



Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities

Planning One Community

"A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods."

TECHNICAL ADVISORY COMMITTEE MEETING

WEDNESDAY, MARCH 11TH, 2020 – 1:30 P.M.

EAST GRAND FORKS CITY HALL TRAINING ROOM

MEMBERS

Kadmas/Peterson
Ellis
Bail/Emery
Gengler/Halford
Riesinger/Audette

Graham/Hopkins
Zacher/Johnson
Kuharenko/Williams
Bergman/Rood

West
Magnuson
Sanders
Christianson

- 1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF FEBRUARY 12TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF ADOPTION OF PUBLIC PARTICIPATION PLAN..... HAUGEN
6. MATTER OF PROPOSED T.I.P. AMENDMENTS HAUGEN
a. Public Hearing
b. Committee Action
7. MATTER OF PROPOSED WORK PROGRAM AMENDMENT..... HAUGEN
8. MATTER OF UPDATE ON DOWNTOWN TRANSPORTATION STUDY HAUGEN
a. Public Engagement – March 12th
b. Future Conditions Report
9. MATTER OF UPDATE ON TIMELINE OF LAND USE PLANS HAUGEN/KOUBA
10. OTHER BUSINESS
a. 2020 Annual Work Program Project Update
11. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH ISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Chairman, called the February 12th, 2020, meeting of the MPO Technical Advisory Committee to order at 1:30p.m.

CALL OF ROLL

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering; Jane Williams, Grand Forks Engineering; Patrick Hopkins, MnDOT-District 2 (Via Conference Call); Ryan Riesinger, Airport Authority; Stephanie Halford, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Steve Emery, East Grand Forks Engineer; Kristen Sperry, FHWA-Bismarck (Via Conference Call); and Wayne Zacher, NDDOT-Local Government (Via Conference Call).

Absent: Brad Bail, Jesse Kadrmas, Jason Peterson, Nancy Graham, MnDOT-District 2, Michael Johnson, Richard Audette, Dustin Lang, Ryan Brooks, Brad Gengler, Dale Bergman, Ali Rood, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTIONS

Haugen asked that everyone please state their name and the organization they represent as well.

MATTER OF APPROVAL OF THE JANUARY 8TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE JANUARY 8TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED

MOTION CARRIED UNANIMOUSLY.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

MATTER OF APPROVAL OF U.S.#2/U.S.#81 SKEWED INTERSECTION STUDY

Haugen reported that we are at the last stages of our Skewed Intersection Study of U.S.#2/U.S.#81; Gateway Drive and North Washington Street.

Kouba commented that since we last discussed this item it has been presented to the Grand Forks City Council and Grand Forks Engineering did have a few more comments and input, which is shown in red in the Staff Report.

Kouba stated that one of the major comments was that they are still not comfortable with the cost estimates, especially the most popular alternative, so we asked KLJ to update their estimate to account for some of the things that were recommended be eliminated. She said that there are some things that we cannot estimate for, or cannot take into account simply because this is a planning study and those items come at a different level in the process, specifically the design and construction process.

Kouba said that we did have several alternatives that we shared with the public for input; and several of those were not well received or desired; such as a grade separation, which is something that not everybody wanted for the simple reason that this is such a very densely populated area so there would be a need to buy out a lot of businesses. She stated that some of the other less desirable alternatives didn't solve many of the issues, and may even have made some worse, so they were eliminated as well.

Kouba commented that the alternatives that were moved forward, that are still viable are those that don't require realignment of the railroad and that do require realignment of the railroad. She said that they both require similar changes on the ground, but it is just a matter of whether or not the railroad can be realigned or not.

Kouba stated that the most popular doesn't make too many elaborate construction changes, it mostly involves making it easier and safer for people to be able to walk along the corridor.

Kouba said that they also discussed changing access points, reducing the number of access points so that there isn't as much potential for crashes. She added that that is something that will take a lot of negotiating and a lot of work with the various businesses along that stretch of the corridor so the chances of it being implemented is questionable, specifically how well the businesses would receive the changes.

Kouba stated that they also discussed adding some ITS capabilities along the corridor, specifically the ability to reroute yourself if a train is blocking the tracks.

Kouba commented that the key takeaways from the study are that eliminating skewed turning movements comes at a heavy cost either financially, environmentally or to operations and isn't something that many want; it is more expensive and impactful to grade separate then realign the railroad; traffic forecast on Gateway Drive are high and make solutions without added capacity

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

challenging; forecasts should be monitored; and consolidating Washington with 5th/Mill Spur is not likely accomplished with acceptable operations.

Kouba said that the next steps would be to establish a connection to the other Mill Spur users so that we can understand how the trains actually move to get to their destinations; to expand benefit/cost analysis to the entire Mill Spur instead of just the area this study covered; to identify funding strategies; to do additional refinement of the Access Management Plan; and to refine and assess environmental impacts.

Kouba commented that there are other ways of financing some of this, including various grants and things of that nature.

Kouba stated that staff is seeking approval to move this forward to the MPO Executive Policy Board for their review and approval of the study.

Kuharenko thanked Ms. Kouba for working with the consultant to get those cost estimates revised and updated. He said that he knows that it was discussed at previous TAC meetings that having detailed cost estimates are important for the T.I.P., and moving forward, and that a lot of the time we end up looking to studies like this one as a basis for those estimates.

MOVED BY KUHARNEKO, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE U.S.#2/U.S.81 SKEWED INTERSECTION STUDY, AS PRESENTED.

Voting Aye: Riesinger, Zacher, Kuharenko, Emery, Ellis, Halford, and Hopkins.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Bergman, Rood, Peterson, West, Graham, Bail, Gengler, Brooks, Audette, Magnuson, Sanders, and Christianson.

MATTER OF PRELIMINARY APPROVAL OF AMENDMENT TO TRANSIT DEVELOPMENT PLAN

Kouba reported that, as you know, we recently did a feasibility study for Cities Area Transit to provide service for UND's Campus Shuttle, and the City and UND have decided to move forward with that plan so we need to update our Transit Development Plan to include this plan.

Kouba explained that originally, in the current TDP, the cost of CAT providing the Campus Shuttle service was higher than UND's cost to provide it so UND decided to continue to provide the service. She said, however, that there were some things that UND wanted to change, as well as some high fluctuations of their cost ratios that changed in the interim, so the feasibility of CAT providing the service became more beneficial to UND, so they reconsidered having CAT provide the service. She added that there was also the ability to purchase buses that are more well matched to the type of route that the UND Campus Shuttle is providing, and they can also get some federal funds to help with the expansion of the service.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

Kouba commented that they then updated the financial information; with the addition of UND into the Cost Allocation Model it changed some of the variables for each of the three partners so that cost was updated. She added that in addition both Grand Forks and East Grand Forks have decided to have the City provide drivers for the Dial-A-Ride service that was previously contracted out, so that caused changes to the cost of operation, so since we were looking at those changes we also updated the various capital projects that we have, particularly on the Grand Forks side. She said that previously some of the capital projects were listed as candidate or illustrative projects but have been programmed. She stated that East Grand Forks had a couple of projects that were funded by MnDOT, so they were removed from the capital project list.

Kouba stated that these are the things that we are looking at updating in the TDP. She added that they are looking to both Cities for direction on what they would like us to do with this; if they want us to bring it forward and do a complete update of your TDPs and the Metropolitan Transportation Plan, or if you feel that these changes don't warrant a complete update we would like a letter stating that.

Williams asked, when the shuttles go away, and she is assuming that will start this fall, are the City buses going to run more frequently, or will they adjust their current routes. Kouba responded that the current routes are going to stay as they are; the City purchased three additional buses, which would then replace the three UND shuttles that are running campus, and they will run those same routes. She added that when they do the next TDP update they will re-evaluate the service to see if there are better ways to mesh all the services at that time.

Haugen commented that the MPO is seeking preliminary approval of this, and assuming that the MPO Executive Policy Board also grants preliminary approval of it at the meeting next Wednesday, it will then be submitted to each City and they will be asked to inform us if they feel there should be a formal amendment to their City Comprehensive Plans, or if they want to just submit a letter stating that it wasn't significant enough to warrant such an amendment to their plans, then the MPO will take action for final approval of the proposed amendments. He explained that per the MPO's By-Laws, we give each City up to 60 days to make that decision, but after 60 day the MPO would then move forward without any formal City action. He reiterated that the step today is to get that preliminary approval out so we can seek the City feedback on the amendment in relationship to the Comprehensive Plan and also to start planning our formal publishing process as noted in the actual study that was done there was a lot of public input that took place on the study that led us to this amendment so it should be well known to the transit community.

Kuharenko referred to Page 7-22, Table 7-15, and stated that he was looking at comparing Table 7-15 and Table 7-14, and he is wondering if it would be possible to add in a total row for Table 7-15 like the one on Table 7-14.

Ellis pointed out that 10-4, under Long Term Needs, the first paragraph states "The Grand Forks capital analysis is not inclusive of needed ongoing upgrades and expansion to the CAT Bus Garage...", and asked if we can change that paragraph considering we are redoing the facility. She said that she doesn't know if we still need to have a statement about the \$8 million, or if we

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

are just addressing the expansion, but she would work it as such. Kouba responded that she believes that if you go down further it is in the 2018 update, and that year it was changed to \$4,000 and then. Ellis asked if the whole paragraph should be removed then. Kouba suggested just striking it out. Ellis agreed because since we addressed it in 2018, it is confusing to her because we address it there and then later we address that it is fixed, so she would strike it out.

MOVED BY KUHARKENO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY PRELIMINARILY APPROVE THE AMENDMENT TO THE TRANSIT DEVELOPMENT PLAN SUBJECT TO INCORPORATION OF THE CHANGES DISCUSSED.

Riesinger said that he didn't notice in the plan; there has been prior discussion about the route to the Airport, specifically for Aerospace students, and he is wondering if that is going to continue to be a standalone service. Kouba responded that it is as UND will still be providing some of the transportation services they currently are. She added that they will be keeping a few buses to be used for events and such as well. Riesinger asked if there shouldn't be a note to that effect in the plan as well, what sort of things are going to continue to be operated. Kouba responded that they will add a note to that effect. Haugen added that in the actual separate UND/CAT merger report that is fleshed out a lot more. He said that the one out to the Airport operates for longer hours, which would really disrupt how the public transportation service could operate it if it were absorbed and those hours maintained. Riesinger said that he thinks it suits the Aerospace Center and their needs the best, but he just wanted to make sure that there wasn't some other change that he wasn't aware of. Haugen stated that there is no other change that they are aware of than that the current on-campus shuttles will be absorbed in the CAT system come fall, so you will have to continue to work with UND on any other services or changes to them.

Voting Aye: Riesinger, Zacher, Kuharenko, Emery, Ellis, Halford, and Hopkins.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Bergman, Rood, Peterson, West, Graham, Bail, Gengler, Brooks, Audette, Magnuson, Sanders, and Christianson.

MATTER OF DRAFT T.I.P. PROCEDURAL MANUAL

a. MPO Draft Manual

Haugen reported that as everyone should know we do have Draft Update to our Public Participation Plan out for review and comments. He explained that previously our Public Participation Plan had a lot of information about the T.I.P. process but now the PPP directs people to this T.I.P. manual for that information, so we've already notified the public that we would be updating the T.I.P. Procedural Manual and that that is where they will need to go for information specific to engagement during the T.I.P. process. He added that we also knew that with both MAP-21 and the FAST-ACT inclusion of performance planning and programming, plus the consolidation of funding programs, that our T.I.P. manual was out of date and needed to be updated as well, so included in your packet is the Draft T.I.P. Procedural Manual. He said

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

that this draft reflects the comments that we received back from both DOTs, and he thanks them again for their input; and added that it also updates the Code of Federal Regulations citations and two other major areas; one is the matrix that shows the individual funding programs by State and the process specific to that program, and then Section 10 is completely new and has to do with performance.

Haugen referred to the document and highlighted where there has been substantial change(s):

Page 2 – 1st Paragraph

Haugen commented that the old draft essentially focused on the highway side, and said basically that the T.I.P. is about funding classified roadways, but we added a sentence near the end of the paragraph that says that there are other programs that have an eligibility uniqueness so we shouldn't only think of our highways; even some local streets could receive federal funding, so they added that sentence to give people some sense that there are other programs beside the highway side.

Page 4 – 1st Paragraph

Haugen stated that we used to just say that the T.I.P. was updated annually, but there was a request to have the clarified, so we are now saying that the current practice in both States is to have a new T.I.P. developed and adopted every year, but the federal minimum is to adopt one every four years. He added that both States wanted to address that sometimes there is the rare occasion when we don't produce a new T.I.P.; and then also because we are a Bi-State MPO we have, on occasion, adopted a T.I.P. that is specific to one side of the river versus the other at times, so we added language that there are rare occasions that the T.I.P. is not developed or adopted and then there are also rare occasions that we might have to adopt a T.I.P. on one side of the river.

Matrix (after Page 10)

Haugen commented that this is where we updated what the actual programs are on the North Dakota side. He said that if you compare the three North Dakota sheets with the two Minnesota sheets you will notice a couple of columns are being stricken out on the North Dakota sheets, and he is still showing the two columns on the Minnesota side but are proposing that one of the two be eliminated.

Haugen stated that the one column that is common to both States is just the process to amend/revise the T.I.P., and this is a cooperative thing that we talk about, and it has the same language throughout all of the cells so it is overly redundant.

Haugen said that estimating funding on the North Dakota side is common, so that has been eliminated as a column. He added that on the Minnesota side there are still a lot of different programs that have different cycles to them, so that still shows a column and there are still some

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

question makes that they are still working through with Minnesota's process to try to identify when the funding estimates become available for those individual program.

Haugen stated that the main thing is that we do identify all of the programs that have federal funds pass through them, that candidate projects from our MPO area can be applied towards, and ultimately can possibly be programmed into our T.I.P; the basic general funding distribution, percentage of federal funds, match funds; who the lead NDDOT Division is, and then who the lead federal agency is on that particular program. He said that for the most part he believes that North Dakota is polished, and as mentioned already Minnesota is still working through some of these question marks and procedures.

Ellis pointed out that some of them, like the 5307 shows 50% operations, which can now go up to 75% operations. She said that another one is the ADA for Transit, FTA will fund up to 85%, not 83%.

Williams said that she has a question on the North Dakota side, cost sharing; Urban Roads is at the bottom but it applies to all where it says 19.07% OR 100% above the project cap, is it OR or should it be AND. Haugen responded that the intent is that there is a cap and that everything above that cap is 100% local cost. Williams said then that it should be AND, because otherwise we could run it up with 100% over the cap.

Page 11 – B – Projects Not Programmed In the T.I.P.

Haugen reported that the next significant change is on Page 11 and it results from a recent example in North Dakota. He pointed out that originally the very first bullet under Projects Not Programmed In the T.I.P. stated that emergency relief projects resulting from a federally declared emergency...but we are now inserting the phrase "or state declared emergency".

Haugen cited that on I-29, south of Fargo, there was an I-29 Bridge over the Wild Rice River that has issues, but it was not during a federally declared emergency, so there was the standard T.I.P. procedure process that had to be followed, even though it was a State declared emergency, so no we are using a State declared emergency as a general exemption that they just responding to the emergency, but the caveats are still there if they are doing substantial functional location or capacity things, just because it is during an emergency or is caused by the emergency doesn't exempt it from the T.I.P. process, but simply recovering from an emergency now is exempt from the T.I.P. process.

Page 19 – Step 11

Haugen stated that because we are a Bi-State MPO we have language in here that talks about North Dakota being the lead agency, so most of the schedule talks about North Dakota's timeline; Minnesota is typically a month or two later in that, and the only place that we specifically note that out is on Page 19, under Step 11 where it talks specifically about State actions.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

Page 19 – Step 11b

Haugen reported that North Dakota DOT and Minnesota DOT are responsible to inform the Federal Agencies that the T.I.P. has been approved but the Federal Agencies don't actually look at our individual T.I.P. per say, they look at the S.T.I.P., which has our T.I.P.s included by reference, so this is cleaning up the language of how Federal Highway and Federal Transit actually get involved with our T.I.P.

Page 19 – Step 12

Haugen reported that they cleaned up some language under Step 12 as well.

Section 9

Haugen commented that we do know that we have our scoring system, that we do still have to update those scoring sheets but we haven't gotten to that yet so that is another step to the process, otherwise there hasn't been much change in this section.

Section 10

Haugen stated that this section involves when we get into Performance Measures. He said that predominantly we relied on the Minnesota Federal Highway Guidance that they gave us back when we initially had to address the inclusion of these performance measures into our T.I.P.; and we sort of reformatted that guidance into this section.

Section 11

Haugen said that in this T.I.P. Management and Interim T.I.P. Years section the only real substantial change is on Page 30, second paragraph from the end. He pointed out that we do treat T.I.P. amendments differently than how we treat T.I.P. modifications. He explained that T.I.P. amendments are more of a formal process in that we publish a public hearing for the amendment itself, while for modifications we don't process an official public hearing notice for them, particularly the NDDOT wanted us to include how the public is informed that we are processing modifications, so we added in the last sentence that no notice is published, rather the published agenda and then the packets will serve as the notice to the public.

Haugen stated that with the Minnesota Matrix still being filled out, in addition to us still updating our scoring sheets, which would be Appendix #3, the Draft is out for review and comment on it and they will continue working on those fill in the blank sections.

Kuharenko referred to Page 10, and said that there is information regarding regionally significant projects that don't necessarily receive federal funds, and it says in here that at a minimum this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel; and then he believes on Page 11 under the Type 2 example it goes into some more detail as to what should be included in these projects for

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

informational purposes in the T.I.P., and it gets into that they are functionally classified as an Urban Collector or Rural Major Collector and add above that add capacity or provide other operational improvements; can we just go with the simpler version where if it is the principal arterial, because we seem to have a little conflicting information between those two. Haugen responded that the first one is more generic, and the other is the one that gets into the nitty gritty, so that is the actual nitty gritty ones that we follow, and we had to make the distinction between minor and major collectors because on the Minnesota side they do that. Kuharenko said that the question he is asking is instead of going into this amount of detail for information purposes, can we actually reduce it so it is just the principal arterials that the identifier is referring to as the minimums. Haugen responded that the minimum has to be the Federal Aid System, which includes the collectors. He added that you will also notice that we have to do the operation and maintenance of the Federal Aid System, and the Federal Aid System is the Functionally Classified Roadways, collectors and above, and the collectors are both the Urban Collectors and the Major County Collectors and the Major and Minor Collectors on the Minnesota side are the same. Kuharenko said that that is where he is drawing a little bit of confusion from because in here it is indicating that if it is on a Functionally Classified, and it is adding capacity, that is not necessarily operation and maintenance of, unless he is missing something here.

Haugen thanked him for bringing this issue up, and said that because of our Pavement Performance we probably should eliminate the word “and” adding capacity because we have to show our pavement performance measures and targets and so even if you aren’t adding capacity we still have to show evidence that we are maintaining the pavement, projects that do something that don’t add capacity but are addressing the pavement should be reflected, so then it should say whether or not it adds capacity. Kuharenko said, then, in that regard if these are for information only, on the following page, on Page 12, it gets into the T.I.P. project information required, is all of that information then required for an information only project as well, or is that simply for projects that are receiving federal funds. Haugen responded that they weren’t trying to make a distinction between only federal funded versus information projects. He said that year of expenditure is still a big item so a lot of that is just making sure that we are getting good cost estimates so that our financial plan is as meaningful, that our fiscal constraint arguments are as rounded as best they can. Kuharenko said that some of his concern with this is that right now they have their Six-Year CIP, which they have some projects in there that are on a classified roadway system; it might be construction of brand new roadways, it might be converting asphalt rural sections to concrete urban sections, and those things can change from year to year and so are they looking at every single year revising those, changing all of that information in relation to that or is that something where they can just give you a copy of our Six-Year CIP or do they need to go through every single project and provide all this information for each and every one of those projects and how they change on a year to year basis. Haugen responded that they would. He said that will creating good cost estimates, showing termini to termini, and getting a length, right. Kuharenko responded that that will be included, except for your length and probably your detailed scope, would be included in the Six Year CIP; the scope might just identify if it is construction or reconstruction, but that would be about it, your length probably wouldn’t be included in the Six Year CIP. Haugen said, though, that you do have termini, so the length should be included. Kuharenko stated that typically they don’t include the lengths in the CIP, so what he is trying to figure out is if they are going to need to do a lot of additional

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

paperwork and documentation, annually, as their CIP changes from year to year. Haugen said that they will try to minimize the paperwork as much as they can, so let's work on this section. He added that there is still a lot of this that needs to have information included in the T.I.P., but let's not try to make it so that you're producing a ton of documentation each year. Kuharenko said that that would be their goal. Haugen said, though, that year of expenditure is still important, indicating whether it has ITS elements is still important, so a lot of this is still important to be included.

Kuharenko said that it was stated that this is currently out for comment; what is the timeline and approval procedure for this. Haugen responded that until they have those matrix cells filled in, and the scoring sheet filled in, after that they would typically have a thirty day comment period. He added that their preference is that they get these comments sooner rather than waiting until it is a complete whole document and then providing those comments on stuff that you have seen previously, just the newer stuff. Halford asked if this would be coming back as a complete document to the Technical Advisory Committee and the Executive Policy Board. Haugen responded that it absolutely would be.

Kuharenko asked, for those Technical Advisory Committee members not here today, if it would be possible to get a red-lined and strike-through version of this document, to kind of show them the changes that we discussed. Haugen responded that he would get one out.

Haugen commented that the next step from an MPO Staff perspective was looking at those ranking scoring sheets, and seeing how we can change those. He explained that one of the issues they have with the scoring system is that it was based off of a program called TELUS, and that is no longer an offered program, so we are trying to either replicate it, which would be our preference, or come up with a new system but we do know that we have to somehow get it back to a system that might be a little easier for all of us to use. He added that the other big thing is waiting for MnDOT, in particular, to get back to us on the programs.

b. Minnesota Side T.I.P./S.T.I.P. Review

Haugen reported that outside of updating our procedural manual, as part of the finding from Federal Highway and Federal Transit on the Minnesota S.T.I.P., the Minnesota side is going to go through a formal T.I.P./S.T.I.P. coordination review these next few months, and that is outlined. He said that because of that he would anticipate that we would be adopting a new T.I.P. manual before the results of this review would be available so there might be a cause for us to revisit this T.I.P. manual, based on the outcome of the Minnesota review in particular.

Haugen stated that no action is being requested on this agenda item today, they were just bringing you up-to-date on where they are at on it. He added that they have the draft out for comments, absent those two items in particular.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

MATTER OF 2020 FLOOD FORECAST AND COORDINATION

Haugen reported that annually we do a flood forecast; the first forecast was released a couple of weeks ago and indicates that there is a high probability of a major flood event in Grand Forks/East Grand Forks. He referred to a graph showing various heights and the probability each had of being reached and went over it briefly. He pointed out that there is a 50% chance of reaching 48.8 feet, which would close down quite a few of our river crossings which would implement the possibility that all of the East Grand Forks Point traffic would have to head east to the Mallory Bridge over the Red Lake River and then come back into town, and vice versa, and that is a challenge because we have two city-wide schools in the Point area and two city-wide schools on the north end outside of the Point so a lot of school traffic would be rerouted.

Haugen stated that the last piece is a phone list. He said that last year we did quite a bit of changes to this list, so if there are any additional changes or update this is the opportune time to let us know so that they can be implemented. He added that if there are any changes made to the list the updated list will be distributed.

Haugen said that there is a second forecast being released tomorrow, so we can see if there are any changes to the forecast, but it will likely not change the probably of a major flood, just the forecasted height of the event.

Information only.

MATTER OF UPDATE ON DOWNTOWN TRANSPORTATION STUDY

Haugen reported that included in the packet was a summary presentation that was given to the Steering Committee in December. He added that an existing conditions report was available on the MPO Website. He said that also included in the packet were the summary of the meeting and the comments made at that meeting.

Haugen stated that he thinks from an existing condition point of view, each node kind of has some, from a technical point of view, acceptable operations; but we do have some areas where we have challenges. He said that some of the places where challenges really come to the forefront, where we do have some hot-spot crash locations, are identified in your new information.

Haugen said that one thing that catches his eye is the slide that shows DeMers Avenue crashes; there are 95 total crashes and a lot of them are rear-end type crashes, but 30% of them are occurring on the Sorlie Bridge, a high concentration of rear-end crashes taking place on the bridge itself (shown as the white dots along the corridor).

Haugen commented that, uniquely, most people wouldn't think of it, but 6th Street on the Grand Forks side has a couple of intersections that have a higher rate of crashes than the critical crash rates, and those are 2nd and 6th and 1st and 6th.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

Halford asked what is considered as “other” crash types, because there are a lot of black dots along North 3rd Street. Haugen responded that that is a infinite type range.

Haugen said that the other information to highlight is that they have tapped in to MnDOT’s permission to use their platform called “Streetlight Data”, and that is highlighted on the slide that talks about travel patterns. He pointed out that 85% of all trips are less than five minutes in duration, according to that Streetlight Data, and that Streetlight Data is, again, your cell phone tracking data that is taking place. He added that in addition a quarter of the traffic is really traveling through the downtown, 75% has destinations or origins in the downtown, 87% of trips are within a mile of the downtown study area.

Haugen commented that it doesn’t seem to take much for DeMers to degrade into tough traveling conditions, just in the variability of the traffic volumes; so from an average traffic point of view it might grade out as acceptable, but when we have a couple of unusual variations take place it degrades rather quickly for that short duration.

Kuharenko stated that he is trying to remember what year these traffic counts were taken. Haugen responded that predominantly most of them were done in 2018, winter 2018/2019. He added that the individual turning movement counts were done in the spring of 2019. He added that some of the traffic data was gleaned from the DeMers Reconstruction Traffic Operations Study as well.

Haugen said that travel time reliability shows that with the close spacing of signals, particularly on the North Dakota side, traffic does get delayed, but the slide that shows overall Multi-modal Operations, overall from the four major modes it is a Level Service C under existing conditions. He stated that the transit service, based on the measure used in the study, is the lowest one and that measure is just strictly based on how frequently a transit vehicle goes past that block face, and so from a transit perspective, you aren’t trying to get a bus across every block face, so it doesn’t do a good job of accounting for a reasonable walking distance speed for transit.

Haugen commented that they spent, probably too much time as a Downtown Transportation Steering Committee, talking about parking, since we just completed the Downtown Parking Study, but people wanted to talk about parking still. He stated that there is information regarding the parking in the downtown.

Haugen stated that Friday, February 14th, the Steering Committee is holding its second meeting here in the Training Room at 9:30 a.m. He said that on the MPO website you can find the information that will be shared at that meeting under the Projects, Plans and Reports tab; including a Future Conditions Report and the presentation that will be given.

Haugen reported that as part of the discussion at Friday’s meeting, they will start framing out their 1st Wholesale Public Engagement for this Study, identifying some potential dates and locations; so the study is progressing from there.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 12th, 2020**

OTHER BUSINESS

- a. 2020 Annual Work Program Project Update

Haugen reported that this is our monthly progress report, it has been updated to reflect our 2020 Work Program.

PUBLIC COMMENT

None.

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE FEBRUARY 12,
2020 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:30 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

MPO Staff Report

MPO Technical Advisory Committee: March 11, 2020

MPO Executive Board: March 18, 2020

RECOMMENDED ACTION: Matter of Approving the Public Participation Plan documents.

Matter of Approval of the Public Participation Plan documents.

Background: The Forks MPO has a Public Participation Plan (PPP). This Plan is comprised of several documents that individually address specific populations yet collectively work together as the entire PPP. The documents are:

- Public Participation Plan
- Environmental Justice Manual (EJ)
- Limited English Proficiency (LEP)
- Private Sector Participation Plan
- Civil Rights (Title VI)
- American with Disabilities Act (ADA)

The local transit operators also rely on the Forks MPO PPP as their respective public participation plans.

Throughout the later months of 2019, the MPO promulgated updates of the family of documents. Beginning in January, 2020, the MPO formally announced the 45 day period to review and comment upon the updates. The closing date was February 18th.

NDDOT requested an appendix be done to document the public engagement activities towards this 45 day comment period. Attached is the appendix that was created. Only MnDOT provided formal comments. Most were editorial in nature and were readily incorporated. Two specific comments needed additional response. First, MnDOT asked how the recent FHWA-MN TIP public engagement review was incorporated into the PPP. The response is that it is specific to the TIP and is being reflected into the TIP Procedural Manual. Second, the draft PPP reference just the ND side when documenting open records information. The response, after exchanging ideas with state dots, was to drop the specific reference on ND. This was done since the open records laws are mainly consistent between the two states. So neither state needed to be specified.

ANALYSIS AND FINDINGS OF FACT:

- State/Federal Partners did encourage us to update our Public Participation Plan documents.
- The FY2019-2020 Work Program identified a work activity to complete the update.

- As noted, there are several documents that comprise the overall Public Participation Plan.
- American Community Survey data is being updated from 2008-2012 to 2013-2017.
- MPO gave preliminary approval of documents individually.
- NDDOT has audited the Forks MPO Title VI and ADA recently, so not as much work is necessary on those documents. However, NDDOT recently updated their Title VI which has resulted in the need to update ours.
- The formal 45 day public comment period began Jan 35d and ended Feb 18th.

SUPPORT MATERIALS:

- Draft Appendix A documenting the public engagement.
- <https://theforksmpo.com/public-participation-plan-ppp-family-of-documents-2/>

APPENDIX A.

Public Participation for this Update

This appendix documents the various notifications that was provided to the public about the updating of this Public Participation Plan. The initial notification was made in the discussions and approval of the 2019-2020 Unified Planning Work Program. The specific activity of updating the Public Participation Plan was listed as an activity to be completed by the MPO. The adoption of the Work Program involved two meetings of the MPO bodies: The Technical Advisory Committee (TAC) and the MPO Executive Board. Further, the Work Program was posted on the MPO's webpage after it was adopted; this was done in late 2018. The Work Program remains posted on the webpage.

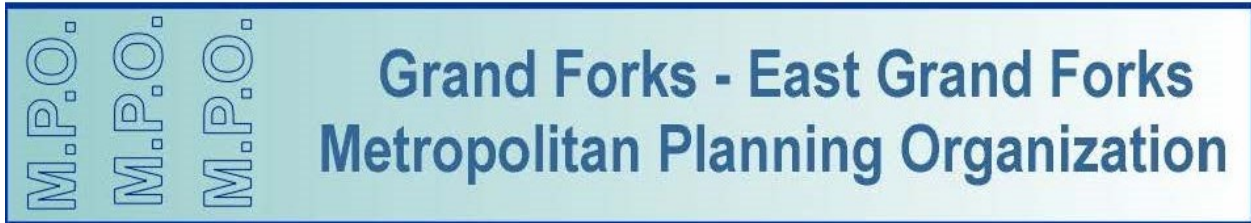
There are several documents that make-up the total public participation plan. The approach the MPO staff took was to allow focus discussion on one or two documents at any one month set of TAC and Board meetings. Beginning in October of 2019, the MPO began publishing drafts of documents that comprise the family of Public Participation Plans. The first of these was the MPO's Environmental Justice Manual. Both the TAC and the Board reviewed these at their respective meetings, both of which were notified to the public prior to the meetings with the draft document available on our webpage. Each month since, another component of the family of public participation plans were discussed with prior notification as stated above. The Environmental Justice was approved. In November, it was the Limited English Proficiency Plan and the Private Sector Policy. Also in November, the initial draft update of the Public Participation Plan was discussed at TAC and Board meetings.

In December, the TAC and Board gave approval to present the updated family of public participation plan documents to the public for review and comment. Due to the end of the year activities, the MPO chose to fully engage the public via the required 45 day notice that the family of public participation plans were available for comment. The following pages displays the notifications done via various means. As shown, there were several times the MPO informed the public about the opportunity to provide feedback. The email method resulted in the highest level of engagement, as shown by the spike in views of the webpage containing the information. The day the email was released was the day the website had the highest number of views.

The only formal comments we received where from MnDOT. Their comments were editorial in effect and were readily incorporated into the document.

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) seeks comments on its draft Public Participation Plan (PPP) and subsidiary documents. The public, particularly special and private sector transportation providers, are encouraged to comment.

The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process include the Plan, the TITLE VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Online copies of the proposed updates are available to review and download at the MPO's website: www.theforksmpo.org Comments on the PPP can be submitted to either MPO Office until noon on February 18th.

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 closing 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. For additional information email: info@theforksmpo.org

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.

