individual addendums to be executed for specific scopes of work. This would be the 7th addendum under the current Master Agreement.

As traffic signal cameras advance, new protocols and processes need to be established to allow the continued counting to take place. The new cameras also bring opportunity to capture more data at the intersections where they were installed. 9 intersections, primarily along the 42nd St corridor and the DeMers corridor have new cameras. The attached scope would have ATAC implement the necessary processes to allow data to be captured at these locations.

Additionally, as the tool has been used, improvements or enhancements to the reports being capable of assembling have been identified. The attached scope includes some of the enhancements that are being contemplated. Some more “automatic” report being emailed is one such feature.

Lastly, ATAC, MnDOT and MPO staff have had some preliminary discussions of what it would take to start a similar program in East Grand Forks. The attached scope includes investigating that possibility.

Findings and Analysis:

- This is an activity identified in our 2018 Work Program.
- ATAC is identified as the consultant to assist.

Support Materials:

- ATAC Draft Scope of Work – Some minor revisions are still being made.

To: Earl Haugen, GF-EGF MPO

From: Bradley Wentz, UGPTI/ATAC

Re: Grand Forks Vision Camera Data Collection & Traffic Analysis Enhancements.

Date: January 10, 2018

Background/Purpose

The Grand Forks-East Grand Forks MPO (MPO) and the City of Grand Forks (City) are currently using over 189 (approx.54 intersections) of the City's existing traffic detection cameras for traffic data collection. These cameras were setup during previous studies. The data reported by these cameras is then archived in separate databases and can be processed into various reports.

Recent updates to the Grand Forks transportation network include installation of state-of-the-art Autoscope Vision camera systems. The data collection process for these cameras is unlike the previous generations of Autoscope cameras including Solo Pro series, Image Sensor series, DUO, and Encore. The MPO intends to:

1. Continue utilizing the updated intersections for traffic data collection
2. Build some enhancements to the existing NDSU Traffic Analysis Tool
3. Prepare cost estimates to upgrade East Grand Forks intersections with Autoscope video based detection systems so as to enable similar data collection efforts within the region

Project Tasks

ATAC has outlined the tasks for this project as follows:

1. **Data Polling & Transfer**
This would entail first downloading the raw data files from respective cameras to the Grand Forks server. Secondly, a script would be created to transfer the downloaded data to North Dakota Department of Transportation Support Center (DOTSC) server in Fargo.
2. **Vision Data Reporting**
The new raw data format requires rewriting the code for each report currently included in the NDSU Traffic Analysis Tool. New code will be written to enable reporting for new intersections with Vision cameras.
3. **Data Quality Audits**
This would entail running data quality audits on the downloaded data. Similar to the previous studies, an hour's worth of turning movement counts per camera will be checked against manual counts.
4. **Building Enhancements/New Features**

This would entail building new features into the existing NDSU Traffic Analysis Tool. The new features are identified as:

1. Update to existing utility that automatically emails suspected outage reports per intersection
 - Email to include data stream interruption notifications
 - Notifications to be emailed out daily
 2. Ability to compare AADT/MADT/ADT to previous years AADT/MADT/ADT at the same intersection
 3. Ability to run same report for multiple intersections
 4. Automatic processing of some data which will be stored in database and made available through online webmap viewers or possibly via email attachments.
 5. Other enhancements/features as agreed upon during the kickoff/requirements discussions.
5. East Grand Forks Estimation
Costs to update East Grand Forks intersections at par with Grand Forks's intersections will be estimated. Also, necessary upgrades and corresponding steps will be identified.
 6. Level of Service Estimation Feasibility Check
The feasibility of estimation of Level of Service from collected traffic volumes, available capacity, and existing lane assignments will be looked into and included in the new automated data processing functionality of the Traffic Analysis Tool.

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kickoff	February 15, 2018
Data Polling	Throughout the duration of project
Data Transfer Script	April 30, 2018
Vision Data Reporting	October 1, 2018
Building Enhancements/New Features etc.	January 31, 2019
Draft Report	January 31, 2019
Final Report	February 15, 2019

Intersections

The intersections included in this project are:

1. S 42nd St @ Demers Ave
2. S 42nd St @ 11th Ave S
3. N 42nd St @ University Ave
4. N 42nd St @ 6th Ave N
5. 47th Ave S @ S Columbia Rd
6. Demers Ave @ S 20th St
7. Demers Ave @ S 34th St
8. Demers Ave @ N Columbia Rd
9. Demers Ave @ S Washington St

Resources Required

ATAC would require the following:

- Remote access to communications server (City of Grand Forks)¹
- Alternate camera placement by the City of Grand Forks (if deemed necessary)
 - An alternate placement of camera may become necessary in case the existing placement is non-conductive to produce acceptable turning movement counts
- Re-calibration of camera(s) by the City of Grand Forks (if necessary)
 - The existing setup of cameras is geared towards traffic detection. A re-calibration of cameras may be necessary for obtaining accurate turning movement counts
- Turning movement counts (MPO and Cities of Grand Forks and East Grand Forks)
 - Any turning movement count data collected during this project at the intersections listed above or those in the immediate vicinity

Deliverables

Deliverables in this project will consist of the following:

- Updated setup of 9 intersections for collecting turning movement counts.
 - Corresponding files will be saved on the City's Server
- Random data quality audits
 - Random data quality audits will be performed at least once per approach
- Data Polling
 - Data will be polled from the cameras at regular intervals all throughout the project
- Data Transfer Script
 - Data Transfer Script will be created to transfer data from the City server to the DOTSC server
- Vision Data Reporting
 - Code will be rewritten to make Vision camera raw data compatible with current NDSU Traffic Analysis Tool reports
- Enhancements/New features
 - New features will be added to the existing tool as identified
- LOS Feasibility Check Results
 - Findings from the LOS feasibility check will be presented
- Cost Estimates
 - East Grand Forks intersection upgrade to Autoscope video-based detection

¹ Refer to Grand Forks Data Collection and Archival Study – Phase I Final Report for details.

North Dakota MPO Planning Support Program Master Agreement

Grand Forks-East Grand Forks MPO Addendum #7 to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Grand Forks-East Grand Forks MPO' and North Dakota State University.

1. *Project Title:* **Grand Forks Vision Camera Data Collection & Traffic Analysis Enhancements**
2. *Effective Dates:* **February 15, 2018 through February 15, 2019**
3. *Statement of Work:* ATAC will add 9 Vision camera based intersections to the NDSU Traffic Analysis Tool. ATAC will also build additional features into the said tool. See attached scope of work for more details.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
 1. Updated setup of 9 intersections for collecting turning movement counts.
Corresponding files will be saved on the City's Server
 2. Random data quality audits
Random data quality audits will be performed at least once per approach
 3. Data Polling
Data will be polled from the cameras at regular intervals all throughout the project
 4. Data Transfer Script
Data Transfer Script will be created to transfer data from City server to DOTSC server
 5. Vision Data Reporting
Code will be rewritten to make Vision camera raw data compatible with current reports
 6. Enhancements/New features
New features will be added to the existing tool as identified
 7. LOS Feasibility Check Results
Findings from the LOS feasibility check will be presented
 8. Cost Estimates
East Grand Forks intersection upgrade to Autoscope video-based detection
6. *Note:* Note that this project may outlast the current master agreement in place.
7. *Contract Amount:* \$55,688

AUTHORIZATION:

Grand Forks-East Grand Forks MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title Date

Name and Title Date

BUDGET:

**ND MPO Planning Support Program 2015-2018
Addendum #7: Grand Forks Vision Camera Data Collection & Traffic
Analysis Enhancements**

