Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE MEETING

JULY 8TH, 2020 – 1:30 P.M.

East Grand Forks City Hall
Training Room

Due to ongoing public health concerns related to COVID-19, and the fact that East Grand Forks City Hall is not open to the public; the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at info@theforksmpo.org. The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 pm one (1) business day prior to the meeting and reference the agenda item your comment addresses.

The Technical Advisory Committee members can attend in person or via Zoom (please let MPO Staff know your preference by 10:00 a.m. the day of the meeting so we can assure proper social distancing). Before entering the building all TAC members will be screened for COVID-19 symptoms or potential exposure. If unable to pass the screening protocol, they will be requested to participate in the meeting remotely, for safety purposes.

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MEMBERS

Kadrmas/Peterson _____	Mason/Hopkins_____	West _____
Ellis _____	Zacher/Johnson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams _____	Sanders _____
Gengler/Halford _____	Bergman/Rood _____	Christianson _____
Riesinger/Audette _____		

1. CALL TO ORDER

2. CALL OF ROLL

3. DETERMINATION OF A QUORUM

4. MATTER OF APPROVAL OF MAY 13TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

5. MATTER OF DISCUSSION ON NDDOT STATEWIDE LONG RANGE TRANSPORTATION PLAN ..... NDDOT

6. MATTER OF APPROVAL OF EAST GRAND FORKS LAND USE PLAN UPDATE CONTRACT ..... KOUBA

7. MATTER OF DOWNTOWN TRANSPORTATION STUDY UPDATE ..... HAUGEN

8. MATTER OF T.I.P. SCORING SHEETS UPDATE ..... HAUGEN

9. OTHER BUSINESS
    a. 2020 Annual Work Program Project Update

10. 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

PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 13th, 2020
East Grand Forks City Hall Training Conference Room – Teleconference Call

CALL TO ORDER

Earl Haugen, Chairman, called the May 13th, 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 via teleconference call: Jason Peterson, NDDOT-Grand Forks; David Kuharenko, Grand Forks Engineering; Jon Mason, MnDOT-District 2; Stephanie Halford, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Dale Bergman, Cities Area Transit; and Wayne Zacher, NDDOT-Local Government.

Absent: Brad Bail, Steve Emery, Brad Gengler, Richard Audette, Jane Williams, Jesse Kadrmas, Patrick Hopkins, Michael Johnson, Ryan Riesinger, Ryan Brooks, Ali Rood, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

Guest(s) present: Kristen Sperry, FHWA-Bismarck; Jim Mertz and Rose McDonald, Bolten-Menk; and Megan Neeck, MnDOT-St. Paul.

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

Haugen commented that he hoped that when you received the notification of today's meeting you noticed that the MPO's new website is now live and that both the new and the old websites have the meeting information available on them. He pointed out that the difference between the two website names is that the new old website has .org behind it and the old one has .com. He said that he hopes that you are finding with the new one, with what has been able to populated is a little easier to navigate than the old one has been and we hope the new one also continues to show promise on making it easier to be informed of MPO activities.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 13th, 2020

MATTER OF APPROVAL OF THE APRIL 15TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE THE APRIL 15TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF APPROVAL OF FY2019 ANNUAL LISTING OF OBLIGATION

Haugen reported that they are doing a new document this year, and as they are transitioning to it it does create some confusion, but hopefully he thinks they have been able to work through a lot of that confusion with all parties.

Haugen stated that they are required, on an annual basis, to do a comparison of what our T.I.P. programmed for that appropriated year versus what was actually obligated, and that is what this document is going to report.

Haugen said that another major thing that the annual listing is supposed to do is to highlight what bike/ped facilities may have been included as part of the programmed project, and you will see a note on each of the project listings how it may have advanced bike/ped facilities as well.

Haugen commented that in the past this information was rolled into our regular T.I.P. document as an appendix. He said that a couple of problems that it created was that there was confusion with the progress reports, and where projects were as they were progressing; and then they are always doing a year, and this one is saying 2019 projects, so if they were doing this as they previously did last year they would have been looking at 2019 projects as well, and many of those are not to the point of obligation by the time they draft a T.I.P., so they always had a lot of blank obligations, so from their discussion from North Dakota they took the direction to separate the documents and then to focus on the prior year and the obligations and separate them from the progress reports that are for the current year and took it out of the T.I.P., so with that explanation they have a document that tries to show the difference between obligations and what was programmed, and also make it easier to see what was programmed what was obligated so the T.I.P. listings were used and then they inserted a highlighted yellow line labeled obligation to identify what amounts were obligated. He added that there are a couple of projects that were delayed in 2020, those were identified as well, so from the 2019 Annual Element, and as projects were amended into this annual element throughout the process, the listing of obligations shows for each project what was either obligated or whether the project was delayed or not; and then on the far right you will see a highlighted cell showing whether or not there were provisions for pedestrian or bicycle facilities with the project. He pointed out that they also included a map of the location of these projects is within the MPO study area.

Haugen referred to the last page of the document and stated that you see the summation that they had programmed between North Dakota and Minnesota close to $38 million dollars of projects; what got obligated in 2019 were $23 million dollars in projects. He stated that the Federal

involvement programmed was intended to be $28.7 million but what was obligated was $15.2 in federal funding. He added that they further split the federal funds between Federal Highway and Federal Transit to show that $14 million, and that it came from which agency.

Haugen pointed out that they do note that five projects were delayed, two were substantial in cost estimate, and they are identified in the document as well.

Haugen stated the they did receive some comments regarding some editorial corrections, spacing errors, and he believes they have been addressed. He added that he doesn't intend to go through each project so if anyone has any questions or comments he would like to hear them.

Kuharenko asked if Transportation Alternative projects supposed to be included in this listing as well. Haugen responded that if the project was funded in 2019, yes, the TA project should be listed in here. Kuharenko said that we are probably missing the project on 17th Avenue South. He stated that it was bid last October, so it should be shown as 2019 funded even though it is going to be constructed this summer, and he doesn't think he saw it included. Haugen responded that it is likely that it wasn't included. He asked if either Mr. Kuharenko or Mr. Zacher can easily get the obligation information on that project to him. Kuharenko said that it looks like the federal funding for that project was $205,590.00. Haugen asked if that was the total cost of the project. Kuharenko asked if they want just construction costs or total project cost for this listing. Haugen responded that they aren't very consistent; sometimes they have projects that show the preliminary engineering and right-of-way costs included with the construction costs and sometimes they don't, and for that project he doesn't believe they had either the engineering or the right-of-way included in the cost estimate in the programmed T.I.P. Kuharenko said that in that case the low bid for that project came in at $337,615.60. Haugen commented that he would venture to guess that that TA project did include pedestrian/bicycle facilities. Kuharenko responded that he certainly hopes so.

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2019 ANNUAL LISTING OF OBLIGATION SUBJECT TO INCLUSION OF THE 17TH AVENUE SOUTH TRANSPORTATION ALTERNATIVE PROJECT.

Voting Aye:	***Zacher, Kuharenko, Halford, Mason, Ellis, Bergman, and Peterson.***
Voting Nay:	***None.***
Abstain:	***None.***
Absent:	***Kadrmas, Gengler, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.***

Haugen commented that they probably will schedule this to be a document that we do earlier in the year in the future. He stated that with the new format as well as COVID-19, it might be a couple of months behind what they would prefer so look for this to be a little earlier next year; and then as long as it is an annual requirement they will try to do it during the first quarter of each year.

MATTER OF APPROVAL OF RFP FOR EGF LAND USE PLAN UPDATE

Kouba reported that this RFP is for the East Grand Forks Land Use Plan update. She stated that both the City of East Grand Forks and the MPO Staff have worked cooperatively for many years doing similar updates every five years.

Kouba commented that this helps the City with their future planning, which will in turn help with their future transportation needs as the MPO goes forward with their Metropolitan Transportation Plan in the next few years.

Kouba stated that the current plan was adopted in March of 2016, and the main purpose of this update is just to ensure that everything is kept up-to-date and making sure that the vision for the City still the same or if there are changes that they are implemented. She added that they also check with the School District to see if there are any changes they have done or will be doing that need to be included as well.

Kouba said that they have, basically, the updating of the community information, the background, and then showing the methodology for how we figure out future land use needs and making sure that the goals and policies are in line with plans that are out there as well as reviewing the implementation tools that were included in the current land use plan.

Kouba commented that they also want to make sure that we include as much as possible of the COVID economic recovery into the land use plan, as needed; but we do know that that planning stage will overlap and will go beyond the timeframe that we need to work in for this update to the land use plan.

Kouba stated that they have presented this to the East Grand Forks Planning Commission and City Council, and the City Council did approve the Scope-of-Work on May 5th. She added that there were a couple of small wording changes and such that the NDDOT has provided that were not able to be included in time for this meeting, but have been implemented since the packet was provided. She explained that they were just word clarifications that didn't change the intent of the tasks.

MOVED BY BERGMAN, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE RFP FOR THE EAST GRAND FORKS LAND USE PLAN UPDATE, SUBJECT TO INCLUSION OF THE NDDOT SUGGESTED WORD CLARIFICATIONS.

Voting Aye:	***Zacher, Kuharenko, Halford, Mason, Ellis, Bergman, and Peterson.***
Voting Nay:	***None.***
Abstain:	***None.***
Absent:	***Kadrmas, Gengler, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.***

PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 13th, 2020

MATTER OF DRAFT NORTH DAKOTA SIDE FY2021-2024 T.I.P.

Haugen reported that previously we approved the Minnesota Side Draft FY2021-2024 T.I.P. document, and this is the North Dakota Side Draft FY2021-2024 T.I.P.

Haugen said that they weren't able to get this draft prepared in time to hold the public hearing at today's meeting, therefore it has been scheduled and published to take place at the MPO Executive Policy Board meeting on Wednesday, May 20th.

Haugen commented that in this draft document we add the FY2024 program year and drop the FY2020 program year from the document and then look at what we have in the FY2021 and FY2022 and FY2023 program years and see if there have been any changes. He stated that fortunately there hasn't been a lot of drop out of projects that were in the current T.I.P.; we do maintain our two big ticket ones which are work on U.S.#2 between Grand Forks and the Air Force Base. He said that half of that project is taking place this summer and the other half will be done in FY2021; and then still being identified in this Draft T.I.P. document is the reconstruction of the Washington Street Underpass.

Haugen said that they also point out a couple of items that have not yet been announced so this draft is subject to announcement or awards of some programs that are out there; the Transportation Alternative Program is one, there have been some projects from the Highway Safety Program announced but not all of them so there may still be some HSIP projects awarded funding as well. He stated that we did have one project come into this draft document that we weren't, as an MPO, aware of prior to seeing the draft from the NDDOT, and that was for some maintenance work on the DeMers Overpass that they are trying to schedule for FY2023.

Haugen commented that one project is being slipped one year in this document; the Regional Traffic Signal Rehabilitation appears to now be pending funding in FY2024, which also means it could be funded in FY2025 instead as well.

Haugen stated that for FY2024 we have the Urban Program request that the City of Grand Forks submitted for the Columbia Overpass project.

Haugen said that in the project listings hopefully they have identified the proper description, termini, and cost sharing for all of the projects that are being programmed. He stated that on the transit side for FY2021 they have submitted candidate projects and that is how they are identified in the Draft T.I.P.

Haugen commented that the first appendix, now, is just the progress report for FY2020 projects, and they have highlighted a cell on the far right to give us any information on progress, and they have identified the progress reported to them, however some cells are still vacant. He said that this was kind of the issue they had when they were asking for the obligational limits, and progress report people were still in the old mode of reporting both, or confusing one with the other, and so hopefully this is our first time pains and next year it will be easier, but it appears

that most of the projects in FY2020 are on progress and proceeding forward, some are physically out being constructed and are having work done right now, so that is good.

Kuharenko stated that he noticed that Project #13, the Columbia Road Shared Use Path, appears in FY2021, and it also appears in FY2020; he believes that project they are planning on bidding it this year and either starting construction this year and completing it next year, so he is trying to figure out if that should be in FY2020 or FY2021. Haugen responded that when they do these bridge years for funding we try to show the project in both the year funded and the year constructed, and then in the remark section we should identify that it is funded in one year and constructed in another, but it sounds like you might be trying to actually construct it in FY2020. Kuharenko said it would depend on how fast they can get it out, they might be trying to accelerate it and they might be able to get it in for the August bid opening, but that might be pushing it. Haugen said that for this draft his recommendation would be to put in the remark section that it is funded in FY2020 and likely to be constructed in FY2021, then if we have better information when it is time for final approval we can modify that remark.

Kuharenko said that the other question he has, and it might be more for Mr. Zacher, is on Project #9, the project regarding the repainting of the structure on I-29, north of the Gateway Drive Interchange. He said that he didn't see that on the Draft Urban Program list that Ms. Hanson sent out, is that just because it is outside of the City; what he is asking is is that project still moving forward. Zacher responded that it may be that they are using Bridge Funds for this project instead of the Urban Funds that Ms. Hanson sent out, so it is actually in the Draft S.T.I.P. funding for bridge projects sheets that haven't been made public yet. Haugen commented that project is the Railroad Bridge Overpass of I-29 north of Gateway Drive and it is in the current T.I.P. and S.T.I.P. for FY2021, so it is maintained in the current Draft T.I.P. as well. He added that just for everyone's information there is also a slide problem by this structure so there is some emergency funding being allocated to this project as well, but it isn't shown in any of the amounts you are seeing in this document, but there is an emergency project taking place here as well, and from their indication, based on the declaration of natural disasters it does not need to be reflected in the T.I.P. when using emergency funding.

Kuharenko stated that the only other thing he has is on that 32nd Avenue Safety Project; he thinks that they modified the termini of that project already, from I-29 to South 20th Street, but it is still showing in here as going to South Washington. Haugen responded that that is correct and he will make that modification.

MOVED BY KUHARENKO, SECONDED BY HALFORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT NORTH DAKOTA SIDE FY2021-2024 T.I.P. SUBJECT TO PUBLIC COMMENTS AND WITH THE CHANGES DISCUSSED.

Voting Aye: ***Zacher, Kuharenko, Halford, Mason, Ellis, Bergman, and Peterson.***
Voting Nay: ***None.***
Abstain: ***None.***

Absent: ***Kadrmas, Gengler, Emery, Rood, West, Hopkins, Bail, Brooks, Riesinger, Magnuson, Sanders, and Christianson.***

MATTER OF DISCUSSION ON T.I.P. PROGRAM SPECIFIC SCORING SHEET

Haugen introduced Nessa Mahmood, Grand Forks/East Grand Forks MPO Intern, and said that she would be walking us through an exercise today as part of her internship. He asked Ms. Mahmood to tell a little about herself before she gives her presentation.