Client:

GRAND FORKS/EGF MPO

Account # 127088 Ad # 2816369

Phone: (701) 746-2660

Fax:

Address: PO BOX 5200
GRAND FORKS, ND 58206-5200

Sales Rep.:

0157 Sandy Parkinson

Phone: (701) 241-5615

Fax:

Email: sparkinson@forumcomm.com

Class.: 0020 PUBLIC NOTICE

Requested By:

Start Date: 01/05/2020

End Date: 01/22/2020

Nb. of Inserts: 15

Dimensions: 2 col. x 73.00 7 PT LINES


Publications: Grand Forks Herald
grandforksherald.com

Total Price: \$191.55

Paid Amount: \$0.00

Balance: \$191.55

Page 1 of 1

Overcoming Barriers	Strengthening Connections
	Grand Forks - East Grand Forks Metropolitan Planning Organization
Ensuring Opportunities	Planning One Community
PUBLIC NOTICE	
<p>The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) seeks comments on its draft Public Participation Plan (PPP) and subsidiary documents. The public, particularly special and private sector transportation providers, are encouraged to comment.</p>	
<p>The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process include the Plan, the TITLE VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Online copies of the proposed updates are available to review and download at the MPO's website: www.theforksmpo.org. Comments on the PPP can be submitted to either MPO Office until noon on February 18th.</p>	
<p>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 closing 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. For additional information email: info@theforksmpo.org</p>	
<p>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.</p>	

HELP WANTED PROFESSIONAL SERVICES

Mayville State University

Has an opening for the following position:
Vice President for Business Affairs

For a job description or to apply, go to <https://mayvillestate.edu/about-us/employment>

COMPUTER AIT TRAINING PROGRAM Train at home to become a Computer Aided Draft Professional. Call for details: 701-226-8444 (M-F 9am-5pm ET). (P)10/2019/SCAN

MISCELLANEOUS SERVICES

OVER \$10K IN Debt? Be debt free in 24 to 48 months. No upfront fees. Call National Debt Relief 701-226-8447. (P)10/2019/SCAN

UNFURNISHED APTS SUBURBAN/URBAN AREA

Affordable Rental Units! Multiple properties available:
- 1, 2 & 3 Beds - Rental assistance
- Laundry - On-site Laundry
- Utilities paid - After School Programs
- Resident Services - Accessible Units
Locations throughout GF area, Soudan, Larimore & Thompson.
Call: 701-746-5645
TDD: 800-366-8688 (P)10/2019/SCAN

Affordable, Cozy Community Living! New rental apartments in Akeley, Soudan, Larimore and Thompson. No Rental Assistance Available. Call: 701-746-5645 for info. TDD: 1-800-366-8688 (P)10/2019/SCAN

WAREHOUSE SPACE-RENT

HEATED SHOP EGF 24x36, 10 ft. door 701-366-0095

RECREATION/RENTALS

BEACHFRONT OCEANFRONT vacation rental (East of Grand Forks) (P)10/2019/SCAN

Looking for an apartment?

1, 2 & 3 bedroom apartments for rent. On site maintenance, management, security, security blog, on-site parking. Call: 701-226-8444 or (701)226-8444. www.apartmentcity.com

FARM MISCELLANEOUS

Pyrolean Farms 2020 Annual Vision Statement. 218-226-1818. 218-278-3328. 218-226-1818. rydeen@pyrolean.com

60 Black & Red Yearling Bulls 12.5 Agent 118 mo. 1 Bulls 20 Head 10 Open Females. Catalog, Videos, DNA, and ultrasound data available at www.pyrolean.com. 218-278-3328. 218-226-1818. rydeen@pyrolean.com

North Dakota State Jobs

Be legendary. www.nd.gov

Accounts Receivable Associate

Lake Region State College - Devils Lake. 12 month FT with benefits, industry leading pay, flexible schedule, training, and growth opportunities. We are seeking a highly motivated, detail-oriented individual to join our Accounts Receivable team. This position will be responsible for processing, monitoring, and collecting on accounts receivable. The ideal candidate will have a minimum of 2 years of experience in a similar position. To be considered, please email your resume to hr@lrscollege.edu. Equal Opportunity Employer. TTY: 1-800-366-8888

LAND FOR SALE

14.8± Acres • Grand Forks County, North Dakota

Offered at \$400,000

Great visibility along two well traveled paved roads with excellent development possibilities. Farmstead and B&B income. Easy access to Grand Forks.

For property details, please contact: **Andy Kaufman, Agent** National, Business: (718) 778-7395. andykaufman@farmersnational.com

1 BEDROOM \$515, all utilities paid. Call Andy Kaufman 718-739-5342

2 bed, 1 bath in EDGE W/5. \$500 + utilities. Call 701-741-9278

Best value in the area! 1 bed 1 bath level split home. Includes finished basement, granite counter, stainless steel appliances, hardwood floors, and more. Call 701-741-9278

Cambridge Properties on Hwy 1, 2, and 3 beds. 701-741-9278

Large quiet 1.2± acre. 701-741-9278

3001 Grand Star Ln Only \$248,900! Call 701-741-9278

1818 Main St. Grand Forks, ND. Call 701-741-9278

1818 Main St. Grand Forks, ND. Call 701-741-9278

LET US HEAR FROM YOU

Some people don't worry about inflation, but if you could use a little extra cash in your life, we have suggestions for you. A low cost ad in the Grand Forks Herald will help you find a cash buyer for those still good, but no longer used, items you've been storing in your home.

LET US HEAR FROM YOU

Some people don't worry about inflation, but if you could use a little extra cash in your life, we have suggestions for you. A low cost ad in the Grand Forks Herald will help you find a cash buyer for those still good, but no longer used, items you've been storing in your home.

PUBLIC NOTICE

Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) seeks comments on its draft Public Participation Plan (PPP) and subsidiary documents. The public, business, special and private sector transportation providers, are encouraged to comment.

The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process includes the Plan, the TITLE VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP is available for review and comment Wednesday through Friday, 1/2/20 at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Online copies of the proposed updates are available to review and download at the MPO's website: www.thefarmersnational.com. Comments on the PPP can be submitted to either MPO Office until noon on February 18th.

HOUSES FOR RENT

3 bed, 2 bath in Congressional One Development 2-car garage, CA, fenced and view. W/D in unit. \$915 + util. 701-739-7979

NEED CUSTOMERS? We've got them. The Grand Forks Herald ads are read daily by over 50K of the area's homes. **Herald jobs HQ** Call 888-819-1330 www.jobshq.com

ONLINE AUCTION

471± Acres - Traill County, North Dakota

To Register and Bid on this Auction, go to: <https://farmersnational.nextlot.com/public/>

Online bidding starts **Monday, January 27, 2020 at 9:00 AM**

Bidding closes **Thursday, January 30, 2020 at 1:00 PM**

For bidding and property details, please contact: **Jim Ivers, Agent** Business: (218) 778-2295 ivers@farmersnational.com **Andy Kaufman, Agent** Business: (718) 778-7395 andykaufman@farmersnational.com

YONESH

1818 Main St. Grand Forks, ND. Call 701-741-9278

1818 Main St. Grand Forks, ND. Call 701-741-9278

BEET STUCK

2016 JD 8270R tractor. 1100 hours. Excellent condition. L3W 1400 tires. 1,181 hours. Three have less than 200 hours. Power rear and emissions warranty until Feb 2021. Price \$335K. Call 701-219-2335

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) seeks comments on its draft Public Participation Plan (PPP) and subsidiary documents. The public, business, special and private sector transportation providers, are encouraged to comment.

The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process includes the Plan, the TITLE VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP is available for review and comment Wednesday through Friday, 1/2/20 at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Online copies of the proposed updates are available to review and download at the MPO's website: www.thefarmersnational.com. Comments on the PPP can be submitted to either MPO Office until noon on February 18th.

For further information, contact Mr. Earl Haugen at 701-746-2660. The GF-CMPPO 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 hearing conductors are notified 5 days prior to the closing date, if possible. To request language interpretation, an auxiliary aid of service (e.g., sign language interpreter, accessible parking, or materials in alternative format) contact Earl Haugen of GF-CMPPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-8888. For additional information email: info@thefarmersnational.com

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-CMPPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-8888.

ONLINE AUCTION

471± Acres - Traill County, North Dakota

To Register and Bid on this Auction, go to: <https://farmersnational.nextlot.com/public/>

Online bidding starts **Monday, January 27, 2020 at 9:00 AM**

Bidding closes **Thursday, January 30, 2020 at 1:00 PM**

For bidding and property details, please contact: **Jim Ivers, Agent** Business: (218) 778-2295 ivers@farmersnational.com **Andy Kaufman, Agent** Business: (718) 778-7395 andykaufman@farmersnational.com

OXFORD

1818 Main St. Grand Forks, ND. Call 701-741-9278

1818 Main St. Grand Forks, ND. Call 701-741-9278

ROOFS FOR RENT

Tommy Properties 1 bedroom \$460 + deposit, efficiency \$260 + deposit. TTY: 701-741-8261

WANTED TO RENT: American Crystal Bad Stock! 701-740-8208

WANTED TO BUY OR RENT: CASH For Cars, Trucks, Boats, Running or not, we'll buy! Can't get enough, Openness Area! Call: 701-330-3607

homesHQ

homeshq.com

Equal Opportunity Company

[insert memories]



Overcoming Barriers Strengthening Connections

			<h2>Grand Forks - East Grand Forks Metropolitan Planning Organization</h2>
--	--	--	--

Ensuring Opportunities Planning One Community

"A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods."

PROJECTS/PLANS/REPORTS	TITLE VI/ADA PROGRAM PLAN/FORMS/POLICIES, REPORTS, AND GUIDELINES
BOARDS AND COMMITTEES	TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS/PACKETS
FINANCE COMMITTEE MEETING AGENDAS/PACKETS	MPO EXECUTIVE POLICY BOARD MEETING AGENDAS/PACKETS
EAST GRAND FORKS POPULATION ESTIMATES	GRAND FORKS POPULATION ESTIMATE ABOUT THE MPO MINUTES
MPO STAFF	JOB OPPORTUNITIES/INTERNSHIPS THE TRANSPORTATION PLANNING PROCESS BRIEFING BOOK
TRANSPORTATION IMPROVEMENT PROGRAM (T.I.P.)	METROPOLITAN TRANSPORTATION PLAN (MTP) CONTACT US
BIKE MAP PARTICIPATE SAFE ROUTES TO SCHOOL MAPS	
COMMENT ON PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS	

ABOUT THE MPO

Established in 1982, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) is a non-profit entity serving as a forum for public officials, citizens, and other interest groups to establish policies and plans to deal with various metropolitan issues.

COMMENT ON PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS



The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process include the Plan, the Title VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP 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. Online copies of the proposed updates are available below. Comments on the PPP can be submitted to either MPO Office until noon on February 18th.

[PUBLIC PARTICIPATION PLAN \(PPP\)](#)

[TITLE VI/NOON-DI SCRIMINATION AND ADA PROGRAM PLAN](#)

[ENVIRONMENTAL JUSTICE MANUAL](#)

[LIMITED ENGLISH PROFICIENCY PLAN](#)

[PRIVATE SECTOR PARTICIPATION POLICY](#)

SHARE THIS:



Print

Planning Organization

Create Page @Username

Home

About

Photos

Reviews

Videos

Events

Posts

Services

Shop

Groups

Notes

Offers

Jobs

Community

Visit Ad Center

Like

Comment

Share



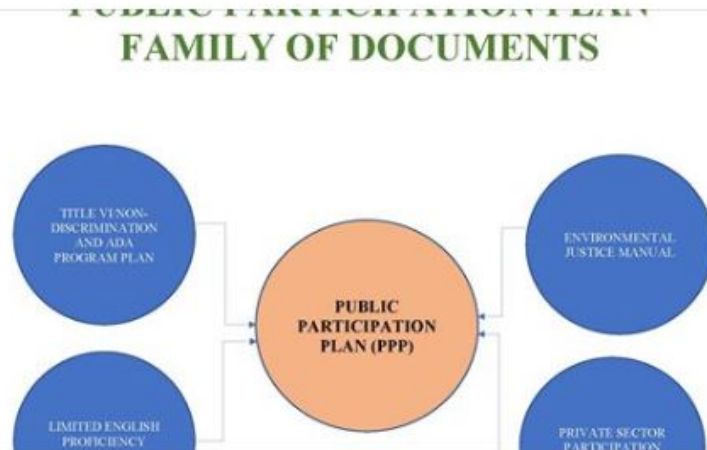
Grand Forks - East Grand Forks Metropolitan Planning Organization



January 3 · 🌐

Please consider:

<https://theforksmpo.com/public-participation-plan-ppp-fami.../>



THEFORKSMPO.COM

COMMENT ON PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

15
People Reached

3
Engagements

Boost Unavailable

Like

Comment

Share



Grand Forks - East Grand Forks Metropolitan Planning Organization



Fac
und
the



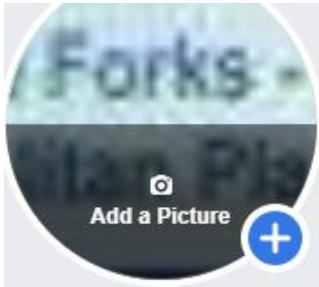
Pag

LI
W



Eng
Frat

Priv
Coc
Fac



Add a Picture



Grand Forks - East Grand Forks Metropolitan Planning Organization

Create Page @Username

Home

About

Photos

Reviews

Videos

Events

Posts

Services

Shop

Groups

Notes

Like Follow Share



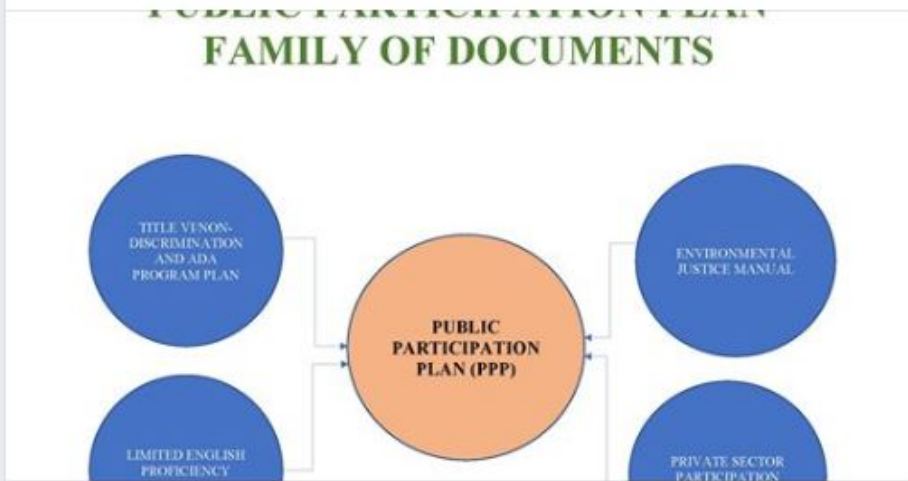
Grand Forks - East Grand Forks Metropolitan Planning Organization



January 28 at 3:23 PM · 🌐

Still time to provide feedback

[https://theforksmpo.com/public-participation-plan-ppp-fam.../...](https://theforksmpo.com/public-participation-plan-ppp-fam.../)



THEFORKSMPO.COM

COMMENT ON PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

17 People Reached

1 Engagement

Boost Unavailable



Grand Forks - East Grand Forks Metropolitan Planning Organization



2/20/2020

Yahoo Mail - PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

From: Grand Forks-East Grand Forks MPO (peggy.mcnelis@theforksmo.org)
To: earl.haugen@theforksmo.org
Date: Tuesday, January 28, 2020, 10:54 AM CST



PUBLIC PARTICIPATION PLAN FAMILY OF DOCUMENTS COMMENT PERIOD

PUBLIC PARTICIPATION PLAN FAMILY OF DOCUMENTS



The PPP out for public comment is an update to the existing MPO's PPP. The family of documents that make up the entire MPO's public participation process include the Plan, the Title VI/ADA Policy, the Environmental Justice Manual, the Limited English Proficiency Plan, and the Private Sector Participation Policy. A printed copy of the proposed updates to the PPP 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. Online copies of the proposed updates are available by clicking on the link below. **Comments on the PPP can be submitted to either MPO Office until noon on February 13th.**

2/20/2020

Yahoo Mail - PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

Click on the link below to view the Public Participation Plan (PPP) Family Of Documents

PUBLIC PARTICIPATION PLAN (PPP)

Sincerely,
Earl Haugen, Executive Director
The Grand Forks-East Grand Forks MPO
701-746-2660

GF-EGF MPO | Website



Visit our website

Grand Forks-East Grand Forks MPO | 255 North 4th Street, Grand Forks, ND 58206

[Unsubscribe earl.haugen@theforksmo.org](mailto:earl.haugen@theforksmo.org)
[Update Profile](#) | [About Constant Contact](#)

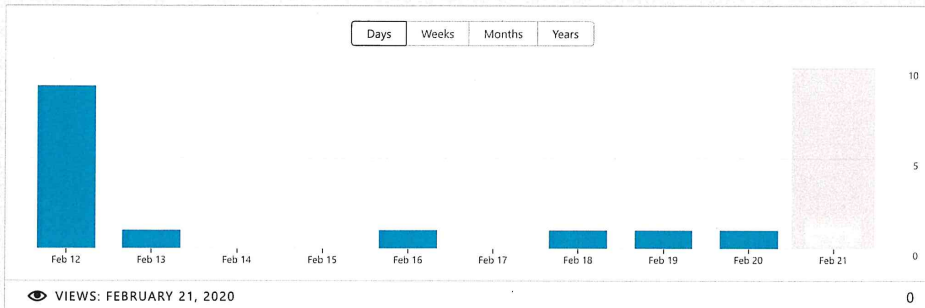
Sent by peggy.mcnelis@theforksmo.org in collaboration with



← Back

COMMENT ON PUBLIC PARTICIPATION PLAN (PPP) FAMILY OF DOCUMENTS

View Page



Views: FEBRUARY 21, 2020

0

Page Likes (0)

1

There are no likes on this page yet.

Months and Years

i

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2020	50	27											77

Average per Day

i

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Overall
2020	1	1											1

Recent Weeks

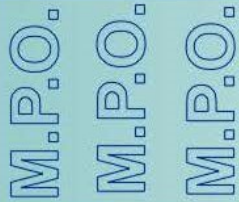
i

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	Average
JAN 13 0	JAN 14 0	JAN 15 0	JAN 16 0	JAN 17 0	JAN 18 0	JAN 19 0	0	
JAN 20 0	JAN 21 1	JAN 22 0	JAN 23 0	JAN 24 0	JAN 25 0	JAN 26 0	1	
JAN 27 0	JAN 28 27	JAN 29 7	JAN 30 4	JAN 31 3	FEB 1 1	FEB 2 0	42	6 ↑ 4,100.00%
FEB 3 0	FEB 4 1	FEB 5 7	FEB 6 3	FEB 7 1	FEB 8 0	FEB 9 0	12	1 ↓ -71.43%
FEB 10 0	FEB 11 0	FEB 12 9	FEB 13 1	FEB 14 0	FEB 15 0	FEB 16 1	11	1 ↓ -8.33%
FEB 17 0	FEB 18 1	FEB 19 1	FEB 20 1	FEB 21 0			3	0 ↓ -52.27%



Overcoming Barriers

Strengthening Connections



**Grand Forks - East Grand Forks
Metropolitan Planning Organization**

Ensuring Opportunities

Planning One Community

*“A community that provides a variety of complementary transportation choices, that are fiscally constrained,
for people and goods.”*

MPO Staff Report

Technical Advisory Committee: March 11, 2020

MPO Executive Board: March 18, 2020

RECOMMENDED ACTION: Recommend the approval of FY2020 TIP amendments to the MPO Executive Board.

Matter of the Public Hearing on FY2020 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 proposed amendments are all located on the North Dakota side of the MPO Study Area. There are a total of four (4) projects: 2 involve significant increase in cost; 1 involves significant cost decrease; and the remaining one involves bringing back a project from 2019 into 2020.

Significant Increase in Cost Projects:

The project to improve N. 5th St between DeMers to Gateway had its cost increase from \$1.8M to \$2.5M with a change in federal funding increase from \$1.5M to \$1.76M. This significant change is over 25 % so needs to be processed as an amendment to the TIP. The increase is a result of the bid award as the bids came in higher than estimated; the project scope of work did not change. The impact on performance did not change since the project scope did not change. The impact on fiscal constraint is more tricky. Since this is a Regional project, the NDDOT does not create a cap on the federal participation like it does on a Urban Roads project. So the fiscal impact is more statewide than is specific to the MPO. The fiscal impact review will continue as an accumulative impact could present itself as more project go from estimate to bid award.

The project to address ADA curb-ramps along Washington St between Hammerling and 8th Ave N had its cost increase from \$670,00 to over \$835,000 with the federal participation increasing from \$542,000 to near \$676,000. This significant change is over 25% so needs to be processed as an amendment to the TIP. The increase is a result of the bid award as the bids came in higher than estimated; the project scope of work did not change. The impact on performance did not change

since the project scope did not change. The impact on fiscal constraint is more tricky. Since this is a Regional project, the NDDOT does not create a cap on the federal participation like it does on a Urban Roads project. So the fiscal impact is more statewide than is specific to the MPO. The fiscal impact review will continue as an accumulative impact could present itself as more project go from estimate to bid award.

Significant Decrease in Cost Project:

The project to complete safety improvements at various intersection on 32nd Ave S between S. 20th St (this termini changed as well as it was previously at S. Washington St.) and I29 had its cost decrease from \$7.4M to near \$4.7M with the federal participation decreasing from \$6.6M to \$4.2M. This significant change is over 25% so needs to be processed as an amendment to the TIP. The actual construction is now slated for 2021; yet the federal funding will still be in 2020. The decrease in funds is a result of further project development identifying less need for right of way purchases and eliminating need for temporary wired spanned traffic signals thereby using existing signals while new signal bases are being constructed.

The impact on performance did not change since change in project scope did not remove safety improvements that are being done. The impact on fiscal constraint is none. Since this is a Safety funded project and is of a unusually large amount, the project was not used in determining future reasonably forecasted safety funding into the MPO area.

Change in TIP Year:

The project to complete pavement preservation treatments on segments on N. Washington St between 8th Ave N to end of 4 lane section north of Gateway Dr. The project was to be done in 2019. It is being delayed to 2020. This delay needs the project to be amended into the current TIP to keep it eligible for federal funding.

The impact on performance did not change since the project scope did not change. The impact on fiscal constraint is none. There is not change in cost estimate nor funding splits.

Findings and Analysis:

- Project changes have been identified.
- The proposed project amendments are consistent with the MPO Metropolitan Transportation Plan.
- A Public Hearing is scheduled for March 11th at the TAC meeting; written comments are being accepted until 11:00 am, March 11th.
- These amended projects do impact funds in the TIP so fiscal constraint is further analyzed.
- These amended projects do not impact performance targets.

Support Materials:

- Copy of Public Hearing Notice.
- Copy of Amendments

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendment to the MPO 2020 to 2023 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on March 11th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The TIP potential amendment involves several projects on the North Dakota side that have had significant changes in their cost. The change was significant enough to cause the MPO to seek public input on the changes. A copy of the proposed amendment to the TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the draft TIP can be submitted to either MPO Office until noon on January 8th.

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.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
										2020	2021	2022	2023					
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
		PROJECT TYPE		FUNDING STATUS														
FUNDING SOURCE										TOTAL								
Grand Forks #6	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.	REMARKS: AMENDED November 2019 AMENDED March 2020														
	NDDOT	Minor Arterial	Amended scope to reconstruct N. 5th St between DeMers Ave and 1st Ave N						Amended amounts									
	PCN 21842	Minor Rehabilitation	Discretionary															
				2,483.24	1,759.69	197.21		217.43										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				4,813.14	1,467.37	136.43		209.43	CONSTR.	2,483.24								
				Urban Regional Secondary Roads Program					TOTAL	2,483.24								
Grand Forks #7	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.	REMARKS: AMENDED November 2019 to reduce Federal funds														
	PCN 22372	Grand Forks							Minor Arterial									
		Rehabilitation							Discretionary									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				3,461.00	2,209.00			1,252.00	CONSTR.	3,461.00								
				Urban Roads Program					TOTAL	3,461.00								
Grand Forks #8	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr. Safety projects on various corridors to install backplates and leading pedestrian timing	REMARKS:														
	PCN 22543	Grand Forks							Principal Arterial									
		Safety							Discretionary									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				398.00	359.00	3.00	0.00	36.00	CONSTR.	398.00								
				Highway Safety Improvement Program					TOTAL	398.00								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

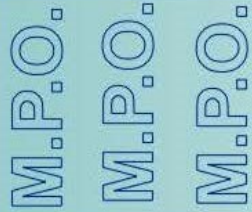
0.00

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
		FUNDING SOURCE					TOTAL								
Grand Forks #8e PCN 22263	Grand Forks	17th Ave S	Construct a multi-use trail along 17th Ave S between S. 20th St and S. 25th St.	AMENDED November 2019											
	Grand Forks	Minor Arterial								Operations					
	Multi-use Trail	Discretionary								Capital					
									P.E.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				351.00	214.00	0.00		137.00	CONSTR.	351.00					
				Transportation Alternative Program					TOTAL	351.00					
Grand Forks #8f PCN 22180	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge Originally in 2019 but delayed to 2020 Amended March 2020											
	NDDOT	Minor Arterial								Operations					
	Rehabilitation	Discretionary								Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				1,420.00	1,149.50	139.30		132.40	CONSTR.	1,420.00					
				Urban Regional Secondary Program					TOTAL	1,420.00					
Grand Forks #8g			Intentionally left blank	REMARKS:											
										Operations					
										Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
									CONSTR.						
									TOTAL						

Overcoming Barriers

Strengthening Connections



Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities

Planning One Community

MPO Staff Report

Technical Advisory Committee: March 11, 2020

MPO Executive Board: March 18, 2020

RECOMMENDED ACTION: Approval of Amendment #2 to 2020 Work Program.

Matter of the Approval of Amendment #2 to 2020 Work Program.

Background: As we are into the 2nd year of our two Year Work Program, there is a need to amend the budget to reflect necessary correction in MPO salaries/benefits. The amendment also reflects the decision to re-allocating the funds to two activities.

Attached is the amendment #2 to the 2020 year of our 2019-2020 Work Program. During the audit of 2019, the auditors discovered that the MPO was billing too much for salaries and benefits. The 2019 Work Program and its budget accurately reflected the correct salary and benefits. However, an error occurred in the monthly billings submitted to NDDOT for re-imbursment of funds expended. A higher hourly rate was used for each employee except the intern positions. This resulted in the MPO “over-charging” its re-imbursments for salaries and benefits. The audit report is not complete; however, it has been worked out among the parties what the overage is and how it will be reflected in the FY2019 final report.

REVISION: In conversing NDDOT, it was agreed that the FY2020 Work Program would show this remaining payback. A new activity item – 100.5 was created to reflect this. The budget also was revised to show the amounts that will be included in the January 2020 invoice.

Our 2020 Work Program, as amended in December 2019, reflected these erroneously high salaries and benefits. When the correct amounts are used, there is a decrease, or “freeing up”, just over \$67,000 total. These funds can be re-allocated. The overall total revenue is not changed; nor is the total expenditures. The funds are just moved from one category to another.

In discussing this with the MPO Chair, the re-allocation will be as follows:

The Traffic Count Program – Originally, work from 2019 will be done in 2020 due to traffic signals being delayed; and there was to be no additional intersections done for 2020. \$27,200 is being re-allocated so additional work can be done in 2020. Principally, new signals will be incorporated into the Counting Program as well as work needing to be done to reset existing signals so that we can maintain the Program.

The remaining funds will be re-allocated for consultant costs for the Future Bridge Traffic Impact Study. The hydraulic study currently underway expanded the number of crossing alternatives and bridge heights. In order to capture possible additional work due to the results of the hydraulic study, we are re-allocating funds to this work activity.

Since many of the 2020 Work Activities contain costs for salaries and benefits, the correction lowered these activity costs. Almost all activities had a reduction in cost due to the lower salary and benefits. The amount of work remained the same.

Findings and Analysis:

- The audit discovered erroneous MPO salaries and benefits used in 2019 billings.
- The adopted 2020 Work Program already use these erroneous 2019 rates and needs to be amended to reflect the correction.
- The correction results in “freeing-up” about \$67,000 that can be re-allocated.
- The 2020 Work Program can be amended.
- Two Activities were identified to receive the re-allocation..

Support Materials:

- Copy of 2020 Work Program Amendment #2. (just the pages being amended)

2019-2020 UNIFIED PLANNING WORK PROGRAM

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained,
for people and goods.”

AMENDMENT #2

Prepared By

**Grand Forks – East Grand Forks
Metropolitan Planning Organization
March 2020**

The signature below constitutes the official adoption of AMENDMENT #2 to the 2019-2020 Unified Planning Work Program (UPWP) by the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). The Unified Planning Work Program (UPWP) was adopted by the MPO Executive Policy Board at its _____, 2020, meeting.

Clarence Vetter Chairman
Grand Forks – East Grand Forks MPO

Date

TABLE OF CONTENTS

	PAGE
INTRODUCTION	1
100 PROGRAM ADMINISTRATION	
100.1 GENERAL ADMINISTRATION	3
100.2 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT	4
100.3 FINANCIAL MANAGEMENT	5
100.4 FACILITIES AND OVERHEAD.....	6
200 PROGRAM SUPPORT AND COORDINATION	
200.1 INTERAGENCY COORDINATION	7
200.2 PUBLIC INFORMATION AND CITIZEN PARTICIPATION	7
200.3 EDUCATION/TRAINING AND TRAVEL	8
200.4 EQUIPMENT	9
300 PLANNING AND IMPLEMENTATION	
300.1 TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION	10
300.2 CORRIDOR PLANNING	12
300.3 TIP AND ANNUAL ELEMENT	15
300.4 LAND USE PLAN	16
300.5 SPECIAL STUDIES.....	18
300.6 PLAN MONITORING, REVIEW, AND EVALUATION	21
300.7 GIS DEVELOPMENT AND APPLICATION.....	22
 Budget Tables	 24
 APPENDIX I Self-Certification.....	 28
 APPENDIX II Title VI and Environmental Justice Activities	 30

INTRODUCTION

This document presents the Unified Planning Work Program for the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO). In 1997, authorization was granted by the North Dakota Department of Transportation (NDDOT) to prepare a work program covering two program years. The most recent UPWP covered 2017 and 2018. The UPWP identifies the activities for the metropolitan area that involve transportation planning. The activities were developed through solicitation from member jurisdictions; the final UPWP was developed in cooperation of the MPO, the respective state departments of transportation and the local transit operators.

The basic format of the work program remains unchanged, with three major program areas: 100 – Program Administration, 200 – Program Support and Coordination, and 300 – Planning and Implementation. The UPWP has tasks that add flexibility to funding programming. Flexibility has been encouraged by NDDOT to reduce the potential for numerous amendments due to underestimation of funding. Task 300.1 Transportation Plan Update and Implementation, no longer contains the traditional sub-tasks related to various plan element update activities (Street and Highway Element Update, etc.). Consistent with oversight agency requests, updates and related activities will be addressed as updates to the Transportation Plan, hence eliminating the need for specific sub-tasks.

Technical Assistance is a sub-task that provides flexibility to address unidentified study requests. For the work program, Technical Assistance provides resources for new studies or planning reports that come-up during the year that are short, small specific issues needing quick action.

Major work activities scheduled over the past two year period include updating the 5 year Transit Development Program, finishing the Grand Forks Land use Plan, assisting East Grand Forks to determine traffic circulation for its NW area, and completing the update to the Metropolitan Transportation Plan including an updated travel demand forecasting model.

EMPHASIS AREAS

FHWA and FTA reinstated emphasis areas for MPOs to work into activities identified in the work program. These emphasis areas are planning topical areas that FHWA and FTA want MPOs to work towards accomplishing with the work program. For many years, these emphasis areas were promulgated annually; however, for the past couple of years there have been none. With passage of MAP-21/FAST with its renewed focus on transportation planning and the pending transportation planning regulations, FHWA and FTA desire to make sure MPOs are identifying within their work programs the activities that will allow them to meet these

expectations. The following are the three emphasis areas with a narrative of how this work program has activities associated with the emphasis area.

MAP-21/FAST Implementation: The work program has a specific activity identified as resources allocated towards implementation. Further, the resources dedicated for this activity were increased for FY2015 and are being maintained through this two year program to allow the necessary commitment towards implementation.