Cost Item	Amount
Staff Salaries	\$ 9,233
Benefits	\$ 3,508
Grad Student Salaries	\$ 9,360
Undergrad Student Salaries	\$ 15,080
Benefits	\$ 1,222
Operating	\$ 485
Total direct costs	\$ 38,888
NDSU overhead (43.2%)	\$ 16,800
Total project cost	\$ 55,688

MPO Staff Report
MPO TAC: March 14, 2017
MPO Executive Board: March 21, 2017

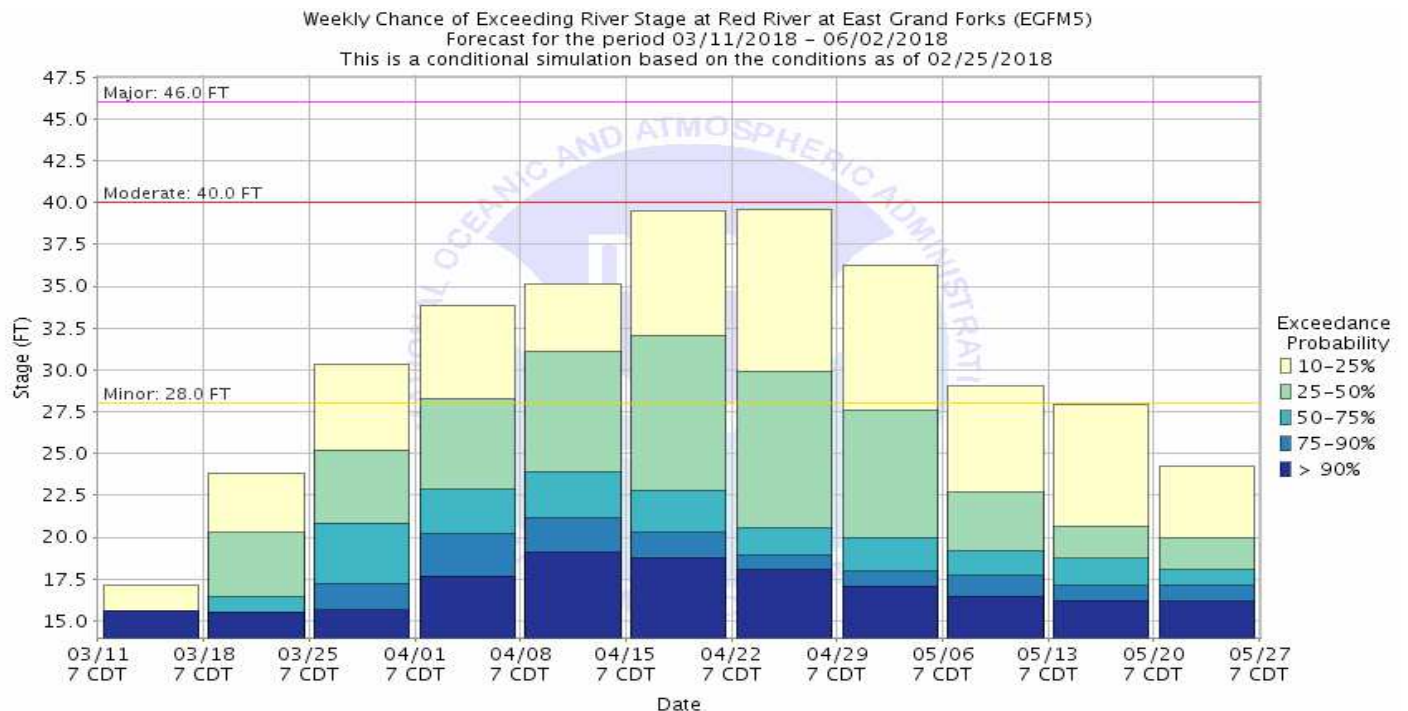
RECOMMENDED ACTION: Discuss Flood Forecast And Bridge Closure Traffic Management Plan

Matter of Discussion On Flood Forecast And Bridge Closure Traffic Management Plan.

Background: Since the flood event of 1997, a couple of floods caused two of the three bridges to be closed to traffic. Staff had to scramble a bit to determine appropriate procedures, communications, and detour routes and adjustments to traffic signal timings to accommodate the drastic change in traffic patterns. As part of the discussion afterward, consensus was reached that the MPO could conduct a study to discover a more managed way to approach traffic changes caused by bridge closings. ATAC was retained to complete the study. The study was adopted in 2007 and updated in 2009.

As part of the study, the MPO agreed to have, as an agenda item at TAC meetings, discussion on possible flood caused closures. The intent of this discussion is for the respective agencies to begin preparation, if necessary, to implement the Plan. A copy of the contact information is attached.

There is little chance for a significant flood for our area. Here are the forecasts as of March 2nd^h. There are subject to change as weather changes.



Findings and Analysis:

- The MPO developed a Traffic Incident Bridge Closure Management Plan.
- A copy of the Plan was distributed to the respective agencies.
- The MPO agreed to have as an agenda item possible closures due to floods.

Support Materials:

- Contact Page

Bridge Closure Contact List

Contact information, including agency, position name, and telephone number is provided below. If changes are required in the future, the appropriate agency should provide the remaining agencies with the updated information, which should include the revision date.

Agency

Telephone Number

City of Grand Forks

City Engineer	(701) 746-2640
Traffic Engineer	(701) 787-3720
Public Works – Streets	(701) 738-8740
Public Works – 24-Hour Emergency Line	(701) 746-2595

North Dakota Department Of Transportation

Grand Forks District Engineer	(701) 787-6500
ND State Radio (Use After Normal Business Hours)	(800) 472-2121

City of East Grand Forks

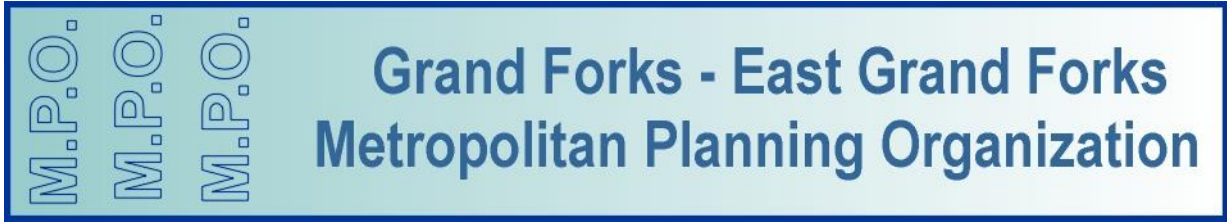
City Emergency Manager	(218) 773-2403
City Engineer	(218) 773-1185
Public Works – Streets	(218) 773-1313
Police Department (Use After Normal Business Hours)	(218) 773-1104

Minnesota Department Of Transportation

Mn/DOT District 2 Engineer	(218) 755-6549
Mn/DOT District 2 Traffic Engineer	(218) 755-6574
Mn/DOT District 2 Maintenance Engineer	(218) 755-6519
Mn/DOT District 2 Bridge Engineer	(218) 277-7963
MN State Patrol, Thief River Falls	(218) 681-0943

BNSF Railway

Grand Forks Terminal Manager	(701) 795-1255
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MPO Staff Report
 Technical Advisory Committee, March 14, 2018
 Executive Policy Committee, March 21, 2018

RECOMMENDED ACTION	Update on Progress Report -- For Information Only
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Matter of the update 2018 Bikeway System Map (*Existing Facilities*)

BACKGROUND:

Every year the Grand Forks-East Grand Forks MPO updates, produces and distributes a new version of the Bikeway Map. Update related activities are advanced to support the following objectives of the proposed 2045 Bicycle and Pedestrian Element currently under preparation:

- Goal 1: Economic Vitality
- Goal 3: Accessibility & Mobility
- Goal 4: Environmental/Energy/Quality of Life
- Goal 5: Integration & Connectivity
- Goal 10: Tourism

ANALYSIS AND FINDINGS OF FACT:

The current Bikeway Map update has been enhanced by comments, insights and observations brought to our MPO by stakeholders such as the City Area Transit, East Grand Forks Planning, Parks and Recreation, Safe Kids Grand Forks, Grand Forks Police Department, Minnesota Department of Natural Resources (DNR), Grand Forks Historic Preservation Commission, the Greenway Trail and Grand Forks Parks and Recreation.