Mahmood said that she is a graduate student at UND, and throughout her studies she has worked with GIS, which she loves working with and that is the reason that she took the internship with the MPO, so she is grateful to Ms. Kouba and Mr. Haugen for giving her this opportunity.

Mahmood stated that she has been with the MPO for almost three months and has been working on the existing scoring sheets ???, and what she is doing is to take the excel files with all the information that is needed on the scoring sheets and at the same time is incorporating all of the objectives and goals that are listed in the 2045 Metropolitan Transportation Plan.

Mahmood referred to a slide presentation and pointed out what she has been doing and what the results are for the update to the excel files.

Haugen commented that he would like to set up what is being done a little bit before Ms. Mahmood gets further into her results. He explained that this one of the final pieces to our T.I.P. Procedural Manual that you have seen at previous meetings. He said that we did identify that we would have to update the scoring criteria forms, so this is what Ms. Mahmood has been working on. He added that for those that have been around long enough, back in 2010, when we first established these there was the TELLUS System that was supported by Federal Highway to help MPOs and States prioritize let projects for T.I.P.s and S.T.I.P.s, but that TELLUS Program is no longer being supported, and has basically been dropped, so one of the things we have asked Ms. Mahmood to do is to investigate if there are other or ready systems in place, but we discovered that there really isn't, so the next step was to replicate the TELLUS System using a spreadsheet format, and one of her interests is GIS, so with the spreadsheet format we are hoping that we can integrate it into a GIS system to help better inform the public of where our T.I.P. projects are located, and to give better context of what the projects might entail in the program. He stated that what she has done was to take the TELLUS scoring sheets that were a data base program and convert them into our excel spreadsheet format; and then, as she mentioned, she has further identified some updates to them necessitated by recent federal action that has taken place within the last ten years.

Mahmood referred to the slide presentation and went over her work briefly.

Haugen commented that everyone should be impressed with the work that Ms. Mahmood has done. He said that she basically did a lot of this during our COVID-19 social distancing working from home, and so there was not as much of us influencing her thought process on the refining of these points, so hopefully you are impressed with what she has provided to us today.

Haugen stated that this is just a discussion item; the first thing they wanted to introduce to you were the weighting scoring sheets. He said that those of you who are familiar with the system, underneath each of these goal statements are other additional questions about the project, whether they achieve their objectives, they have a simple yes/no response, and we are proposing to continue that yes/no response. He added that Ms. Mahood is now working on that second set of questionnaires to help see how much weight or how many points are assigned to projects in the scoring system. He said that they are not proposing to change how we use the scoring system; we basically just ask that because we are required to have a scoring system in place, that we have ten years of using a similar type of scoring system, that we are just updating it to reflect, again, more of the current federal requirements in our current Metropolitan Transportation Planning, however we aren't requiring that a minimum score be achieved in the future just as we aren't right now. He said that they hope, next month, to interduce the additional questionnaires that go behind each of these programs, and they do recognize that, say for example that the County Program Scoring Sheets, we have almost zero county projects identified, however we are still preparing ourselves for a just in case scenario, and hopefully we can convince the counties to encourage more federal investment from the county side into our study area, to be prepared and have a similar scoring system for the county system as well.

Kuharenko stated that coming into this item he had a number of questions, but throughout the presentation, and walking through all of the items, all his questions were answered, so thank you.

OTHER BUSINESS

a. 2020 Annual Work Program Project Update

Haugen reported that last month they completed the ITS Regional Architecture, and now in looking at the report he sees that he can narrow down some of his cell widths to make it so that the project work activity that is still ongoing is more prominent.

Haugen stated that they are hoping to get the Draft RFP for the East Grand Forks Land Use Plan out this month. He said that the Grand Forks side may not be ready for their RFP to go out until July, but it is being worked on, it is just not progressing as fast we had originally hoped.

b. Downtown Transportation Study Update

Haugen commented that information was included in the packet to give you an update on the Downtown Transportation Study Update and where it is at at this time.

Haugen reported that the last thing the summary that was prepared for the Public Input meeting. He added that it is also comparing what their Steering Committee's thoughts were on the topics. He stated that their public input meeting did occur just before the COVID-19 crisis outbreak. He said that it was held on a Thursday night at the East Grand Forks movie theater, which is a pretty popular place, to capture people's input. He stated that they had twenty-five people participate in person; at the same time they had an on-line method available for people to submit their input as well, and those comments were included in the summary as well.

Haugen commented that you are aware of where the public provided us comments and gave us their preferences, so we have some comparison to where the Steering Committee was on some of the same subjects, so with this information KLJ is focusing in on areas where we have good agreement on proposing alternatives, where we have data that suggests that we have issues that should be addressed, so sometime in the near future we hope to convene the third Steering Committee Meeting to introduce the alternatives and get their reaction to them.

Bergman said that there weren't any comments from the public at the meeting on transit, but you had one comment on the shelter issue, is that all you heard. Haugen responded that that is correct, that that is all they heard either on-line or in person. Bergman stated that that is a little surprising.

c. MnDOT

Peterson reported that he has a couple of things to discuss; one is for MnDOT folks, currently they are going to be starting one of the projects at the north end of Grand Forks, one of them is North Washington Street CPR, and they are actually going to start putting up message boards and one of them will be placed out at the intersection of Gateway Drive and Mn220No, indicating that there will be work going on on North Washington Street. He said that that work will be starting June 1st, so likely right after the Memorial Day Holiday those message boards will be put out and he just wanted to give MnDOT a heads up.

Peterson said that the other thing he was going to mention is that, being that most of us have gotten used to, during this COVID-19 Pandemic, telecommuting from home, he is wondering what the MPO's capability is of conducting these meetings in the future either on Microsoft ?? or on Zoom, has that been discussed. Haugen responded that they have discussed that. He said that they have a desired hope to be able to have in-person meetings sooner than later, however they have worked with the MPO Board using technology that East Grand Forks used, but had limited success as some people had issues using it, so they are going to try a different method for their meeting next week, so depending on how that goes it may be an option. He added that one of the things they are finding with people that are working from home is that they might not have as strong an internet connection so there were some difficulties of maintaining a connection for some. He said that they knew that based on this teleconference from last month, we felt that we didn't have any feedback whatsoever of people not being able to participate or connect so that is why we decided to continue using this method for this Technical Advisory Committee meeting, but depending on how the Board's meeting goes we might convert to more of a video type meeting as an option next month, but, again, he still has hopes that we will have the ability to have some in-person next month.

Halford commented that she likes the idea of the video meeting as well. She said that she thinks it would be very helpful when the MPO is doing their presentations.

Sperry agreed that she too agrees that having a video presentation helps her to be able to follow along a little easier.

Ellis stated that as much as it would be nice to have an in-person meeting, she isn't getting the impression from the League of Minnesota Cities or their Governor that that would be possible any time soon. She said that their next meeting is scheduled for June 10th, and it looks like the Governor is going to extend some of the stay at home orders at least through the 12th of June so she would maybe consider looking at using video for at least next month's meeting.

ADJOURNMENT

MOVED BY BERGMAN, SECONDED BY PETERSON, TO ADJOURN THE MAY 13, 2020 TECHNICAL ADVISORY COMMITTEE MEETING AT 2:28 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee: July 8, 2020
MPO Executive Board: July 15, 2020

RECOMMENDED ACTION: Update on NDDOT Statewide Long Range Transportation Plan.

Matter of the Update for NDDOT Statewide Long Range Transportation Plan.

Background: The MPO staff has previously informed its MPO members of the NDDOT's updating its statewide transportation plan. NDDOT staff and consultants will be presenting before the MPO TAC and Board.

From the NDDOT Press Release:

> The North Dakota Department of Transportation (NDDOT) is launching Transportation Connection, a Long Range Transportation Plan that will look out more than 20 years into the future and help identify plausible scenarios for transportation in the state.
>
> "Transportation Connection is our opportunity to make transportation easy, safe and accessible for everyone in the years to come. North Dakotans' voices and ideas are essential to its success. We want to hear from them directly," said Bill Panos, NDDOT Director.
>
> The NDDOT will use online engagement opportunities, surveys, videos, social media and direct conversations to collect information to help shape the future of transportation in North Dakota. Due to the rapidly changing nature of the COVID-19 pandemic, the NDDOT will slowly introduce in person outreach as appropriate.
>
> The tentative project timeline will be as follows:
>
> - **Spring** – Stakeholder coordination and planning
> - **Summer** – Public, tribal and stakeholder online meetings and surveys
> - **Fall** – Needs assessment, plan preparation and scenario planning
> - **Winter** – Plan development and implementation

NDDOT shall coordinate its planning with the MPO's transportation planning activities. NDDOT has indicated that this update will be a more extensive effort and will expand upon the new paradigms in transportation planning. Since this is the first update since the requirements of performance based planning and programming, the NDDOT will also address these new requirements into its document.

There are many similarities to the MPO planning process. There are two major differences that need to be pointed out. First, the Forks MPO must coordinate with two statewide long range transportation plan to craft a Metropolitan Transportation Plan. The results of these two state efforts requires the Forks MPO to meld together the similarities and differences between these two efforts. Some things the MPO addresses may not be incorporated at the same level within the NDDOT plan.

Second, the MPO has very specific fiscal planning and fiscal constraints on its plan. NDDOT is not required to had this same level of detail. Therefore, the NDDOT will not be project specific nor identify fiscal constraint issues. However, the NDDOT plan will include discussion of future revenues, alternative funding sources, and potential future funding needs to meet customer expectations.

Further information can be found at: http://www.transportationconnection.org

MnDOT has also announced it will be updating its statewide long range transportation plan. Their effort has started later and is not yet to the same level as NDDOT. In the future, MnDOT will also be engaging the TAC and Board on its efforts.

At some point, the MPO staff has indicated to both states that it would be ideal if both state efforts could be discussed at the same TAC and Board meetings.

ANALYSIS AND FINDINGS OF FACT:

- The MPO and NDDOT must cooperatively work together in finalizing their respective transportation plans.
- A website specific to the NDDOT Statewide Transportation Plan update has been created.

SUPPORT MATERIALS:

- Information submitted by NDDOT.

Transportation Connection

North Dakota's Statewide Transportation Plan

July 2020

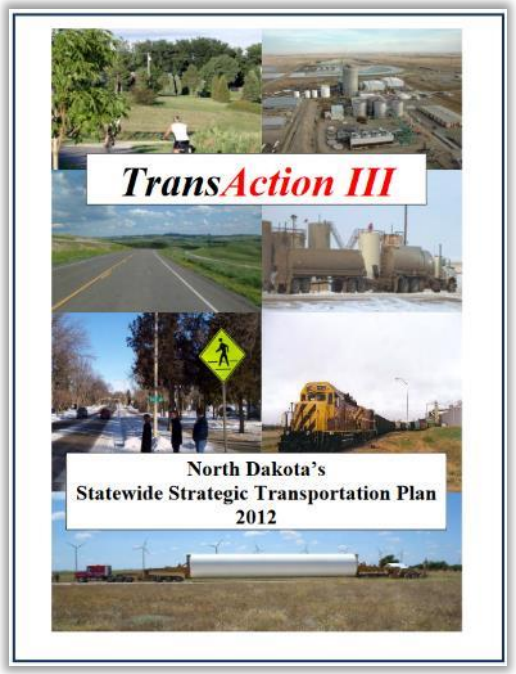
NORTH Dakota | Transportation
Be Legendary.

www.dot.nd.gov/projects/lrtp/

TRANSPORTATION CONNECTION

Why Should We Plan?

- Previous statewide plan developed in 2012
  - Updated in 2018 to meet Federal guidance
- New transportation trends, challenges, and opportunities continue to emerge
- Areas to strengthen…
  - Public and stakeholder engagement
  - Performance measurement approach
  - Implementation actions



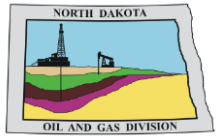
What is Transportation Connection?

- Statewide plan for **all transportation issues** for NDDOT and planning partners
- Address **all modes**, across **all systems**
- **Policy** plan with strategic investment guidance
- Forward-looking and **scenario-based**
- Sets **vision, goals, and strategies** for NDDOT
- Establish **actionable strategies** and measure results

What Are Our Goals?

- **Coordinate** with state, regional, tribal, and local planning partners
- **Connect** with a wide variety of audiences
- **Tell** the story of transportation in North Dakota
- **Understand** customer expectations and priorities
- **Gauge** willingness to pay and desired performance

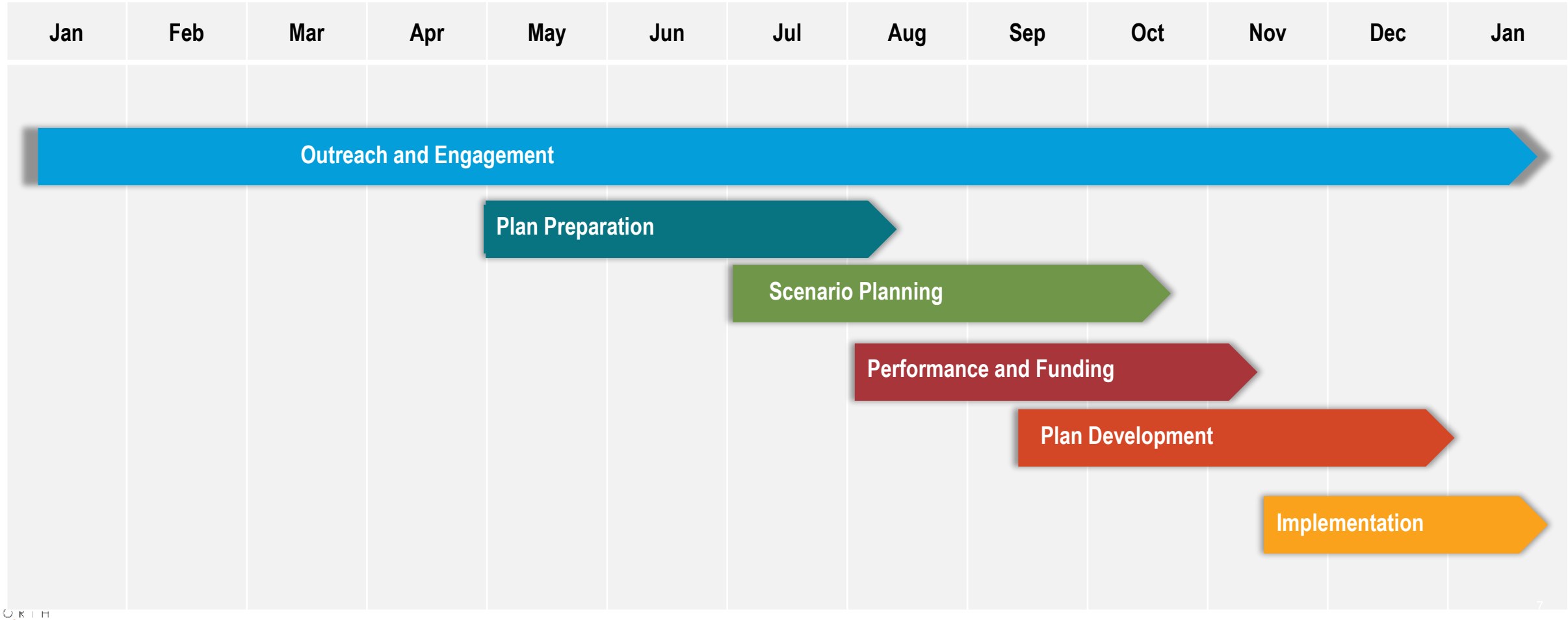
Director's Advisory Council



How Will TC Be Developed?