Regional Planning Cooperation: The work program has several activities that touch upon this emphasis area. The Interagency coordination activity identifies that resources are reserved for MPO staff to continue to implement and strengthen the “3C” planning process. This activity covers the various meetings that occur within each state and offer opportunities for collaboration of what each state is doing. These meetings are opportunities for staff to share and assist in development of policies and processes that further the “3C” process.

Additionally, resources are budgeted towards amendments to the MTP as a result of the implementation of MAP-21/FAST. These amendments require the cooperative process to be fully engaged since being a bi-state MPO requires balancing the individual desires and needs of each state into one metropolitan plan.

Ladders of Opportunity: This concept is to ensure that people and goods have access towards essential services. Essential services are things such as housing, employment, health care, education and recreation. The emphasis focus is on identifying whether any gaps exists in transportation connectivity. The work program’s activity of updating each community’s Land Use Plan directly addresses this emphasis area. The update will allow the MPO to identify these essential services, identify their locations and then assess the connectivity. Further, through these land use plans future locations of these essential services can be identified. With this, the MPO can take care in developing the future transportation system so that connectivity is not lost or ensures that connectivity is made as the future development occurs.

Schedule towards 2050 MTP Update

Our federal and state partners requested information on how the MPO expects to make progress towards completing the next 5 year cycle of updating the Metropolitan Transportation Plan. The deadline is January 2024. The MPO has developed the matrix shown below that outlines the major activities and their expected completion dates.

Timeline to 2050 MTP Update

Year Begin	Activity	Year Completion	Consultant
Jan. 1, 2019	ITS Reg. Arch.	Dec. 31, 2019	ATAC
Jan. 1, 2020	GF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2020	EGF 2050 LU	Dec 31, 2021	YES
Jan. 1, 2021	Bike/Ped Update	Dec. 31, 2022	YES
Jan. 1, 2021	TDP Update	Dec. 31, 2022	YES
Jan. 1, 2022	2050 MTP Update	Jan. 31, 2024	YES

5 year cycle with the MTP ending on Jan 31 2024

100.5 FY Work Program Payback

OBJECTIVE:

To repay over-charge from FY2019 Work Program.

PROPOSED WORK:

During the FY2019 Audit, it was discovered that the MPO was using an inaccurate inflated rate when charging for employee salaries and benefits. This wrong rate was used between the January through November invoices. The audit discovered this issue prior to the December invoice.

The agreed to remedy of this issue was to use the December invoice as a way to show how the charges against the 2019 Work Program budget would be credited. Instead of receiving a reimbursement from the December billing, the MPO would show what would have been invoiced but credited against the budget.

The December invoice was not sufficient enough to totally provide the necessary credit. So this activity is being shown in the FY2020 Work Program to show how the remaining credit will be documented.

PRODUCTS:

- 1. FY2019 credit reflected in FY2020 Work Program*

COMPLETION DATE:

- 1. January invoice.*

300.2 CORRIDOR PLANNING

OBJECTIVES:

- 300.20 US 2/US81 Intersection Skew Study: 2019 – To study the skewed intersection of US 2 and US 81.
- Downtown Parking Plan: 2019 – To assist Grand Forks update their 2011 Downtown Parking Plan.
- Downtown Transportation Plan: 2019/20 – To assist NDDOT, MnDOT, Grand Forks and East Grand Forks complete a transportation plan addressing the mobility and congestion issues.
- 300.21 Traffic Counting Program 2019/20 – To continue to develop a program utilizing video detection cameras to systematically count traffic.
- 300.22 Corridor Preservation: To evaluate, on a monthly basis, conformance of proposed developments with existing metropolitan plans and roadway design standards and policies.
- 300.23 Mn22N Corridor Study: To update the 2007 Study of this corridor (Central Avenue) with particular interest in the intersection of US 2 and Mn220N

PROPOSED WORK:

- 300.20 US 2/US 81 Skewed Intersection Study: 2018/9 – The intersection of US 2 and US 81 is not a 90 degree angled intersection. US 81 intersects US 2 at a skewed angle. This creates difficult turning movements, particularly for freight truck traffic heading to the ND State Mill. The Mill is expanding with more truck traffic likely. Included in the study will be how the eastern portion of the

intersection could be improved due to the closeness of the at-grade railroad crossing and US 2B intersection.

The Study was started in the 2018 Work Program with budget amount being added in 2019 to obtain completion in 2019.

Downtown Parking Plan: 2019 – The MPO retained a consultant to assist City of Grand Forks to update its 2011 Parking Study. The City is developing a new Downtown Action Plan with potential for more development. The City desires to ensure that significant parking is available to meet the future demand. This work activity started in 2018 and will be finished in 2019.

Downtown Transportation Plan: 2019/20 – The MPO work will include the coordination/integration with separate planning efforts. With impact of infill projects anticipated in the next 5-10 years, due to the DeMers Ave reconstruction project on the North Dakota side not providing capacity for the forecasted traffic, and MnDOT's Greater Minnesota Mobility Plan identified DeMers Ave as having mobility issues today, the MPO will study downtown traffic flow to include but not be limited to signal coordination on both sides of river; smart transportation technology, promote mode shift, train detection, Kittson and 1st Avenue as diverter to DeMers Ave traffic and the possibility of a downtown bus circulator.

300.21 Traffic Counting Program: 2019/20 – ATAC will be asked to assist us in continued development of a traffic counting program based upon the video detection used for traffic signal operations. With the coordinated signal timing plans providing significant traffic operations savings, completing more frequent traffic counts will allow adjustments to timing plans to occur more regularly and particularly sooner. With this program, we will have a more frequent count program in place to allow understanding traffic patterns rather than just one point in time. MAP-21/FAST has placed emphasis on performance; obtaining data to calculate the performance is the goal of this activity. We will also investigate the ability of the traffic signal detection system for those signals not operating video detection; this will include the signals in Minnesota within our study area. This activity will allow us to more fully understand the capabilities of our equipment and will provide valuable insight to the ITS needs and nuances of our architecture.

Lastly, collecting train movement will be explored. We know that at many crossings, the traffic signal is pre-empted by the train. We can collect this information from the traffic signal software. The purpose is many fold but one is to see if any establish schedule can be identified to assist in travel time reliability information.

ATAC has an existing Addendum to add video counting to intersections that are currently waiting for the actual traffic signal equipment to be installed. This Addendum completion will take place in 2020 after the equipment is installed and operational. No new activities are expected.

A new Addendum will be scoped with ATAC to add new traffic signal and to reset video cameras that become mis-aligned due to a variety of reasons, such as camera replacement, weather caused movement, etc. This addendum would add tasks such as

- *Restarting of data collection process in cases such as unplanned power outages, server restarts, communication outages*

Background: the Data Collector program has to be restarted any time it is interrupted. This is a manual process but uses only 1 configuration file that I have created for all non-VISION intersections. As long as the program is running with good communication, it creates 1 file per camera per day.

- *Regular (e.g. monthly, weekly) manual download of VISION data*

Background: As of yet, the VISION data has to be manually downloaded per camera/approach.

- *Use of API commands to try automate the download of VISION data*

There are API commands that the manufacturer has provided us with, which can supposedly be used to automate the VISION data download process.

300.22 *Corridor Preservation:* This ongoing process will evaluate zoning amendments, proposed subdivision plats, planned unit developments (PUDs), and site plans for consistency with the traffic engineering and highway policies of the plan. The review

process is designed to preserve and enhance our transportation corridors.

The review process ensures that rights-of-way are considered with the recommendations in the Metropolitan Street and Highway Plan, Bikeway Plan, Pedestrian Plan, and Transit Development Plan.

300.23 *Mn22N Corridor Study*: This task will update the 2007 Study of this corridor to reflect changes that have occurred. The corridor has seen some investment in improvements, particularly with multi-modal facilities that were recommended in the 2007 Study. MnDOT has expressed a desire to implement improvements along the corridor; East Grand Forks has also kept interest in improvements along the corridor as well. The Study Update will bring these interests together to form a list of actions.

The intersection of US 2 (Gateway Dr) and Mn220N (Central Ave) continues to experience a crash occurrence of note. The update will re-examine this particular intersection in great detail to obtain a better understanding of what is creating this incidences. Some alternatives that were not commonly available back in 2007 will be examined as possible recommendations.

The study area will continue from the 2007 study.

PRODUCTS:

- 300.20 2/US81 Skewed Intersection – 2019
 - Downtown Parking Plan – 2019
 - Downtown Transportation Plan – 2019/20
- 300.21 Traffic Counting Program – 2019/20
- 300.22 Corridor Preservation – A location map of the monthly plan reviews.
- 300.23 Mn220N Corridor Study - 2019

COMPLETION DATES:

300.20	<i>US 2/US 81 Skewed Intersection Study June 30, 2019</i> Downtown Parking Plan June 30, 2019 Downtown Transportation Plan June 30, 2020
300.21	On-going activity
300.22	On-going activity.
300.23	May 31, 2019

**GRAND FORKS-EAST GRAND FORKS
FUNDING SOURCE SUMMARY**

	FUNDING SOURCES				BUDGETED AMOUNTS			
	Fed/St	St/Loc*	Total	%	Fed/St	St/Loc*	Total	%
CPG 2020**	\$515,000	\$117,750	\$632,750	98%	\$515,000	\$117,750	\$751,500	100.0
CPG Previous Year***	\$14,600	\$3,625	\$18,225	0%	\$14,600	\$3,625	\$18,225	100.0
Minnesota State Funding*	\$11,000	\$2,750	\$13,750	2%	\$11,000	\$2,750	\$13,750	100.0
TOTAL	\$540,600	\$124,125	\$666,725	100.0	\$540,500	\$124,1255	\$666,725	100.0

- * Minnesota State Money is used for match for federal funds reducing local match.
- ** Contains ND CPG and MN CPG
- *** No carry-over of funds

**GRAND FORKS – EAST GRAND FORKS
COST ALLOCATION**

Fund	Amount	Percent
Consolidated Planning Grant	\$529,600	80%
MN State	\$11,000	1.4%
Local Match to MN State	\$2,750	0.3%
Other Local Match	\$121,375	18.5%
TOTAL	\$666, 725	100%

Percents are rounded to nearest tenth so do not add exactly to 100%.

**GRAND FORKS - EAST GRAND FORKS
AMENDMENT 2
2020 ANNUAL WORK PROGRAM**

Activity	Funding Source						STAFF									
	Amend 2 FED/STATE	Original FED/STATE	Amend 2 STATE LOCAL*	Original STATE LOCAL*	Amend 2 TOTAL	Original TOTAL	Amended 2 Ex. Dir FTE=1.0	Amend 1 Original	Amended 2 Planner FTE=1.0	Amend 1 Original	Amended 2 Planner FTE=1.0	Amended 2 Office Man FTE=1.0	Amend 1 Original	Amended Intern FTE=1.0	TOTAL Staff Hrs	Amend 2 Consultant Cost
100.0 PROGRAM ADMINISTRATION																
100.1	20,000	24,000	5,000	6,000	25,000	30,000	120	120	35	35	0	290	290		890	
100.2	9,600	11,200	2,400	2,800	12,000	14,000	50	50	10	10	0	155	155		430	
100.3	9,600	11,200	2,400	2,800	12,000	14,000	25	25				225	225		500	
100.4	\$22,400	\$22,400	\$5,600	\$5,600	28,000	28,000										
100.5	\$14,600	\$0	\$3,625	\$0	18,225	0										
200.0 PROGRAM SUPPORT AND COORDINATION																
200.1	27,200	33,600	6,800	8,400	34,000	42,000	60	60	110	110	0	550	550		1440	
200.2	12,000	15,200	3,000	3,800	15,000	19,000	100	100	20	20	0	135	135		510	
200.3	13,600	16,000	3,400	4,000	17,000	20,000	130	130	65	65	0	50	50		490	
300.0 PLANNING AND IMPLEMENTATION																
300.1	10,800	13,200	2,700	3,300	13,500	16,500	100	100	75	75	0	25	25	0	400	\$0
	8,000	8,000	2,000	2,000	10,000	10,000										\$10,000
300.2	96,200	76,000	26,000	19,000	122,200	95,000										
	72,000	72,000	18,000	18,000	90,000	90,000	200	200								\$75,000
	20,200	0	7,000	0	27,200	0	30	0								\$25,000
	4,000	4,000	1,000	4,000	5,000	6,000	30	30	55	55	0					
300.3	17,600	21,600	4,400	5,400	22,000	27,000	160	160	75	75	0	100	100	0	670	
300.4	92,000	100,000	23,000	25,000	115,000	125,000	300	300	300	300	0				1200	
																\$45,000
																\$30,000
300.5	130,000	111,360	35,300	30,640	165,300	142,000										
	130,000	111,360	35,300	30,640	165,300	142,000	310	310	415	415	0	100			1550	\$124,000
300.6	21,200	24,000	5,300	6,000	26,500	30,000										
	7,200	8,000	1,800	2,000	9,000	10,000	40	40	15	15	0	50	50	250	460	
	14,000	16,000	3,500	4,000	17,500	20,000	90	90	105	105	0	60	60	200	710	
300.7	24,800	28,800	6,200	7,200	31,000	36,000	20	50	500	500	0	25	25	400	1520	
TOTAL	529,600	516,560	137,125	131,940	666,725	648,500	\$158,285	\$194,150	\$83,553	\$91,350	\$0	\$72,189	\$95,734	\$10,200	391,433	242,000
							1765		1780		0	1765		850	6160	\$309,000

* Minnesota and North Dakota State Funding will be used for local match.

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”

MPO Staff Report

MPO Technical Advisory Committee: March 11, 2020

MPO Executive Board: March 18, 2020

RECOMMENDED ACTION: Update on Downtown Transportation Study – Future Conditions Report.

Matter of the Update for Downtown Transportation Study.

Background:

Our Work Program has identified that the MPO will conduct a study of a downtown transportation. Attached is proposed scope of work. The proposed work activity will be to retain a consultant to conduct an analysis of several key elements of downtown transportation. The Study is being coordinated with consultants developing a Grand Forks Downtown Action Plan, a Grand Forks Downtown Parking Plan, Greater Minnesota Mobility Plan and is including elements that cross over into East Grand Forks.

The study will include the coordination/integration with separate planning efforts. Considering impact of infill projects anticipated in the next 5-10 years, considering the DeMers Ave reconstruction project on the North Dakota side not providing capacity for the forecasted traffic (augmented by the decision not to replace the Sorlie Bridge, and MnDOT’s Greater Minnesota Mobility Plan identified DeMers Ave as having mobility issues today, the MPO will study downtown traffic flow to include but not be limited to signal coordination on both sides of river; smart transportation technology, promote mode shift, train detection, Kittson and 1st Avenue as diverter to DeMers Ave traffic and the possibility of a downtown bus circulator.

KLJ has been hired and have released a Future Conditions Report. This report was presented to the Steering Committee in February 14, 2020. It is also on the website.

A new website dedicated to this Study can be found at: www.dtforksmobility.com

ANALYSIS AND FINDINGS OF FACT:

- The MPO will complete a study on Downtown Transportation
- A Steering Committee will help guide the TAC and MPO Board.

- KLJ is assisting in the Study.
- A Future Conditions Report has been released and presented to the Steering Committee.
- A website specific to the Study has been created.

SUPPORT MATERIALS:

- Draft summary of 2nd Steering Committee meeting and presentation.



Grand Forks – East Grand Forks Downtown Transportation Study

Date: 12/9/2019

Time: 1:00 PM

Location: East Grand Forks City Hall Training Room – 600 DeMers Avenue

Attendees: Brandon Baumbach, Grand Forks Region EDC; Matt Bonzer, DDA; David Kuharenko, Grand Forks Engineering; Dale Bergman, Cities Area Transit; Jane Croeker, Pedestrian and Bicycle Representative; Corey Birkholz, Options; Justin LaRocque, EGF Businesses Representative; Earl Haugen, Forks MPO; Nancy Ellis, East Grand Forks Planning; Jason Stordahl, East Grand Forks Public Works; Wayne Zacher, NDDOT; Kristen Sperry, FHWA North Dakota; Bethany Brandt, KLJ; Mike Bittner, KLJ

Meeting Minutes

E. Haugen kicked the meeting off with introductions.

M. Bittner reviewed the agenda, study area, and purpose of the study.

M. Bittner reviewed the process of forecasting traffic, noting that the travel demand model was adjusted based on multimodal changes, local and regional growth. He also highlighted that in downtowns, activity may increase, but that doesn't always mean that traffic volumes increase due to the complimentary land uses.

E. Haugen asked how Streetlight Origin-Destination data was incorporated in the post-processing. M. Bittner replied that it help evaluate through traffic versus local traffic when assessing travel demand model outputs.

M. Bittner reviewed the MMLOS. Discussing first, the vehicle level of service. E. Haugen asked about the distinction between the travel demand model and the operations analysis model. M. Bittner described how the future traffic projections were input into more detailed modeling tools for operational analysis.

M. Bittner then discussed travel time on DeMers Avenue. He discussed the compounded delay from the five signals, even if it's not reflected in deficient levels of service. There is more delay on the Grand Forks side and more delay for traffic moving eastbound, which is typically associated with reducing traffic volumes heading eastbound and how the traffic signals are designed to push through volumes through the system. M. Bittner reviewed the concept of travel time reliability. During a normal day, there's mostly consistent travel times. However, during beet harvest and other high traffic days/weeks/seasons, reliability will likely become an issue, creating an unreliable corridor.

M. Bittner moved onto the pedestrian environment and level of service. The 2045 pedestrian level of service shows most locations LOS B or better, excluding the unsignalized intersections along DeMers. He identified some of the challenging links and crossings.



M. Bittner discussed the bicycle environment and level of service. The 2045 bicycle level of service shows most locations LOS D. The methodology doesn't fully appreciate the parking challenges for both parallel parking for dooring and angle parking for reversing out and the sight line challenges, likely leading to worsened operations. M. Bittner reviewed the bicycle gaps.

M. Bittner discussed the transit environment and level of service. He noted there are a lot of deficiencies but that it has some of the best service in the metro.

M. Bittner finally summarized the 2045 multimodal operations. Most links are fine but there are opportunities to improve pedestrian crossings, the limited bicycle conditions are challenging, and the vehicular reliability may need to be addressed.

B. Brandt showed the project website and encouraged the committee to review and send any comments. She then reviewed the first meeting approach and asked the committee for input on a date, time, and location. N. Ellis suggested middle of march. It'll be between sporting seasons so people will have more availability. M. Bonzer noted that the DDA has connections to a lot of good meeting spaces that we can utilize. M. Bonzer also suggested that a meeting time that started before 5 PM would be best to capture many of the businesses. J. Croeker noted that a presentation is always helpful to inform attendees. After some discussion, the group agreed to a meeting time from 4-6 PM, with the presentation at 5 PM.

B. Brandt discussed marketing and communication. The city of GF has a public input center and the movie theatre in East Grand Forks will advertise. The DDA offered to help support the meeting. The City of Grand Forks also offered support through their communications staff.

M. Bittner began the alternatives brainstorming workshop and its goals and purpose. He reviewed the past concepts from the DAP, River Forks Downtown Study, East Grand Forks Land Use Plan, and University Avenue Study. The first exercise was the value profile which prioritized each mode for the five different areas of downtown. J. Croeker asked if the weighting should be based on what needs to be improved. M. Bittner replied that it's how the transportation should operate after improvements are made.

M. Bittner discussed the crossing challenges and instructed the committee to identify the locations and their issues. W. Zachar said 3rd Street and 1st Avenue and University and 4th Avenue were converted to TWSC during DeMers construction. D. Kuharenko said they have been maintained as TWSC. M. Bonzer noted that not having traffic control at 3rd Street and 1st Avenue has been problematic. 3rd Street and 2nd Avenue is also a challenge. D. Kuharenko noted that bulb-outs are included in current 3rd Street reconstruction plans.

M. Bittner discussed the link improvements and instructed the committee to identify up to 5 locations and their issues. He moved on to discussing the bike gaps and prioritizing them, the potential routes north and south through downtown Grand Forks, and people's facility preference.



M. Bittner summarized the operational and safety issues on DeMers Avenue. He reviewed some of the potential solutions. Nancy note that the current signal replacement project scheduled for 2024 is expected to include communications to the Grand Forks signals.

M. Bittner moved onto the last few topics, including transit, 3rd Street, and 6th Street. B. Baumbach asked about the safety data related to reverse angled parking. M. Bittner noted that the amount of nationally recognized data is limited but case studies and qualitative results have been positive. E. Haugen discussed past studies recommending reverse angled parking.

M. Bittner gave the committee time to fill in the worksheets. He then led a discussion on some of the questions, beginning with the value profile. Several members of the committee noted that parking scored very lowly due to the widespread availability of parking throughout both downtowns. Several members also noted that vehicles were weighted much higher on DeMers Avenue. E. Haugen noted that he scored cost a bit lower in Grand Forks than East Grand Forks because of the Urban Grant Program offering an outlet to funding in North Dakota.

M. Bittner asked about the challenging pedestrian crossings. D. Kuharenko noted there are safety issues at the University Avenue midblock location between 4th and 5th Street because of students crossing into the alleyway. N. Ellis mentioned that it's difficult to cross DeMers Avenue at 5th, 6th and 7th Streets and that the decorative crosswalks are not an effective control mechanism. M. Bonzer noted that the 3rd Street and 2nd Avenue intersection is problematic because of the sight distance issues and activity to/from the Greenway. J. Croeker discussed the challenges along Kittson connecting to the existing trail system to the southwest. She noted there is not a head to help traffic cross SW at the south crosswalk. M. Bittner noted the head was turned sideways. D. Kuharenko noted that'd he send City staff to check into the problem.

M. Bittner then asked about the bike gaps and connectivity. The Sorlie Bridge was discussed and options to connect the two downtowns. Several members of the committee noted the bridge connection identified in the River Forks study was very desirable. J. Croeker noted that the Greenway trails are hard to connect to downtown. M. Bonzer noted that there are several side streets that are ideal for bike movement. D. Kuharenko noted that on-street parking is a challenge for bikes.

M. Bittner moved the discussion to DeMers Avenue. J. Croeker commented about adding green time for pedestrians to cross. M. Bittner noted that the signals would be timed to incorporate the heavy pedestrian volumes on DeMers Avenue. The group generally agreed that signal-based improvements (interconnect and adaptive signal control) were the best solutions for DeMers Avenue. The group discussed the roundabout concept on the west side of the corridor and several committee members voiced their support for this concept.



He also asked about transit, but there were no comments. The final discussion item was if anything was missed. E. Haugen mentioned that a routing system to move cars away from blocked rail crossings has potential to improve conditions through downtown.

M. Bittner closed out the meeting by reviewing the next steps.

Summary of Worksheets

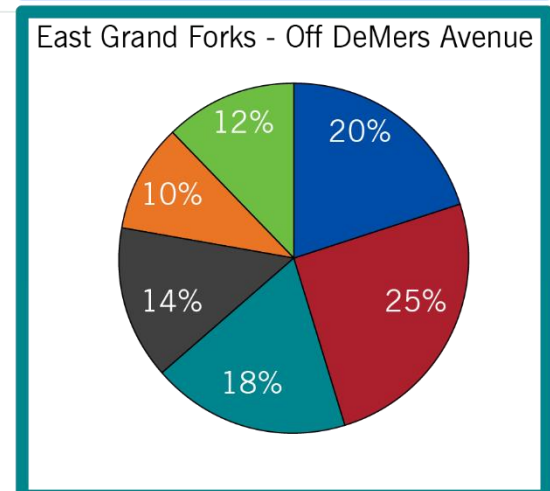
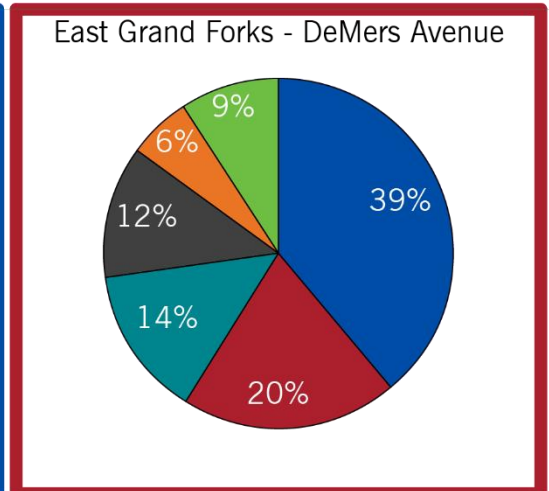
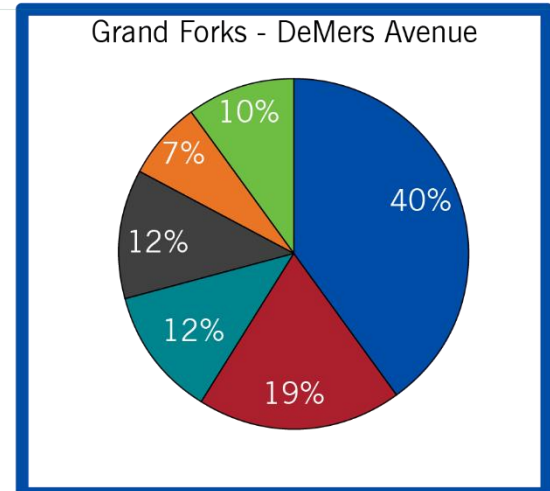
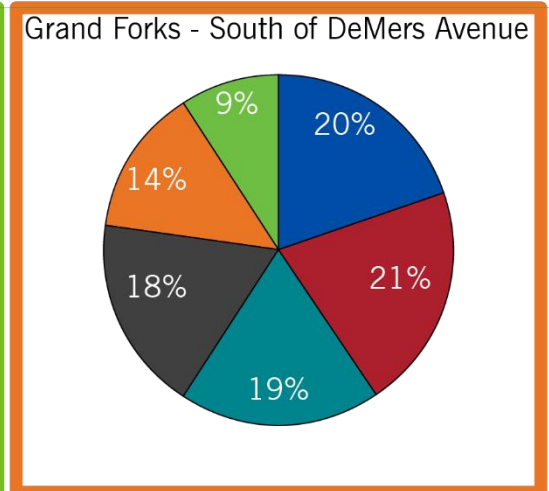
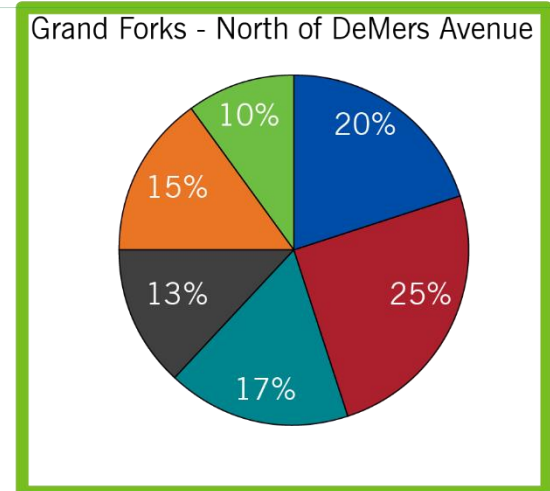
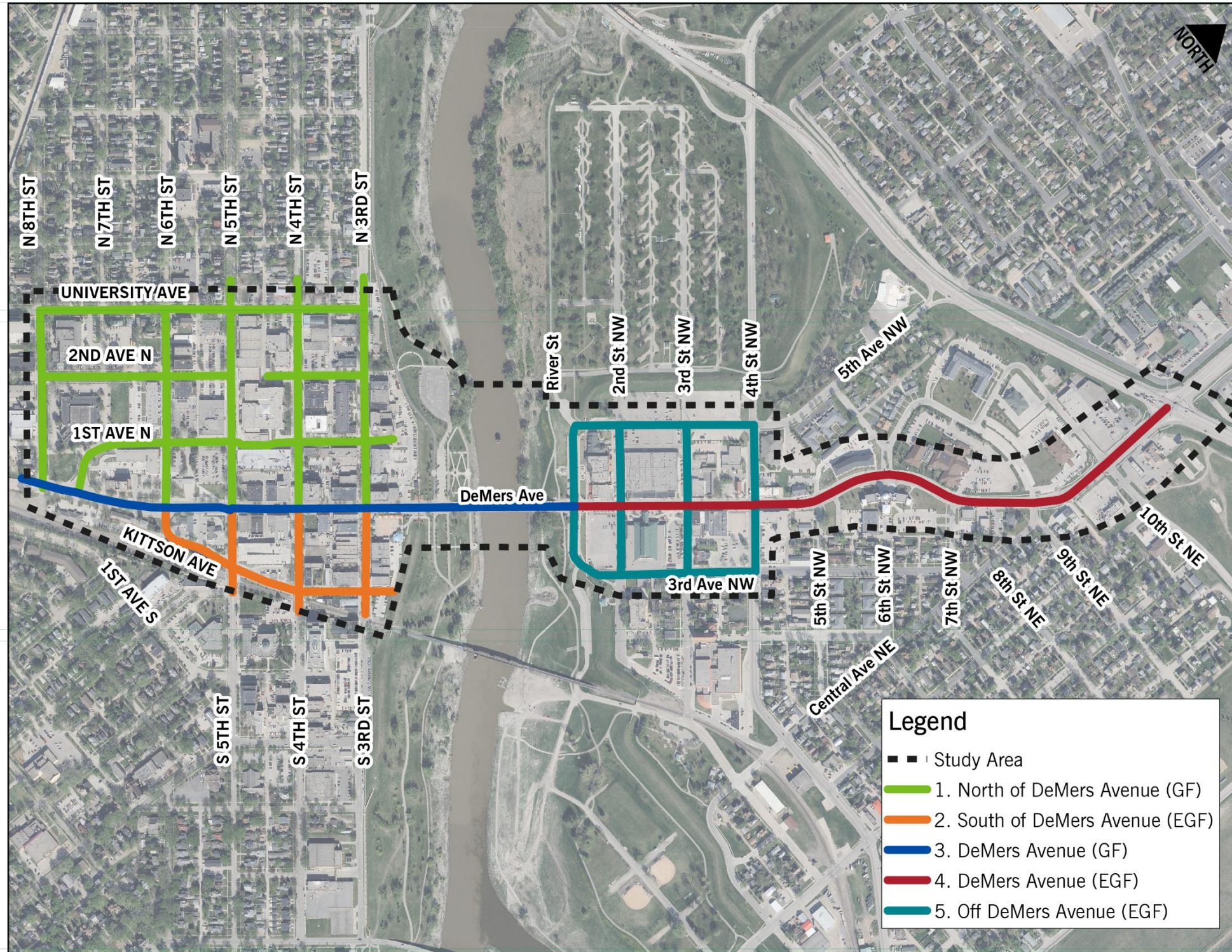
After the presentation, the committee was asked to complete a series of worksheets on the various modes and issues across the two downtowns. Below is a summary of each question and the committee's responses. This summary currently includes seven responses.

Value Profile

The Downtown Transportation Study's study area was broken into five segments: North of DeMers Avenue in Grand Forks, South of DeMers Avenue in Grand Forks, DeMers Avenue in Grand Forks, DeMers Avenue in East Grand Forks, and Off DeMers Avenue in East Grand Forks. The committee was asked to assign a value to six different categories: vehicles, pedestrians, bicycles, transit, parking, and cost. These values will be used to guide alternatives development and analysis.

Generally, the committee put higher emphasis on vehicles along DeMers Avenue in both Grand Forks and East Grand Forks and higher emphasis on pedestrians and bicycles on the other areas in both Grand Forks and East Grand Forks with results much closer to balanced. The summary of the value profiles are shown in Figure 1.

Figure 1: Steering Committee's Value Profile Results





Pedestrian Issues

The committee was asked to provide feedback on two pedestrian issues: challenging pedestrian crossings and pedestrian links.

For pedestrian crossings, the DeMers Avenue and 6th Street N intersection was identified the most, with issues including difficulty finding gaps in traffic and high speeds. 1st Avenue N and 3rd Street was identified three times with the primary issue being sight distance obstruction. Below is a summary of the other areas noted with the location, issue, and number of comments at that location.

- 2nd Avenue N and 3rd Street – Sight distance obstruction (2)
- DeMers Avenue and 3rd Street NW (EGF) – Difficulty finding gap in traffic (2)
- DeMers Avenue and River Street (EGF) – Difficulty finding gap in traffic and turning movements (2)
- Kittson Avenue and 3rd Street – Sight distance obstruction, high speeds (2)
- DeMers Avenue and 1st Avenue N – Difficulty finding gap in traffic, high speeds (2)
- DeMers Avenue and 10th Street NE (EGF) – Difficulty finding gap in traffic (1)
- 1st Avenue N and 4th Street – Sight distance obstruction (1)
- 5th Street in Grand Forks – Students not obeying signals (1)
- DeMers Avenue between 5th Street NW and 7th Street NW (EGF) – Difficulty finding gap in traffic, high speeds (1)
- DeMers Avenue and 8th Street N – High speeds (1)
- DeMers Avenue and 9th Street NE (EGF) – Difficulty finding gap in traffic, high speeds (1)
- DeMers Avenue and Central Avenue (EGF) – Difficulty finding gap in traffic (1)
- Riverboat Road (GF) and River Street (EGF) intersections with DeMers Avenue – Difficulty finding gap in traffic (1)
- University Avenue between 4th Street and 5th Street – Central High School students crossing at alley (1)

For pedestrian links, no one area stood out, although several locations were identified twice.