Features and elements included in the proposed 2018 Bikeway Map currently under preparation, among others, resulted from a series of *Map Critique Sessions* aimed at establishing whether still important elements expected to be included in any map are missing, are still relevant and serve their technical purpose. Also, a request for support was sent to various stakeholders seeking their input on the desired content to be included on the panels to be printed on the back of the map.

The preparation of the 2018 Bikeway Map is on schedule. Gratefully, the City of Grand Forks GIS Department has offered to produce an “*electronic*” version available to the public and to be posted on the Cities websites. Prospective launching is set for March 23, 2018 at the Home & Garden Show. 9000 Maps will be printed for free distribution.

SUPPORT MATERIALS:

- a) Proposed Cover & back panels
- b) Proposed Bikeway Map

M.P.O.
M.P.O.
M.P.O.

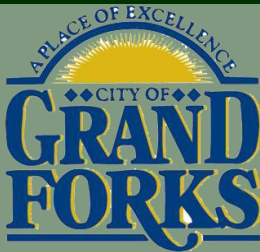
Grand Forks - East Grand Forks Metropolitan Planning Organization

255 North 4th Street Grand Forks, ND 58206
600 DeMers Avenue East Grand Forks, MN 56721

GRAND FORKS, NORTH DAKOTA –EAST GRAND FORKS, MINNESOTA



2018 BIKEWAY MAP



©Grand Forks Herald, 2016



© Strong Towns, Jan 22, 2016



© Safe Kids Equipment Fitting



© Safe Kids Pedestrian Safety

In cooperation with:



GRAND FORKS-EAST GRAND FORKS MPO

Existing **On-road** Bicycle Facilities, 2018

Bike Lane



Located on major roads that provide direct, convenient, quick access to major land uses.

Bike Route



Designate a preferential bicycle routing and provide wayfinding guidance to cyclists.

Sharrow



Placed on space constrained roads with narrow travel lanes, or road segments upon which bike lanes are not selected due to space constraints or other limitations.

Existing **Off-road** Bicycle Facilities, 2018

Multi-use Path



Adjacent to roadways with no or very few intersections or driveways.

Unpaved Trail



Typically used by a diverse set of users representing different travel modes.

RED RIVER STATE RECREATION AREA



Sherlock park Campground
515 2nd street NW
East Grand forks, MN 56721
218-773-4950
www.dnr.state.mn.us/state_parks/red_river
mndnr.gov/reservations
1-866-857-2757



The recreation area provides valuable habitat for migrant, breeding and resident birds and wildlife. Included in area are the Greenway Trail Area, the Red River State Recreation Area and Sherlock Park Campground that features 113 campsites, including 98 electric sites that have full hookup (sewer and water). The recreation area also includes trails for walking and biking, areas for picnicking, and rivers for fishing and boating.

BIKE ON BUS PROGRAM -- CITIES AREA TRANSIT (CAT)



CERTIFICATION REQUIRED

Certification is offered at
the Metro Transit Center,
450 Kittson Ave in
downtown Grand Forks
from 8:00 am to 4:00 pm
Monday-Saturday.



All CAT buses are equipped with bicycle racks. You may transport your bike on the bus once you become certified. After completing a quick training session on how to properly load and unload your bike, you will receive a CAT Bike & Bus Certification Card.

GRAND FORKS HISTORIC PRESERVATION COMMISSION GRAND FORKS' NEAR SOUTHSIDE NEIGHBORHOOD



South Junior High



Grand Army of the Republic Statue
Triangle Park at 6th St. and Belmont Rd.



St. Michael Church

Grand Forks Historic Preservation Commission
255 N. 4th Street
701.772.8756

<http://www.gfpreservation.com/about/>

BICYCLE AND PEDESTRIAN SAFETY

Ten Smart Rules to Bicycle Safety

10 SMART RULES TO BIKE SAFETY

	1. Protect Your Head Wear a helmet.		6. Act like a Car Drivers are used to the patterns of other drivers. Don't weave in and out of traffic. The more predictably you ride, the safer you are. Check for traffic. Be aware of traffic around you.
	2. Stay Visible If drivers can see you, they are less likely to hit you. Use lights when biking at night or in low-light conditions.		7. Don't Get Distracted Don't listen to music or talk on the phone while riding.
	3. Look, Signal & Look Again Use hand signals to let drivers and other bicyclists know where you're going. Look and make eye contact. Don't assume drivers will stop.		8. Obey all Traffic Laws & Lights
	4. Stay Alert Keep a lookout for obstacles in your path.		9. Assure Bicycle Readiness Is your bicycle properly adjusted? Is your saddle in a comfortable position?
	5. Go with the Flow Bike in the direction of traffic.		10. Do a Quick Bicycle Test Check your brakes and your wheels. Make sure that "quick release" wheels are properly secured.

© City of Bowling Green, OH

Source: National Highway Traffic Safety Administration and the U.S. Consumer Product Safety Commission, 1998

RAIL SAFETY TIPS FOR PEDESTRIANS & CYCLISTS



Operation Lifesaver offers bicyclists six tips for safety near train tracks:



CROSSING TRACKS ON A BICYCLE REQUIRES CAUTION AND EXTRA ATTENTION!

Narrow wheels can get caught between the rails. If possible, walk - don't ride - across. Always cross at a 90-degree angle.



USE ONLY DESIGNATED RAILROAD CROSSINGS.

The only legal and safe place to cross railroad tracks is at a designated public crossing with a cross buck, flashing red lights or a gate. Crossing at any other location is trespassing and illegal.



TURN OFF MUSIC AND REMOVE EARPHONES AT ALL RAIL CROSSINGS.

Music can be a deadly distraction near the tracks - preventing you from hearing an approaching train.



WET TRAIN TRACKS CAN BE SLIPPERY.

Dismount and walk your bike across the tracks. Step over the tracks - not on them - to avoid slipping.



WATCH OUT FOR THE SECOND TRAIN.

Wait after the first train passes until you can see clearly in both directions.



IF YOU SEE A TRAIN COMING, WAIT!

Flashing lights or a lowering gate means a train is approaching. Do not proceed until the gates go completely up and the lights go off. It is illegal to go around lowered gates, whether on a bike, on foot or in a vehicle

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OPPORTUNITIES FOR PUBLIC PARTICIPATION

Bicycle, Pedestrian and Greenway Advisory Committee

Is a venue for public involvement available to local citizens who share an interest in pedestrian and bicycle issues; including the development and use of the Greenway and trails in the Greater Grand Forks community.

Residents from Grand Forks and East Grand Forks are invited to attend. Meetings are open to the public and held the second Wednesday of every month at 7PM in room A102 of GF City Hall, 255 North 4th Street.