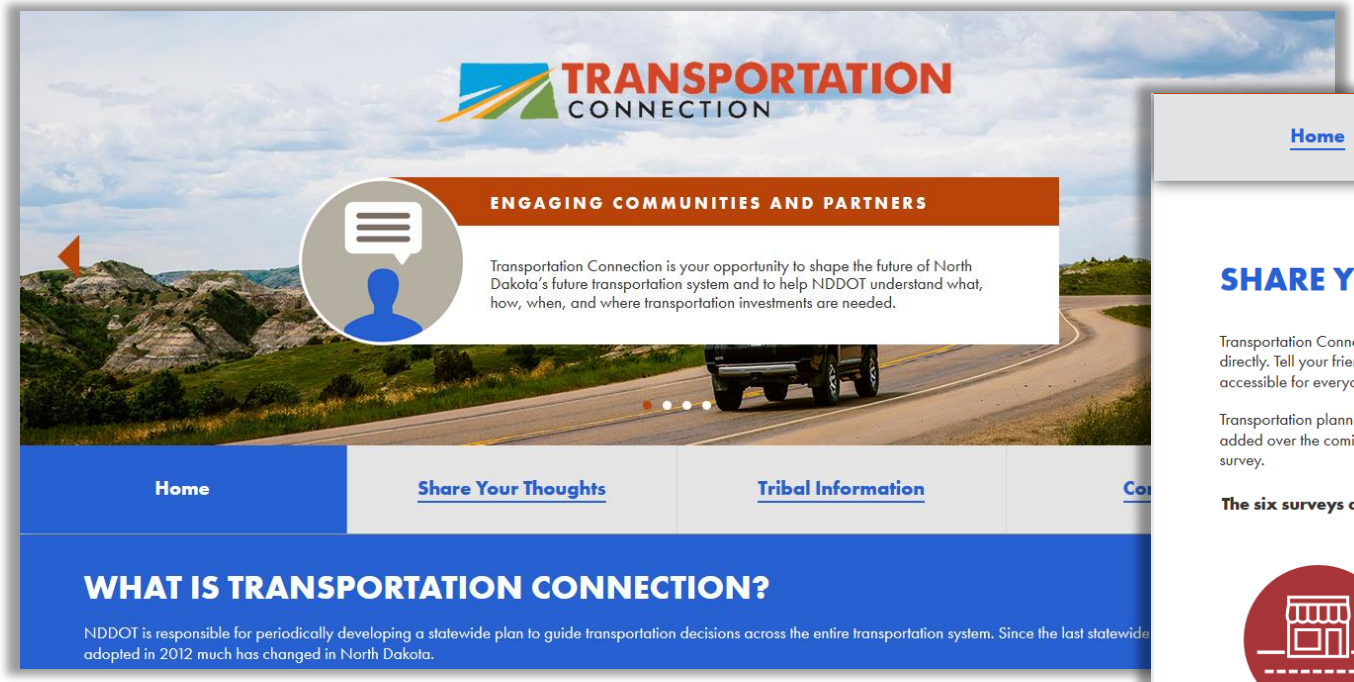
PHASE	GUIDING QUESTIONS	KEY ACTIVITIES
ENGAGE	What is important? What do customers expect from the transportation system?	- Targeted outreach - Partnerships - Communications - Messaging and branding
ENVISION	Where is North Dakota today? What could the future look like?	- Trends and conditions - Scenario development
PLAN	Where do we want to go? What should we be doing?	- Vision and goals - Strategies and actions - Funding and needs - Plan development
TRANSITION	How do we get there? Who does what?	- Implementation plan - Performance goals and targets

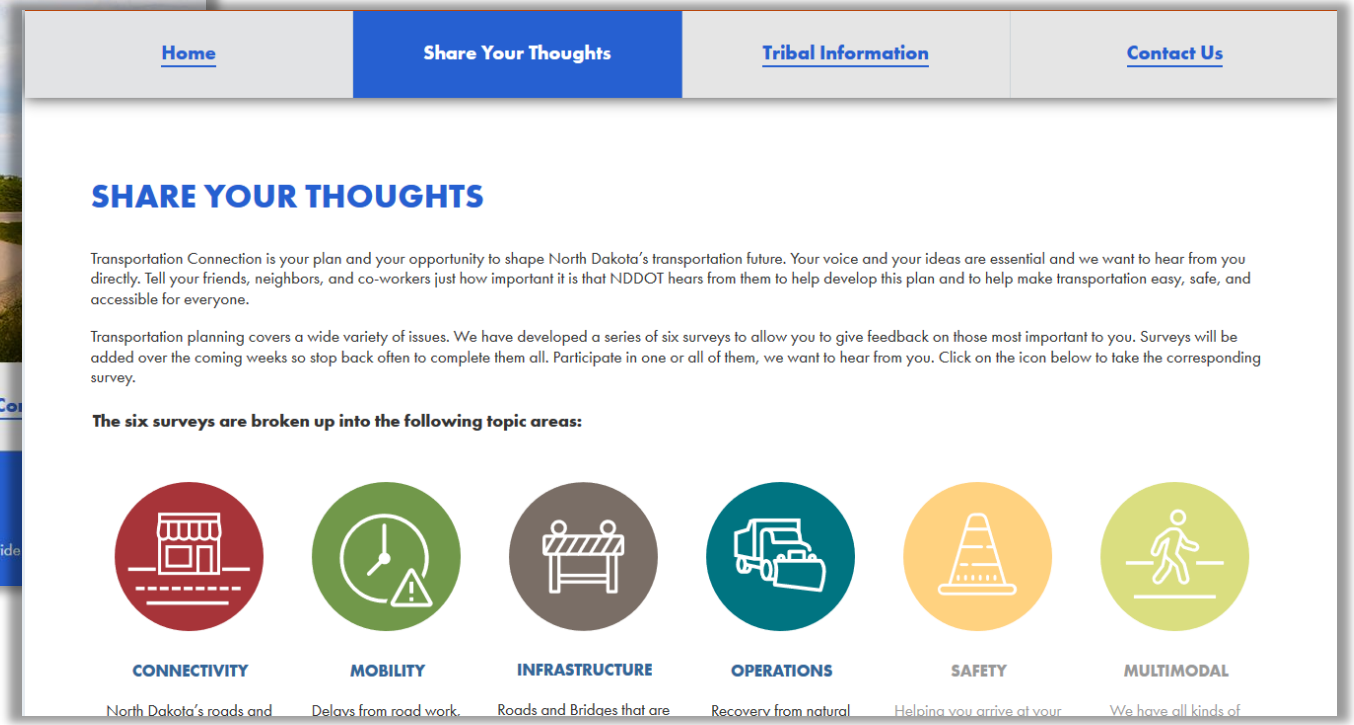
When Are We Developing TC?



Visit Us Online

www.transportationconnection.org or www.dot.nd.gov/projects/lrtp/



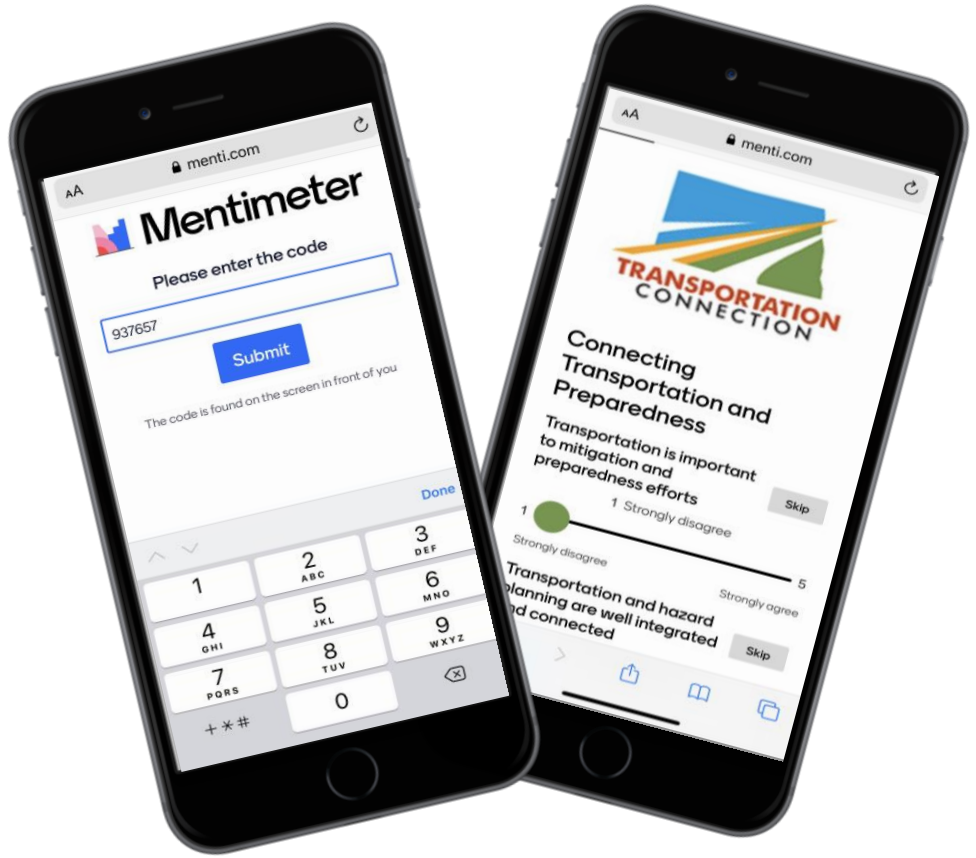


Let Us Know What You Think

1. Open browser on your phone or computer and go to:

www.menti.com

2. Type in the code shown on the next screen



How Can You Reach Us?

www.dot.nd.gov/projects/lrtp/

www.facebook.com/TransportationConnection/

www.twitter.com/ndlrtp

www.instagram.com/transportationconnection/

Tell Us What You Think

https://www.surveymonkey.com/r/NDLRTP-Dem

Phone: 701.328.2500

Email: Connect@TransportationConnection.org

www.dot.nd.gov/projects/lrtp/

NORTH Dakota | Transportation
Be Legendary.

TRANSPORTATION CONNECTION

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee:

April 15, 2020

MPO Executive Board:

April 22, 2020

RECOMMENDED ACTION: Execute Contract with WSB for the East Grand Forks Land Use Plan.

Matter of the East Grand Forks Land Use Plan update contract.

Background: The City of East Grand Forks and the MPO have worked cooperatively for decades on maintaining a Land Use Plan update. This cooperative process allows for the City to have a Land Use Plan that plans for a future that is guided by the most current vision that the City wishes to follow. The MPO has a clearer understanding of how the City plans to grow as it updates Regional plans every five years.

An up to date Land Use Plan is vital in the process to update the MPO Metropolitan Transportation Plan (MTP). The Land Use Plan will establish the current population and the percent growth per year for the future for the MTP. The Land Use Plan will also establish the areas of the City that will be used to accommodate the growth of the City whether it is residential or employment. This vision of how and where the City grows will establish the transportation network of the City in the future. The transportation network is established in the Metropolitan Transportation Plan, which will plan how people get to and from these new areas of growth.

The RFP was advertised in May. Four (4) proposals were received by noon on June 19th. They were from: WSB, SRF, KLJ, and Bolton-Menk. Interviews were held on June 25th and the Selection Committee is recommending WSB. The consultant budget for this project is $60,000. The cost will be split between the 2020 and 2021 Work Programs.

Findings and Analysis:

- In the 2020 Work Program
- RFP was approved and released.
- Proposals were received, reviewed and the Selection Committee has recommended the consultant.
- Staff recommends execution of the contract.

Support Materials:

- Contract Scope of Work

A PROPOSAL FOR

East Grand Forks 2050 Land Use Plan

FOR THE GRAND FORKS - EAST GRAND FORKS

METROPOLITAN PLANNING ORGANIZATION

June 19, 2020

Teri Kouba
Senior Planner
Grand Forks – East Grand Forks MPO
600 DeMers Avenue
East Grand Forks, Minnesota 56721

Re: Proposal Response for East Grand Forks 2050 Land Use Plan in East Grand Forks, MN

Dear Ms. Kouba,

WSB is pleased to submit this proposal to update the 2050 Land Use Plan for the City of East Grand Forks. Our project team is uniquely qualified to undertake this project, bringing local expertise and understanding together with experience gained from working with communities across the country.

COMMUNITY ADVOCATE

Updating of the 2050 Land Use Plan is a crucial step in guiding community development in East Grand Forks. It will require thoughtful planning, inclusive public engagement, and clear communication with all parties. As your consultant team we will be an advocate for you.

TEAM FOR SUCCESS

We are joined by Community Design Group (CDG), an award-winning planning and design firm committed to excellence, client satisfaction, and project success. CDG specializes in community planning and urban design, walk/bike planning and sustainable mobility, and community engagement and public participation.

RESPONSIVE OUTREACH

Our entire scope of work and approach to community outreach is designed to be responsive to the impact of COVID-19. We will undertake the assignment immediately upon selection and meet all deliverable dates and milestones. We understand that as a border community, the City of East Grand Forks has added pressure in competing with cities in a state that has much looser restrictions related to Covid-19.

WSB and CDG appreciates the opportunity to submit this proposal to provide the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) an inclusive, community and data-driven process to create the East Grand Forks 2050 Land Use Plan. As leaders in our field, our team is ready to act on the provided scope of services and deliver a product that will lead your community into the future. We encourage you to reach out to our existing and past client contacts to gain a deeper understanding of our level of expertise, passion, bold thinking, and customer service. If you have any questions, please do not hesitate to contact me directly.

Sincerely,
WSB

Erin Perdu, AICP
Director of Community Planning and Economic Development
Project Manager

701 XENIA AVENUE S | SUITE 300 | MINNEAPOLIS, MN | 55416 | 763.541.4800 | WSBENG.COM

Proposed Technical/ Planning Process

Understanding

The City of East Grand Forks and the Grand Forks-East Grand Forks Metropolitan Planning Organization (the MPO) are preparing the 2050 update to the East Grand Forks Land Use Plan. This update is meant to refine the 2045 Land Use Plan and is an opportunity to revise goals and policies.