- River Walk Parking Lot (EGF) – Missing amenities (2)
- DeMers Avenue and 1st Avenue N – High speeds, missing amenities (2)
- DeMers Avenue and 4th Street NW (EGF) – Missing amenities, uncomfortable, crosswalk in poor shape (2)
- DeMers Avenue and 6th Street N – High speeds (2)
- DeMers Avenue and 8th Street N – High speeds, missing amenities, connection to Washington Street (2)
- DeMers Avenue and River Street – Missing Amenities, high speeds (2)
- 2nd Street NW (EGF) – Parking encroaches on sidewalk (1)
- DeMers Avenue and 2nd Street NW (EGF) – Crosswalk in poor shape (1)

- DeMers Avenue and Riverboat Road – High speeds (1)
- DeMers Avenue and 5th Street NW – High speeds, poorly defined crosswalk (!)
- DeMers Avenue (EGF) – Uncomfortable (1)
- DeMers Avenue (GF) – Uncomfortable (1)
- All Locations – Winter maintenance (1)
- Sorlie Bridge – Uncomfortable (1)
- University Avenue between 4th Street and 5th Street – Missing amenities, students cross and hold up traffic (1)

Bicycle Issues

The committee was asked to provide feedback on three bicycle issues: general network connection, preferred route through Grand Forks, and preferred facility types.

For the general network connection, the committee was asked to rank four connections: NW-SW Grand Forks connection to downtown, connectivity between downtowns, connection to the Red River Greenway, East Grand Forks connection to downtown. Figure 2 shows the priorities of the connections, as ranked by the Steering Committee.

Figure 2: Bicycle Network Connections

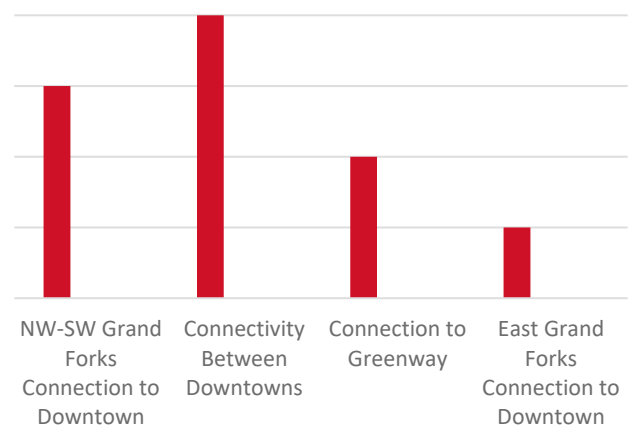
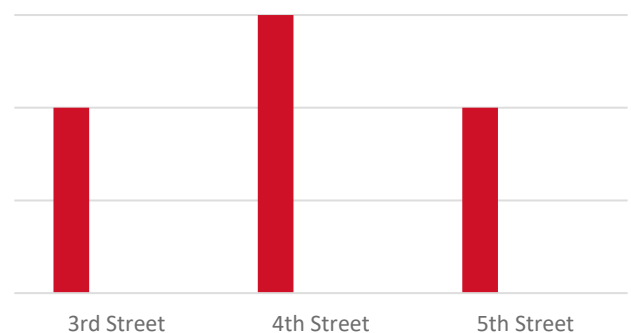


Figure 3: Preferred Downtown Grand Forks Bicycle Route Preferences

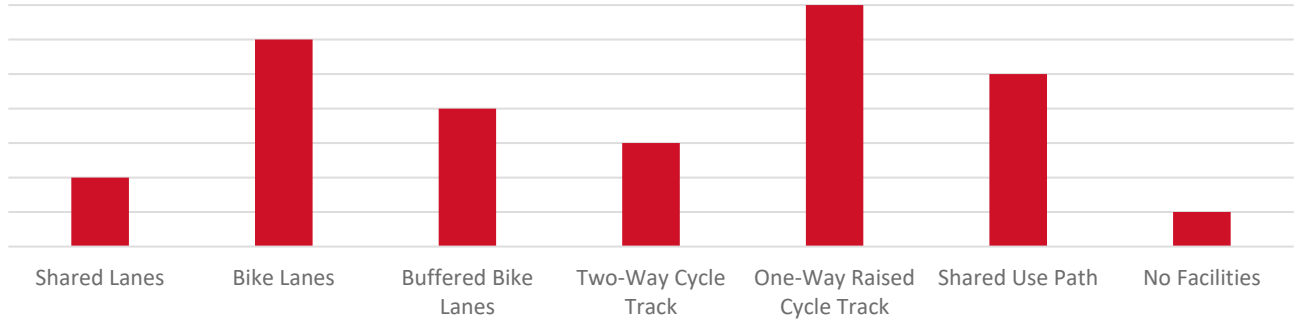
For the preferred route through Grand Forks, the committee was asked to select one route along either 3rd Street, 4th Street, or 5th Street. Three members selected 4th Street, two selected 3rd Street, and two selected 5th Street. Figure 3 shows the Downtown Grand Forks route preferences.



For the facility types, the committee was asked to rank seven different facility types: shared lanes, bike lanes, buffered bike lanes, two-way cycle track, one-way raised cycle track, shared-use paths, no facilities. The one-way raised cycle track, bike lanes, and shared-use paths were the most preferred facility types. Figure 4 shows the committee’s facility type preference. The committee was also asked how often and for what purpose they rode a bicycle. Most rode a few times a year for recreation only.

The committee was also asked how often and for what purpose they rode a bicycle. Most rode a few times a year for recreation only.

Figure 4: Preferred Bicycle Facility Types



High Crash Locations

There were two corridors with critical crash rates: 3rd Street and 6th Street. The committee was asked if they support an alternative and if they had alternative strategies to be considered.

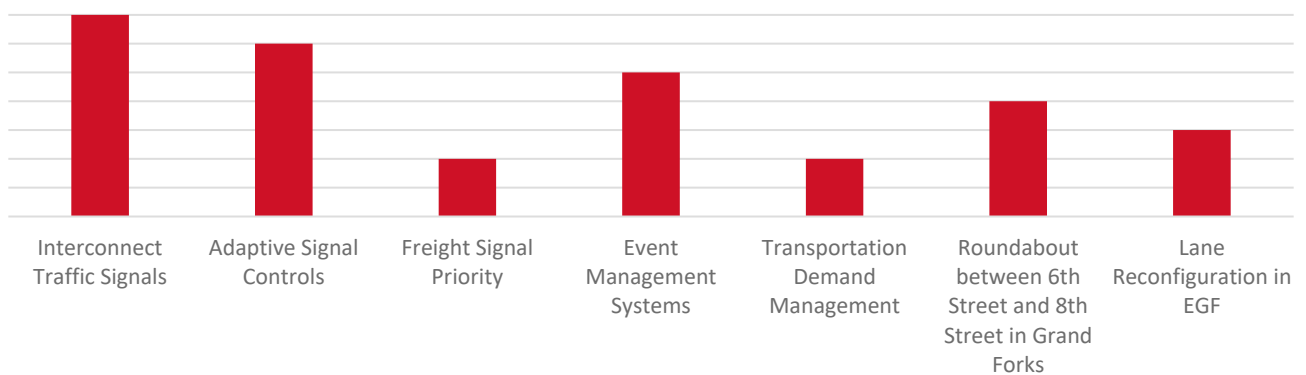
At 3rd Street, the alternative suggested was back-in angle parking. The committee agreed this alternative should be studied further but noted it would probably require an information and education campaign.

At 6th Street, the alternative suggested was curb bulb-outs. The committee agreed this alternative should be studied further and also suggested mini roundabouts.

DeMers Avenue

For DeMers Avenue, the committee was asked to rank potential solutions to address safety, operations, and reliability. These solutions included interconnected traffic signals, adaptive signal controls, freight signal priority, event management systems, transportation demand management, roundabout between 6th Street and 8th Street in Grand Forks, and lane reconfiguration in East Grand Forks. Technology solutions for traffic signals, including interconnected traffic signals and adaptive signal controls were the most preferred alternatives. Figure 5 shows the committee’s DeMers Avenue preferences.

Figure 5: DeMers Avenue Solutions Preference





Transit Issues

The committee was asked to provide feedback on general transit issues. Generally, the committee's sentiment was to improve stop amenities with some areas of challenging turning movements.

Other Issues

The committee was provided three open-ended questions: are there other pedestrian or bike improvements that should be considered, are there train issues that should be considered, and did we miss anything. The following comments were received:

- Train tracks are difficult to cross for people with mobility devices.
- Train conflicts at high traffic times of the day increase traffic delays on DeMers Avenue at 5th Street.
- Consider train information service to redirect to DeMers Avenue.
- Connect the shared use path that ends on Kittson Avenue to the greenway.
- Use alternatives to influence current projects.

Grand Forks-East Grand Forks

Downtown Transportation Study



Steering Committee Meeting #2
February 14, 2020

Overcoming Barriers	Strengthening Connections
N.P.O. M.P.O. M.P.O.	Grand Forks - East Grand Forks Metropolitan Planning Organization
Ensuring Opportunities	Planning One Community



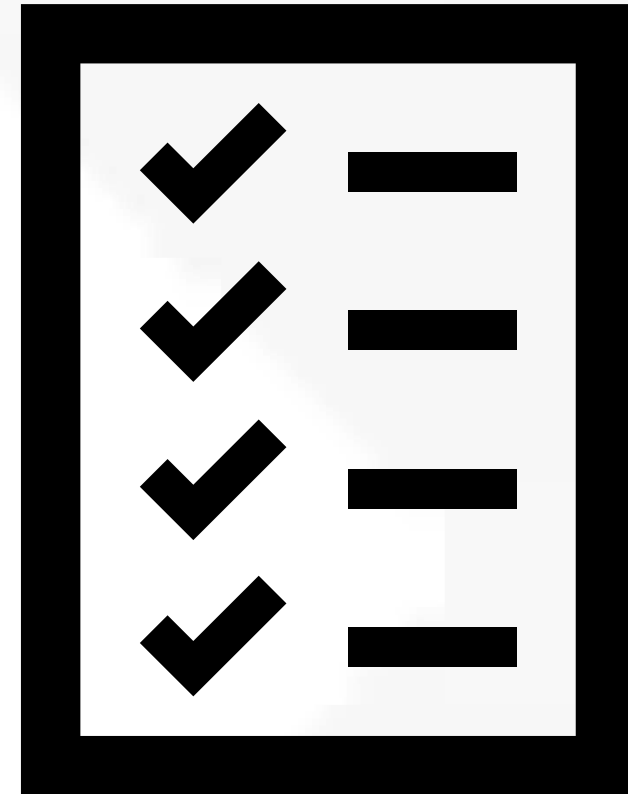
ENGINEERING, REIMAGINED



Background

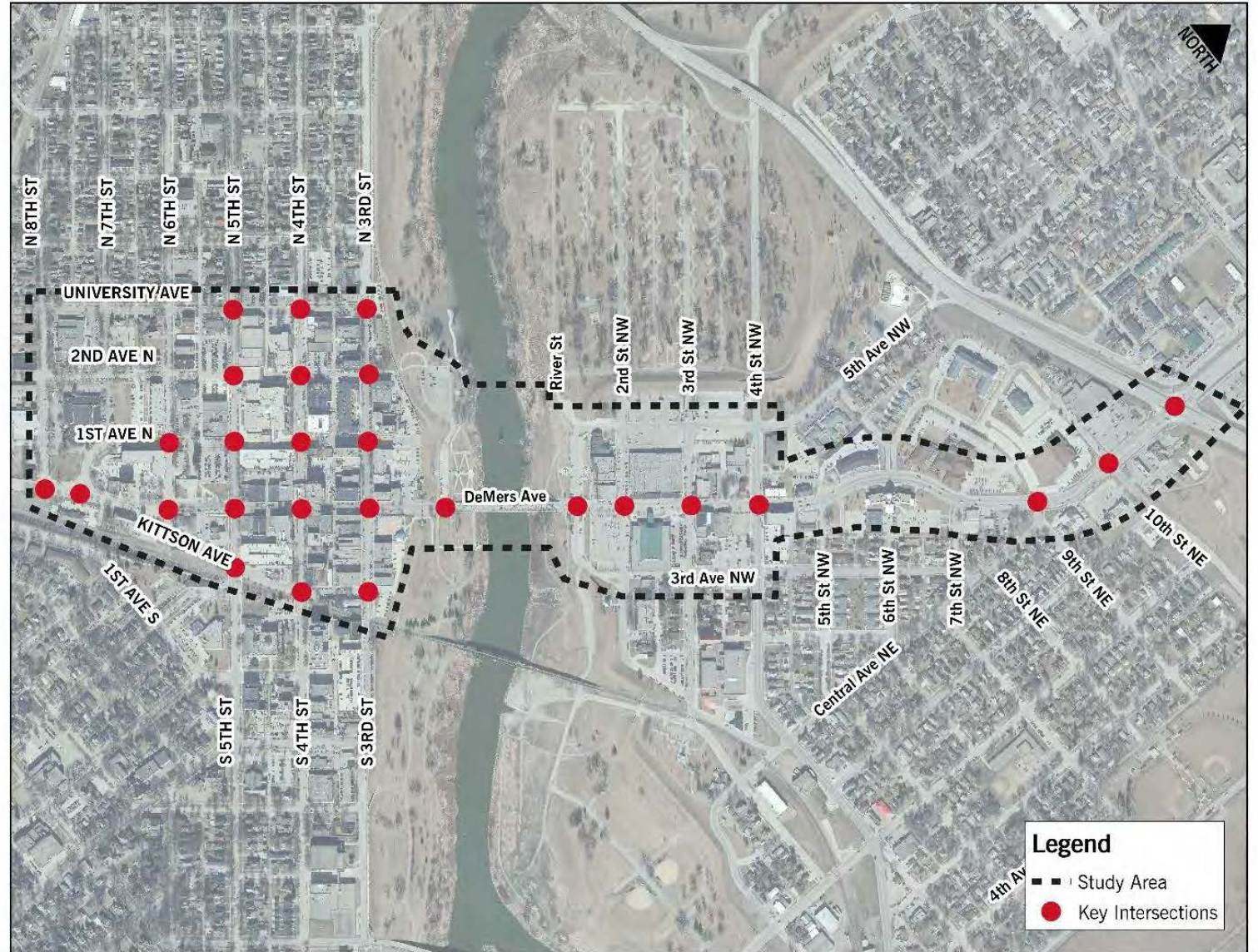
Agenda

- Study Background
- Future Conditions Report
 - Traffic Forecasting Methodology
 - Multimodal Level of Service
 - Parking Conditions
- Public Input Meeting Plan
 - Website Presentation
- Alternatives Brainstorming Workshop
- Downtown parking Study Recap (As Time Allows)
- Summarize Next Steps



Study Area and Purpose

- Balance Modes
 - Cars/Parking
 - Bicycles
 - Pedestrians
 - Transit
 - Trucks
 - Taxis and Ride-Hailing
- Balance DeMers
 - Livability and Downtown Growth
 - Functionality of DeMers and Red River Crossings



Process



SCM – Steering Committee Meeting
PIM – Public Input Meeting



Future Conditions

Growth Potential

➤ Grand Forks Downtown Action Plan



➤ East Grand Forks Future Land Use Plan

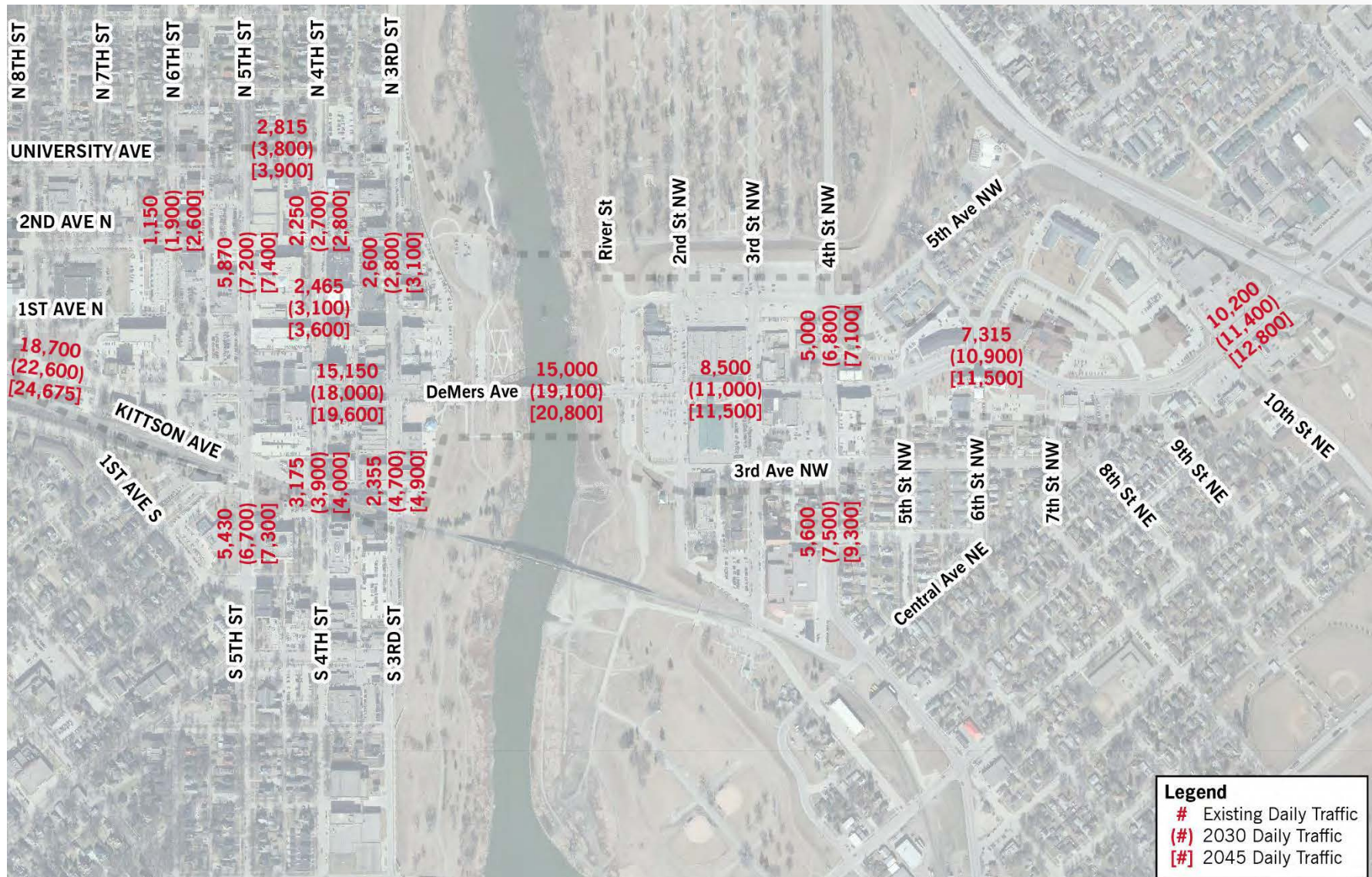


Travel Demand Model

- Reviewed
- Modal Share
- Ride-Hailing
- Growth Potential



Future Forecasts

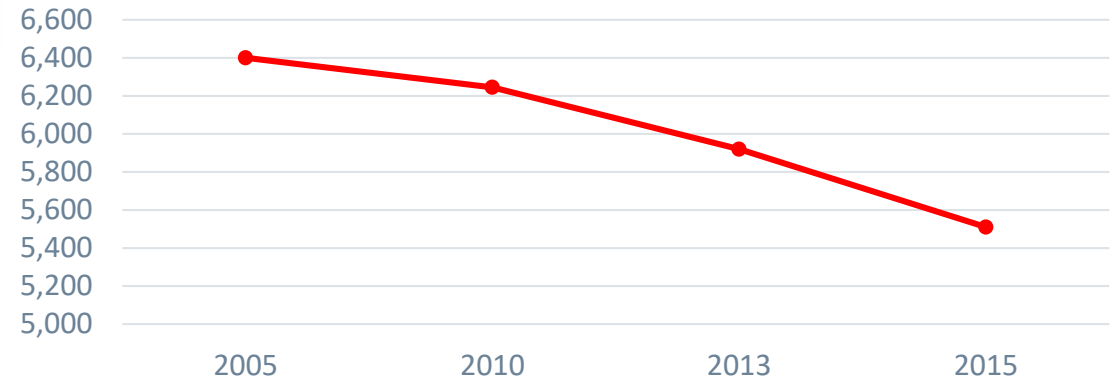


Internal Capture

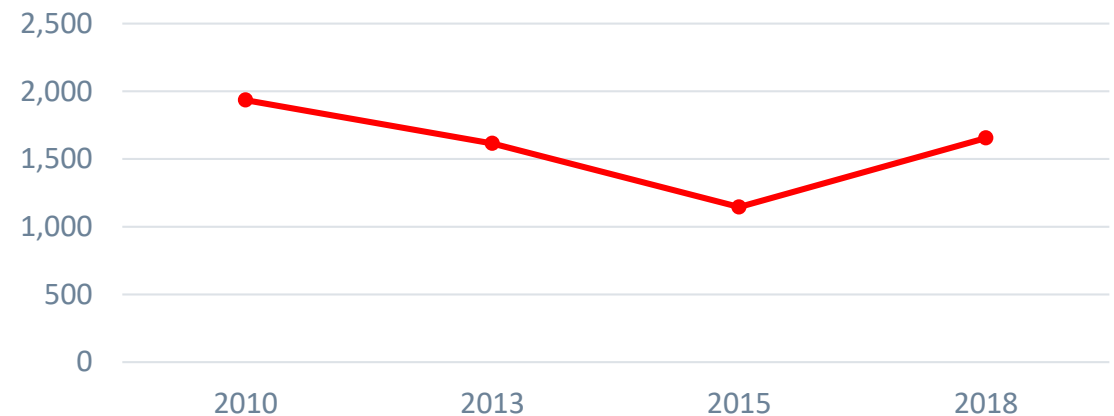
- Complimentary Land Uses Reduce Need for External Traffic to Support Businesses
- People Can Live, Work, and Shop within Downtown without Auto Trips
- Example (Right) of Activity and Development Increasing and Traffic Volumes Stabilized



Fargo
(Broadway between 1st Avenue and 2nd Avenue)

























Grand Forks
(3rd Street South of University Avenue)



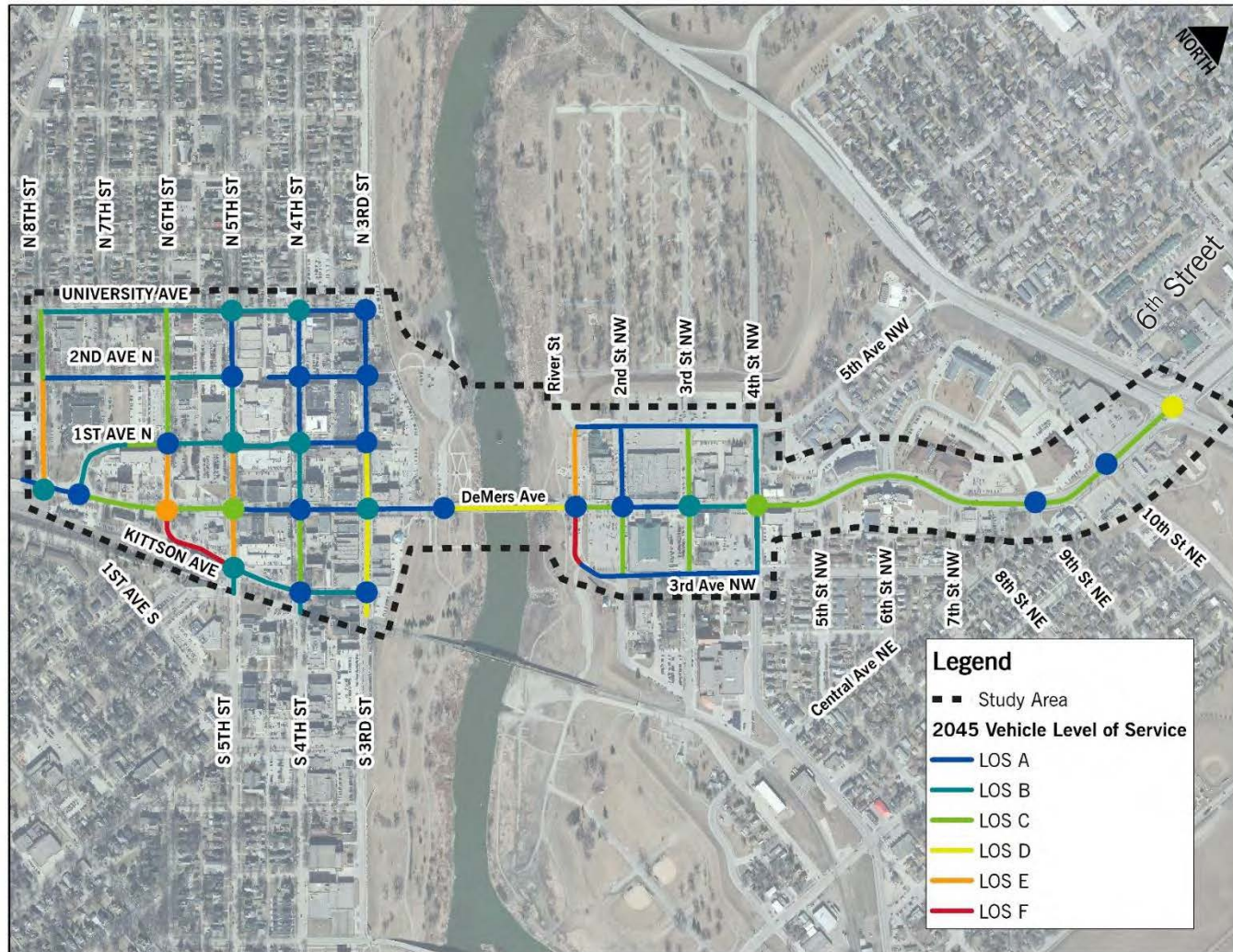
The image shows a person riding a bicycle on a bridge. To the left, a car is visible. The background features several multi-story buildings. The entire scene is overlaid with a semi-transparent orange filter. A white rounded rectangular box is positioned in the lower-left area, containing the text "Multimodal Operations".

Multimodal Operations

Multimodal Level of Service

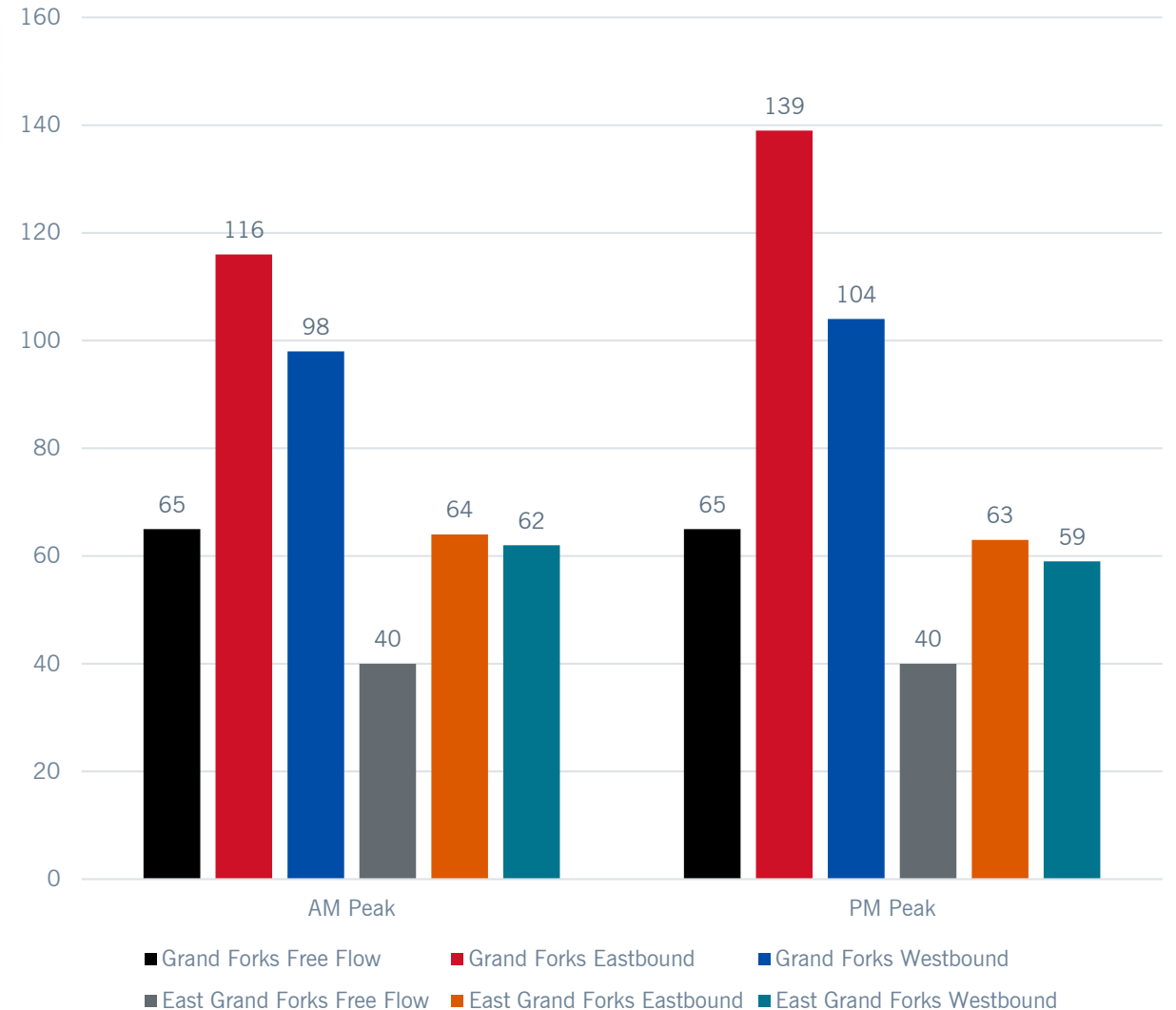
Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	  			 >4 buses/hour
C/D	  			 2 to 4 buses/hour
E/F	  			 < 1 bus/hour
				

Vehicular Level of Service



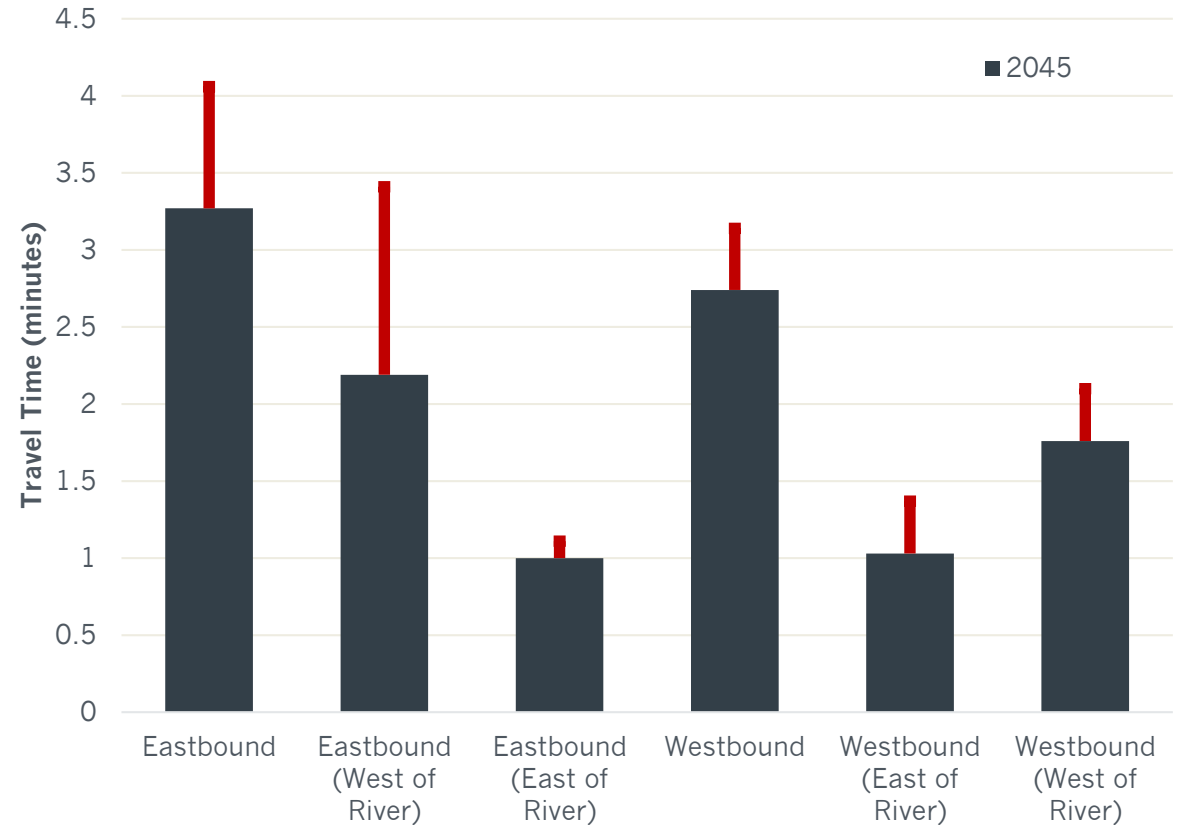
Travel Time

- 5 Signals in 0.6 Miles
- AM Peak Hour = +52% (WB) and +71% (EB) Longer than Free Flow Speed
- PM Peak Hour = +55% (WB) and +92% (EB) Longer than Free Flow Speed
- More Delays on Grand Forks Side of River
- Eastbound Lane Drop