Visit: <http://www.greenwayggf.com/gw--bicycle-advisory-group.html>

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MPO INTERNS, 2018

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2018 Bikeway Map

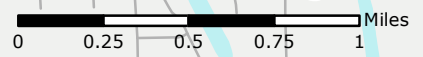
Grand Forks/East Grand Forks



East Grand Forks
MINNESOTA

Grand Forks
NORTH DAKOTA

The Greenway Trail is a system of parks, wild life refuges and trails along the Red River and the Red Lake River. The Greenway includes 20 miles of paved multi-use paths and two multi-purpose bridges located approximately 4 miles apart.



Information Points

- Bridge*
- Tunnel
- Historic Site
- Greenway Access Point
- Information Center
- Medical Facility
- Parking
- Public Restroom
- Bike Repair Facility
- Pool
- Bus Stop Transfer
- Main Depot
- Red River State Recreation Area Campground
- Police Station
- Grand Forks County Office
- Fire Station

Other Map Elements

- Rail Crossing
- Trains Do Not Whistle
- Coulee Intersection
- Distance Marker
- Rail Crossing at Safe Route to School
- Rail Road
- Coulee
- Road
- Flood Protection Wall
- Greenway
- Water Body
- Park

Bicycle Network

- Bike Lane: A dedicated bike lane on busier streets
- Bike Route: Signed bike route along local streets
- Multi-Use Path: Offstreet paved path
- Sharrow: Shared roadway with vehicle traffic; painted symbol
- Unpaved Trail: Trail that connects to current bikeway

Interest Points

- 1** Alerus Center
- 2** Ralph Engelstad Arena
- 3** University of North Dakota
- 4** Myra Museum
- 5** Lincoln Golf Course
- 6** King's Walk Golf Course
- 7** Columbia Mall
- 8** Grand Cities Mall
- 9** Lincoln Disc Golf Course
- 10** Grand Forks Townsquare
- 11** Polk County Social Services Center
- 12** Northland Community College
- 13** Riverwalk Center & Cabela's
- 14** Heritage/Railroad Museum
- 15** Valley Golf Course
- 16** Riverside Dam
- 17** VFW Arena
- 18** East Grand Forks Civic Center
- 19** Zavoral Memorial Frisbee Golf Course
- 20** Choice Health & Fitness
- 21** YMCA
- 22** Grand Forks Senior Center
- 23** Grand Forks Public Library
- 24** East Grand Forks Campbell Library

DISCLAIMER: The bikeway system is shown as of February 2018. Please use caution and obey all posted signage and vehicle codes. Bike facilities throughout the system are subject to closure due to construction or other circumstances at any time. While every effort has been made to provide a high quality, accurate, and usable map, the depicted bikeway information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments & corrections for this map to the GFG MPO.

M.P.O.
M.P.O.
M.P.O.

Grand Forks - East Grand Forks
Metropolitan Planning Organization

BIKEWAY MAP, 2018



Bicycle Network Principles

- **Cohesion**

How connected is the network in terms of its concentration of destinations and routes?

- **Directness**

Does the network provide direct and convenient access to destinations?

- **Accessibility**

How well does the network accommodate travel for all users, regardless of age or ability?

Bicycle Network Principles

- **Alternatives**

Are there a number of different route choices available within the network?

- **Safety and Security**

Does the network provide routes that minimize risk of injury, danger and crime?

- **Comfort**

Does the network appeal to a broad range of age and ability levels and is consideration given to user amenities?

Bicycle Network Goals

Goal 1: Economic Vitality

Objective 1.1.2 -- Promote the bicycle and pedestrian system to attract and retain quality residents and commerce.

Goal 3: Accessibility & Mobility

Objective 3.1.1 -- Provide connections that meet pedestrian's and bicyclist's expectations (Continuity, Directness, Convenience, and Linkages With Other Routes) when designing, extending, or improving pedestrian system and bicycle networks.

Objective 3.1.3 -- Improve bike and pedestrian maps to facilitate user's access, connections, mobility and regular enjoyment of the system.

Bicycle Network Goals

Goal 4: Environmental/Energy/Quality of Life

Objective 4.1.2 --Promote the use of the existing pedestrian network and bicycle system as an opportunity to help increase current level of bicycling and walking mode shares.

Goal 5: Integration & Connectivity

5.2.4 Support pedestrian and bicycle routes connections to transit and to other modes of transportation and their facilities.

Bicycle Network Goals

Goal 10: Tourism

Objective 10.2.4 -- Support dissemination of printed information on pedestrian and bicycle tourist activities, such as maps, and other additional materials promoting natural and historic routes, scenic locations, and neighborhood tours.



Bicycle Network Features

Historic Districts
Near Southside & Riverside Neighborhoods



Grand Forks-East Grand Forks Downtowns



Bridges Accessible to Bicycle Traffic



Bicycle Network Features

Railway Crossings

Quiet Zones

Crossing on Safe Routes to School



Parks, Schools, Pools

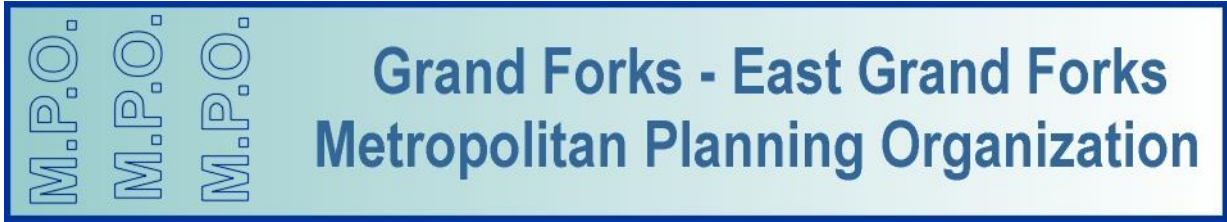


Bus Transfer Stops



Bicycle Map—Panel Contents

- Existing on road bicycle/ Off road bicycle facilities
- Red River State Recreation Area: Sherlock Park Campground
- Bike on bus program -- Cities Area Transit (CAT)
- Grand Forks Historic Preservation Commission: Riverside-Near Southside Historic Districts
- Bicycle and Pedestrian Safety: Ten Smart Rules To Bicycle Safety
- Rail Safety Tips for Pedestrians & Cyclists Six Tips for Safety Near Train Tracks:
- Opportunities for Public Participation: Bicycle, Pedestrian And Greenway Advisory Committee
- Mpo Staff; Acknowledgements to ND DOT-MNDOT, FHWA



MPO Staff Report
 Technical Advisory Committee, March 14, 2018
 Executive Policy Committee, March 21, 2018

RECOMMENDED ACTION	Update on Progress Report -- For Information Only
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Matter of the update 2018 Pedestrian and Bicycle Element of the 2045 Long Range Transportation Plan.

BACKGROUND:

Guided by the members of the Bicycle and Pedestrian Advisory Committee, MPO staff has been advancing the following activities toward the successful completion of the 2018 Bicycle and Pedestrian Plan Update:

ANALYSIS AND FINDINGS OF FACT:

1. Vision, Goals and Objectives: The vision outlining bicycle and pedestrian community aspirations was developed and approved by consensus. Similar outcome was attained concerning the Goals and Objectives supporting the proposed plan. Proposed Community Goals and Objectives are aligned with the U.S. National Planning Factors designed to support long and short range investments leading toward desirable Performance outcomes.
2. Performance Measures: Most proposed Performance Measures and Monitoring Activities have been approved by recommendations of the Bicycle and Pedestrian Advisory Committee. However, MPO staff has been working in addressing related performance measure concerns brought to our attention by staff at the Grand Forks Department of Engineering. These concerns include:

Goal 2 Security

The Grand Forks Department of Engineering would like to incorporate the following performance measures that were previously included in the document and last seen in the 3/29/2017 version of the plan:

- Number of street lights installed annually
- Number of hours spent by police on bicycles annually (only if the Police Departments feel that this performance measure is reasonable in their eyes)
- Number of intersections with traffic signal preemption for emergency vehicles
- Number of intersections with backup power

By incorporating these items back into the performance measure, Department of Engineering feels it will help better address the Standards of Goal 2 that were seen in the draft of the document that was sent out on 11/30/2017.