Along with providing goals, policies, and strategies for the development and redevelopment of the City of East Grand Forks, this plan will inform the next phase of transportation planning for the region. In particular, it will provide data and insight for the upcoming update of the Grand Forks-East Grand Forks Regional Transportation Plan.

The foundation of the land use plan update will be a study conducted by the team in partnership with the City, the MPO, and key stakeholders. This will include a variety of public engagement opportunities throughout the process. This study will also include:

- Review and analysis of existing goals and objectives with specific attention to creating more clear and concise policies. A clear path to implementation and measures of success will be provided.
- The concepts of livability, sustainability and the Ladders of Opportunity Initiative will be continued from the existing land use plan and refined, updated and possibly expanded in the 2050 Land Use Plan.

Proposed Technical Process

TASK 1:

Community Background

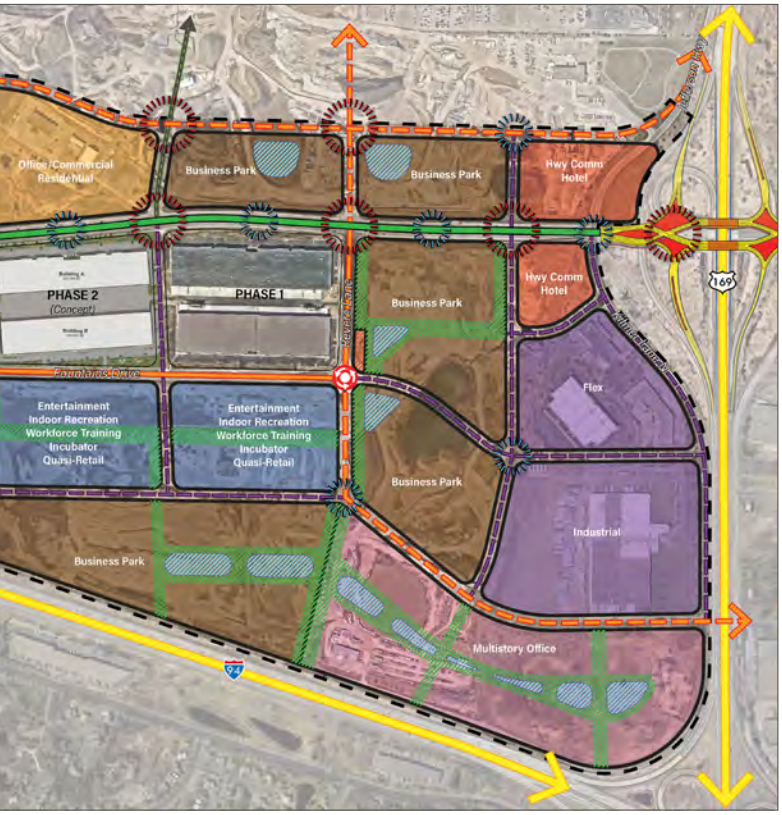
We believe that thinking about the future cannot be done without a solid understanding of the context, history, and trends of the community.

We will start by analyzing and assessing existing conditions; social, political, environmental, and economic context; and local and macro trends. As a border city between Minnesota and North Dakota, East Grand Forks is affected by the political decisions of both states. As the Covid-19 pandemic continues, East Grand Forks is likely to face added pressure from its business community due to the tighter restrictions within the State of Minnesota, compared to its neighboring community in the State of North Dakota which has almost entirely reopened its economy. It will be important to understand the status of the business community and current economic development opportunities as it relates to the ongoing pandemic and the lasting effects it will have.

This means thinking not just about what is happening today, but planning strategically for what could happen in the next 20 years. We will take this knowledge and facilitate conversations with community leaders, residents, and elected officials to understand priorities and values.

TASK 1 DELIVERABLES:

- Technical Memo/"State of the City" report



TASK 2:

Future Land Use Needs

POPULATION/EMPLOYMENT CONTROL TOTALS

Demographic data includes population projections and anticipated employment needs which will provide a real-world basis for making future land use need projections. This task will review the most up-to-date demographic data for the City and region to provide a solid baseline for growth projections. Our team will review projected population growth, household characteristics, and housing needs, along with projections for business growth and development to determine appropriate amounts of different land use area needed in the future. The anticipated needs for future land use types and amounts will be illustrated in one or more future land use maps. Growth management concepts will be applied to illustrate where these changes will occur in stages, within the next ten years (through 2030) and beyond.

URBAN GROWTH AREAS

The growth management system of the 2050 land use plan will continue to be based on the premise that balanced growth will only occur when land use development is done in concert with an adequate transportation network, water and sewage facilities, police and fire protection and other essential services. Specifically, the Urban Growth Areas are areas intended to be developed within the next 10 years.

For this Task, WSB will review the current 2045 Land Use Plan and identify updates necessary to match the current plans and needs for the community; this includes new plans for the School District and Northland Community College. We will analyze changes that have occurred over the past five years and the repercussion for future development areas.

We also understand the need for East Grand Forks to maintain a balance of land uses for future growth, and that the City may need additional lands identified for industrial, employment, and commercial/multi-family residential mixed uses. The analysis in this task will inform the future land use concept, which will include focused concepts that are integrated with transportation needs in the area.

FUTURE GROWTH AREAS

As with other aspects of this plan, the Future Growth Areas sections are the next iteration in an ongoing land development management program. This will include identifying the amount of land that is necessary for development in each growth tier and modification to growth tier boundaries. Future Growth Areas will be developed looking farther into the future (11-25 years) than the Urban Growth Areas. The future growth area will be utilized after the Urban Growth Area is developed. In the near future, we anticipate this area to remain rural, with only agriculture or large-lot residential uses.

Looking to the future, WSB will create not only a land use plan for this area, but clear guidance for how this currently undeveloped area can be converted to an urban design that compliments the Urban Growth Area.

This task will pair with public engagement efforts so that residents can help identify areas desired to be built and areas that should remain preserved.

REVIEW AREA CONCEPT PLANS

In the 2045 Land Use Plan, three concept area plans were developed based on how growth was understood at the time. WSB will review those concepts and update them as appropriate to ensure that they compliment more recent planning efforts and the goals of the 2050 Land Use Plan.

We recognize that this task will necessarily include technical involvement of various agencies and the general public. This sub-task will be coordinated with other public engagement and stakeholder input efforts.

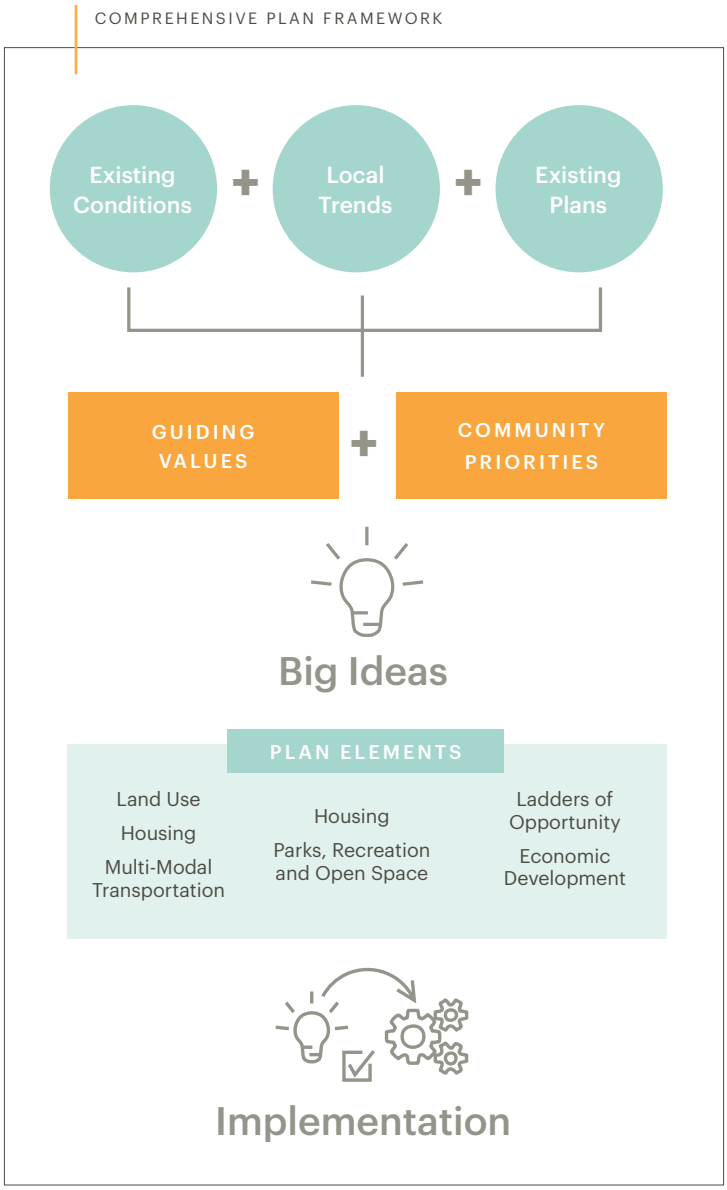
TASK 2 DELIVERABLES:

- Technical memo:
  - Population and employment analysis methodology
  - Population and employment projections linked to future land use needs
  - Specific analysis of disadvantaged populations with links to transportation needs
- Urban Growth Area map and land use framework
- Future Growth Area map and land use framework
- Recommended updates to concept area plans

TASK 3:

Revise Goals and Policies

Using inter-related themes, we will partner with City staff and the Steering Committee to identify cross-sector and aspirational ideas that will drive change and excite the community. These Big Ideas will serve as the entry-point talking points for City staff and City leaders while marketing and sharing the community's plan for the future.



EXISTING PLAN OVERVIEW

The comprehensive plan is not designed in a vacuum, but rather within a context of previous planning processes, studies, and community efforts. Several planning documents have already been completed for East Grand Forks which must be integrated with the 2050 Land Use Plan. These include:

- 2045 Transportation Plan
- River Forks Downtown Plan Update
- Downtown Transportation Study
- MN 220 North Corridor Study
- Bygland Road Study

For this task, WSB will not only review and summarize these plans. We will also synthesize the recommendations, distill them into common themes, and resolve any inconsistencies in partnership with the Steering Committee. The result is that the 2050 Land Use Plan goals will integrate and support the goals of these other planning documents.

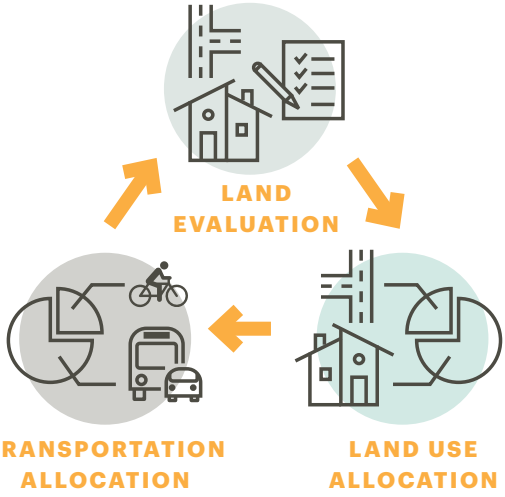
MARKET OVERVIEW

Residential, commercial, and industrial demand analysis provides insight into future market conditions which will be translated into demands for commercial and industrial development, by both size and geographic location. The market overview will analyze housing, commercial and industrial real estate as well as business and industry opportunity. Specific stakeholders and experts in the local economy will be interviewed including those in real estate, finance, and select business/industry sectors as defined by the East Grand Forks.

TRANSPORTATION

The size, type, timing and location of land use development can have a significant impact on the timing and required transportation infrastructure to serve that development. Conversely, the location, type and timing of transportation investments can also greatly influence land use development. **Having land use and transportation goals and policies that complement each other with a common vision in mind is an essential cornerstone of a successful and thriving community.**

At the heart of a sound transportation system is a well-maintained framework of regional roadway connections. The regional roadway system and supporting collector and local roadways should have the right balance of access and mobility that provides a safe roadway network while also creating opportunities for future growth.



EXISTING TRANSPORTATION NETWORK

The existing East Grand Forks transportation network features a regional roadway system and multiple Red River crossings. The US Highway 2 crossing north of the downtown serves as a major commerce gateway between North Dakota and Minnesota, offering opportunities for freight, industry and agriculture-based land use development. The Demers Avenue and Minnesota Avenue River crossings provide important mobility and access opportunities for the East Grand Forks downtown and residential neighborhoods. Other important regional connections such asMN 220 from the north and Bygland Road from the south allow residents to pulse in and out of the City for work, school, shopping, special events and other activities. These roadway facilities are complimented by a Cities Area Transit (CAT) service fixed route system and a developing system bicycle facilities and sidewalks.

The WSB team will update transportation goals and policies to focus on maximizing overall maintenance and safety of the existing transportation system, consistent with existing local and regional plans. We expect that there will also be a need for strong access management and right-of-way preservation along with transportation investment that encourages strategic land use growth.

The final deliverable of this process will be an updated list of transportation goals and policies that addresses both local and regional interests in a manner that compliments goals and policies of the new 2050 land use plan.

BIKE/PEDESTRIAN CONNECTIONS

Walking and biking are healthy, safe, affordable, and accessible means for residents to connect to places of work, learning, recreation, commerce and employment. Considering walking and biking as land uses in the East Grand Forks area will help ensure that patterns of future development lead to a more connected, sustainable, prosperous and healthy community.

Walking and biking are also key components of a transit-supportive landscape and one that is responsive to broader community goals of equitable economic development – which was a prominent part of our approach in our work on the 2045 Grand Forks Land Use Plan Update (completed in 2016).

In this Plan, as we did in Grand Forks in 2016, we will orient our transportation recommendations to respond to the Federal "Ladders of Opportunity" funding program, which considers the development, redevelopment or preservation of places where coordinated transportation, housing, and commercial development improves resident access to affordable and environmentally sustainable transportation.

We will deeply consider the relationships between transportation and the development of safe, sustainable and economically feasible communities in which to live.

Our consideration of walking, biking and transit issues and opportunities will be incorporated into the land use plan through the following components:

- Opportunity to support placemaking and economic development in key locations for the city (for example, by better connecting the downtown or other locations where increased visitation or investment is desired)
- Promotion of equitable, affordable housing with connections to places of work, shopping and education via sustainable transportation options
- Enhancement of the economic competitiveness of the community through a responsive mix of residential, commercial, industrial and institutional land uses connected by walking, biking and transit

TASK 3 DELIVERABLES:

- Technical Memo
  - Bike and Pedestrian Recommendations: Key Routes and Connections
- Market Overview
- Decision-making Rubric
- Transportation technical memorandum of updated goals and policies

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TASK 4:

Implementation Tools

Done right, Comprehensive Planning can reinvigorate a community, spark new conversations, and excite community leaders to take action towards building a city that meets the needs of every resident. We do not make plans that sit on shelves. At WSB, we strive to create realistic, implementable plans which are actionable, realistic, and unique to the specific needs and vision of the City of East Grand Forks.