Travel Time Reliability

- Very Consistent Travel Times Throughout Normal Day
- During Beet Harvest Reliability Can Become An Issue:
 - 45 to 82% Longer Than Average

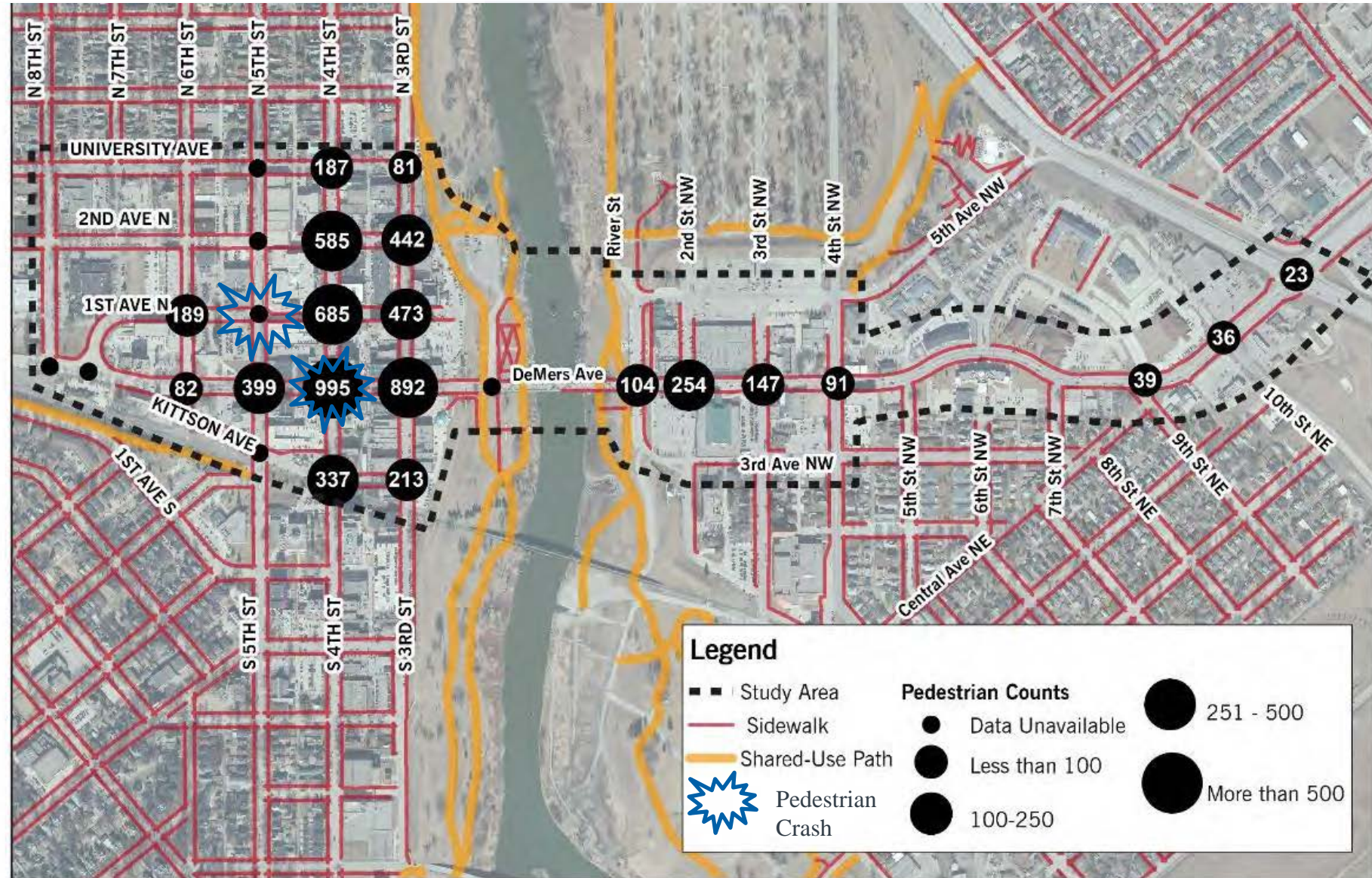


$$LOTTR = \frac{85th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ Time}$$

Pedestrian Environment

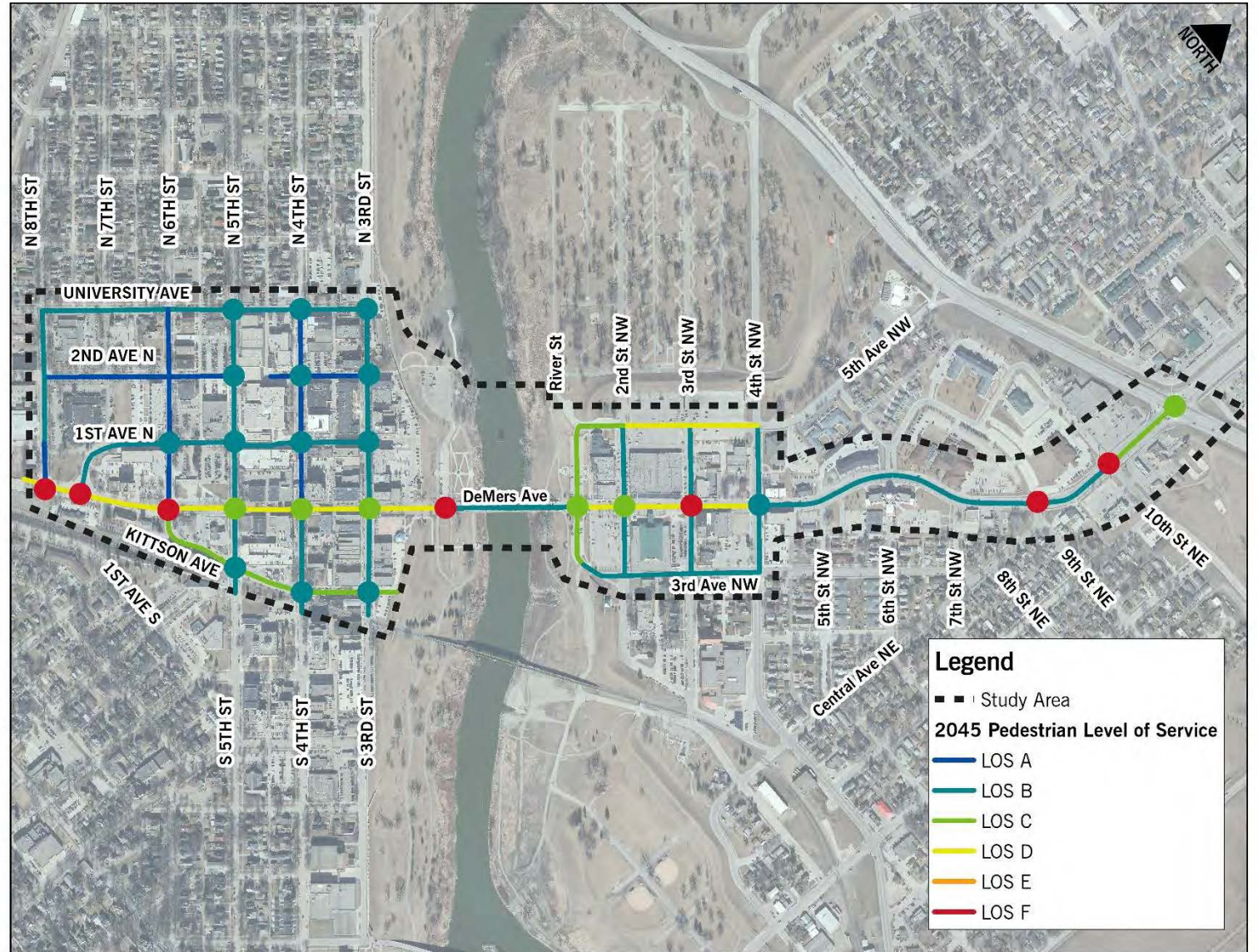
➤ Complete Streets have been proven to Improve:

- Safety
- Health Outcomes
- Equity
- Communities Engagement



Pedestrian Level of Service

- Most Locations LOS B or Better
- Most of DeMers Avenue LOS D due to higher
- Several Challenging Crossings along DeMers Avenue



Pedestrian Conditions

Links

- Mostly Buffered, Wide and Comfortable
- Parking Lot North of Riverwalk Center Missing Sidewalks



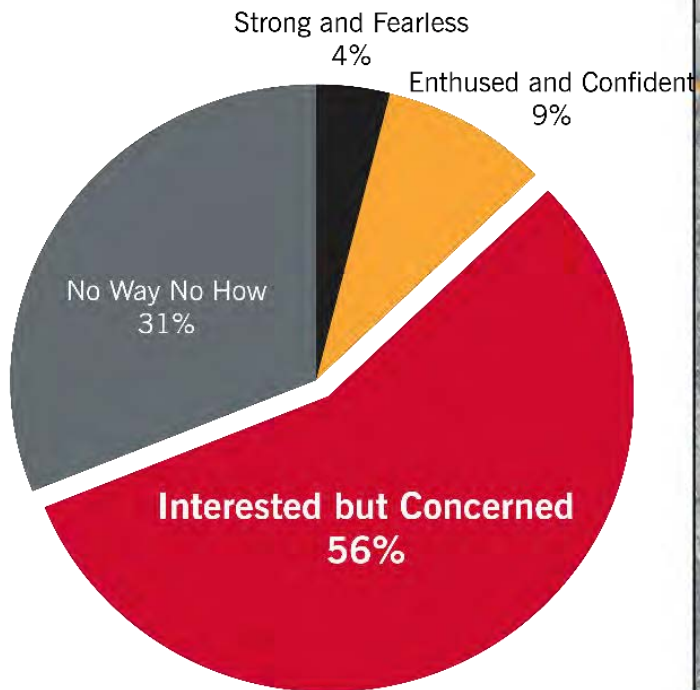
Crossings

- Opportunity for Crossing Enhancements at Key Locations
- Traffic Control and Geometrics Discussed Later



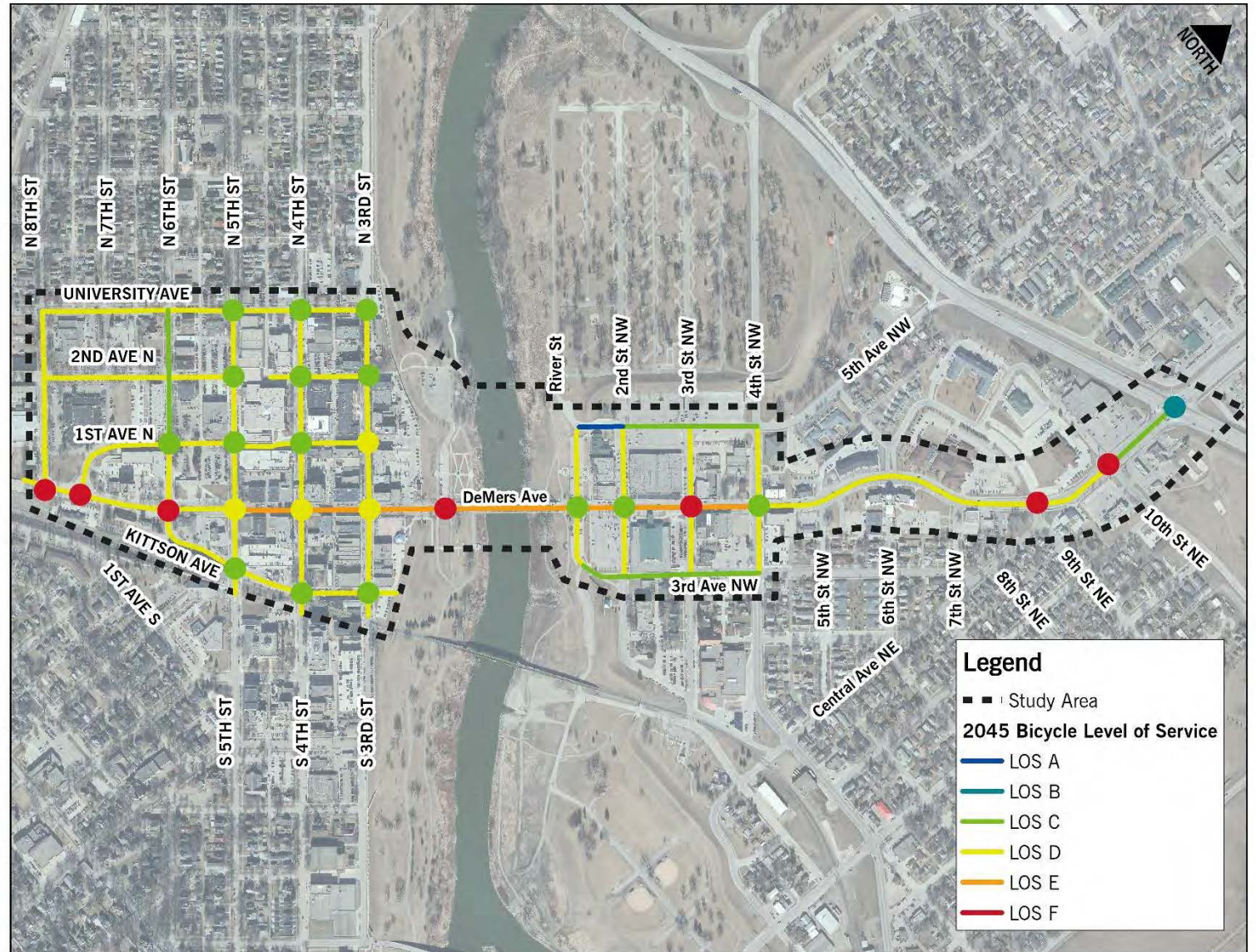
Bicycle Facilities

- Cannot Bike on Sidewalks through Downtown
- Even Sorlie Bridge

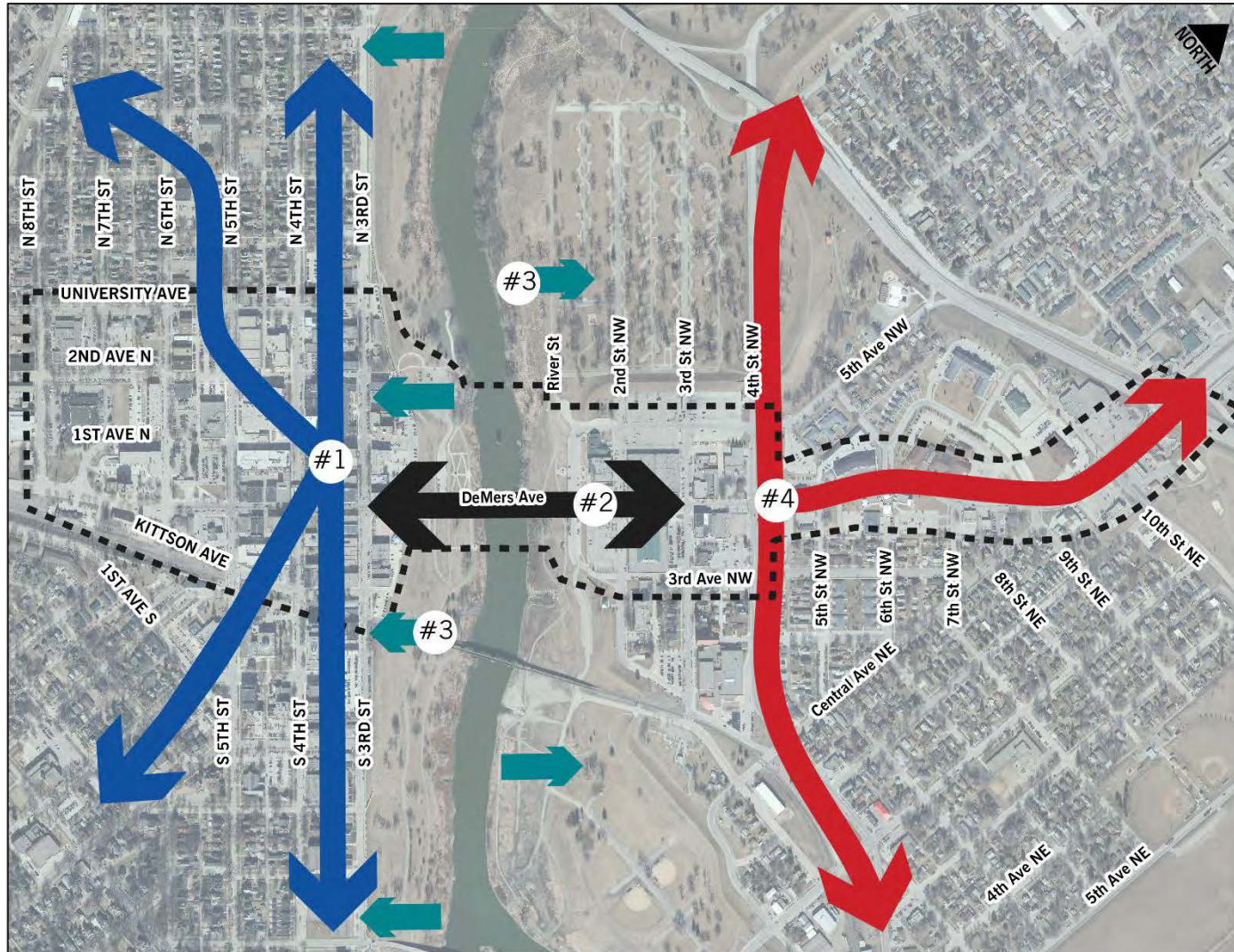


Bicycle Level of Service

- Most Locations LOS D or Worse
- Doesn't Fully Appreciated Parking Challenges
- Most of DeMers Avenue LOS E due to high traffic volumes, speeds, and lack of dedicated facilities



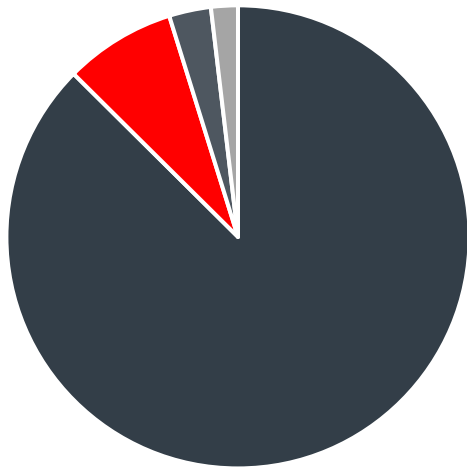
Bicycle Gaps



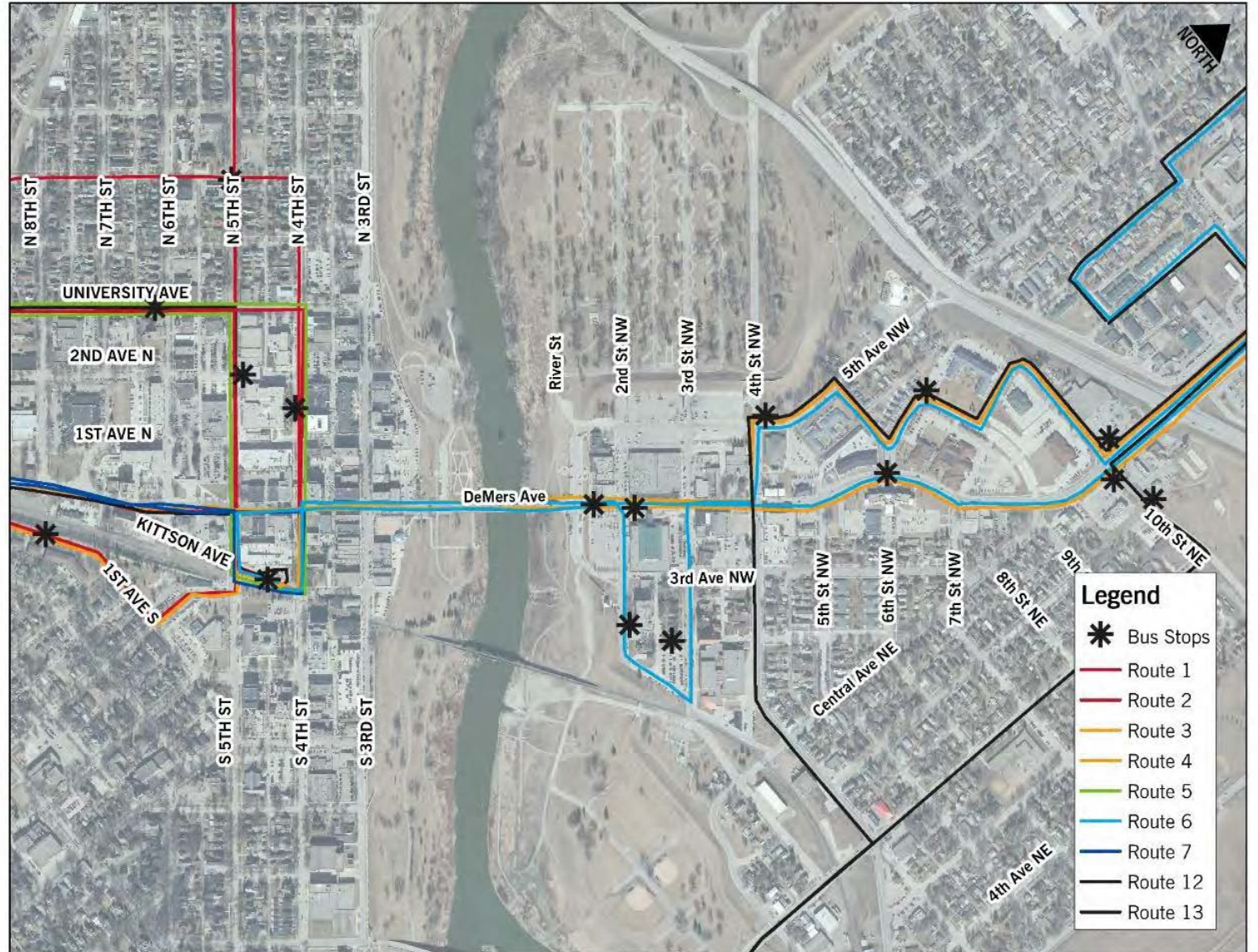
1. N-S through Grand Forks
2. E-W through the 2 downtowns
3. Connections to the River and Greenway
4. Downtown East Grand Forks to the rest of the community

Transit Facilities

- > Metro Transit Center at Kittson Avenue and 4th Street
- > 30 Minute Service between Downtowns
- > 7 Routes in Either Downtown

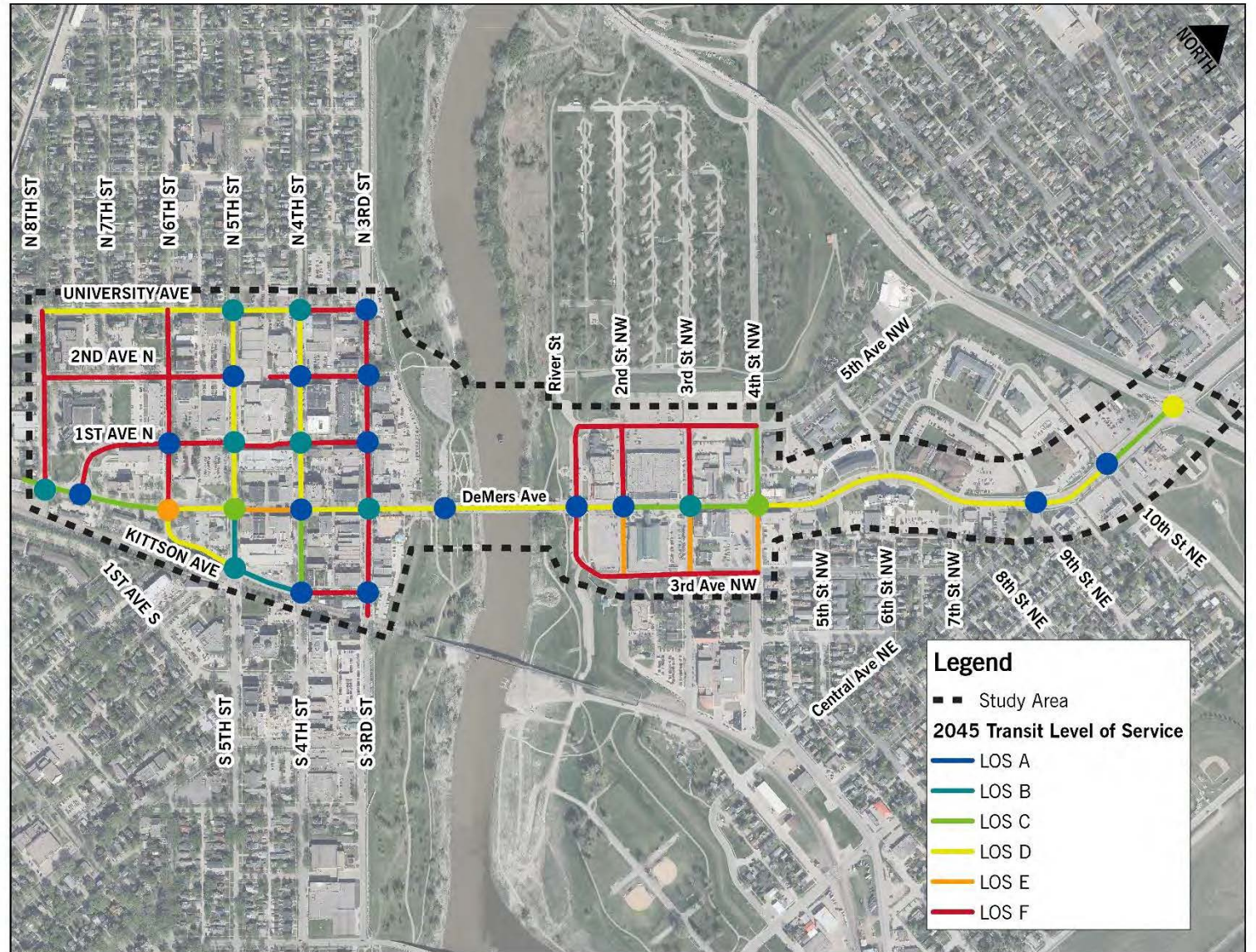


- Less than 1 Mile
- 1-2 Miles
- 2-5 Miles
- More than 5 Miles



Transit Level of Service

- Based on Frequency and Availability of Route on Each Road
- Varying Levels of Service Throughout Downtowns



Existing Multimodal Operations



B



B



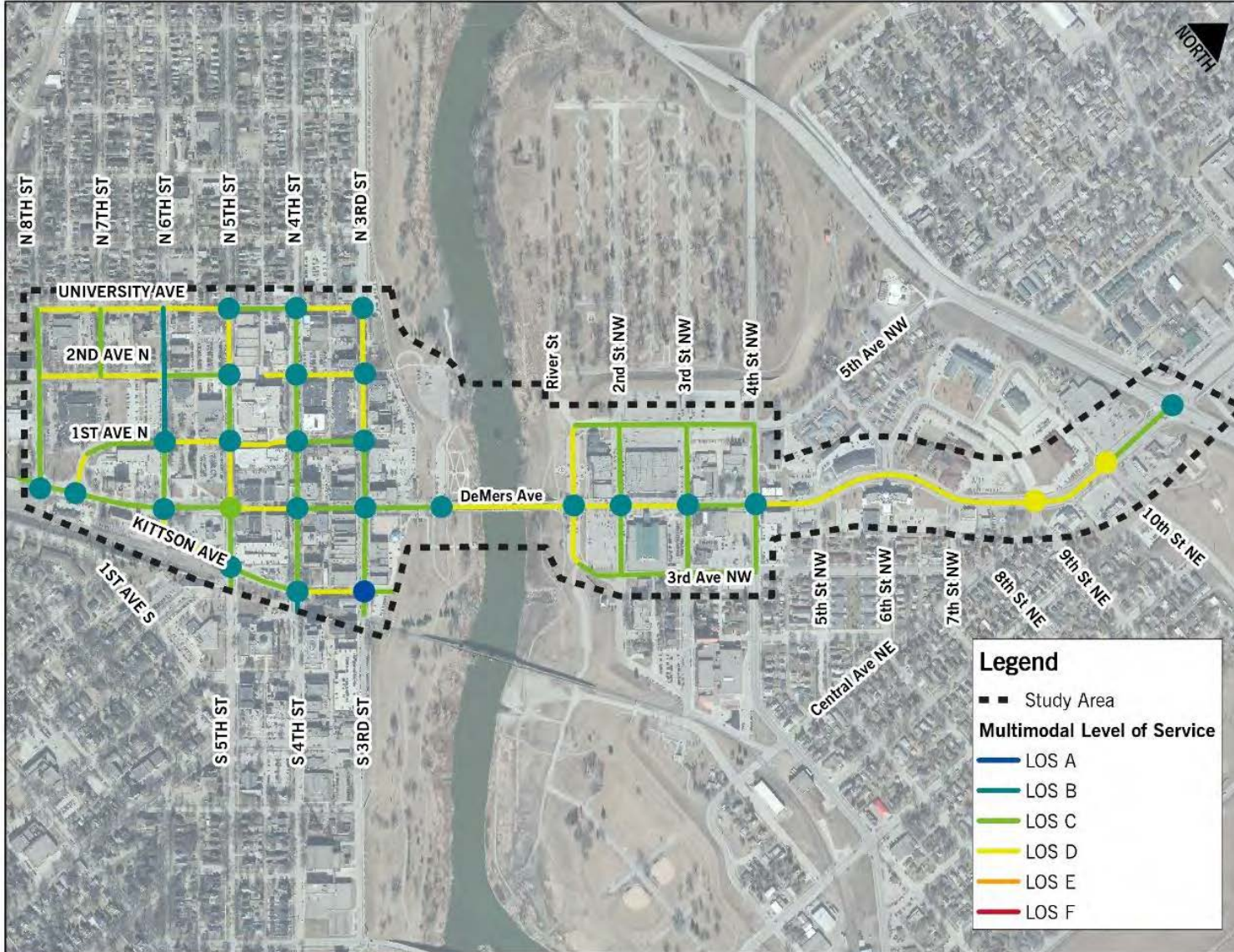
D



E



C



- Reliability is a Challenge on DeMers Avenue to Cars and Trucks
- Limited Bicycle Connectivity Through Downtown
- Transit Access Requires Walking a Few Blocks
- Pedestrian Spot Improvements Only