Goal 3 Accessibility & Mobility

The engineering departments were assigned the three bullet points under Goal 3 - Topic 3.1 Accessibility. In discussing these performance measures, the Grand Forks engineering department is comfortable with the responsibility of the following performance measures for Goal 3 - Topic 3.1.

- Percent of total pedestrian signals that have Accessible Pedestrian Signal (APS) technology

The Engineering Department suggests incorporating these additional performance measures to further address Goal 3 Accessibility and Mobility.

- Number of new ADA curb ramps installed annually
- Number of ADA curb ramps retrofitted into existing sidewalks/shared use paths annually
- Miles of sidewalk installed annually
- Miles of bicycle facilities installed annually

Goal 5 Integration & Connectivity

The engineering departments were assigned bullet points 2-4 of Goal 5 - Topic 5.2 Network completeness. Because of the similarities between bullet points 2 and 3 the engineering department is comfortable with the following language

- Miles of bicycle network constructed that was identified in the GF/EGF MPO Bike/Ped Plan. "Miles of sidewalk installed"

In addition, Engineering Department suggests rewording the following statement as it follows:

- "Percent of signalized intersections that have ~~complete pedestrian and bicycle~~ **the following facilities:; such as detection, pedestrian push buttons, or pedestrian recall, striped crossing cross walks, and countdown pedestrian heads**"

MPO staff will be providing a complete response addressing these concerns and will convene a meeting of the Bicycle and Pedestrian Advisory Committee to definitively proceed to adopt proposed Performance Measures and Measuring Activities.

SUPPORT MATERIALS:

Summary Update TAC_March_2018

Completed components of the proposed 2018 Pedestrian and Bicycle Element will be made available on the MPO website are the following documents:

- a) Goals & Objectives
- b) Barriers
- c) Existing Conditions

Performance Measures, Performance Targets & Monitoring Activities

25 Performance Measures are being proposed to support the implementation of the proposed Bicycle and Pedestrian Element. These measures are being proposed to meet various requirements associated with the implementation of a successful Bicycle and Pedestrian Element:

- “Assess current conditions, initiatives and opportunities” as stated in the Scope of Work document adopted by stakeholders guiding the Bicycle and Pedestrian Element update
- Address requirements needed to advance the Bicycle Friendly Application, in particular those engineering-related activities
- Respond to requirements outlined by ADA Checklist in the Transition Plan to advance the self-evaluation of existing pedestrian facilities as requiring physical changes to provide accessibility:

Their implementation, evaluation and reporting could be tracked according to the following frequency upon adoption of this Element:

Goal	Performance Measure	Every Year	Every Two Years	Every Five Years
1	Economic Vitality			
	1.1 Access to community destinations		Ω	Evaluation Report
	1.2 Access to jobs		Ω	Evaluation Report
2	Security	UNDER CONSIDERATION/SEE REPORT		
	2.1 Number of closures of multi-use paths	∅		Evaluation Report
	2.2 Pedestrian and bicyclist safety hazards	∅		Evaluation Report
	2.3 Sidewalk inspections		Ω	Evaluation Report
3	Accessibility & Mobility	UNDER CONSIDERATION/SEE REPORT		
	3.1 Accessibility		Ω	Report Inventories
	3.2 Access to transit stops		Ω	Report Inventories
	3.3 Network crossing opportunities (over barriers)		Ω	Report Inventories
4	Environmental/Energy/Quality of Life			
	4.1 Bike share system	∅		Evaluation Report
	4.2 Transportation disadvantaged population served		Ω	Evaluation Report
	4.3 Monitoring Strategies to promote Active Transportation		Ω	Evaluation Report
	4.4 Physical activity and health	∅		

Goal	Performance Measure		Every Year	Every Two Years	Every Five Years
5	Integration & Connectivity		UNDER CONSIDERATION/SEE REPORT e		
	5.1	Bicycle boarding on buses	∅		Report Inventories
	5.2	Network completeness		Ω	Report Inventories
6	Efficient System Management				Evaluation Report
	6.1	Comparison of programmed dollar amounts to obligated		Ω	Evaluation Report
	6.2	Grand Awards	∅		Evaluation Report
7	System Preservation				
	7.1	Network quality		Ω	Evaluation Report
	7.2	Pavement condition		Ω	Evaluation Report
	7.3	Bridge conditions (On-road bicycle network facilities)		Ω	Evaluation Report
	7.4	Maintenance request (to 311)		Ω	Evaluation Report
8	Safety				
	8.1	Reduce fatal injury, total crash rates	∅	Ω	Evaluation Report
9	Resiliency & Reliability				
	9.1	System reliability for pedestrian and bicycle activities	∅		Evaluation Report
10	Tourism				
	10.1	Access to tourist sites other than community destinations		Ω	Evaluation Report
	10.2	Economic impact of visitors		Ω	Evaluation Report

This Bicycle and Pedestrian Element is expected to be adopted by the Cities. This Bicycle and Pedestrian Element includes references to the recently adopted 2045 Grand Forks Land Use Plan and to 2045 East Grand Forks Land Use Plan also adopted by City Council. Both adopted Land Use Plans outline recommendations related to the provision of connections, integration and completeness of the sidewalk and bicycle networks.

Although data to support implementation of the Bicycle and Pedestrian Element is gathered by DOT's, and MPO, still (*Sidewalk Inventories*) are an important tool available to local governments, related agencies and stakeholders to support the implementation of ADA Transition Plan which benefits the Bicycle and Pedestrian Element. Among others, data gathered serves to:

- Assess current conditions, initiatives and opportunities” as stated in the Scope of Work document adopted by stakeholders guiding the Bicycle and Pedestrian Element update
- Address requirements needed to advance the Bicycle Friendly Application, in particular those engineering-related activities
- Establish (*Sidewalk Inventories*) and gather related data to support implementation of the Bicycle and Pedestrian Element.

A complete evaluation report is expected to be finalized every five years. As a result, the final of the last three years will be dedicated to advance (data collection & other preparation related activities) in preparation of the Element Update.

Table 1: Proposed Performance Measures, Targets, and Sources

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
1	1	1.1.1	1.1 Access to community destinations (Performance Measures Guidebook) ¹	Estimated Number of residences within a ¼ Mile of walking distance or 2-miles biking distance to specific key destinations, such as schools, library, retirement-homes, grocery, drugstores, and retail destinations.	To Be Determined	<ul style="list-style-type: none"> Local parcel data GIS data on schools, parks, healthcare centers, and other daily destinations NAICS coded employment data, available from the U.S. Bureau of Labor Statistics GIS data on transportation network for all modes Optional: Demographic MPO GIS-ATAC Trip Generation Model
1	1	1.1.4				
1	1	1.1.5				
1	1	1.1.6				
1	1	1.1.3	1.2 Access to jobs (Performance Measures Guidebook)	Estimated Number of jobs located within ¼ walking distance or 2 miles biking distance from an existing/or proposed pedestrian / bikeway facility.	To Be Determined	<ul style="list-style-type: none"> U.S. Census demographic and jobs data U.S. Bureau of Labor and Statistics GIS transportation network for all modes Local transportation costs (e.g., fuel prices, transit fares)MPO GIS-ATAC Trip Generation Model
			2.1 Number of closures of multi-use paths	<ul style="list-style-type: none"> No more than forty-eight (48-hour) continuous closures of facilities except during flood events. Number of Traffic crashes/pedestrian fatalities (number, severity, type, contributing factors, direction of travel) in work-zones 		