First, the Plan must be relevant and usable for decision-makers. To that end, we will provide a clear, concise decision-making framework that will make it easy for community leaders to implement the Plan. The framework will present the Guiding Values, questions that should be asked when making decisions, and a set of metrics so the City can regularly measure its progress toward the goals.

AN EXAMPLE OF THE DECISION-MAKING FRAMEWORK

GUIDING VALUE	QUESTIONS	MEASUREABLES
Our City is an evolving, welcoming place for all.	Does this action preserve/create variety in housing products in terms of size (square footage, and/or number of bedrooms) and ownership/rental type? Will this action preserve or create housing that is needed? Does this action enhance the walkability of the City? Does this action contribute to our city's sense of place?	New programs, events or developments that reflect the character of our city Diversity in the age, income, and racial diversity of City residents Trends in seniors aging in their homes or moving to other appropriate housing Trans in the walkability score of the city Mix of housing sizes, densities and prices in new developments

The Plan will also include an implementation matrix which will consolidate action items from all elements of the plan and assign time frames, responsibility, and funding sources. This will create a range of both short- and mid-term goals which staff and the community can begin working on and long-term goals that stay front of mind in decision making processes.

IMPLEMENTATION MATRIX

GOAL	IMPLEMENTATION TOOLS							LEADERS & PARTNERS	PRIORITY LEVEL			COST			
	PROJECTS	POLICIES	PLANS	PROGRAMS	PRACTICES	PARTNERS	PROMOTION		LOW	MEDIUM	HIGH	$	$$	$$$	$$$$
GOAL 1	X		X				X	L: CITY STAFF P: COMMUNITY MEMBERS		X		X	X		
GOAL 2		X		X	X	X		L: PLANNING STAFF P: CHAMBER OF COMMERCE	X					X	
GOAL 3	X	X	X	X	X	X	X	L: CIVIC GROUPS P: PARKS DEPARTMENT			X		X	X	X

TASK 4 DELIVERABLES:

- Technical Memo/Implementation Matrix

TASK 5:

Final Report

We put ourselves in the shoes of stakeholders to ensure our plans, reports, and ordinances are accessible and easy to read.

Building upon the City's vision, big ideas, established goals, and public engagement, we will begin to craft the menu of strategies, actions, and implementation tactics which will serve as the City's policy guidebook. We will create an engaging, visually-appealing document that will read more like a magazine and less like a report.

DELIVERABLE:

- Complete draft plan and final plan

TASK 6:

Public Involvement

PUBLIC ENGAGEMENT STRATEGY

The WSB Team will plan and implement a proactive and wide-ranging effort that deeply involves the community in envisioning the future of East Grand Forks and that builds excitement and anticipation for the plan's recommendations.

Given the current social distancing guidelines and their potential for extension through the summer, our approach will be flexible and will adjust based on consultation with the City, MPO, and the project's Steering Committee.

We will use a variety of in-person and online tools to implement visioning exercises that will orient the plan.

Whether we use an online format exclusively, or are able to also implement in-person activities, our goal is to provide interesting, exciting, and productive engagement that builds participation and brings community voices into the plan.

Over almost two decades of work, we have developed a variety of online tools that closely mirror in-person activities – even for visioning and design activities for specific sites. We use hands-on tools (like PlayDoh, found objects, stickers, and pens) to build community visions for design.

If social distance restrictions are lifted during the plan's progress, we would recommend the following combination of in-person and online tools to engage members of the East Grand Forks community.

IN-PERSON TOOLS AND APPROACHES WILL INCLUDE:

- Two Public Open Houses: These will introduce the plan, gather community input, and share progress on the draft plan. The open houses will be held at public locations during convenient times to maximize opportunity for the public's participation.
- Two"Pop-Up" Community Events: Pop-Up meetings are user-friendly opportunities to engage the public at popular community events. If possible given public health recommendations, we will to coordinate our participation at two or more community events during the summer.

ONLINE TOOLS TO GATHER IDEAS AND GUIDANCE FROM THE PUBLIC INCLUDE:

- Online community survey: We will develop a survey to understand community needs and aspirations as well as priorities for future improvements.
- Interactive online mapping: We will develop an interactive comment map tool ("Wikimap") to gather location-specific comments regarding community assets, issues and opportunities.
- Interactive online design workshops: We will host two envisioning/concept design meetings for two specific areas in the East Grand Forks community. The meetings will be interactive and will use a combination of web conference software and interactive drawing tools.
- Project website: A location where updates, resources and meetings are held and plan results are available for the public's review and comment.
- Social media: We will develop a set of messages that can be distributed through the City and MPO's social media accounts to invite citizens to participate in the plan's activities

STEERING COMMITTEE MEETINGS/ INTERACTIONS

Throughout the process, our team will work collaboratively with the East Grand Forks Land Use Plan Steering Committee. We will task this group with providing input on the planning process, reviewing work products, and making key decisions. The goal of each interaction with the Committee will be consensus on the direction moving forward and ensuring that the conversations are productive.

To make sure that everyone's time is used efficiently, we will provide meeting packets and "homework" for committee members to complete prior to the meeting.

We will hold three in-person meetings, but will facilitate online interactions more frequently throughout the process. In-person meetings will be scheduled in coordination with major public engagement events.

TASK 6 DELIVERABLES:

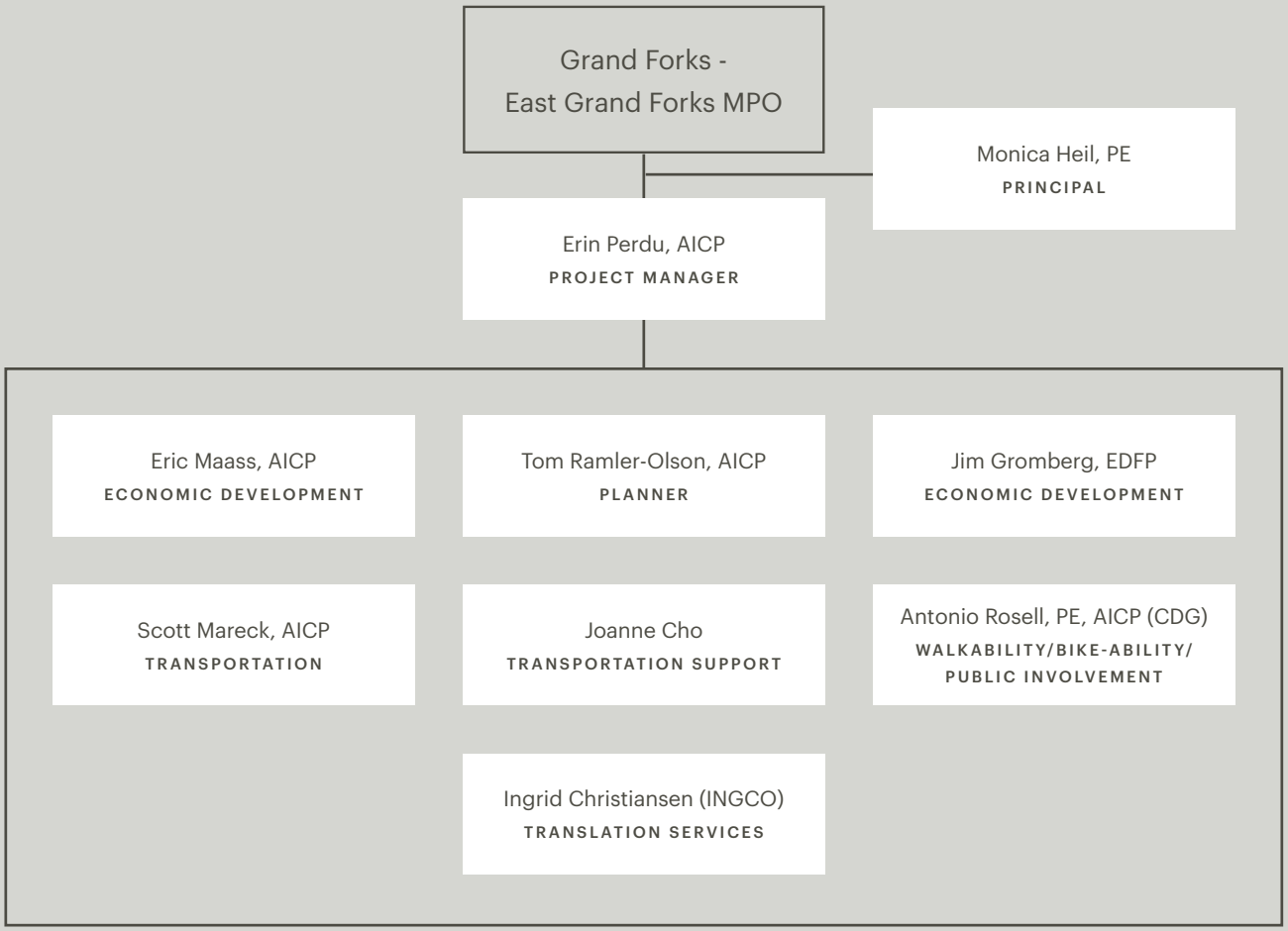
- Memo following each public event/activity
- Public engagement appendix to the report
- Memo following each steering committee meeting
- Technical Memo
  - Summary of Public Engagement and Key Recommendations from the Public

Schedule

	2020						2021									
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
CONTRACT AUTHORIZATION																
1.0 COMMUNITY BACKGROUND																
1.1 EXISTING CONDITIONS AND TRENDS																
1.2 TECHNICAL MEMO/STATE OF THE CITY REPORT																
1.3 STEERING COMMITTEE MEETING #1 (REMOTE)																
2.0 FUTURE LAND USE NEEDS																
2.1 POPULATION AND EMPLOYMENT PROJECTIONS																
2.2 URBAN GROWTH AREAS AND MAP																
2.3 FUTURE GROWTH AREAS AND MAP																
2.4 REVIEW AREA CONCEPT PLANS/RECOMMEND UPDATES																
2.5 DRAFT FUTURE LAND USE MAP																
2.6 TECHNICAL MEMO																
2.7 STEERING COMMITTEE MEETING #2 (IN PERSON)																
3.0 REVISE GOALS AND POLICIES																
3.1 EXISTING PLAN OVERVIEW																
3.2 MARKET OVERVIEW																
3.3 TRANSPORTATION ANALYSIS AND RECOMMENDATIONS																
3.4 BIKE/PEDESTRIAN CONNECTIONS (CDG)																
3.5 REVISED FUTURE LAND USE MAP																
3.6 DECISION-MAKING RUBRIC & TECHNICAL MEMO																
3.7 TRANSPORTATION TECHNICAL MEMO																
3.8 REVISIONS																
3.9 STEERING COMMITTEE MEETING #3 (IN PERSON)																
4.0 IMPLEMENTATION TOOLS																
4.1 IMPLEMENTATION MATRIX																
4.2 TECHNICAL MEMO																
4.3 STEERING COMMITTEE MEETING #4 (REMOTE)																
5.0 REPORT																
5.1 FINAL ROUND OF REVISIONS, DOCUMENT ASSEMBLY AND FORMATTING OF DRAFT REPORT																
5.2 PRESENT COMPLETE DRAFT REPORT TO STEERING COMITTEE AND GENERAL PUBLIC																
5.3 PLANNING COMMISSION & CITY COUNCIL MEETINGS (IN PERSON)																
5.4 FINAL REPORT SUBMITTED																
6.0 PUBLIC ENGAGEMENT																
6.1 PUBLIC OPEN HOUSES																
6.2 "POP-UP" COMMUNITY EVENTS																
6.3 ONLINE COMMUNITY SURVEY																
6.4 INTERACTIVE ONLINE MAPPING																
6.5 INTERACTIVE ONLINE DESIGN WORKSHOPS																
6.6 PROJECT WEBSITE																
6.7 SOCIAL MEDIA ENGAGEMENT																

Project Staff

WSB hand-picked our team for this project based on expertise and experience. The organizational chart identifies our team members and their role on this project. Following the chart are capsules of each team member with a brief description of their qualifications. Collaborative team experience can be found in the "Similar Experience" section of this proposal.



TASKS	PROJECT MANAGER ERIN PERDU	ECON. DEVEL. ERIC MAASS	TRANS. PLANNER SCOTT MAREK	LAND USE PLANNER & DESIGNER TOM RAMLER-OLSON	ECON. DEVEL. SPECIALIST JIM GROMBERG	TRANS. SUPPORT JOANN CHO	COMM. ENGMNT./ BIKE PED ANTONIO ROSELL	TOTAL
COMMUNITY BACKGROUND								
EXISTING CONDITIONS AND TRENDS		4		16		5		25
TECHNICAL MEMO/STATE OF THE CITY REPORT	2	2		8				12
STEERING COMMITTEE MEETING #1 (REMOTE)	2	2		2				6
SUBTOTAL HOURS	4	8	0	26	0	5	0	43
FUTURE LAND USE NEEDS								
POPULATION AND EMPLOYMENT PROJECTIONS	4	4		8				16
URBAN GROWTH AREAS AND MAP	8	8		16	4			36
FUTURE GROWTH AREAS AND MAP	4	6		16				26
REVIEW AREA CONCEPT PLANS/RECOMMEND UPDATES	2	4		12				18
DRAFT FUTURE LAND USE MAP	8			16				24
TECHNICAL MEMO	6	4		12				22
STEERING COMMITTEE MEETING #2 (IN PERSON)		10						10
SUBTOTAL HOURS	32	36	0	80	4	0	0	152
REVISE GOALS AND POLICIES								
EXISTING PLAN OVERVIEW	2			16				18
MARKET OVERVIEW		24			12			36
TRANSPORTATION ANALYSIS AND RECOMMENDATIONS			16			16		32
BIKE/PEDESTRIAN CONNECTIONS (CDG)								0
REVISED FUTURE LAND USE MAP	2			4				6
DECISION-MAKING RUBRIC AND TECHNICAL MEMO	12							12
TRANSPORTATION TECHNICAL MEMO			8					8
REVISIONS	4	4				5		13
STEERING COMMITTEE MEETING #3 (IN PERSON)	10	10						20
SUBTOTAL HOURS	30	38	24	20	12	21	0	145
COMMUNITY ENGAGEMENT								
COMMUNITY ENGAGEMENT PLAN							6	6
PROJECT WEBSITE (DEVELOP AND UPDATE)							10	10
ONLINE SURVEY (DEVELOP AND ANALYZE)							10	10
WIKIMAP (DEVELOP AND ANALYZE)							8	8
DESIGN WORKSHOP (TWO TOTAL)							16	16
IN-PERSON POP-UP EVENTS (TWO TOTAL)							8	8
SUBTOTAL HOURS	0	0	0	0	0	0	58	58
BIKE/PEDESTRIAN CONNECTIONS								
REVIEW CURRENT PLANS AND INITIATIVES							8	8
REVIEW EXISTING CONDITIONS (SITE VISIT)							6	6
NETWORK, ROUTES & FACILITY RECOMMENDATIONS							12	12
PROGRAMMING / 6ES RECOMMENDATIONS							6	6
IMPLEMENTATION PLAN							8	8
SUBTOTAL HOURS	0	0	0	0	0	0	40	40
IMPLEMENTATION TOOLS								
IMPLEMENTATION MATRIX	2			8				10
TECHNICAL MEMO	4		2					6
STEERING COMMITTEE MEETING #4 (REMOTE)	4	4						8
SUBTOTAL HOURS	10	4	2	8	0	0	0	24
FINAL REPORT								
FINAL ROUND OF REVISIONS, DOCUMENT ASSEMBLY AND FORMATTING	2		2	8				12
PRESENT COMPLETE DRAFT PLAN TO STEERING COMMITTEE AND GENERAL PUBLIC	4							4
PLANNING COMMISSION AND CITY COUNCIL MEETINGS (IN PERSON)	10							10
SUBTOTAL HOURS	16	0	2	8	0	0	0	26
TOTAL HOURS	92	86	28	142	16	26	98	488

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee: July 8, 2020
MPO Executive Board: July 15, 2020

RECOMMENDED ACTION: Update on Downtown Transportation Study – Alternative Analysis 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.