2045 Multimodal Operations



C



C



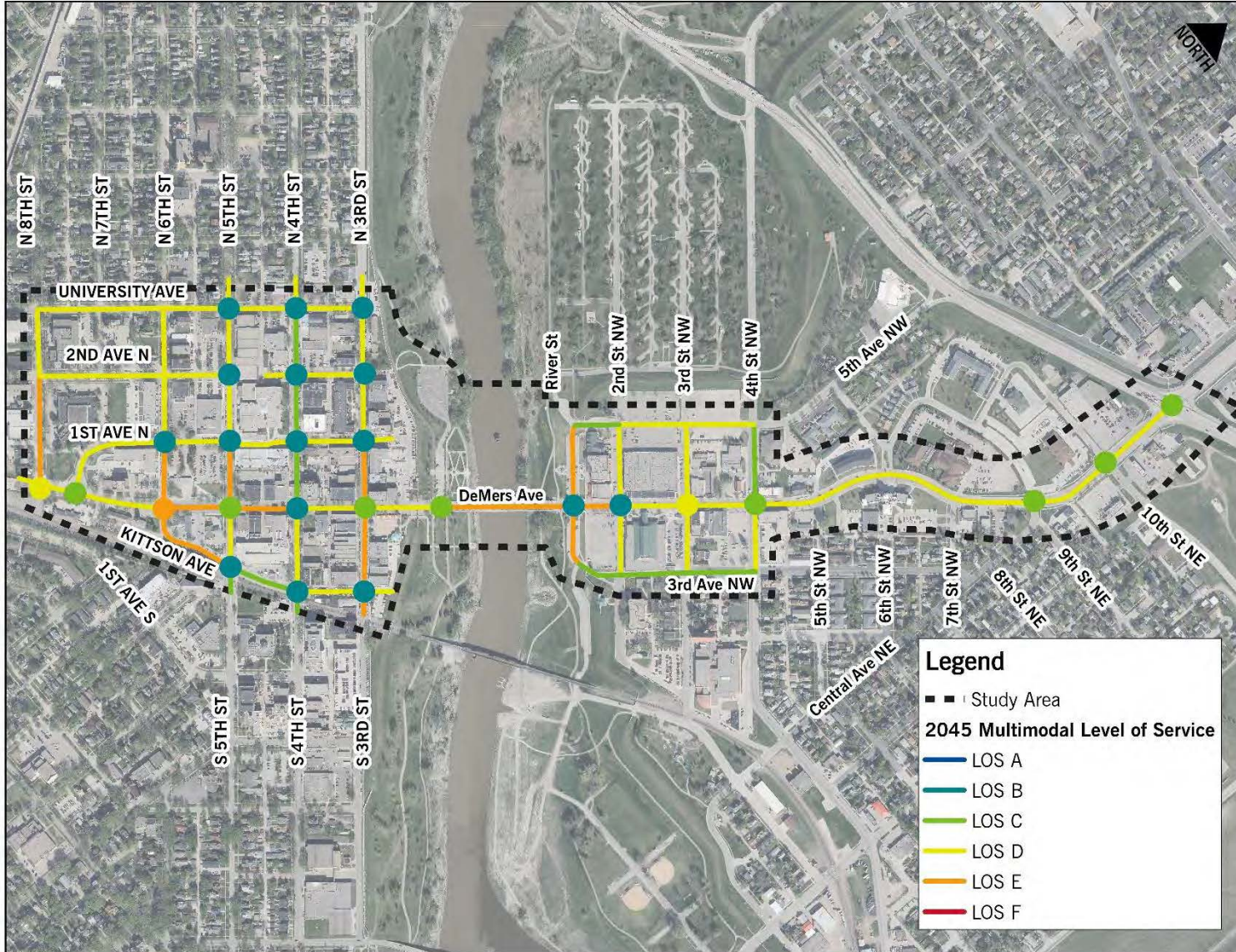
D



E



D



➤ Increases to Traffic Volumes on Major Routes Exacerbate

➤ Vehicular Operations

➤ Vehicular Reliability

➤ Bicycle Conditions

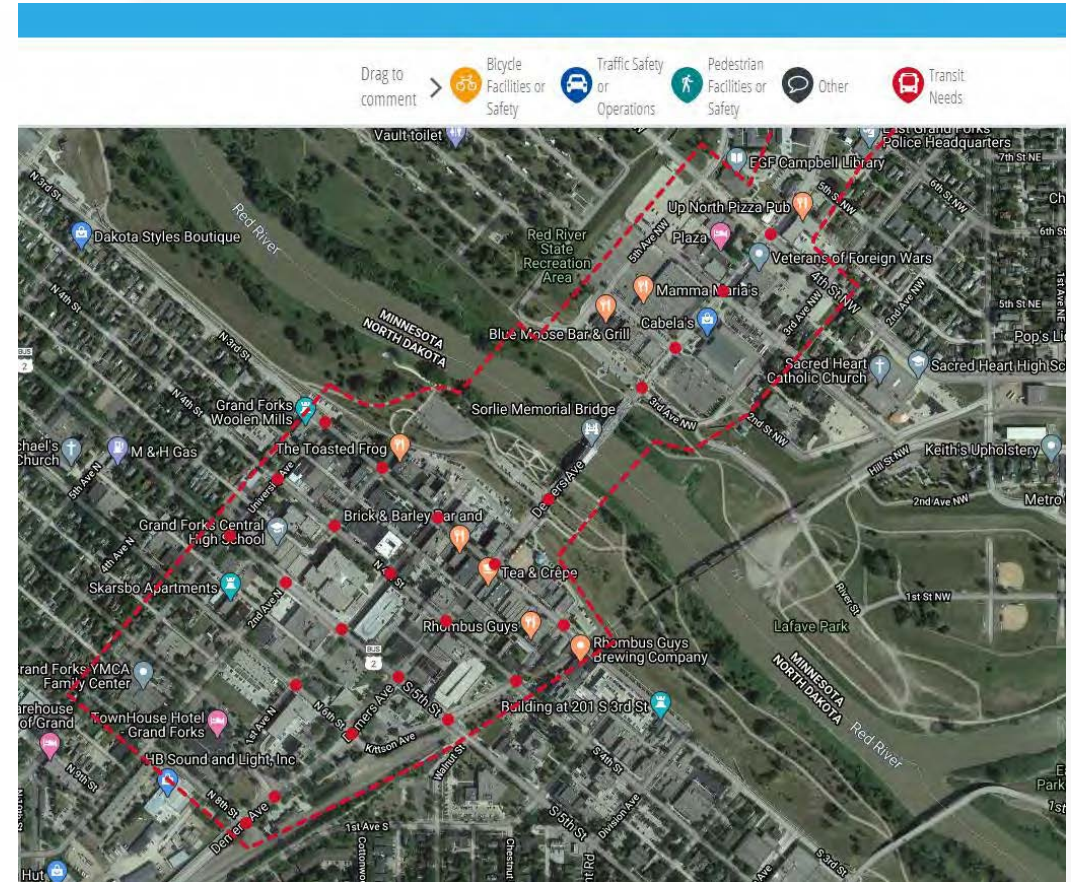
➤ Pedestrian Crossing Comfort



Public Input Meeting #1

Project Website

➤ Issues Mapping – In Person and Online



Meeting Approach and Details

- Interactive Open House with Short Presentation
- Meeting Date and Location?



Marketing and Communication

- Flyers for distribution
- Social media partners
- Press release
- Others?



A photograph of a bridge with a person on a bicycle, overlaid with a semi-transparent orange filter. The bridge has a complex steel truss structure. A person is riding a bicycle on the sidewalk. In the background, there are buildings and trees. The text "Alternatives Primer" is overlaid on the image in a white, sans-serif font.

Alternatives Primer

Goals

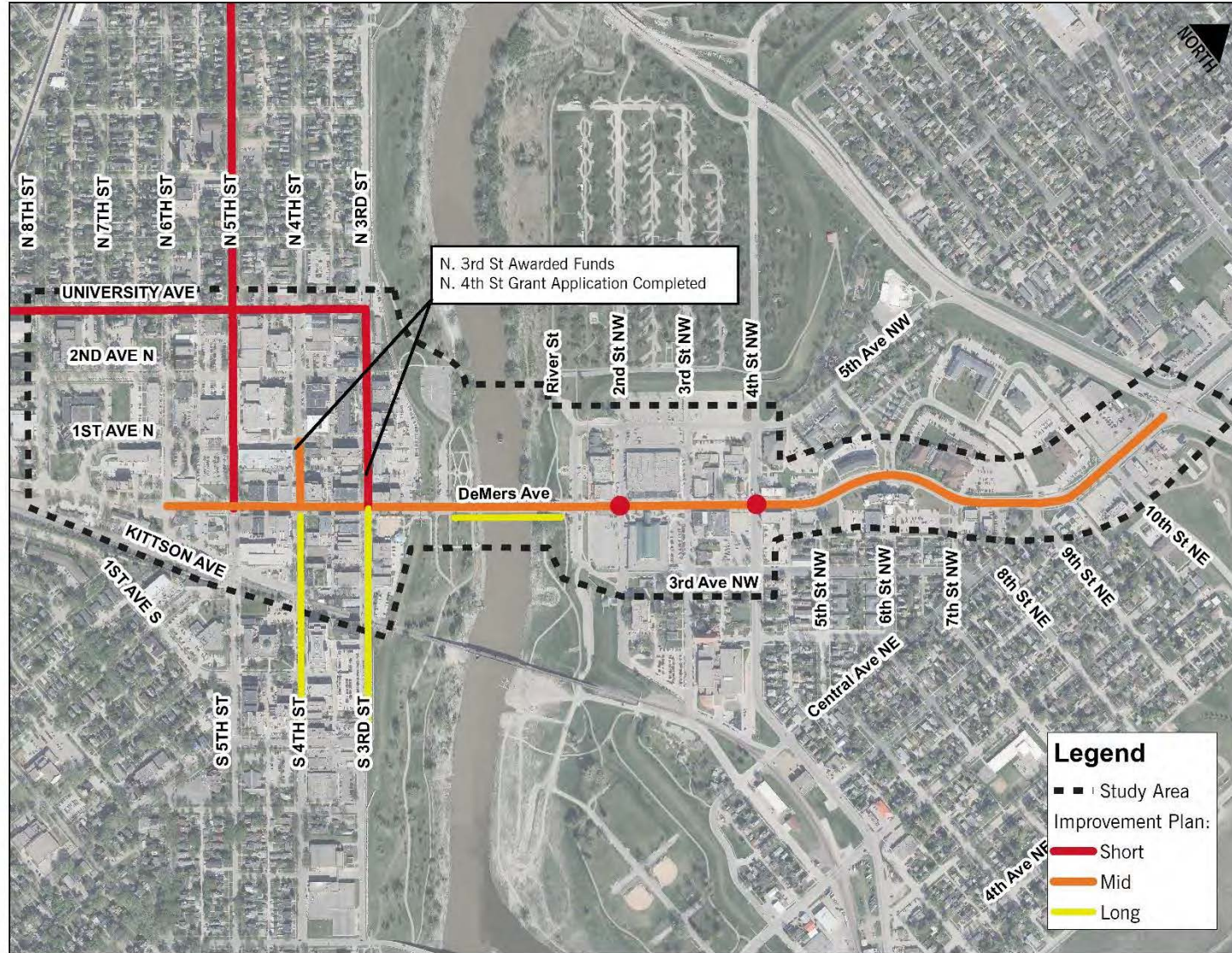
Issues First, Opportunities Second

Identify and Prioritize Solutions

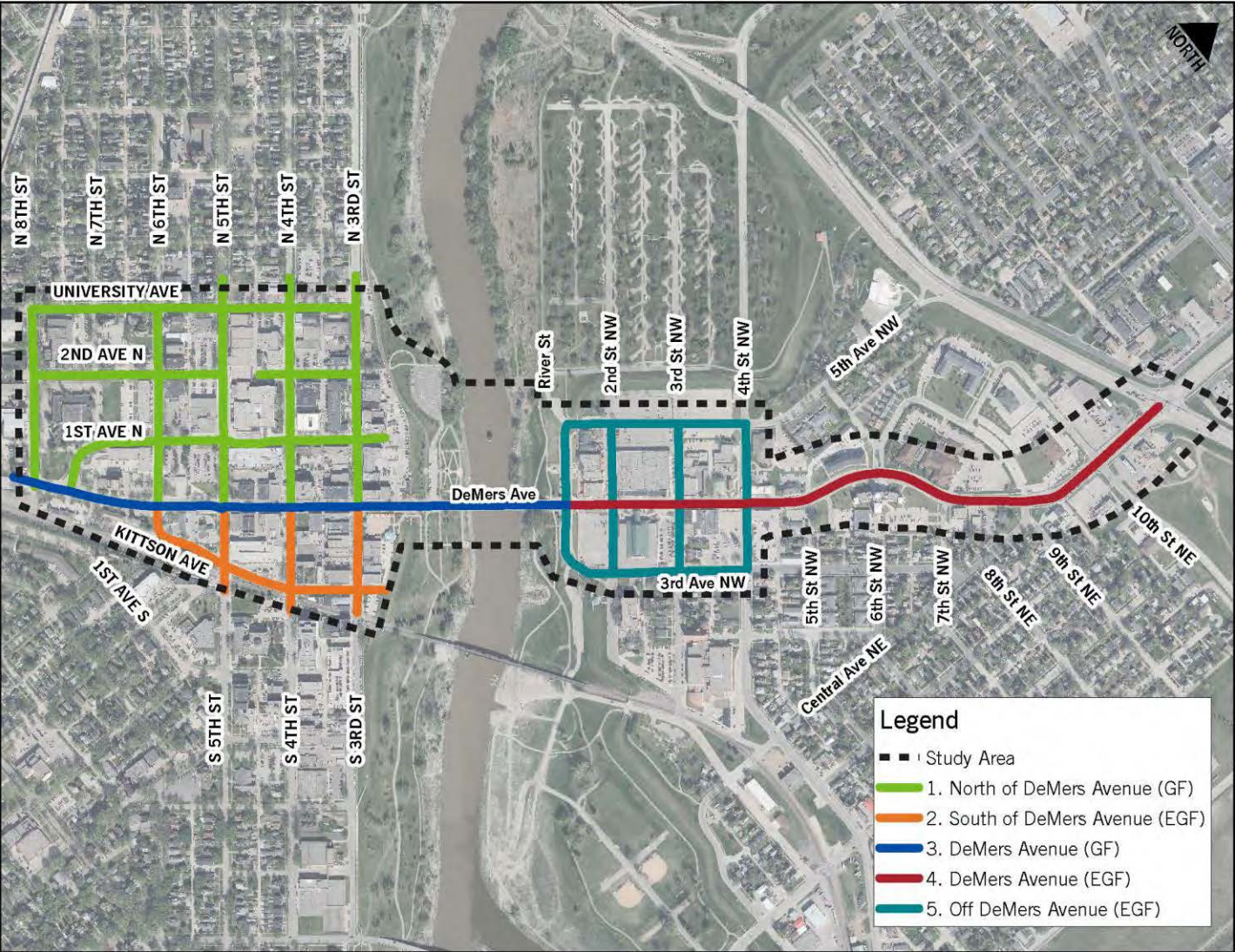
Physical Improvement Focused

- Topic Areas
 - Pedestrian network
 - Bicycle network
 - DeMers Avenue
 - Others
 - Parking
(Recommendations from Previous Study)

Planned Infrastructure Improvements



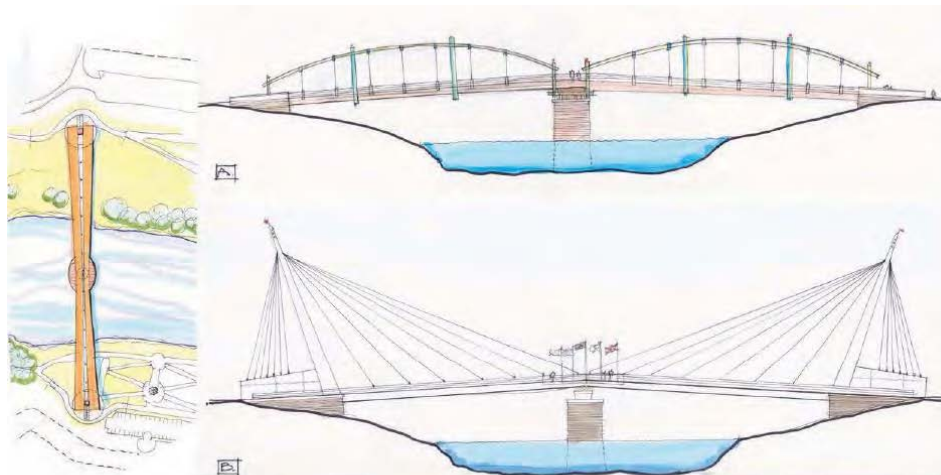
Value Profile



- > Prioritize modes for each area
 - > Vehicles
 - > Pedestrians
 - > Bicycles
 - > Transit
 - > Parking
 - > Cost

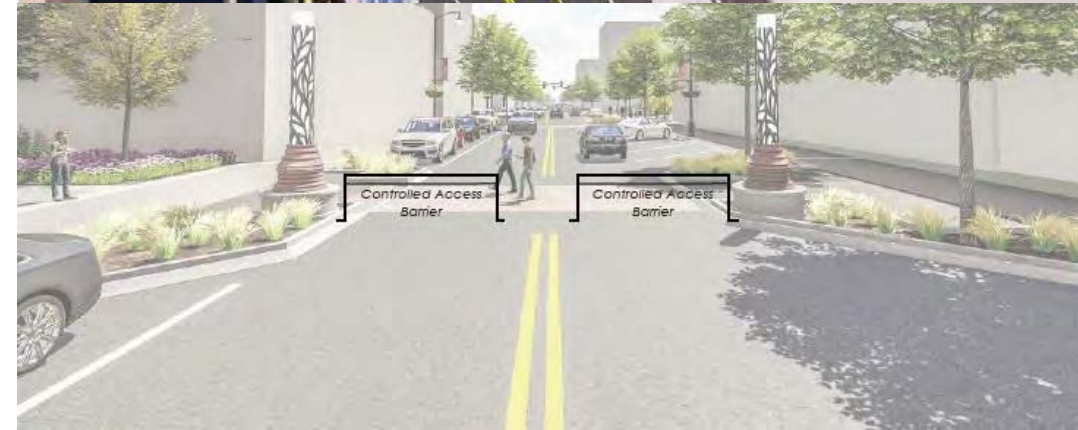
Review of Past Concepts

- GF Downtown Action Plan (2019)
- River Forks Downtown Study (2009)
- East Grand Forks Land Use Plan (2016)
- University Avenue Study (Ongoing)



Plan view

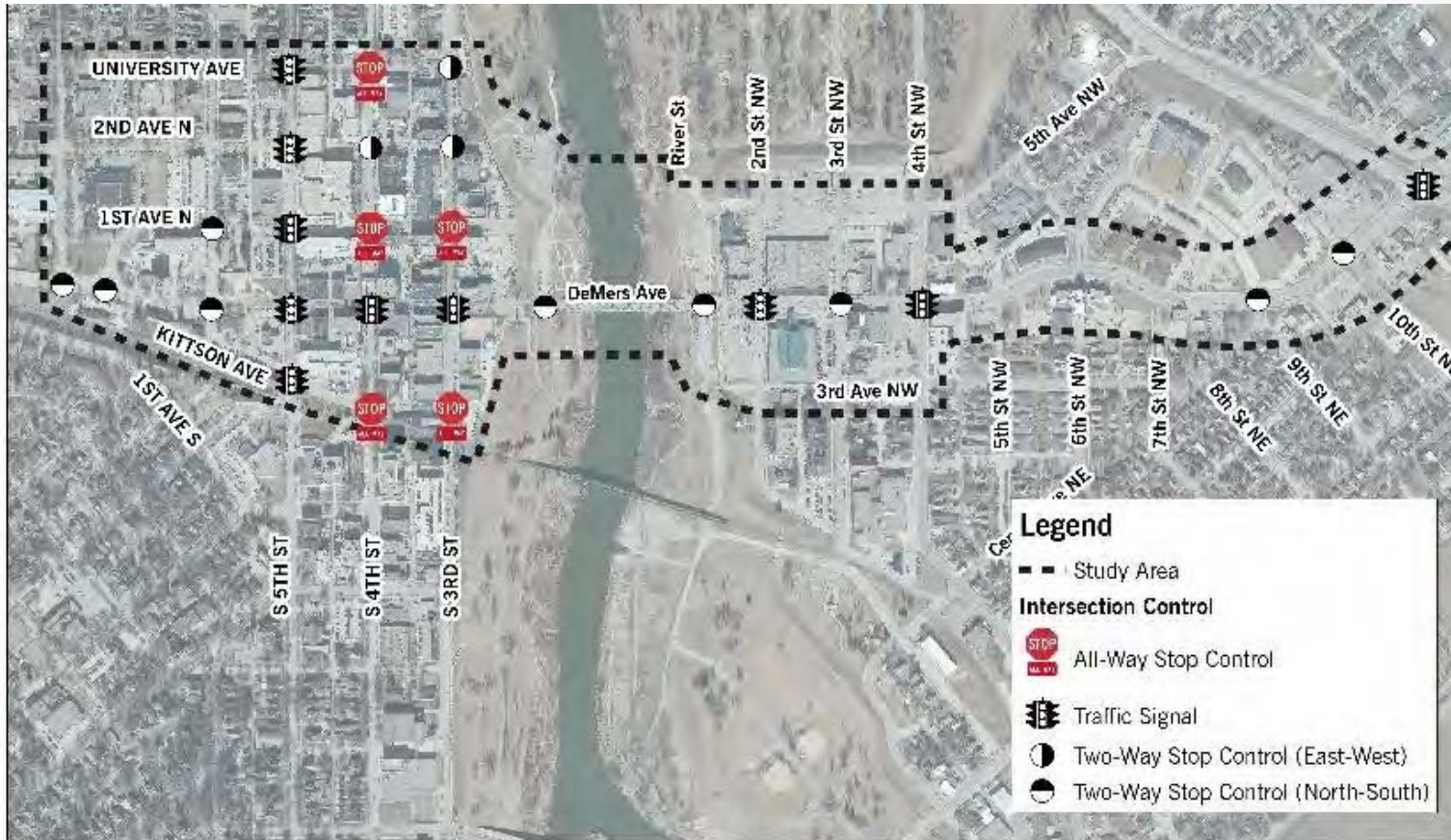
Red River multi-purpose trail bridge





Alternatives – Pedestrian Network

Crossing Challenges



➤ Cursory Analysis of ADTs:

➤ No New Signals Likely

➤ No New All-Way Stop Control (AWSC) Likely

➤ Several Locations Do Not Meet Baseline AWSC Requirements

➤ No Overriding Crash Issues

➤ 2011 Downtown GF Signal Traffic Ops Study

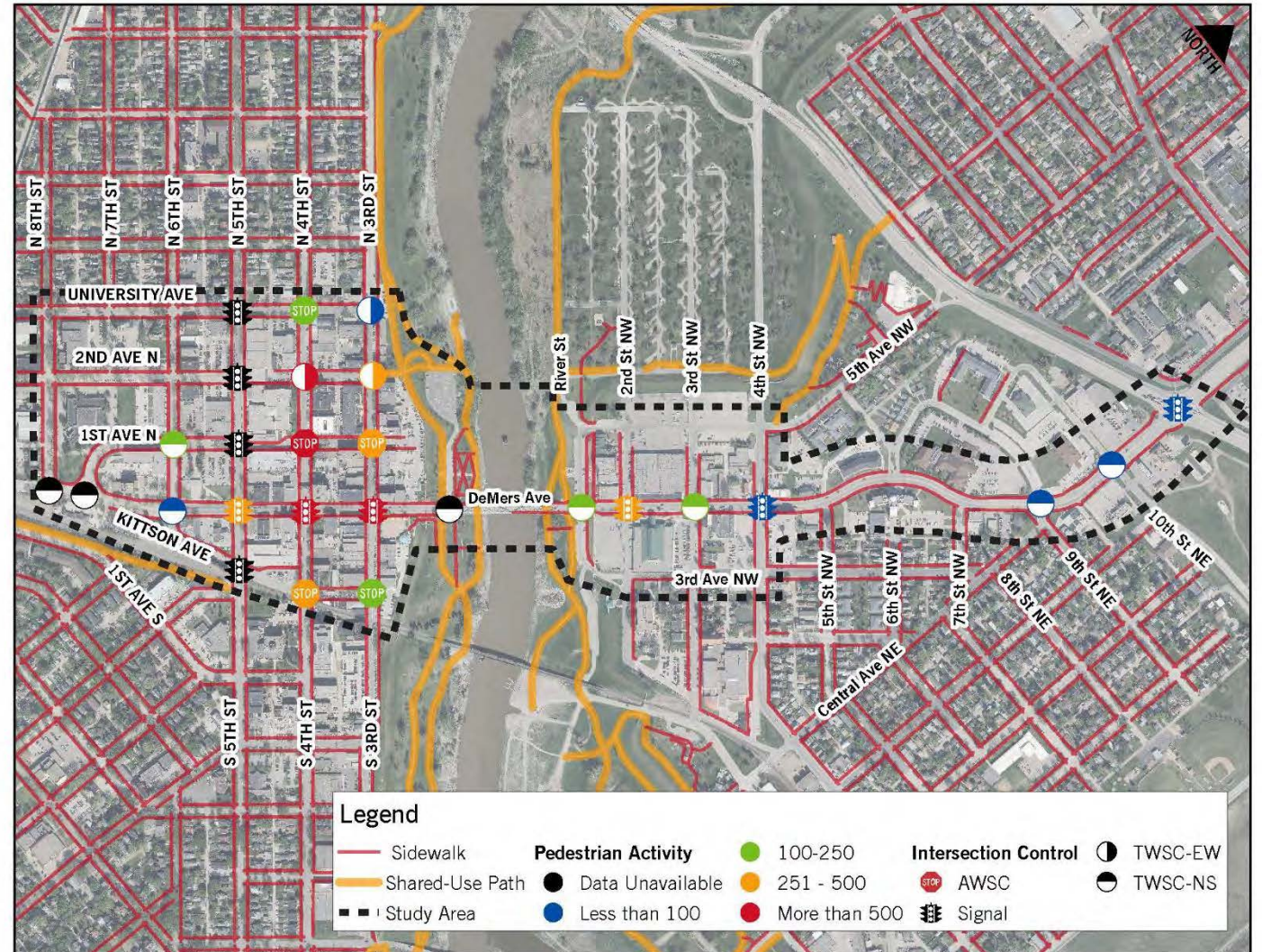
➤ Removed 2 Signals

➤ Justified Remaining 6

➤ ADTs Mostly Stable

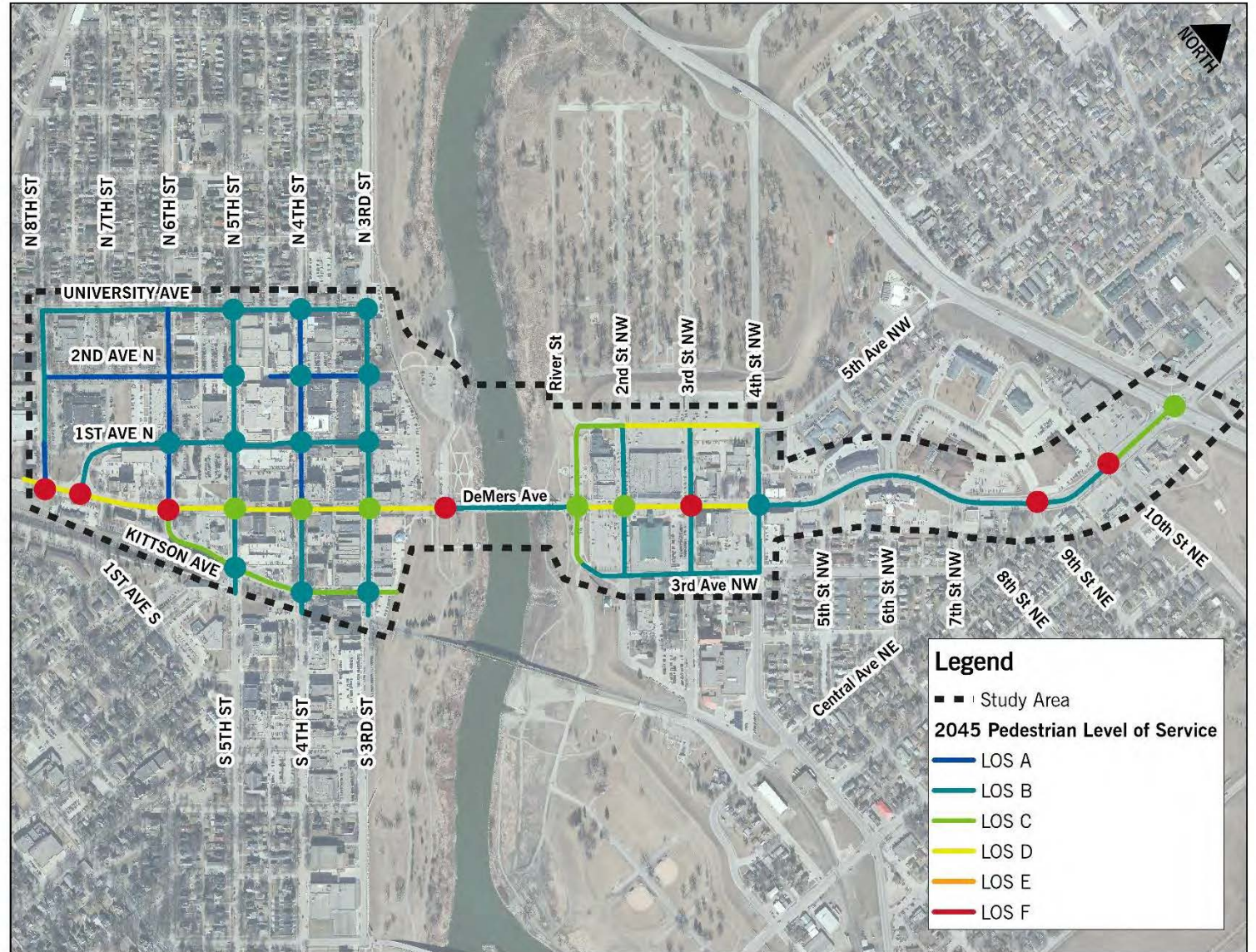
Crossing Challenges

- Identify and rank challenging crossings
- Up to 5 locations
- Check boxes that apply to issues
 - Gap Availability
 - Speeds
 - Sight distance
 - Other



Link Improvements

- Identify and rank link issues
- Up to 5 locations
- Check box that apply to issues
 - Missing Amenities
 - Speeds
 - Uncomfortable
 - Other



The background image shows a person riding a bicycle on a bridge. To the left, a car is visible on the adjacent side of the bridge. The bridge has a complex steel truss structure. In the distance, there are multi-story buildings and trees. The entire image is overlaid with a semi-transparent orange filter. A white rounded rectangular box is positioned in the lower-left quadrant, containing the text.