¹https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guide_book.pdf

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
			2.2 Pedestrian and Bicyclist Safety Hazards	<ul style="list-style-type: none"> Endeavor to address all pedestrian safety hazards within 24 hours of their identification and post appropriate detours or public safety warnings when immediate repairs are infeasible. 		UNDER CONSIDERATION/SEE REPORT
			2.3 Sidewalk Inspections	<ul style="list-style-type: none"> Conduct sidewalk inspections on a continuous basis in commercial areas every two years cycle in residential areas and conduct repairs accordingly 		
1	1	1.1.1	3.1 Accessibility NEW	<ul style="list-style-type: none"> Percent of total sidewalk miles that meet accessibility standards (e.g. slopes, obstructions, protruding objects, changes in levels, etc.). Percent of total pedestrian signals that have Accessible Pedestrian Signal (APS) technology. Percent of total shared use paths that are accessible. 	To Be Determined	UNDER CONSIDERATION/SEE REPORT Inventory data for: Roadways Sidewalks Pedestrian Signals Curb Ramps Share Use Paths On-street parking Bus stops
3	1	3.1.1				
3	1	3.1.2				
3	2	3.2.1	3.2 Access to Transit stops	<ul style="list-style-type: none"> # of Stops within 1/4 mile of walking distance or 2-miles biking distance 	To Be Determined	See Data sources for 3.1 MPO GIS-ATAC Trip Generation Model
3	3	3.3.1			CHANGED	

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
3	3	3.3.2	3.3 Network Crossing Opportunities (Over Barriers)	<ul style="list-style-type: none"> Density of Shopping, Recreation, School, Transit, and essential services available within 1/4 mile of walking distance or 2-miles biking distance of selected barriers 	To Be Determined CHANGED	
3	3	3.3.3				
4	14	4.1.1	4.1 Bike Share (System)	<ul style="list-style-type: none"> Trip Origin/Destination by Station Total Miles Travelled per Month Total Number of Users 	To Be Determined	Bike Share Group
4		4.4.1				
4		4.4.2				
4	4	4.4.3			To Be Determined	Bike Share Group
4	2	4.2.1	4.2 Transportation disadvantaged Population served (As defined in MPO's Environmental Justice Manual)	<ul style="list-style-type: none"> Percent of transportation-disadvantaged population within a 1/4 mile of walking distance or 2-miles biking distance to employment, education, health-care and other essential services. 	To Be Determined CHANGED	MPO GIS-ATAC Trip Generation Model/Transit
4	6	4.6.1				
4	6	4.6.2				
4	6	4.6.3				
1	1	1.1.1	4.3 Physical Activity and Health	<ul style="list-style-type: none"> Percent of people regularly using active transportation modes Percent increase of walking and biking trips 	To Be Determined	Walk Score (walkability ratings) Pedestrian Environmental Quality Index (PEQI) (Walkability Survey) ACS Journey to Work Transit ridership
1	1	1.1.6				
3	3	3.3.1				
3	3	3.3.2				
4	3	4.3.2				
4	3	4.3.3				

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
3	3	3.3.1	5.1 Bicycle boarding on buses.	<ul style="list-style-type: none"> • Number of transit riders with permits to board with a bicycle. • % stops connected to bike network • Percent of bus stops that are bicycle and pedestrian accessible • Percent of transit vehicles that can accommodate bicycles • Percent of transit routes that provide shared bicycles for the last mile connection 	To Be Determined	Cities Area Transit Agency
5	2	5.2.1				
5	2	5.2.2				
5	2	5.2.3				
5	2	5.2.5				
6	1	6.1.3				
5	1	5.1.1	5.2 Network Completeness	<ul style="list-style-type: none"> • Percent of roadway miles with complete sidewalks or on-road bicycle facilities on at one side of the street. • Percent of planned pedestrian or on road bicycle network that is constructed. • Percent of pedestrian or bicycle on-roadway system that serves pedestrian and bicycle users of all abilities. • Percent of signalized intersections that have complete pedestrian and bicycle facilities, such as detection, push buttons or pedestrian-recall, striped crossings. 	To Be Determined	<p style="text-align: center;">UNDER CONSIDERATION /SEE REPORT</p>
5	1	5.1.2				
5	1	5.1.3				
5	2	5.2.5				
5	3	5.3.1				
5	3	5.3.2				
5	3	5.3.3				

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:																																													
6	2	6.2.1	6.1 Comparison of programmed dollar amounts to actual obligated dollar amounts.	<ul style="list-style-type: none"> Have no greater than 25 percent variance when comparing programmed dollar amounts to the actual obligated dollar amounts for projects listed in the GF/EGF MPO TIP. 		MPO TIP/Financial																																													
6	2	6.2.2					6	2	6.2.1	6.2 Grant Awards	<ul style="list-style-type: none"> % Number Grants Application Awards for Active Transportation Projects 		NEW	6	2	6.2.2	8	4	8.4.2	7	1	7.1.2	7.1 Network Quality	<ul style="list-style-type: none"> Bicycle Level of Traffic Stress (LTS) Pedestrian Level of Service Pavement/Sidewalk/Crosswalk Quality Rating 	To Be Determined	NEW Long Range Transportation Plan	7	1	7.1.3	7	1	7.1.4	7	1	7.1.5	7	1	7.1.2	7.2 Pavement Condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> Average rating of NHS/Non-interstate roads with on road bike facilities Percent good, fair, poor for NHS/Non-interstate roads with on road bike facilities 	To Be Determined		7	2	7.2.1	7	1	7.1.2	7.3 Bridge condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> % of NHS/Non-interstate bridges in Good condition % of NHS/Non-interstate bridges in Poor condition 	To Be Determined
6	2	6.2.1	6.2 Grant Awards	<ul style="list-style-type: none"> % Number Grants Application Awards for Active Transportation Projects 		NEW																																													
6	2	6.2.2																																																	
8	4	8.4.2					7	1	7.1.2	7.1 Network Quality	<ul style="list-style-type: none"> Bicycle Level of Traffic Stress (LTS) Pedestrian Level of Service Pavement/Sidewalk/Crosswalk Quality Rating 	To Be Determined	NEW Long Range Transportation Plan	7	1	7.1.3	7	1	7.1.4	7	1	7.1.5					7	1	7.1.2	7.2 Pavement Condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> Average rating of NHS/Non-interstate roads with on road bike facilities Percent good, fair, poor for NHS/Non-interstate roads with on road bike facilities 	To Be Determined		7	2	7.2.1	7	1	7.1.2	7.3 Bridge condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> % of NHS/Non-interstate bridges in Good condition % of NHS/Non-interstate bridges in Poor condition 	To Be Determined	NEW Long Range Transportation Plan								
7	1	7.1.2	7.1 Network Quality	<ul style="list-style-type: none"> Bicycle Level of Traffic Stress (LTS) Pedestrian Level of Service Pavement/Sidewalk/Crosswalk Quality Rating 	To Be Determined	NEW Long Range Transportation Plan																																													
7	1	7.1.3																																																	
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7	1	7.1.5																																																	
7	1	7.1.2	7.2 Pavement Condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> Average rating of NHS/Non-interstate roads with on road bike facilities Percent good, fair, poor for NHS/Non-interstate roads with on road bike facilities 	To Be Determined																																														
7	2	7.2.1																																																	
7	1	7.1.2	7.3 Bridge condition (On-road bicycle network facilities)	<ul style="list-style-type: none"> % of NHS/Non-interstate bridges in Good condition % of NHS/Non-interstate bridges in Poor condition 	To Be Determined	NEW Long Range Transportation Plan																																													