The Study completion date has shifted to be completed later this year. Due in significant part to Covid-19, the original completion date was June 30th. The new completion date will be November 30th.

KLJ has been hired and have released a Future Conditions Report. This report was presented to the Steering Committee on June 24, 2020. The Steering Committee is being tasked with identifying priority for the alternatives developed to address identified issues within the Study Area.

The full Alternative Analysis draft Report for 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 draft Alternative Analysis Report has been released and presented to the Steering Committee.
- A website specific to the Study has been created.

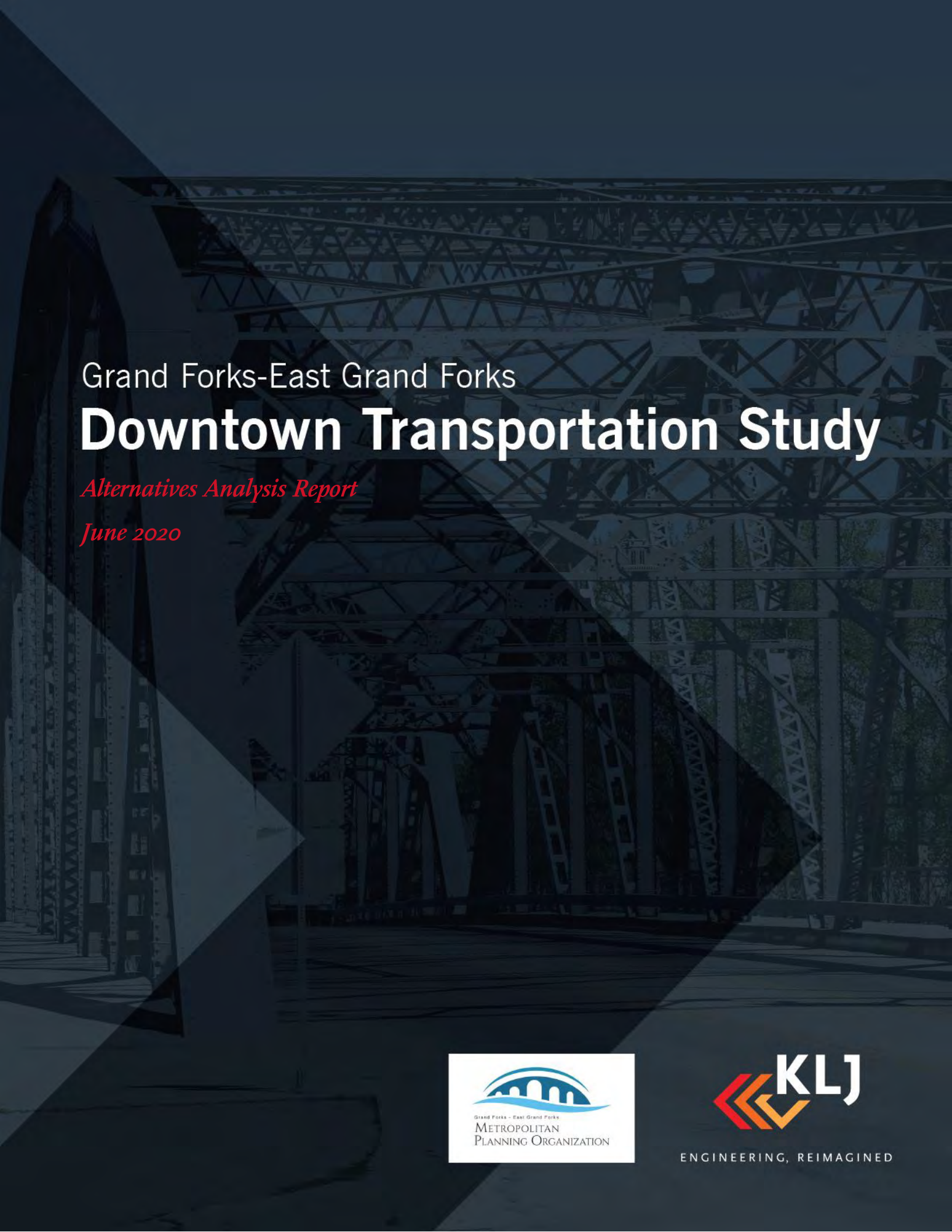
SUPPORT MATERIALS:

- Draft summary of 3nd Steering Committee meeting and presentation.

New Schedule

Month	July	August	September	December	January	February	March	April	May	June	July	August	September	October	November
Data Collection															
Existing Conditions Report	■														
SRC #1		■	■	■											
Future Conditions Report				■	■	■									
SRC #2						■									
PIM #1							■								
Alternatives Analysis Report								■	■	■					
SRC #3										■					
PIM #2											■				
Implementation Plan												■			
SRC #4													■		
Draft Report														■	
Final Presentations															■

*Not Shown are October-November of 2019 When Project was Dormant while the Steering Committee was Finalized and the First Meeting was Organized



Grand Forks-East Grand Forks

Downtown Transportation Study

Alternatives Analysis Report

June 2020

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

KLJ
ENGINEERING, REIMAGINED

Facilities will be determined through a separate planning effort but will connect campus to downtown.

Mini roundabouts or curb bulb-outs would reduce vehicle crashes and crash severity. Bulb-outs would improve pedestrian crossing safety.

Buffered bicycle lanes on 4th Street would provide a safe and comfortable bicycle facility for all ages.

Reverse angle parking on 3rd Street could mitigate parking-related crashes.

Reconfiguring the Riverwalk Centre Parking Lot to make it more pedestrian friendly would also address the biggest pedestrian link gap in the study area.

Rectangular Rapid Flashing Beacons at 6th Street and 9th Street would create a safer pedestrian crossing experience on this uncontrolled segment of DeMers Avenue.

Improved connections between the two downtowns was one of the biggest needs identified from public input. A new bridge structure would provide a better bicycle connection.

A combination of sharrows on 5th Avenue NW and 3rd Avenue NW and buffered or protected bike lanes on 4th Street NW and DeMers Avenue would create a comprehensive bicycle network within Downtown East Grand Forks.

NORTH

N 8TH ST
N 7TH ST
N 6TH ST
N 5TH ST
N 4TH ST
N 3RD ST

UNIVERSITY AVE
2ND AVE N
1ST AVE N
KITTSON AVE

River St
2nd St NW
3rd St NW
4th St NW
5th Ave NW

DeMers Ave
3rd Ave NW

5th St NW
6th St NW
7th St NW
8th St NE
9th St NE
10th St NE
Central Ave NE

S 5TH ST
S 4TH ST
S 3RD ST

2x1 hybrid roundabout combining 8th Street and 1st Avenue would improve operations for vehicles and improve pedestrian crossing safety but has design challenges and high costs.

Improved communications between the 5 signals through adaptive signal control.

A cycle track along Kittson Avenue would connect the existing DeMers Avenue shared-use path to the Greenway.

Sharrows will be signed on 5th Street after the 2020 reconstruction project is complete.

Curb bulb-outs on 3rd Street, 4th Street, and University Avenue can improve pedestrian crossing safety and comfort.

Legend

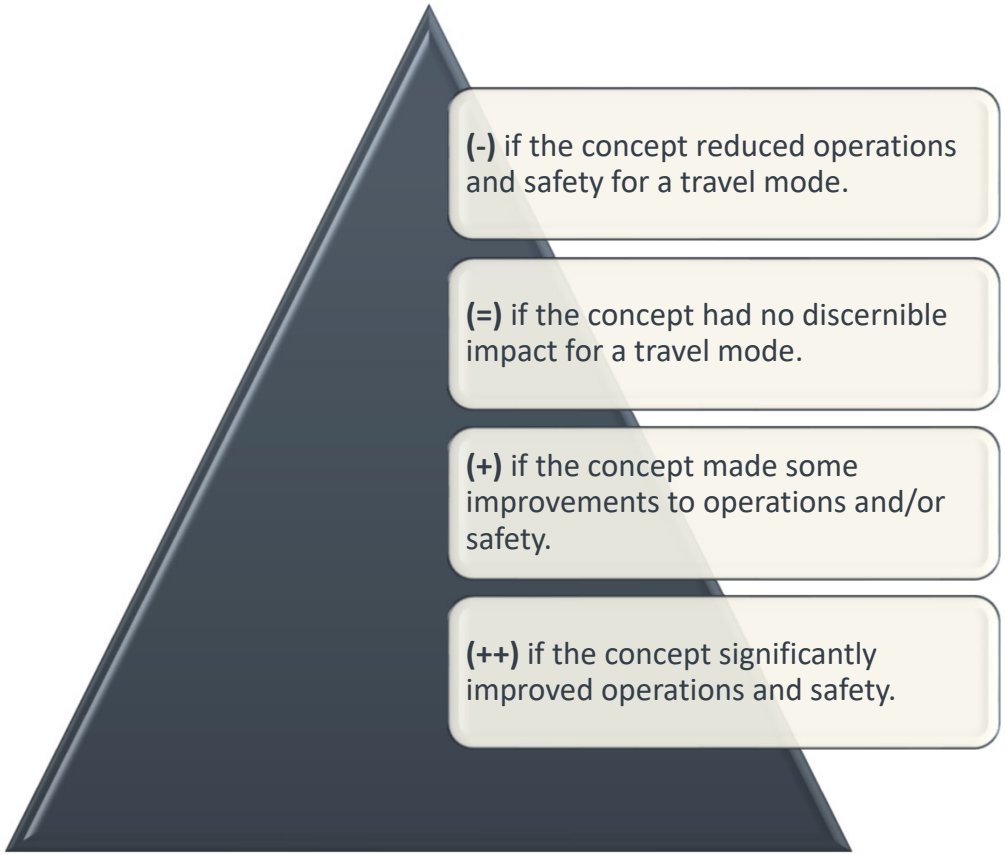
- Traffic Signal
- Roundabout
- Curb Bulb-Out
- In Road Sign
- RRFB
- Cycle Track
- Buffered Bike Lanes
- Sharrows

Primary Benefit

- Vehicle
- Pedestrian
- Bicycle

Alternatives Scoring

Impact to Travel Mode



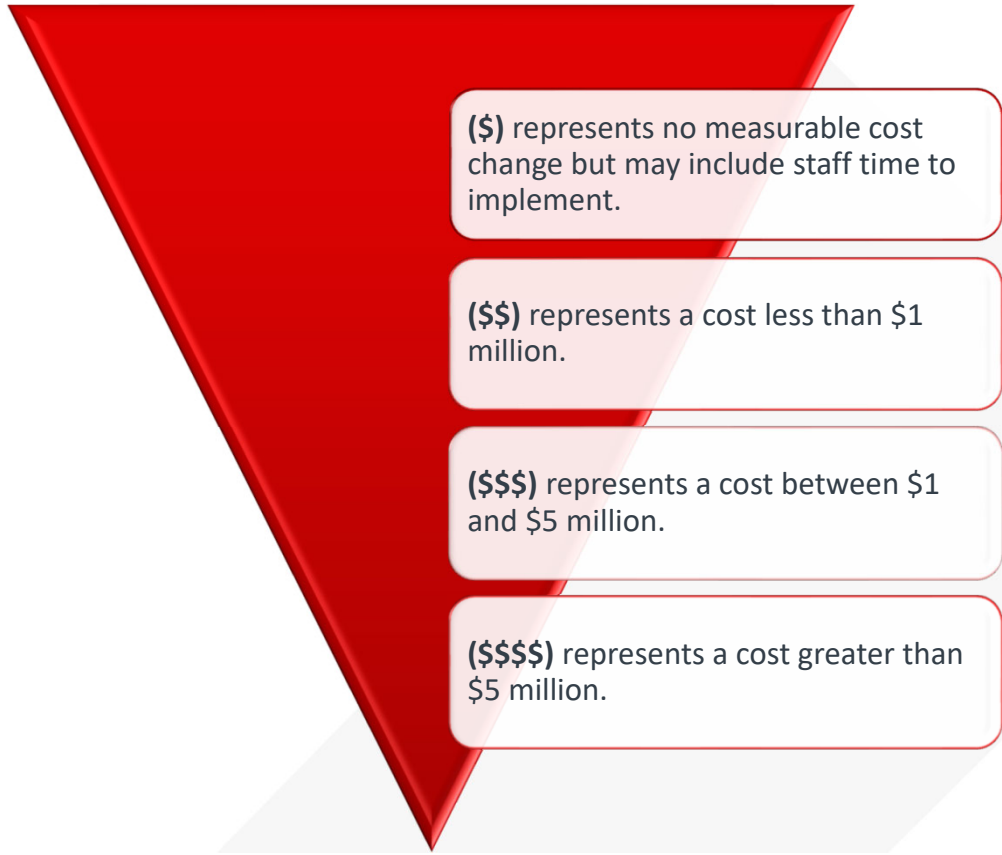
(-) if the concept reduced operations and safety for a travel mode.

(=) if the concept had no discernible impact for a travel mode.

(+) if the concept made some improvements to operations and/or safety.

(++) if the concept significantly improved operations and safety.

Planning Level Costs



($) represents no measurable cost change but may include staff time to implement.

($$) represents a cost less than $1 million.

($$$) represents a cost between $1 and $5 million.

($$$$) represents a cost greater than $5 million.