Alternatives – Bicycle Network

Facility Preference

Shared Lanes



Bike Lanes



One-Way Raised Cycle Track



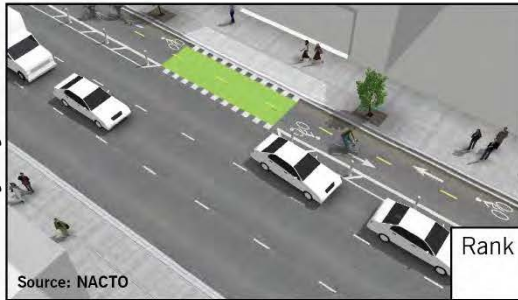
Shared-Use Path



Buffered Bike Lanes



Two-Way Cycle Track



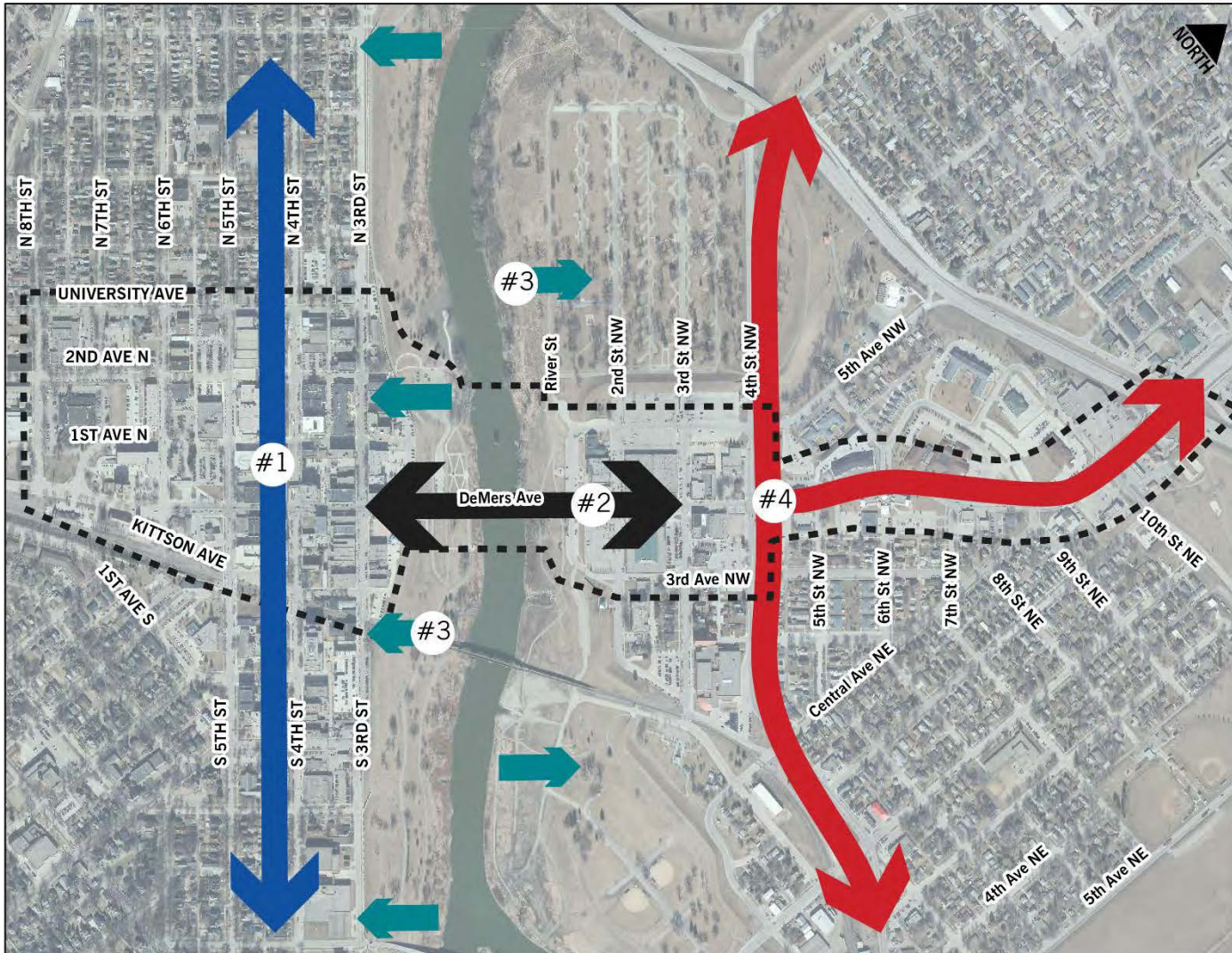
No Facilities



Please rank the types of bicycle facilities you prefer to bike on with 1 being most preferred and 7 being least preferred. Do not rank facilities you would not bike on.

- Provide feedback on biking frequency
- Rank the type of facilities you prefer to bike on.

Connectivity



- Rank the connectivity gaps
- 1 is the worst
- Do not rank items you do not perceive as an issue

North-South Connectivity

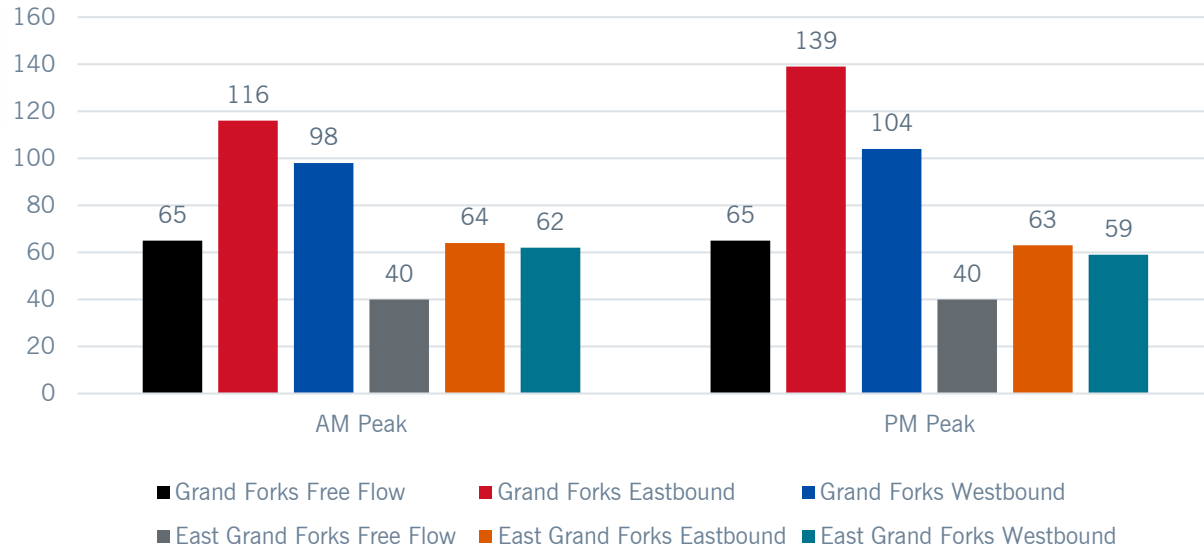


- What's the best route to connect north and south downtown Grand Forks?
 - 3rd Street
 - 4th Street
 - 5th Street



Alternatives – DeMers Avenue

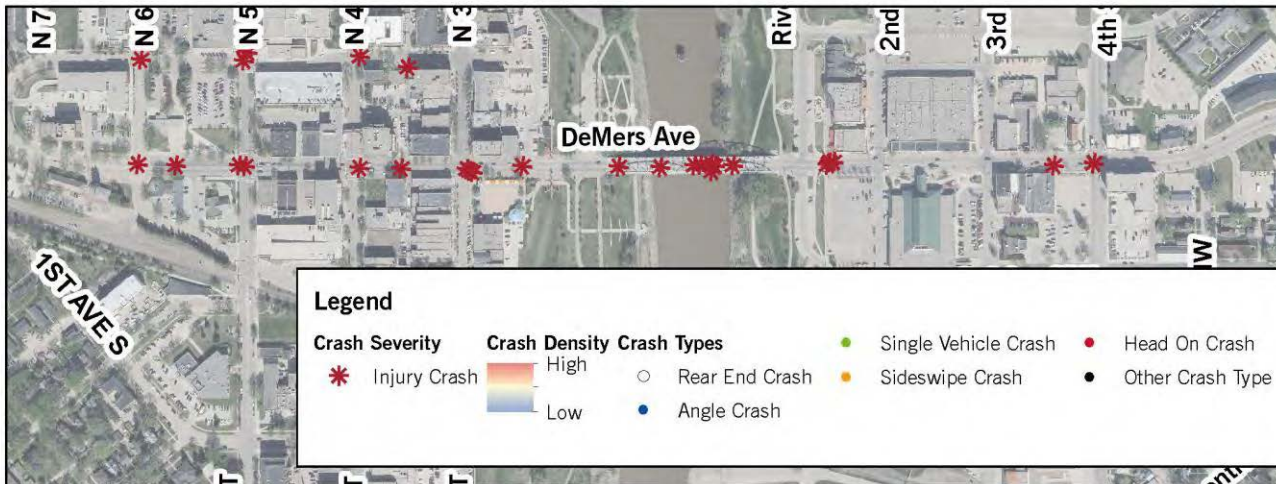
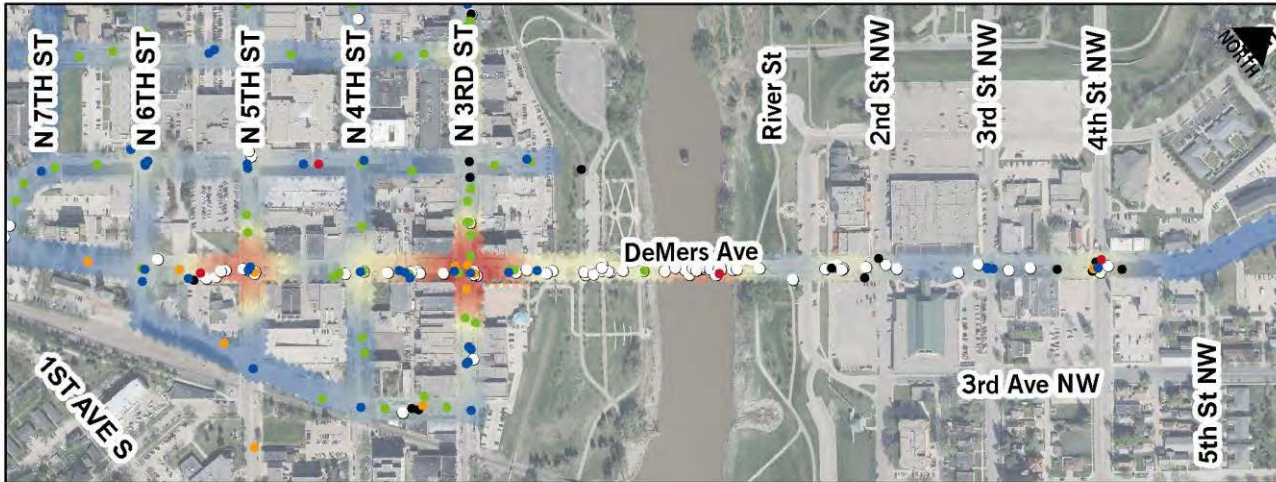
DeMers Avenue Operations



- Compounded signal delays
- Deficient sidestreet delays
- No signal coordination between 2 cities
- Reliability issues throughout the year



DeMers Avenue Safety



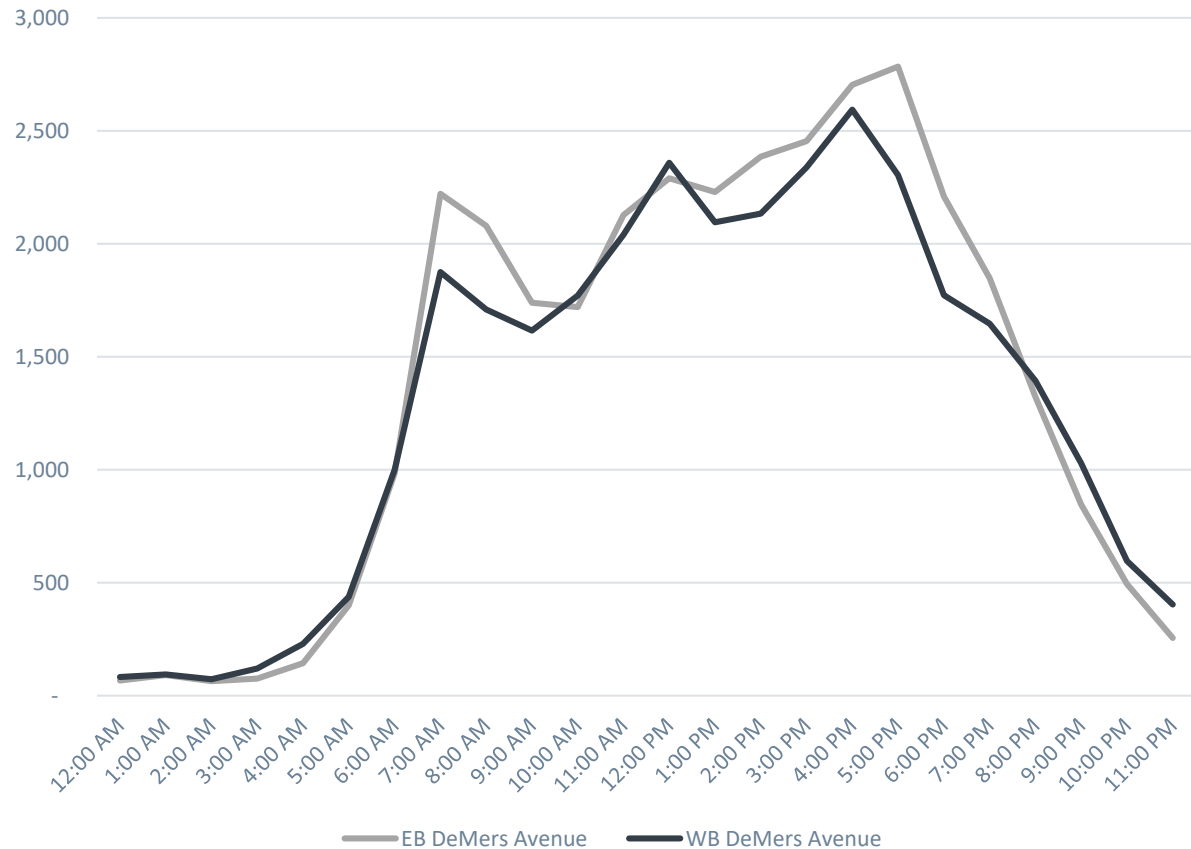
- 37% of Study Area Crashes
- 64% of Study Area Injuries
- 71% Rear End Crashes
- High Speeds West of 5th Street (GF)
- Above Average Crash Rates at 5th Street (GF) and 4th Street NW (EGF)

Potential Solutions – Traffic Signals

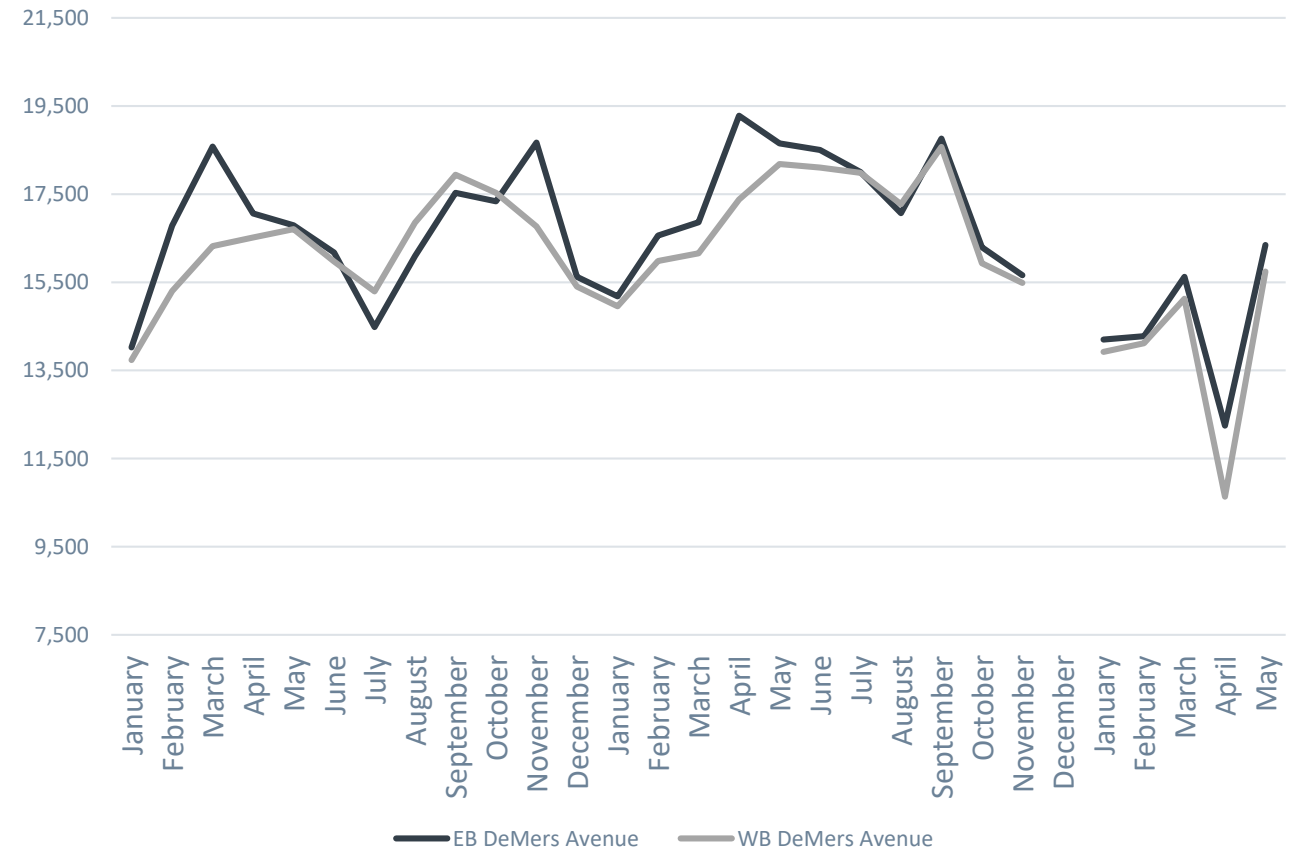
- Interconnect Traffic Signals
- Adaptive Signal Control



Time of Day Variability

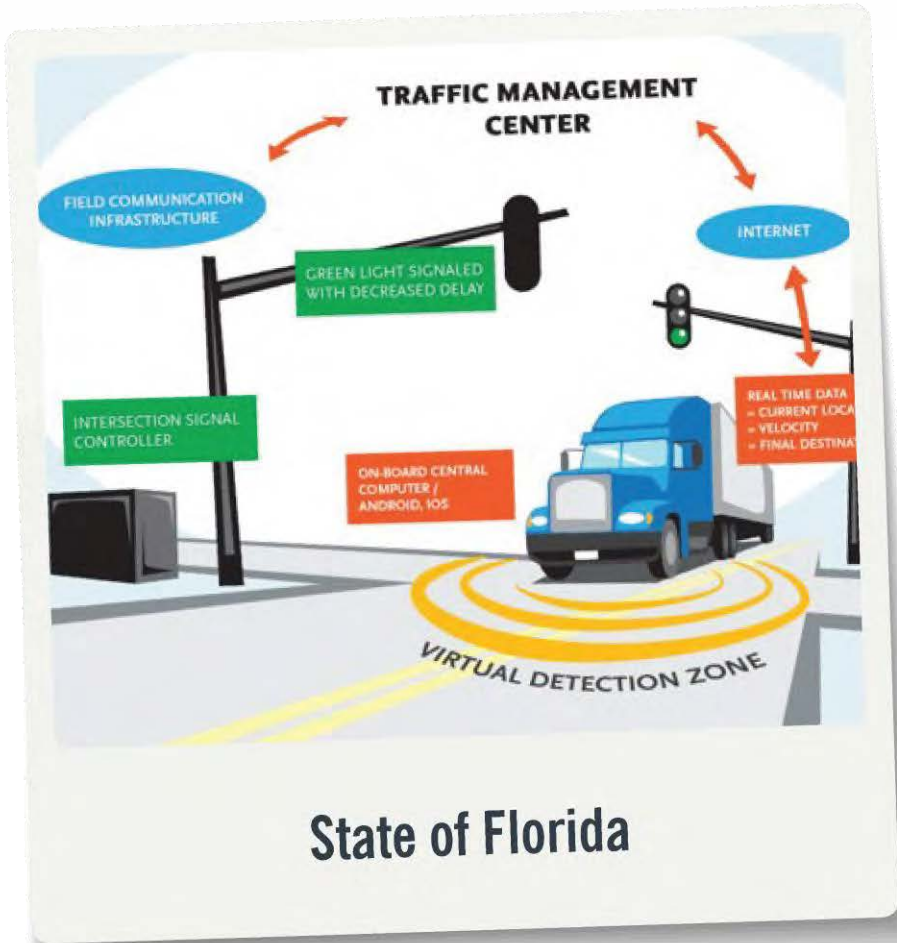


DeMers Avenue and 5th Street (GF)

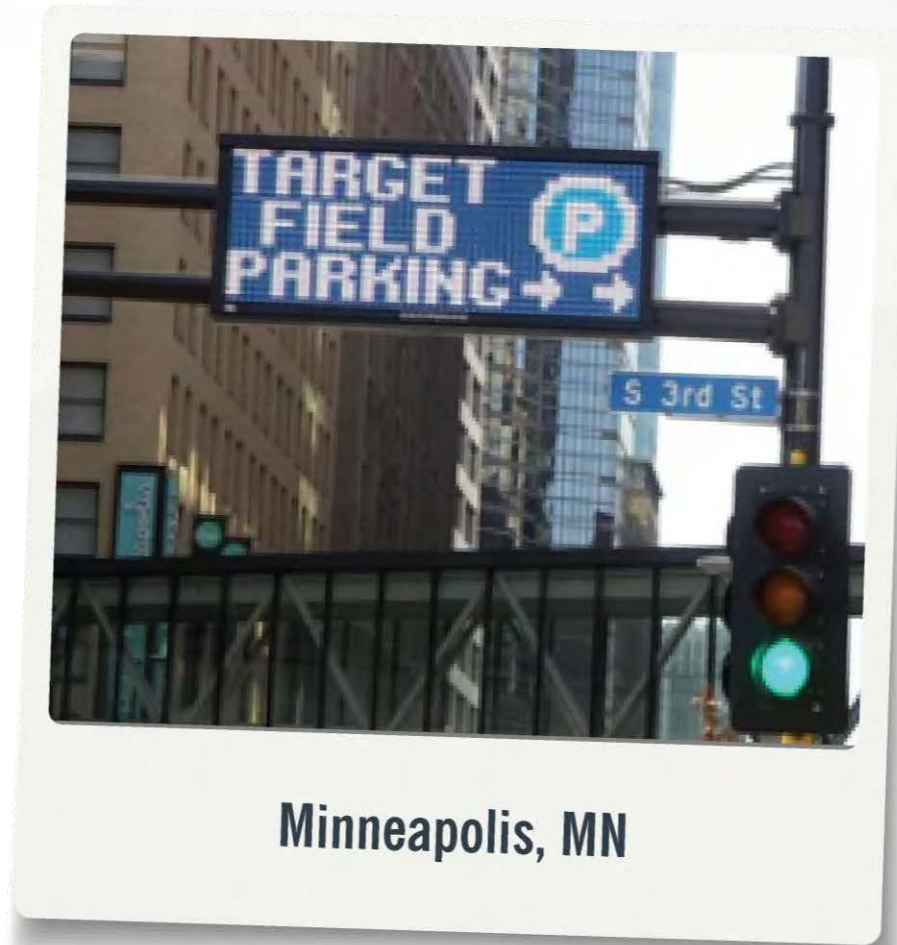


Potential Solutions - ITS

Freight Signal Priority

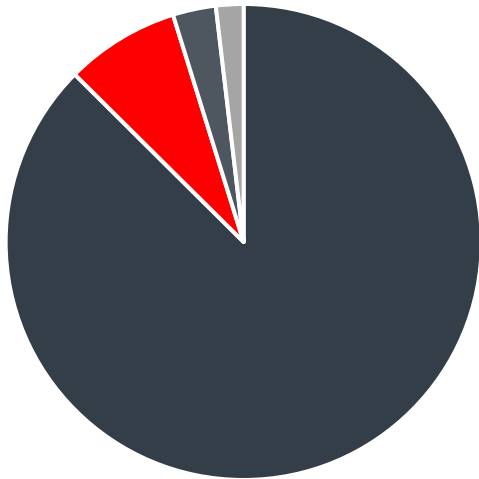


Event Management System

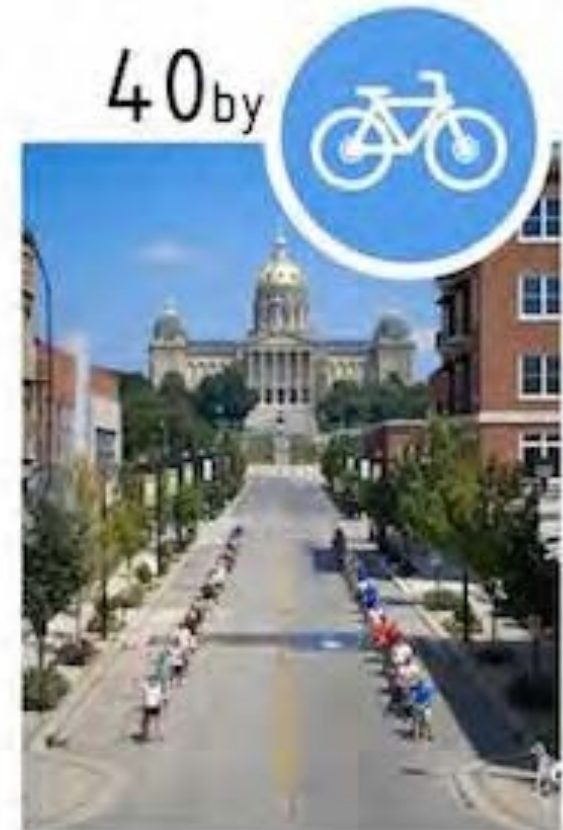


Potential Solutions – Travel Demand Management

- > Increased ped/bike activity via Improved Facilities
- > Altered work schedules
- > Increased Transit Service
- > Ride-hailing Accommodations

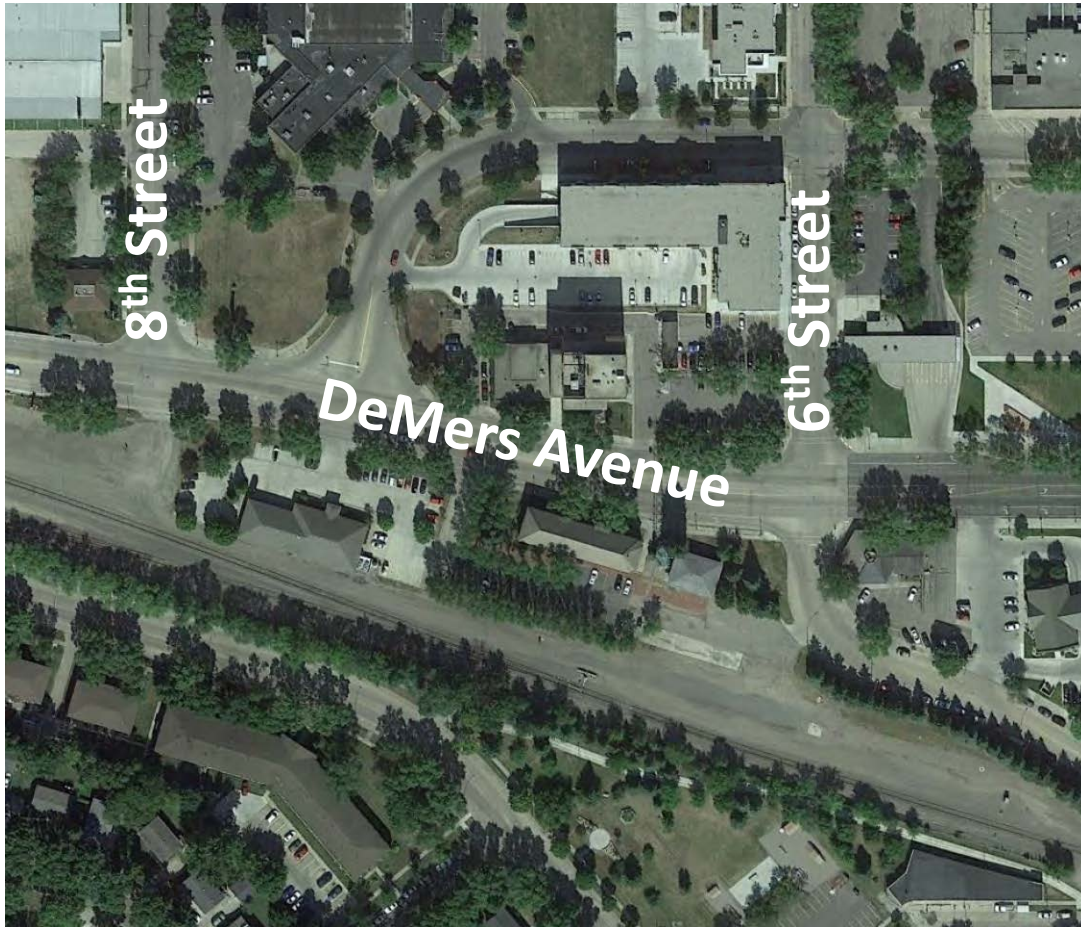


■ Less than 1 Mile ■ 1-2 Miles
■ 2-5 Miles ■ More than 5 Miles



Potential Solutions – Infrastructure

Roundabout between 6th and 8th Street



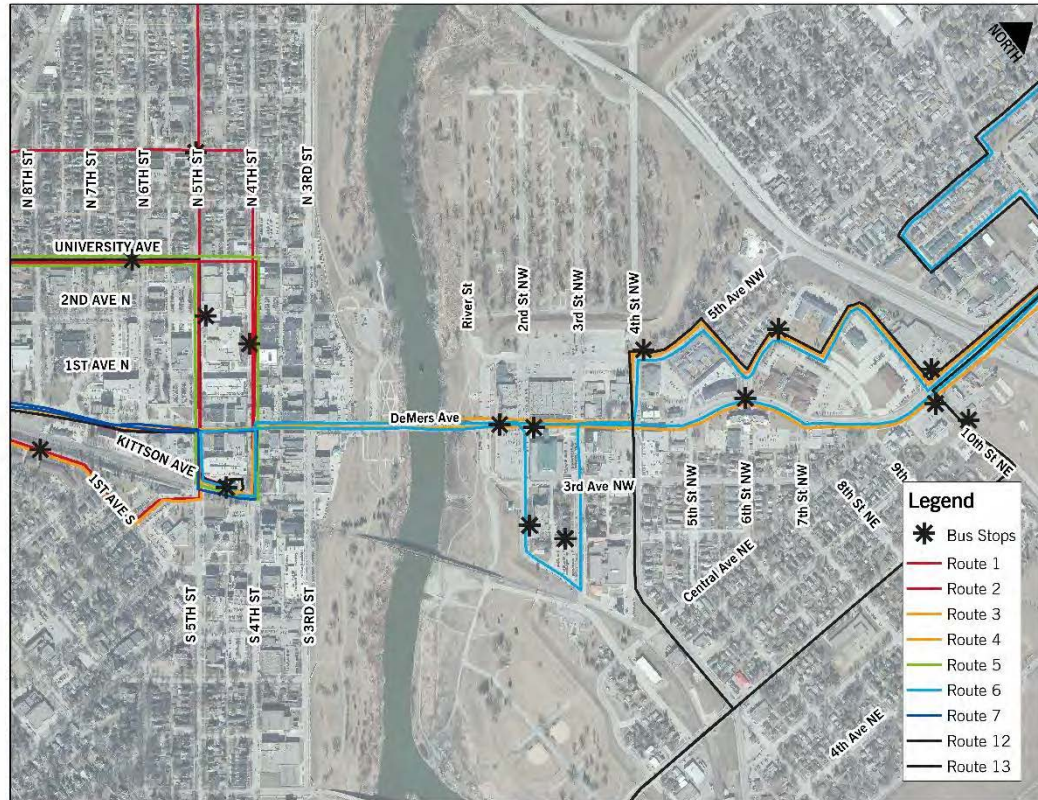
Lane Reconfiguration of DeMers east of 4th Street NW





Alternatives – Others

Transit



- Identify and rank locations
- Select issues
 - Needs Service or Increase Service
 - Improve Stop Amenities
 - Difficult Transit Movements (Turning)
- 30 Minute Service between Downtowns
- 7 Routes in Either Downtown

3rd Street

3RD STREET (GRAND FORKS)



Issues

- » 35 Total Crashes
- » 37% Involved Parked Cars

Possible Solution: Back-In Angle Parking

- » Better Sight Lines for Vehicles and Bicycles When Leaving
- » Load Vehicle on Curb Instead of Roadway

Is This a Good Idea to Study Further?

- Yes
- No

Have Other Ideas?

6th Street

6TH STREET (GRAND FORKS)



Issues

- » 6th Street and 1st Avenue: 57% Angle Crashes
- » 6th Street and 2nd Avenue: 50% Angle Crashes
- » Fatality at 6th Street and 2nd Avenue

Possible Solution: Curb Bulb-Outs

- » Improves sight-lines to improve stopping compliance
- » Reduced pedestrian crossing exposure
- » Has potential to reduce speeds through the corridor

Is This a Good Idea to Study Further?

- Yes
- No

Have Other Ideas?

Other Issues?

- Other pedestrian or bicycle improvements?
- Train issues?
- Anything else we missed?