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
7	1	7.1.2	7.4 Maintenance Requests (311)	<ul style="list-style-type: none"> • Snow removal • Street sweeping, • Restriping crosswalks. • Greenway Marker's Assistance (Request) 	To Be Determined	NEW
7	1	7.1.3				
7	1	7.1.4				
7	1	7.1.5				
8	1	8.1.1	8.1 Reduce fatal, injury, total crash rates for bicyclists and pedestrians. Account for Annual Average:	<ul style="list-style-type: none"> • Number of pedestrians and cyclists killed in crashes every year. • Number of pedestrians and cyclists seriously injured in crashes every year. • Number of bicyclist and pedestrian crashes/collisions involving property damage² every year. • Number of pedestrian and bicyclist crashes at High Urban Crash Intersections every year. 	ND/MN DOT SAFETY TARGETS INCLUDING TOWARD ZERO APPROACHES	ND-MN DOT Crash database Analysis GIS transportation network for all modes. North Dakota/Minnesota DOT Crash Data Analysis Reports
8	2	8.2.1				
8	2	8.2.2				
8	1	8.1.1	9.1 System Reliability for Bicycle and Pedestrian Activities	<ul style="list-style-type: none"> • Snow Removal: Report on a coordinated program for education and enforcement with the community 	To Be Determined	
9	1	9.1.1				

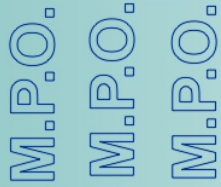
² A collision involves two moving objects. A car does not collide with a lamppost; it crashes into a lamppost.

Goal	Objective	Standard	Topic	Performance Measure	Performance Target	Data Sources/ Gathered By:
9	1	9.1.4		<ul style="list-style-type: none"> • Snow Removal: Report on a coordinated program for education and enforcement with the community 	To Be Determined	
9	2	9.2.2		<ul style="list-style-type: none"> • Incident Management: Monitor road work collisions, incidents and near misses 		
10	2	10.2.1	10.1 Access to tourist sites other community destinations	<ul style="list-style-type: none"> • % of hotels with a direct connections by sidewalk or bikeways within a ¼ mile of walking distance or 2-miles biking distance to specific tourist related destinations, such as the Red River State Recreational Area Campground, the Health Fitness Trail, Alerus Center, Ralph Engelstad Arena, historical areas, museums, parks and shopping malls. 	To Be Determined	<ul style="list-style-type: none"> • Local parcel data • GIS data on schools, parks, healthcare centers, and other daily destinations • GIS data on transportation network for all modes • Optional: Demographic MPO GIS-ATAC Trip Generation Model
10	2	10.2.2				
10	2	10.2.3				
10	2	10.2.1	10.2 Economic Impact of Visitors ³	<ul style="list-style-type: none"> • Number of bicycle racks available at tourist related destinations 	To Be Determined	CHANGED
			CHANGED	<ul style="list-style-type: none"> • Number of visitors to campground 	To Be Determined	Annual survey conducted by the Canadian Visitors Bureau (CVB)

REFERENCES:

Guidebook for Developing Pedestrian and Bicycle Performance Measures (2016) Conor Semler, Adam Vest, Karla Kingsley, Susan Mah, Wayne Kittelson, Carl Sundstrom, Kristen Brookshire. U.S. Department of Transportation Federal Highway Administration...
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebo

³ Data collected by the Greater Grand Forks Visitors Bureau



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: March 14, 2018** **MPO Executive Board: March 21, 2018**

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. Continue Revenue Forecast
2. Continue Universe List of Projects
3. Added River Crossing Scope of Work Amendment
4. Begin PM2 and PM3 Understanding

Revenue Forecast:

At our Special TAC meeting on Feb 20th, a revenue forecast document was distributed and discussed. The group agreed to some assumptions, like for the HSIP funding for ND side at \$510,000 per year as a base. Two main points came from the discussion.

NDDOT indicated they were drafting a document for all ND MPOs to follow on how to forecast revenue for their respective MTPs. The hope was that this document would be available by the end of February. The rate of growth is key yet one item that may change the current distribution formula is that Fargo-Moorhead may become a Transportation Management Area (TMA). This may occur after the 2020 census with implementation likely in 2022.

Regarding the Grand Forks sales tax, additional discussions between Finance and Engineering is necessary to provide better guidance on how to forecast these specific revenues. One aspect is that the sales tax revenue is lowering special assessments but not totally eliminating specials. So the “match” portion of the sale tax needs to be considered as certain projects have one cost split while other types of projects contain another split.

Since the meeting, more detail information on the Minnesota programs (names and types of projects for different programs to mirror better the ATP process) of federal funding. Also, on the Minnesota side, more details were identified for the state funding opportunities such as Corridors of Commerce, Local Road Improvement Program or Transportation Economic Development (TED) programs. East Grand Forks has applied for and has some success in one of these programs.

Universe List of Projects:

The group was asked to review the list and provide feedback. No feedback has been received.

There has been some additions to the list since the meeting. One has been an intersection improvement at the intersection of Standford/Gateway Dr and N. 36th St. Some new businesses relying on trucks will be developing north of Gateway. The developments will increase the amount of truck movements between N. 36th St and the traffic signal of Gateway Dr at Standford Road.

With the TIP submittals, the project to update/upgrade the traffic signals in Grand Forks were added into the list.

We ask that you review the list and forward comments sooner than later.

Added River Crossings:

The MPO Board held a joint meeting with the two City Councils and County Commissions. A quorum of MPO Board members were present. The two County Commissions also had good representation. Both City Councils had poor representation outside of the MPO Board members.

The MPO Board directed staff to visit with each Council to see if there is an ability to narrow down the locations for a “local traffic” bridge. The first schedule meeting is with East Grand Forks on March 12th.

PM2 and PM3:

Performance Measure 2 is the measures of performance for pavement and bridges on the NHS system. Performance Measure 3 is a travel time reliability measure for travel on the Interstate system and on the Non-Interstate NHS System. It also includes freight travel time (truck) reliability but only for the Interstate system.

MPO staff will provide a briefing on what the requirements are and what possible “penalties” may exist for each. In April, the discussion will focus on what information each respective state has shared about these measures specific to their state. Some information will be shared about data specific to Forks MPO area.

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:

- PM2 and PM3 presentation

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Grand Forks - East Grand Forks
Metropolitan Planning Organization

**MAD-21 PM-2
PAVEMENT & BRIDGES**

Pavement Condition Measures

- Measure review
- Statewide data and projections
- Pavement targets

PM2 Overview:

PAVEMENT CONDITION

- Percent of pavements of the Interstate system in good condition
- Percent of pavement of the Interstate system in poor condition
- Percent of pavements of the non-Interstate NHS in good condition
- Percent of pavements of the non-Interstate NHS in poor condition

BRIDGE CONDITION

- Percent of NHS bridges classified as in good condition
- Percent of NHS bridges classified as in poor condition

Bridge Condition: Measures

Performance Target	NHS Condition
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Two Year

% Good

% Poor

Four Year

% Good

% Poor

Bridge Condition:

Proposed Statewide Targets

Performance Target NHS Condition

Two Year

50 % Good
3% Good

Four Year

50 % Good
3% Good

Bridge Condition: Required NBI Data Items

Bridge Condition	58	Deck
	59	Superstructure
	60	Substructure
	62	Culverts
Deck Area Calculations	32	Approach Roadway Width
	49	Structure Length
	52	Deck Width