Alternative	Benefits by Mode						Total Benefits	Cost	Summary
	Vehicle	Pedestrian	Bicycles	Transit	Parking	Rail			
6th Street – Curb Bulb-Outs	++	+	=	=	=	=	+++	$$	The curb bulb-outs will provide additional space to improve visibility around the 6th Street intersections. They would also likely reduce vehicle speeds, which would lessen crash severity. Pedestrian crossing safety at these locations would be improved by reducing their crossing exposure.
6th Street – Mini Roundabouts	++	=	=	=	=	=	++	$$	Mini roundabouts on 6th Street would significantly reduce the angle crashes occurring on this corridor and act to calm traffic. These would be considered only if curb bulb-outs were not effective.
4th Street NW – Remove Parking and Relocate Signal Equipment	=	=	=	=	=	=	=	$ - $$	The parking restrictions would immediately address the challenging turning radius with the signal equipment being relocated during programmed construction projects.
DeMers Avenue Pedestrian Crossing Enhancements	=	++	=	=	=	=	++	$$	While the pedestrian crossing enhancements have proven effectiveness with stop compliance, DeMers Avenue remains very wide east of 4th Street NW.
DeMers Avenue Pedestrian Crossing Enhancements with Lane Reconfiguration	=	++	++	=	=	=	++++	$$	The combination of pedestrian crossing enhancements with the lane reconfiguration would provide the safest crossing facilities and expand bicycle mobility.
3rd Street Curb Bulb-Outs	=	++	=	-/=	-	=	=	$$	Creating comfortable pedestrian crossing locations will encourage people to walk in downtown, helping meet other goals of transportation demand and parking management as well as support the vast number of businesses, services, and events. Bulb-outs can be incorporated into an upcoming project to minimize costs.

Alternative	Benefits by Mode						Total Benefits	Cost	Summary
	Vehicle	Pedestrian	Bicycles	Transit	Parking	Rail			
4th Street Curb Bulb-Outs	=	++	=	=	=	=	++	$$	Creating comfortable pedestrian crossing locations will encourage people to walk in downtown, helping meet other goals of transportation demand and parking management as well as support the vast number of businesses, services, and events.
Riverwalk Centre Parking Lot Reconfiguration	=	++	=	=	=	=	++	$$	Creating dedicated pedestrian facilities throughout the parking lot would increase pedestrian safety and comfort and connect the existing Greenway facilities to sidewalks and shared-use paths throughout downtown.
Grand Forks ADA Transition Plan	=	+	=	+	=	=	++	$	An ADA transition plan would identify pedestrian improvements but would not result directly in their implementation.
Winter Maintenance Enforcement	=	+	=	=	=	=	+	$	Winter maintenance enforcement would improve the winter walking experience but may be challenging to find the right set of enforcement tools.
Central High School Alleyway Crossing	+	+	=	=	=	=	++	$$	Improved crossing facilities at the alleyway will increase visibility of those crossing before and after school.
Lead Pedestrian Interval	-	++	=	=	=	=	+	$	Lead pedestrian interval reduces vehicle-pedestrian conflicts up to 60 percent but could have some minor impacts to vehicle level of service.
New River Crossing	=	++	++	=	=	=	++++	$$$	A new bridge crossing would expand bicycle mobility between the two downtowns and the Greenways. The bridge would come with a high cost with no identified funding.
Grand Forks East-West Bicycle Mobility	=	=	++	=	=	=	++	$$	Connecting the Greenway to the existing shared-use path that runs along DeMers Avenue would mitigate a major gap in the bicycle facility network.
Grand Forks North-South Bicycle Mobility	=	=	++	=	=	=	++	$ - $$	Selecting the appropriate facilities and corridor will determine the impact to bicycle mobility. Shared lanes on 3rd Street or 5th Street would not provide an all ages facility. Higher-level facilities on 4th Street could be constructed to provide a very comfortable facility but would come with a higher cost.

Alternative	Benefits by Mode						Total Benefits	Cost	Summary
	Vehicle	Pedestrian	Bicycles	Transit	Parking	Rail			
Shared Lanes on 3rd and 5th Avenues in East Grand Forks	=	=	+	=	=	=	+	$	Shared lanes along 5th Avenue NW and 3rd Avenue NW will be low cost. Traffic volumes are low enough on these corridors that the facility should be appropriate for most riders.
Buffered or Protected Lanes on 4th Street NW in East Grand Forks	=	=	++	=	-	=	+	$$	4th Street NW was recently reconstructed and has no currently programmed project. However, stripping buffered bike lanes would provide a safe facility at a relatively low cost.
Buffered or Protected Lanes on DeMers Avenue in East Grand Forks	=	=	++	=	-	=	+	$$	Lane reconfiguration could be accomplished with limited impacts to vehicular operations but would provide significant benefits to bicycle and pedestrian mobility along and across DeMers Avenue. Implementation could be coordinated with mid-term improvement projects on DeMers Avenue.
Improved Transit Stop Facilities	=	=	=	++	=	=	++	$$	Shelters improve transit riders' perception of service and are appropriate at high rider locations, like downtowns.
Late Evening Transit Service	+	=	=	++	+	=	++++	$$	Late evening transit service would allow people to fully rely on transit for downtown trips, not just work trips.
Downtown Circulator	+	=	=	++	+	=	++++	$$	The downtown circulator route would create direct service and run on a 30-minute frequency. This could also benefit parking management on the Grand Forks side, with significant available parking in East Grand Forks.
Mobility Hubs	+	+	+	+	+	=	+++++	$$	Mobility hubs would improve multimodal mobility throughout the two downtowns and serve as an information center for downtown visitors and residents.
Grand Forks Parking Study Concepts	=	+	+	=	++	=	++++	$ - $$$$	The parking study concepts ranged from new policies, minor improvements like signage, and major improvements like new technology and parking structure maintenance.

Alternative	Benefits by Mode						Total Benefits	Cost	Summary
	Vehicle	Pedestrian	Bicycles	Transit	Parking	Rail			
East Grand Forks Parking Study Concepts	=	+	+	=	++	=	++++	$ - $$	The parking study concepts ranged from new policies to minor improvements like signage.
Parklets	=	+	=	=	-	=	=	$	Parklets use available parking spaces to create more space for people and businesses.
Train Activity Information through DMS	+	=	=	=	=	=	+	$$	The train activity information would help drivers select a better route, reducing congestion associated with train events.
East Grand Forks Quiet Zone	+	+	+	+	=	+	+++++	$$ - $$$$	The quiet zone would require a quiet zone study and field review before final recommendations, and costs, could be implemented. The improvements associated with the quiet zone would likely improve crossing safety for all modes and provide relief from train horn noise.

DeMers Avenue – Roundabout


Crossing here? (C)
Remove crossing?
Crossing here? (A)
Crossing here? (B)
5th Ave NW
DeMers Ave
3rd St NW
Grand Forks
83.00733.00
83.00741.01
83.00816.01
83.00733.01
83.00816.00
83.00768.00
83.00814.00
83.00769.00
83.00720.00
83.00069.00
83.00806.00
83.00714.00
83.00068.00
83.00806.01
83.00055.00
83.00056.00
83.00057.00

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

MPO Staff Report

Technical Advisory Committee: July 8, 2020
MPO Executive Board: July 15, 2020

RECOMMENDED ACTION: Discussion on updated proposed scoring criteria of TIP to the MPO Executive Board

Matter of the discussion on updated proposed TIP scoring sheet.

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

Part of the documentation process of TIP involves assigning scoring criteria and weight percentage for FHWA-FTA based 10 planning factors for multiple transportation programs (Urban roads, State highways, County & Bridge). This work is conducted based on the existing MPO TELUS Assisted scoring (TAS) sheets. The existing scoring was centered around a FHWA-supported TELUS program that was established to assist MPOs prioritize projects within funding programs. TELUS is no longer being updated. Therefore, the MPO maintains its framework and adds the new planning factors in the proposed TIP scoring criteria.

For each program, the 2 new scoring criteria of Resiliency/Reliability and Tourism were added. For some programs, this meant deleting the last scoring criteria (Local/Regional factors) and distributed the objectives to one of the now ten and be consistent with FHWA-FTA based 10 planning factors.

Resources used for this works are as follows-

1. Existing MPO TELUS Assisted Scoring sheets
2. Grand Forks-East Grand Forks 2045 Metropolitan Transportation Plan
3. 2045 Grand Forks and East Grand Forks Land Use Plan,
4. Grand Forks-East Grand Forks Transit Development Plan (April 2017)
5. MNDOT Project Selection Document.

Planning factors in each program of the proposed GF-EGF MPO TIP scoring sheets describe goals with multiple objectives and standards..

Findings and Analysis:

- The proposed TIP scoring sheets are based on existing MPO TELUS Assisted Scoring sheets
- The proposed TIP scoring sheets are consistent with Grand Forks-East Grand Forks 2045 Metropolitan Transportation Plan

Support Materials:

- Updated TIP scoring sheets for Urban Road, State Highways, County, and Bridge

TIP SCORING SHEETS

State Highway

0= No 1= Yes

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

Project Number		Project Name	

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future state highway network development plan***	1	2.5
	1.2	Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.5
	2	***Enhance the state's economic competitiveness through the movement of goods and services***	1	2.5
	3	Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.5
	4	Work located on identified truck route or identified in Freight Study	1	2.5
	5	Consistent with regional or state economic development plans	1	2.5
			Total	15

Goal 2		Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street and highway system assets.***		
	1.1	Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4	Coordinate/improves Special Events Management Plan	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	Provide necessary security training and equipment to monitor the security of the transportation infrastructure	1	0.71
	2.3	***Coordinate with safety/security agencies of the state to prevent harmful activities***	1	0.71
			Total	5

Goal 3		Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays***	1	1.67
	2	Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	1	1.67
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	1	1.67
	4	consistent with state access control regulations	1	1.67
	5	Enhances the range of freight service options available to regional business	1	1.67
	6	***Implements recommendations in ADA, railroad or any other ROW transition plans***	1	1.67
			Total	10

Goal 4		Environmental/Energy/QOL	Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	Implements context sensitive solutions	1	1.67
	1.2	Address EJ analysis process	1	1.67
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1	1.67
	1.4	Incorporates innovative stormwater management techniques	1	1.67
	2	***Maintain and improve quality of life along streets and highways***	1	1.67
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1	1.67
			Total	10

Goal 5		Integration and Connectivity	Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	1	1.67
	1.2	Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	Invest in signage techniques to reduce excessive travel delays and traffic congestion	1	1.67
	2.2	Maximize direct travel trips between states	1	1.67
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	1	1.67
	2.4	Address last segment/link of corridor	1	1.67
			Total	10

Goal 6		Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	1	1.25
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	Improving operations without adding through capacity	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	Cooperate across jurisdictional boundaries to create an integrated transportation network.	1	1.25
	4	Maintain and update the regional ITS architecture		
	4.1	Enhances interoperability among modal equipment and technologies	1	1.25
	5	Demonstrates analysis of project risk in implementation	1	1.25
	6	Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data	1	1.25
			Total	10

Goal 7		System Preservation	Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.5
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.5
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	2.5
	1.4	***Preserve railroad ROW or other existing ROW***	1	2.5
	2	Contributes to better system maintenance	1	2.5
	3	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	2.5
			Total	15

Goal 8		Safety	Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.11
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	1	1.11
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.11
	3.3	***Improve sight distance at signalized and un-signalized intersections***	1	1.11
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.11
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	1	1.11
	4	Enhances public safety of nonmotorized users	1	1.11
	5	Enhances safe and well-designed route to school zones and college campuses	1	1.11
			Total	10

Goal 9		***Resiliency and Reliability***	Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce state highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable highways under all reasonable weather conditions***	1	1.25
	1.2	***Strategically design and maintain state highway system to operate under all reasonable weather conditions***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction***	1	1.25
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incid***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	1	1.25
			Total	10

Goal 10		***Travel & Tourism***	Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive state highway access to major activity centers and tourist spots***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Fork***	1	1
	1.2	***Identify, coordinate, and communicate traffic plans for statewide simultaneous events***	1	1
	1.3	***Establish partnerships to foster tourism activities within state***	1	1
	2	***Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1
	3	***Provides landscaping/streetscaping or similar amenities***	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

1	Conformance with LRTP, corridor studies, school safety studie	Inserted into multiple goals
2	Provides benefit for multiple jurisdictions	Inserted into Goal 6 (Obj-3)
3	Demonstrates analysis of project risk in implementatior	Inserted into Goal 6 (Obj-5)
4	Advances smart growth objectives	Inserted into Goal 1 (Obj-1)

TIP SCORING SHEETS

Local Roads

Grand Forks - East Grand Forks
METROPOLITAN
PLANNING ORGANIZATION

0= No
1= Yes

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)	10
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future street network development plan***	1	1.67
	1.2	Focus on street network expansion and prime corridors in areas that are contiguous to current and future developed areas and provide new access to jobs	1	1.67
	2	***Enhance the area's economic competitiveness through the movement of goods and services***	1	1.67
	3	Support efficient local street and highway, multimodal terminal connections for freight and rail movement	1	1.67
	4	Work located on identified truck route or identified in Freight Study	1	1.67
	5	Consistent with local, regional or state economic development plans	1	1.67
			Total	10

Goal 2		Security	Expected Weight (%)	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street system assets.***		
	1.1	Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4	Coordinate/improves Special Events Management Plan	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	Provide necessary security training and equipment to improve the security of the transportation infrastructure	1	0.71
	2.3	***Coordinate with safety/security agencies to prevent harmful activities***	1	0.71
			Total	5

Goal 3		Accessibility and Mobility	Expected Weight (%)	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion***	1	1.67
	2	Provides acceptable LOS for all streets, intersection and facilities as recommended in LRTPs and address any existing LOS deficiency	1	1.67
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	1	1.67
	4	consistent with local access control regulations	1	1.67
	5	Enhances the range of freight service options available to local business	1	1.67
	6	***Implements recommendations in ADA ROW or any other ROW transition plans***	1	1.67
			Total	10

Goal 4		Environmental/Energy/QOL	Expected Weight (%)	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.		
	1.1	Implements core context sensitive solutions	1	1.67
	1.2	Address EJ analysis process	1	1.67
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1	1.67
	1.4	Incorporates innovative stormwater management techniques	1	1.67
	2	***Maintain and improve quality of life along streets and highways.***	1	1.67
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1	1.67
			Total	10

Goal 5		Integration and Connectivity	Expected Weight (%)	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use pla***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps***	1	1.67
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.67
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	Invest in signage techniques to reduce excessive travel delays	1	1.67
	2.2	Maximize direct travel trips between major generators of metropolitan area	1	1.67
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	1	1.67
	2.4	Address last segment/link of corridor	1	1.67
			Total	10

Goal 6		Efficient System management	Expected Weight (%)	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	1	1.25
	1.2	***Provide an efficient and cost-effective motorized transport system***	1	1.25
	1.3	Improving operations without adding through capacity	1	1.25
	2	***Involve all local partners in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	Maintain and update the regional ITS architecture		
	4.1	Enhances interoperability among modal equipment and technologies	1	1.25
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data	1	1.25
			Total	10