Alternatives – Parking

Short-Term

Information
and Marketing

Signage and
Wayfinding

Parking Ramp
Operations and
Permitting

Prioritize
Walking and
Biking

Expand Parking
Enforcement

LDC Code
Changes

Key Issue: Perception

3,600+

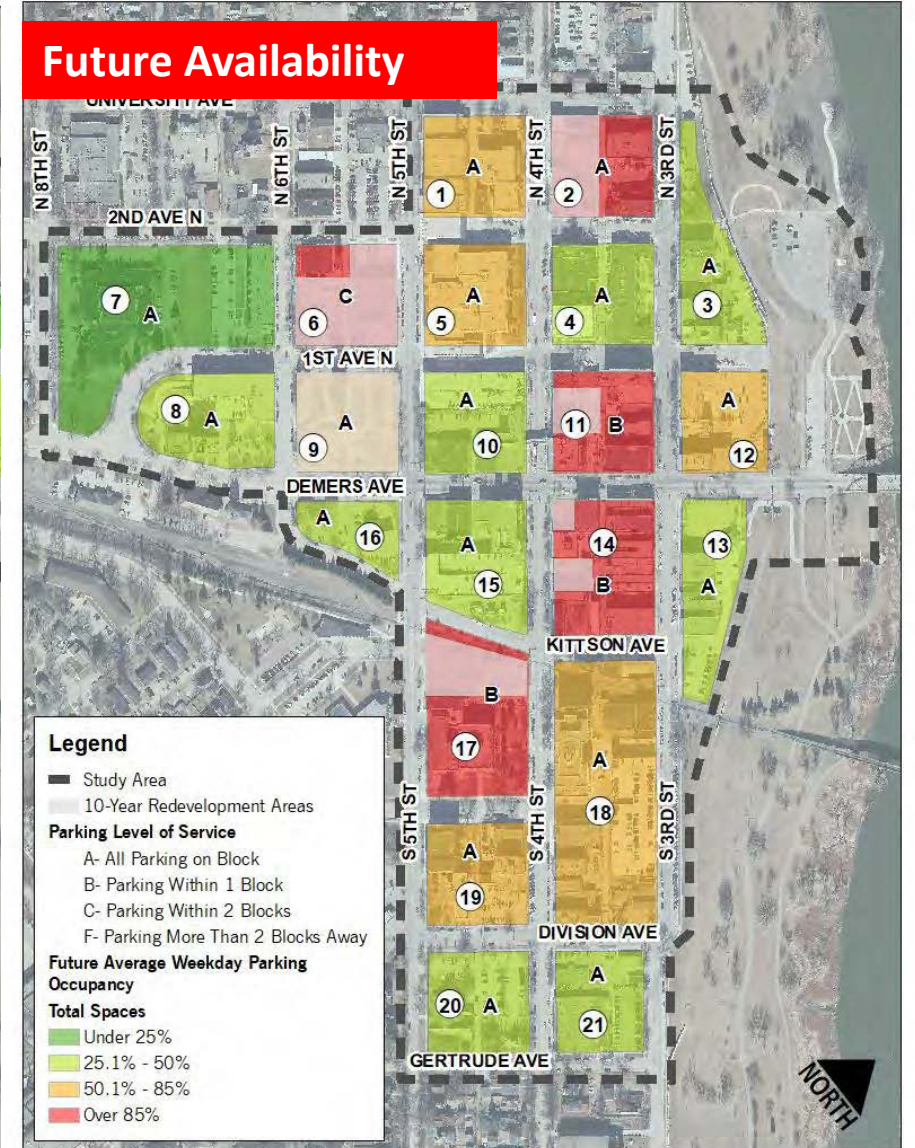
Parking Spaces

65%

Average Occupancy

61%

Peak Occupancy



Short Term: Information and Marketing

Marketing Campaign should include:

- Information and marketing campaign
- A downtown parking brand
- Easy to read parking locations and restrictions map



Short Term: Information and Marketing

Key Issue

Perception

Public Support

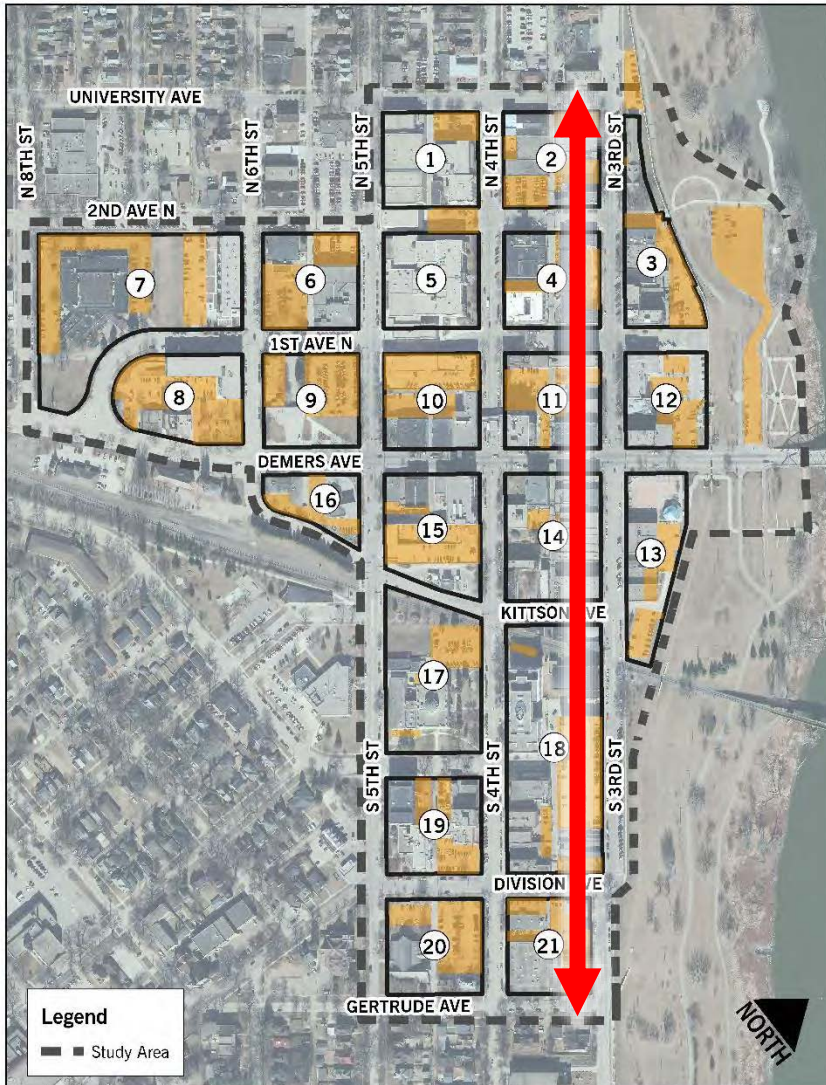
47%

Committee Support

100%

- Expand the availability, visibility, and accessibility of parking information
- Make parking downtown easier

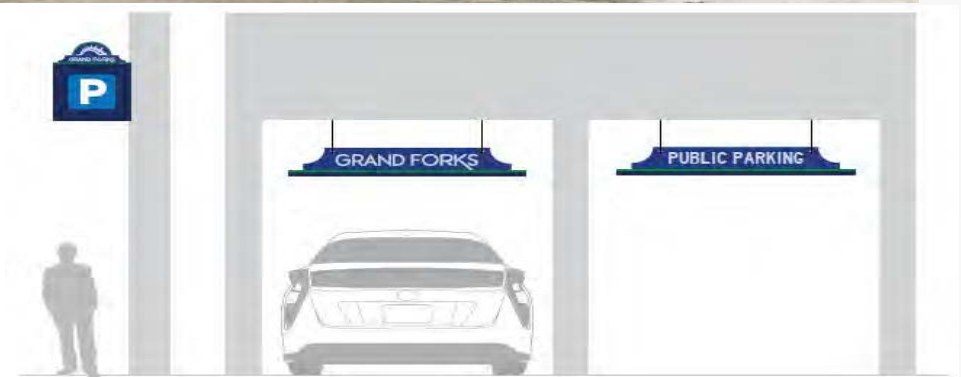
Key Issue: Multimodal Mobility



- Downtown is a half-mile long
- Most pedestrians could walk that distance in about 15 minutes
- Create a park once environment

Short Term: Signage and Wayfinding

- Clearer signage and information on parking ramps



Short Term: Signage and Wayfinding

Key Issue

Perception & Multimodal

Public Support
100%

Committee Support
100%

- Improved signage can inform trip making behavior and make parking easier to find
 - Implement wayfinding standards identified in the DAP

Short Term: Prioritize Walking and Biking Investments

- Complete ADA evaluation
- Support multimodal investments in DAP and upcoming Downtown Transportation Plan
- Expand bicycle parking at high activity locations



Short Term: Prioritize Walking and Biking Investments

Key Issue

Multimodal

Public Support

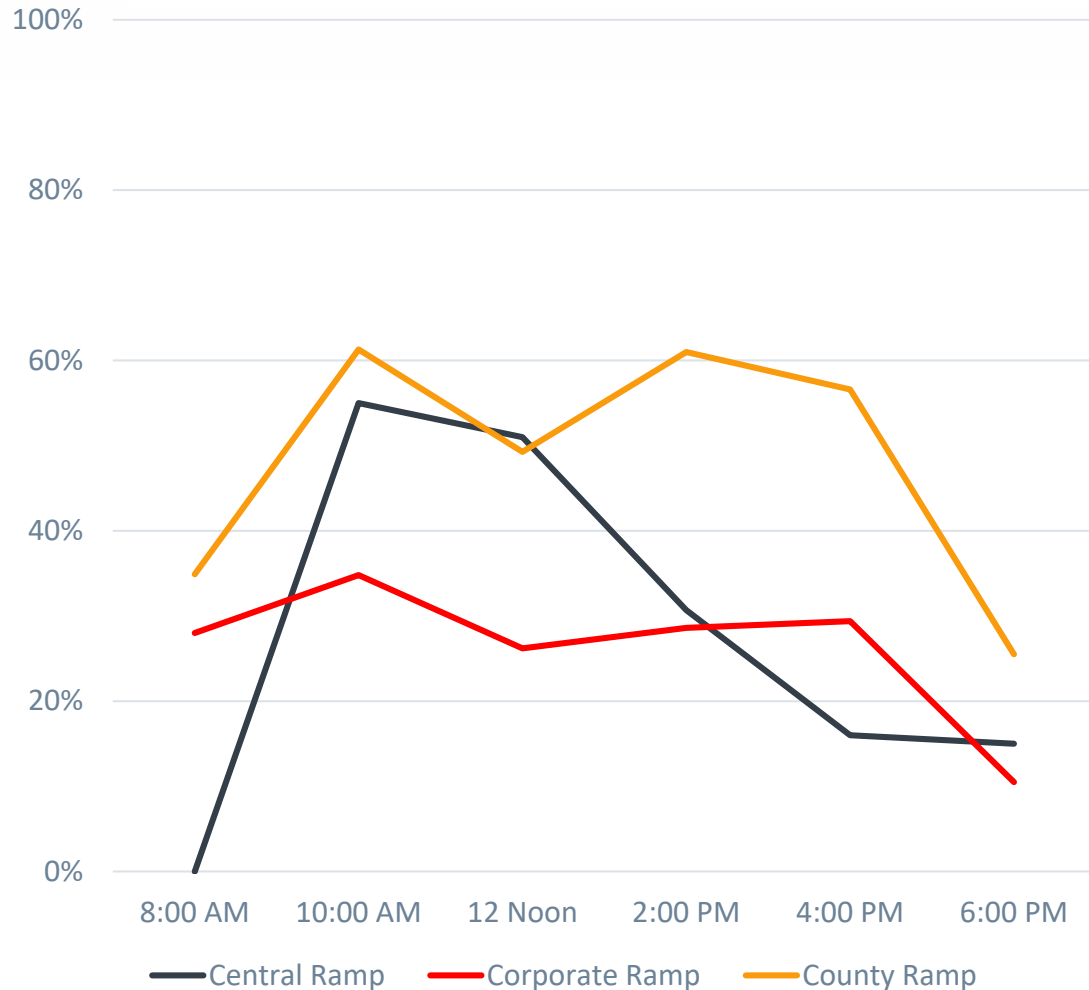
65% - 100%

Committee Support

90% - 94%

- Easy parking encourages visitors to park and repark to get closer, increase parking demand and congestion
- Encouraging multimodal options support a park once philosophy

Key Issue: Single Use and Private Parking



- 3 Ramps and 3 different permit parking restrictions
- Creates user confusion and discourages use



Short Term: Parking Ramp Operations and Permitting

- Streamlining restricted times across city and county ramps
- Remove 24-hour restricted parking from first level
- Simplify the permitting process and allow for online purchase and cancellation
- Sign each parking space intended to be permitted



Short Term: Parking Ramp Operations and Permitting

Key Issue

Single Use and Private Parking

Public Support

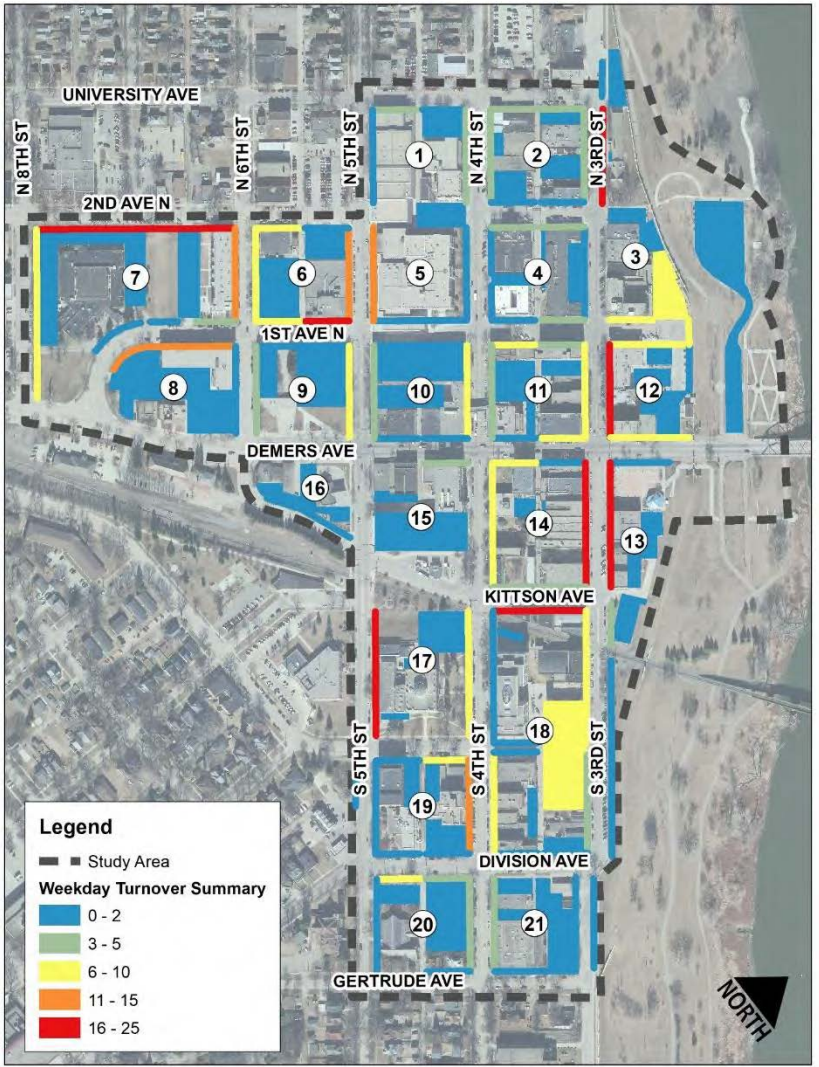
24%

Committee Support

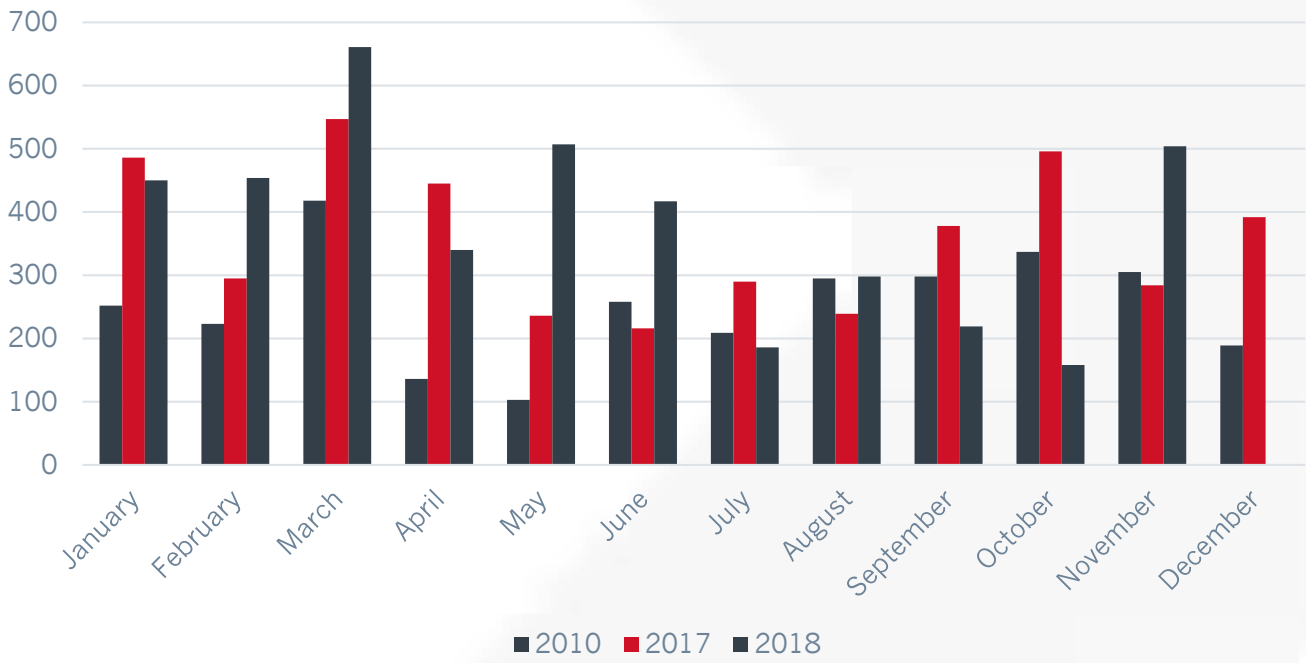
100%

- Often seen as confusing and inconvenient
- Central High School expected to reduce need in Central Ramp can open up additional parking for highest demand areas
- Any changes should be signed and marketed

Key Issue: Enforcement

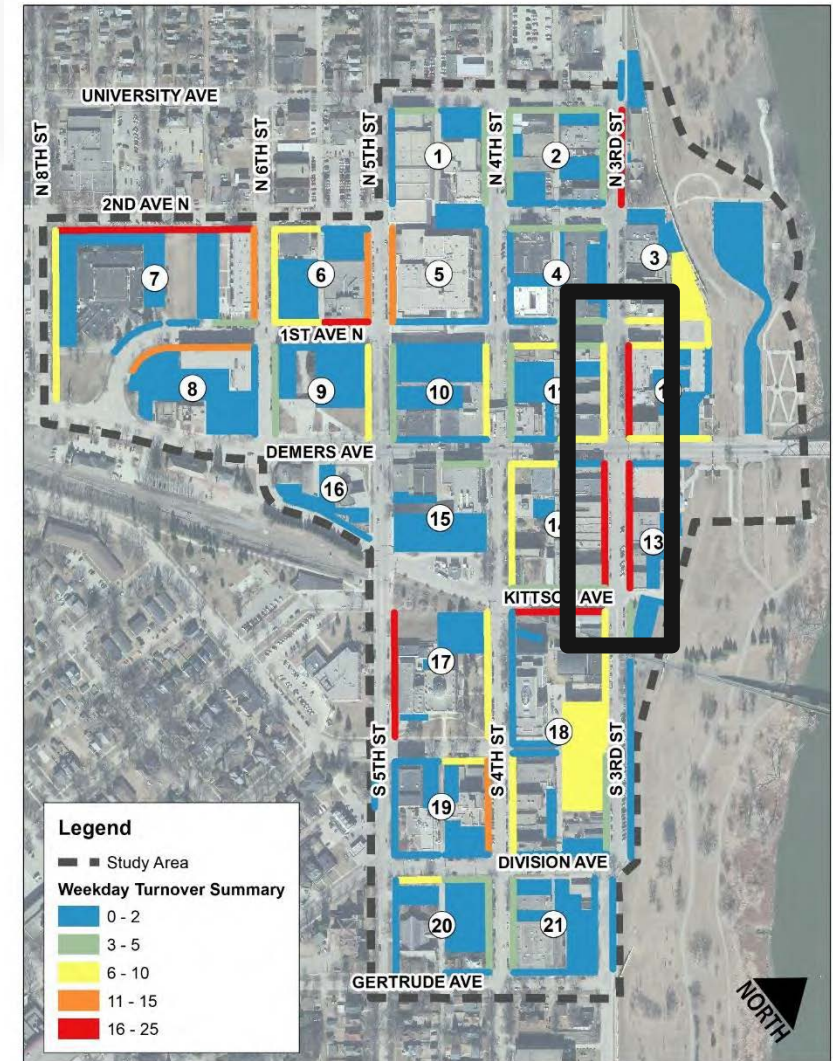


- Nearly 1 in 4 vehicles stays beyond posted time limits
- Overtime parking increased from 17% in 2011 to 24% in 2018



Short Term: Enforcement

- Digital tracking and ticketing system
- License plate readers
- Prioritize enforcement around high violation and high activity areas
- Recollect overtime violation data to determine if behavior changes



Short Term: Enforcement

Key Issue

Enforcement

Public Support

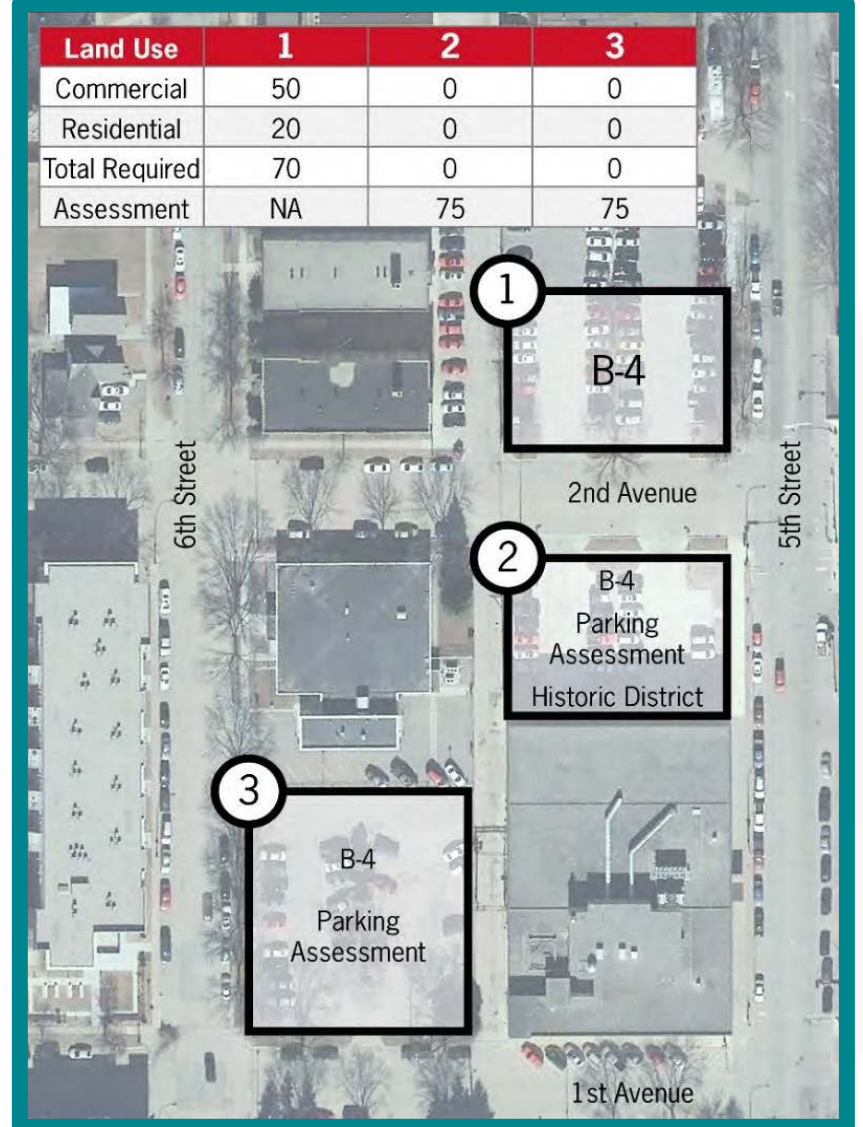
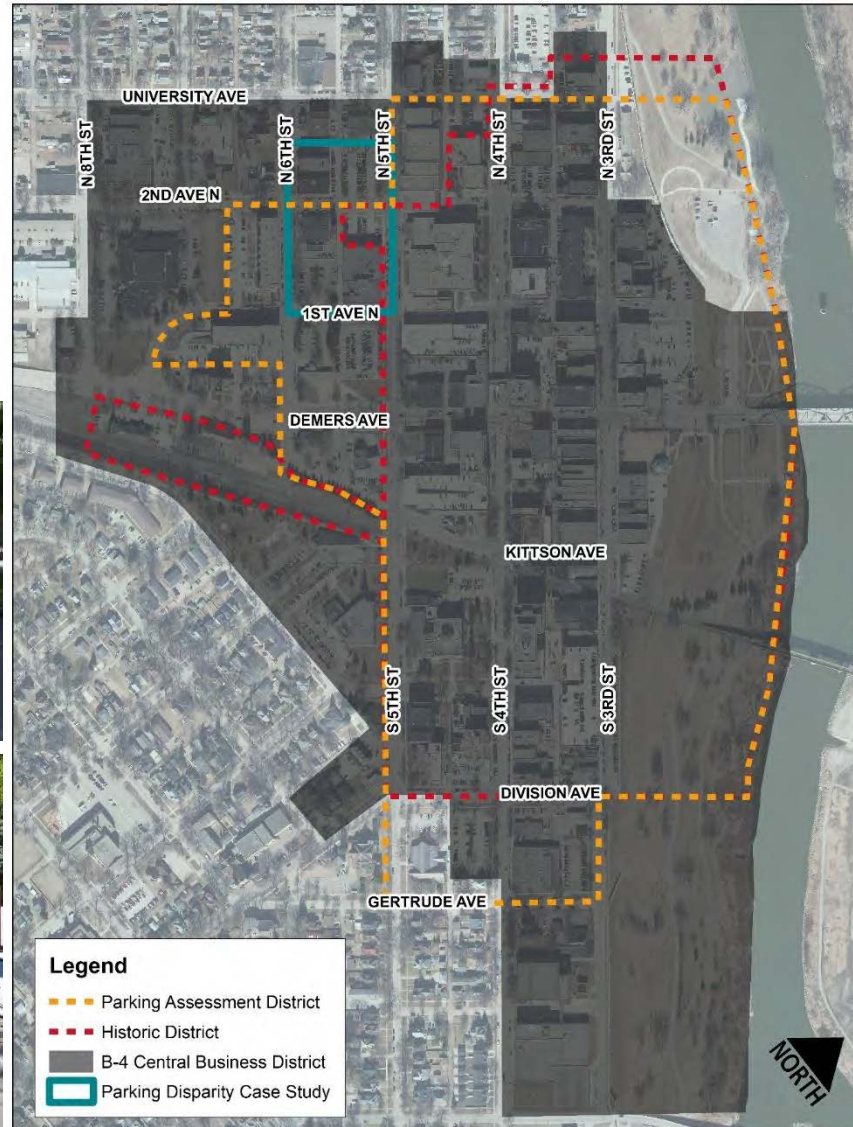
18%

Committee Support

100%

- May contribute to negative perception of parking if the best spaces are always occupied
- May need additional resources

Key Issue: Urban Form



Short Term: LDC Changes

- Incorporate Downtown Review Board guidelines into ordinance
- Adopt other DAP recommendations for LDC items
- Establish parking maximum ordinances



Short Term: LDC Changes

Key Issue

Urban Form

Public Support

15% - 26%

Committee Support

75% - 100%

- Inconsistencies across different zoning districts create disparities in how parking is provided
- Parking maximums should reduce private parking provision and empty parking lots

Short-Term: Parking Authority and/or Management

➤ Consider Parking Authority Feasibility or Management Models

- Maintenance
- Permitting
- Information and technology
- Enforcement

City of
Fargo (2018
Actual)

- \$550,000 annual contract
- Manages 1,640 parking spaces
- Paid \$335 per parking space
- Collected \$1.43 M in revenue

City of
Bismarck
(2019
Budget)

- \$521,000 annual contract
- Manages 1,754 parking spaces
- Paid \$297 per parking space
- Expect \$1.58 M in revenue

Mid and Long-Term

➤ Mid-Term

➤ Infrastructure

- Lighting and security improvements at Riverboat Road lot
- Monetizing the parking lots
- Regular maintenance program for three ramps

➤ Expand Data Collection

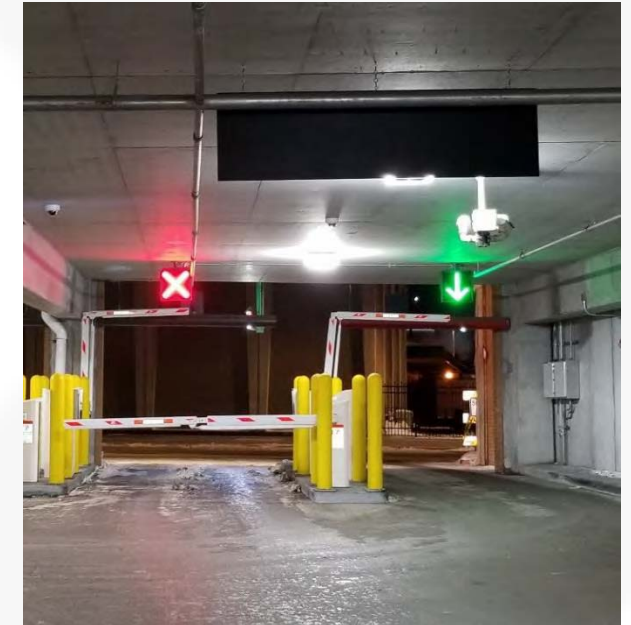
➤ Graduated Parking Fine

➤ Downtown Event Management

➤ Long-Term

➤ Plan for Future Technology

➤ Establish a Parking Meter Policy





Next Steps

Next Steps



SCM – Steering Committee Meeting
PIM – Public Input Meeting

- Public Input Meeting #1 – February/March
- Alternatives Analysis Report – Late Spring
- Steering Committee #3 – Late Spring

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”

MPO Staff Report

MPO Technical Advisory Committee: March 11, 2020

MPO Executive Board: March 18, 2020

RECOMMENDED ACTION: Update on 2050 Land Use Plans.

Matter of the Update on Timeline for 2050 Land Use Plans.

Background:

Our Work Program has identified that the MPO will assist each City again with updating their respective Land Use Plans. This update will be to the horizon year 2050. For the past 25+ years, at an interval of every 5 years, the MPO and two Cities have jointly updated their land use plans.

The Work Program shows that the activities will include hiring a consultant to assist each City individually. Further the significant work will begin in the last half of this year and completion occurring in 2021. While the majority of the work will take place then, there is still work that has to be done prior to having the consultant onboard and working.

Both Cities have agreed to have a one month difference in their schedule for preparing, releasing, and negotiating a final scope of work. The table below highlights the important activities and months that will allow us to stay on schedule:

Activity	Grand Forks	East Grand Forks
Staff work on drafting Scope of Work	February-March	March-April
P&Z preliminary approves draft scope of work	April	May
State/Fed Partners Review	April	May
P&Z/MPO approve RFP	May	June
Finalize Contract	July	August

Each City will customize their procedure to assist in the development of the draft scope of work.

ANALYSIS AND FINDINGS OF FACT:

- The MPO will initiate updates to each City Land Use Plan
- A consultant will be hired for each City's effort.
- The consultant work will begin in the last half of 2020.
- Completion is expected in 2021.

SUPPORT MATERIALS:

- NONE

TABLE OF CONTENTS- UPDATE DECEMBER, 2020

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Public Participation Plan	Seeking adoption this month.	98%	31-Dec-19	19-Mar-20
ITS Regional Architecture (Update)	Stakeholders met on Feb 25th to review 2nd draft. A 3rd draft is out for review. TAC/Board action is expected in April	88%	31-Dec-19	15-Apr-20
US 2/US 81 Skewed Intersection Study	COMPLETED	100%	31-Oct-19	28-Feb-20
Grand Forks Land Use Plan Update	Released the timeline at March TAC; contract expected in July	5%	31-Dec-20	
East Grand Forks Land Use Plan Update	Released the timeline at March TAC; contract expected in August	5%	31-Dec-20	
Future Bridge Traffic Impact Study	Delayed until results of the Hydraulic Study	2%	31-Dec-20	
Downtown Transportation Study	The Steering Committee met on Feb 14th to review the Future Coniditions Report. The draft is out for comment. Public meeting set for March 12th	60%	30-Jun-20	
Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	60%	On-going	