Bridge Condition: Calculation

NBI Rating Scale <i>(from 0 – 9)</i>		9 8 7	6 5	4 3 2 1 0
		Good	Fair	Poor
Bridge	Deck <i>(Item 58)</i>	≥ 7	5 or 6	≤ 4
	Superstructure <i>(Item 59)</i>	≥ 7	5 or 6	≤ 4
	Substructure <i>(Item 60)</i>	≥ 7	5 or 6	≤ 4
	Culvert <i>(Item 62)</i>	≥ 7	5 or 6	≤ 4

Bridge Condition: Calculation

Good and Poor % Calculation

- Determine structure length and width
- Calculate % good and poor as:

$$100 \times \frac{\sum_{g=1}^{\text{GOOD}} [\text{Length} \times \text{Width}]_{\text{Bridge } g}}{\sum_{s=1}^{\text{TOTAL}} [\text{Length} \times \text{Width}]_{\text{Bridge } s}} \quad 100 \times \frac{\sum_{p=1}^{\text{POOR}} [\text{Length} \times \text{Width}]_{\text{Bridge } p}}{\sum_{s=1}^{\text{TOTAL}} [\text{Length} \times \text{Width}]_{\text{Bridge } s}}$$

Pavement Condition: Determining Condition for a Section

- Evaluate each of the metrics for the section to determine whether the section is good, fair or poor with respect to:
 - Asphalt: IRI, rutting, cracking %
 - JCP: IRI, faulting, cracking %
 - CRCP: IRI, cracking %
- Determine overall condition for the section based on the number of metrics that are good, fair and poor

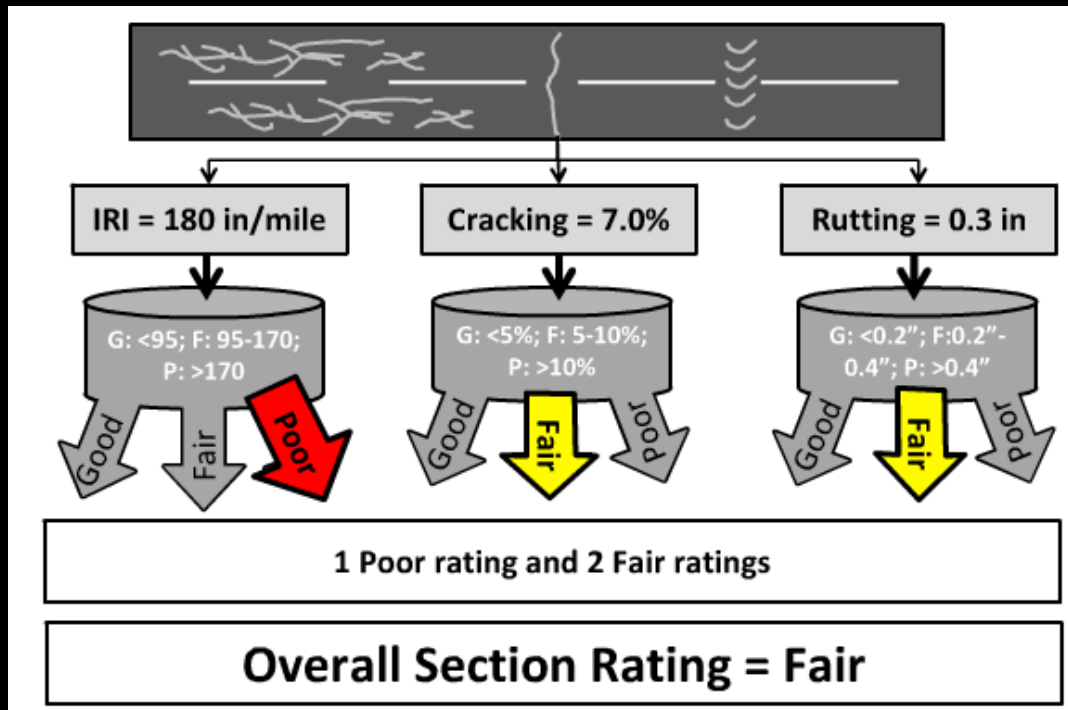
Pavement Condition: Calculation

Calculation of Pavement Measures

	Pavement Type		
	Asphalt and Jointed Concrete	Continuous Concrete	
Overall Section Condition Rating	3 metric ratings (IRI, cracking and rutting/faulting)	2 metric ratings (IRI and cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	percentage of lane-miles in "Good" condition
Poor	≥ 2 metrics rated "Poor"	Both metrics rated "Poor"	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations	

Pavement Condition: Calculation

Pavement Metric Rating Example: Asphalt Surfaces, Interstate



Pavement Condition: Proposed Statewide Targets

Performance Target	Interstate Condition	Non-Interstate NHS Condition
Two Year	50 % Good 2% Poor	50 % Good 4% Poor
Four Year	50 % Good 2% Good	50 % Good 4% Good

SYSTEM PERFORMANCE—PM 3

WHAT: Measurement of travel time reliability on the Interstate System
(Truck Travel Time Reliability (TTTR) Index)

WHO: State DOTs and MPOs

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate.

SYSTEM PERFORMANCE—PM 3

The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals.

WHEN: State DOTs must establish 2- and 4-year targets by May 20, 2018.

Those targets will be reported in the State's baseline performance period report due by October 1, 2018. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due October 1, 2020.

MPOs must either support the State target or establish their own quantifiable 4- year targets within 180 days of the State target establishment.

SYSTEM PERFORMANCE—PM 3

HOW: Freight movement will be assessed by the TTTR Index.

Reporting is divided into five periods:

morning peak	(6-10 a.m.),
midday	(10 a.m.-4 p.m.) and
afternoon peak	(4-8 p.m.)

Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.).

The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

SYSTEM PERFORMANCE—PM 3

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer

TABLE OF CONTENTS- UPDATE MARCH, 2018

CODE	AREA	TASK	%	COMPLETION DATE
300	PLANNING AND IMPLEMENTATION	ACTIVITIES		
	2045 Street & Highway Plan	Check-in on input on Universe of Projects and financial information requested at Special TAC meeting. Provide update on River Crossing meetings on 2/22. Preparing for public meeting in April.	40%	Dec, 2018
300	Plan Update (Travel Demand Model)	Based model is complete. The 2030 & 2045 E+C (Existing and Committed Network) Model has been completed.	65%	Dec, 2018
300	Bicycle and Pedestrian Planning Element (Update)	Continued working on related activities guiding update of Bikeway Map, 2018. Prepared content for back-panels, coordinated with stakeholders to receive content. Currently preparing "printer's-ready" draft version. Map Update 70%	75%	May, 2018
300	Corridor Planning	Aerial Photo: Request for Proposals was released; consultant has been selected; and contract is currently under consideration for approval.	10%	Dec, 2018
300	Traffic Count Program	Resume data collection setup for the rest of the intersections.	70%	
	Near South Neighborhood	CPS has developed some transit stop alternatives for issues found along 1st Ave S area. Been working with CAT and other City staff on furthering these concepts.	95%	
300.5	SPECIAL STUDIES	Prepared support materials for upcoming Railway Crossings Meetings.	50%	April, 2018
		Request for Qualifications for East Grand Forks ADA Transition Plan was released. Deadline for submittals is March 30, 2018	5%	Dec, 2018
300.6	PLAN MONITORING, REVIEW AND EVALUATION	MPO staff attended webinars to learn more about nature, criteria, data requirements and implementation procedures of proposes Performance Measures (PM-2--PM3). Attended coordinating meeting to discuss Performance Management approaches for bi-state MPO's.	5%	Dec, 2018

MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2018