Goal 7		System Preservation	Expected Weight (%)	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Cost effectively preserve, maintain and improve the existing transportation network systems and capacity***		
	1.1	Utilize pavement management system results	1	3
	1.2	Emphasizes system rehabilitation rather than expansion	1	3
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	3
	1.4	***Preserve railroad ROW or other existing ROW***	1	3
	2	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	3
			Total	15

Goal 8		Safety	Expected Weight (%)	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.875
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in urban areas	1	1.875
	3	Consistent with Strategic local street and Highway Safety Plan		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	1	1.875
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.875
	3.3	***Improve sight distance at signalized and un-signalized intersections***	1	1.875
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.875
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	1	1.875
	4	Enhances safe and well-designed route to school zones and college campuses	1	1.875
			Total	15

Goal 9		***Resiliency and Reliability***	Expected Weight (%)	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce street and highway system vulnerability to snow and storm water***		
	1.1	***Maintain passable streets and highways under all reasonable weather conditions.***	1	1.25
	1.2	***Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in***	1	1.25
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or ch***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	1	1.25
			Total	10

Goal 10		***Travel & Tourism***	Expected Weight (%)	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive street and highway access to major activity centers***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks***	1	1
	1.2	***Identify, coordinate, and communicate traffic plans for simultaneous events.***	1	1
	1.3	***Establish partnerships to foster tourism activities within MPO***	1	1
	2	***Enhance safe/easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1
	3	***Provides landscaping/streetscaping or similar amenities***	1	1
			Total	5

Local/Regional Factors
Factors of local or regional importance

1	Conformance with LRTP, corridor stu	Inserted into multiple goals
2	Provides benefit for multiple jurisdic	Inserted into Goal 6 (Obj-3)
3	Demonstrates analysis of project risk	Inserted into Goal 6 (Obj-5)
4	Advances smart growth objectives	Inserted into Goal 1 (Obj-1)

TIP SCORING SHEETS

Transportation Alternative

0= No 1= Yes

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		***Economic Vitality***	Expected Weight (%) :	5
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Consistent with local, regional or state nonmotorized economic development plans***	1	1
	2	***Serves access to school, jobs, business and opportunities for nonmotorized users***	1	1
		Advance smart growth objectives	1	1
	3	***Improves connection to intermodal transportation system***	1	1
	4	***Attract/retain quality resident and commerce by providing efficient recreational trail system***	1	1
			Total	5

Goal 2		***Security***	Expected Weight (%) :	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objective	1	***Consistent with local/regional emergency and security planning system (ITS Regional Architecture)***	1	1.67
	2	***Provide necessary security training and equipment***	1	1.67
	3	***Coordinate with safety/security agencies to prevent harmful activities***	1	1.67
			Total	5

Goal 3		Accessibility and Mobility	Expected Weight (%) :	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Provides acceptable LOS for facility as recommended in LRTP	1	2
	2	***Provide a complete bicycling and pedestrian network that connects to schools, destinations and other transportation modes and facilities***	1	2
	3	***Improve existing infrastructure to address current needs in local neighborhoods/communities***	1	2
	4	***Provide easy access to Greenway Trail System and the Red River State Recreation Area***	1	2
	5	Implements recommendations in ADA, railroad and pedestrian/bicycle ROW plans	1	2
			Total	10

Goal 4		Environmental/Energy/QOL	Expected Weight (%) :	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Implements context sensitive solutions	1	1.67
	2	Address EJ analysis process	1	1.67
	3	Promote nonmotorized travel to reduce greenhouse gases	1	1.67
	4	Avoids or minimize impacts to wetlands or other natural habitats	1	1.67
	5	Seek to control sun-off pollution	1	1.67
	6	***Incorporates innovative stormwater management techniques***	1	1.67
			Total	10

Goal 5		Integration and Connectivity	Expected Weight (%) :	15
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Invest in signage/signal techniques and routes to help pedestrian and bicyclist	1	2.5
	2	Maximize direct travel trips by improving pedestrian and bicycle network system between community and commercial destinations	1	2.5
	3	Improves the integration/connectivity between nonmotorized and motorized transportation system	1	2.5
	4	***Improve sidewalks and walkways around transit stops, designated on-road and off-road bike routes***	1	2.5
	5	Provides a connection to transit facilities or transit stops	1	2.5
	6	Support first and last mile connections to improve access to the transit for pedestrian and bicyclist	1	2.5
			Total	15

Goal 6		Efficient System management	Expected Weight (%) :	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Provide an efficient and cost effective nonmotorized transport system***	1	1.67
	2	Identify potential source of budget for year round maintenance	1	1.67
	3	Demonstrates commitment to year round maintenance	1	1.67
	4	Cooperate across jurisdictional boundaries to create an integrated transportation network.	1	1.67
	5	Demonstrates analysis of project risk in implementation	1	1.67
	6	Includes specific evaluation method to provide a measurement of effectiveness	1	1.67
			Total	10

Goal 7		System Preservation	Expected Weight (%) :	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Preserve, maintain and improve the existing safe school route, bicycle and sidewalk network systems***	1	2.5
	2	Emphasizes system rehabilitation rather than expansion	1	2.5
	3	Incorporates new technologies	1	2.5
	4	***Maintain and improve existing Greenway Trail System and the Red River State Recreation Area***	1	2.5
	5	***Incorporate cost-effective maintenance and preservation of the existing pavement***	1	2.5
	6	Balance between railroad, ADA or pedestrian/bicycle ROW network systems	1	2.5
			Total	15

Goal 8		Safety	Expected Weight (%) :	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Provide safety education components for pedestrian and bicyclist	1	3
	2	Enhances safe and well-designed route to school zones and college campuses	1	3
	3	Incorporates appropriate traffic control devices	1	3
	4	Enhances public safety for nonmotorized users	1	3
	5	Reduces frequency and severity of points of conflict between traffics/intersections and pedestrian/bicyclist	1	3
			Total	15

Goal 9		***Resiliency and Reliability***	Expected Weight (%) :	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Achieve resiliency and reliability of transportation services/facilities to the current and future impacts of extreme weather***	1	2
	2	***Maintain on-time project performance and implementation***	1	2
	3	***Improve engagement of transportation system, across and between modes, partners and stakeholders***	1	2
	4	***Response efficiently to severe weather and other stresses on the nonmotorized transportation system***	1	2
	5	***Maintain sidewalks, school and bicycle routes promptly to ensure that pedestrian and bicycle facilities remain usable for all***	1	2
			Total	10

Goal 10		***Travel & Tourism***	Expected Weight (%) :	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	***Establish partnerships to foster pedestrian and bicycle tourism activities within MPO***	1	1
	2	***Enhance safe and easy access to tourist spots, Greenway Trail System and the Red River State Recreation Area for nonmotorized travelers and tourists***	1	1
	3	***Conserve historical sites and recreational trails (bicycle/walking trails)***	1	1
	4	***Aquire/enhances scenic/historic properties***	1	1
	5	***Provides landscaping/streetscaping or similar amenities***	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

1	Conformance with LRTP, corridor studies, school s	Inserted into multiple goals
2	Provides benefit for multiple jurisdictions	Inserted into Goal 6 (obj-4)
3	Demonstrates analysis of porject risk in implemer	Inserted into Goal 6 (obj-5)
4	Advances smart growth objectives	Inserted into Goal 1 (obj-3)
5	Aquire/enhances scenic/historic properties	Inserted into Goal 10 (obj-4)
6	Project provides landscaping/streetscaping or sim	Inserted into Goal 10 (obj-5)
7	Project provides a connection to transit facilities (	Inserted into Goal 5 (obj-5)

TIP SCORING SHEETS

County Road

0= No 1= Yes

Grand Forks - East Grand Forks
METROPOLITAN PLANNING ORGANIZATION

Project Number		Project Name	

MPO SCORING SHEET FOR EACH PROJECT

Goal 1		Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Coordinate land use and transportation planning, programming, and investments between agencies to advance conty level smart growth objectives***		
	1.1	***Recognize and identify investments that support current & future county road network development plan***	1	2.5
	1.2	***Focus on network expansion and prime corridors in areas that are contiguous to current and future developed areas***	1	2.5
	2	***Enhance the state's economic competitiveness through the movement of goods and services through FM roads***	1	2.5
	3	Support efficient local county roads and multimodal terminal connections for freight and rail movement on the last mile or two access located on arterial stre	1	2.5
	4	Work located on identified truck route or identified in Freight Study	1	2.5
	4	Consistent with local, regional or state economic development plans	1	2.5
			Total	15

Goal 2		Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Identify and maintain security of critical street and highway system assets.***		
	1.1	Coordinate with local and regional emergency/security/hazardous materials movement	1	0.71
	1.2	***Evaluate and manage the security of the transportation network, especially in critical areas***	1	0.71
	1.3	Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4	Coordinate/improves Special Events Management Plan	1	0.71
	2	***Support state and regional emergency, evacuation, and security plans.***		
	2.1	***Consistent with regional emergency and security planning system (ITS Regional Architecture)***	1	0.71
	2.2	Provide necessary security training and equipment to monitor the security of the transportation infrastructure	1	0.71
	2.3	***Coordinate with safety/security agencies of the state to prevent harmful activities***	1	0.71
			Total	5

Goal 3		Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays***	1	1.67
	2	Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs and address any existing LOS deficiency	1	1.67
	3	***Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes***	1	1.67
	4	Consistent with local access control regulations	1	1.67
	5	Enhances the range of freight service options available to local business	1	1.67
	6	***Implements recommendations in ADA, railroad or any other ROW transition plans***	1	1.67
			Total	10

Goal 4		Environmental/Energy/QOL	Expected Weight (%)=	5
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.***		
	1.1	Implements context sensitive solutions	1	0.83
	1.2	Address EJ analysis process	1	0.83
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1	0.83
	1.4	Incorporates innovative stormwater management techniques	1	0.83
	2	***Maintain and improve quality of life by implementing a transportation system that considers the needs of all potential users, including children, senior***	1	0.83
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1	0.83
			Total	5

Goal 5		Integration and Connectivity	Expected Weight (%)=	15
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.***		
	1.1	***Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.***	1	1.88
	1.2	***Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).***	1	1.88
	2	***Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs***		
	2.1	Invest in signage and signal techniques to reduce excessive travel delays and traffic congestion	1	1.88
	2.2	Maximize direct travel trips in rural areas between local and regional major generators	1	1.88
	2.3	***Maintain and update street and highway functional classification consistent with FHWA guidelines***	1	1.88
	2.4	***Improve sidewalks and walkways around transit stops, designated on-road and off-road routes***	1	1.88
	2.5	***Support first and last mile connections to improve travel access for nonmotorized users***	1	1.88
	2.6	Address last segment/link of corridor	1	1.88
			Total	15

Goal 6		Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Implement best practice programming and innovative financing alternatives***		
	1.1	***Identify potential source of budget for year-round maintenance***	1	1.25
	1.2	***Optimize System Performance by preventive maintenance and rehabilitation***	1	1.25
	1.3	Improving operations without adding through capacity	1	1.25
	2	***Involve all local partners, stakeholders and users in the transportation planning process.***	1	1.25
	3	***Cooperate across jurisdictional boundaries to create an integrated transportation network.***	1	1.25
	4	Maintain and update the local ITS architecture		
	4.1	Enhances interoperability among modal equipment and technologies	1	1.25
	5	***Demonstrates analysis of project risk in implementation***	1	1.25
	6	Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data	1	1.25
			Total	10

Goal 7		System Preservation	Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	3
	1.2	Emphasizes system rehabilitation rather than expansion	1	3
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	3
	1.4	***Preserve pedestrian/bicycle, ADA, railroad ROW or other existing ROW***	1	3
	2	***Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.***	1	3
			Total	15

Goal 8		Safety	Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.25
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.25
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	***Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts***	1	1.25
	3.2	***Ensure that roadway design and traffic control elements support appropriate and safe speeds***	1	1.25
	3.3	***Improve sight distance at signalized and un-signalized intersections***	1	1.25
	3.4	***Improve the roadway and driving environment to better accommodate drivers' needs***	1	1.25
	3.5	***Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists***	1	1.25
	4	Enhances safe and well-designed route to school zones and college campuses	1	1.25
			Total	10

Goal 9		***Resiliency and Reliability***	Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Reduce county level transportation system vulnerability to snow and storm water***		
	1.1	***Maintain passable rural roads under all reasonable weather conditions***	1	1.25
	1.2	***Strategically design and maintain county roads to operate under all reasonable weather conditions***	1	1.25
	1.3	***Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in***	1	1.25
	2	***Support the region's resilience and travel reliability through efficient detour and evacuation routes***		
	2.1	***During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or char***	1	1.25
	2.2	***Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain operations during incidents and temporary stre***	1	1.25
	2.3	***Provide auxiliary power sources to operate traffic signals when mainline power is interrupted***	1	1.25
	2.4	***Maintain on-time project performance and implementation***	1	1.25
	2.5	***Improve engagement of transportation system, across and between modes, partners, users and stakeholders***	1	1.25
			Total	10

Goal 10		***Travel & Tourism***	Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	***Maintain convenient and intuitive state highway access to major activity centers and tourist spots***		
	1.1	***Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Gre***	1	1
	1.2	***Identify, coordinate, and communicate traffic plans for statewide simultaneous events***	1	1
	1.3	***Establish partnerships to foster tourism activities within state***	1	1
	2	***Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area***	1	1
	3	***Provides landscaping/streetscaping or similar amenities***	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

1	Conformance with LRTP, corridor studies, school safety studies of M	Inserted into multiple goals
2	Provides benefit for multiple jurisdictions	Inserted into Goal 6 (Obj-3)
3	Demonstrates analysis of project risk in implementation	Inserted into Goal 6 (Obj-5)
4	Advances smart growth objectives	Inserted into Goal 1 (Obj-1)

MPO UNIFIED PLANNING WORK PROGRAM - UPDATE , 2020

TABLE OF CONTENTS- UPDATE July, 2020

TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION ACTIVITIES

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	Due to Covid-19, the timeline presented in March regarding the release of the RFP will be delayed at least until August 2020	6%	31-Dec-20	31-Dec-21
East Grand Forks Land Use Plan Update	4 proposals were received; the Selection Committee interviewed all 4; a recommended firm - WSB - has negotiated a contract and scope within the consultant budget; on July agenda for execution of contract.	25%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Delayed until results of the Hydraulic Study	2%	31-Dec-20	
Downtown Transportation Study	Completion date is being moved to end of November; 3rd Steering committee was held on June 24th; KLJ presented the Alternative Analysis Report; the Committee is reviewing the alternatives to rank and give priority order; a 2nd public engagement meeting is being scheduled;	75%	30-Jun-20	30/11/20
Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements.	60%	On-going	