



TECHNICAL ADVISORY COMMITTEE MEETING
SEPTEMBER 9TH, 2020 – 1:30 P.M.
East Grand Forks City Hall Training Room/Zoom

PLEASE NOTE: Due to ongoing public health concerns related to COVID-19, and the fact that the 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 p.m. one (1) business day prior to the meeting and reference the agenda item your comments addresses.

MEMBERS

Kadrmas/Peterson _____
Ellis _____
Bail/Emery _____
Gengler/Halford _____
Riesinger _____

Mason/Hopkins _____
Zacher/Johnson _____
Kuharenko/Williams _____
Bergman _____

West _____
Magnuson _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE AUGUST 12TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF NDDOT STATEWIDE TRANSPORTATION PLAN.....NDDOT
6. MATTER OF SOLICITATION OF ND FTA 5339 PROGRAM..... KOUBA

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7. MATTER OF DISCUSSION ON NEXT T.I.P. SOLICITATIONSHAUGEN
No Staff Report – Information will be given at meeting.
8. MATTER OF DISCUSSION ON 2021-2022 WORK PROGRAMHAUGEN
9. OTHER BUSINESS
 - a. 2020 Annual Work Program Project Update
 - b. MnDOT District 2 Draft Freight Plan
11. ADJOURNMENT

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

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 12th, 2020
Zoom Meeting**

CALL TO ORDER

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

CALL OF ROLL

On a Call of Roll the following members were present via Zoom: David Kuharenko, Grand Forks Engineering; Brad Gengler, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Dale Bergman, Cities Area Transit; Wayne Zacher, NDDOT-Local Government; Ryan Riesinger, Airport Authority; Brad Bail, East Grand Forks Consulting Engineer; and Jon Mason, MnDOT-District 2 .

Absent: Steve Emery, Stephanie Halford, Jason Peterson, Patrick Hopkins, Jesse Kadrmas, Michael Johnson, Ryan Brooks, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

Guest(s) present: Kristen Sperry, FHWA-North Dakota; Bobbi Retzlaff, FHWA-Minnesota; and Anna Pierce, MnDOT-St. Paul.

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

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

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

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

MOTION CARRIED UNANIMOUSLY.

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MATTER OF APPROVAL OF 2020 SELF-CERTIFICATION

Haugen reported that included in the packet, this year, is a more detailed self-certification document. He explained that every third or fourth year the MPO prepares a more detailed self-certification document, although annually in each T.I.P., which is the next agenda item, it is included as an appendix item and also as one of the certifications in the front of the document, we self-certify, but again every third or fourth year we do this deeper document to do a more complete job of how we are self-certifying.

Haugen said, then, that included in the packet is the draft document. He pointed out that it basically follows the same format that we did the last time we prepared the document; it has been updated to reflect any actions that we've taken since the prior update. He stated that our current work program, for example, our transportation plan has been updated since then, our public participation plan has been updated, but otherwise it is identifying each of the requirements we do to self-certify and the description and action that the MPO has done.

Zacher commented that on the flow chart in the document, in the legend there is a direct authority solid line, and he is wondering if that is what the side pieces are, because everything else looks like it has a dashed line, so he wasn't sure if the arrows that are pointing towards the executive committee was direct authority or not. Haugen responded that those are showing who comprises the policy board, and what agency they represent. Zacher said, though, that in the legend it has that direct authority line, so is that what those comprises are or is there a missing line or is one labeled incorrectly. Haugen responded that the direct line of authority is that they are appointed from these various bodies to form the MPO Board. Zacher said that that made sense.

MOVED BY ELLIS, SECONDED BY BAIL, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2020 SELF-CERTIFICATION DOCUMENT, AS PRESENTED.

Voting Aye: Zacher, Kuharenko, Gengler, Ellis, Riesinger, Bail, and Mason.

Voting Nay: None.

Abstain: None.

***Absent: Kadrmas, Halford, Emery, West, Bail, Magnuson,
Sanders, Peterson, Hopkins, Johnson, and Christianson.***

MATTER OF APPROVAL OF DRAFT FINAL 2021-2024 T.I.P.

Haugen reported that this item is to look at our document that is the Final T.I.P. for FY2021-2024.

Haugen stated that, as noted on the agenda, we did publish a public notice for this agenda item. He said that the public was invited to review the document, which was available in both City Halls, as well as on-line. He added that, as you all know Grand Forks City Hall is somewhat

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open to the public, but East Grand Forks City Hall is still closed to the public, but an appointment could be made.

Haugen commented that the notice identified that if comments were received by noon today they would be provided to the committee and recorded as part of the meeting as if they were personally presented. He said that we did not receive any general public comments, but we did receive some comments from both State DOTs and our Federal Highway North Dakota and Minnesota counterparts.

Haugen stated that if he could summarize those comments, unfortunately the MPO provided a document that had a lot of simple errors as to what year it covers, some of those types of editorial/editing errors that should not have happened but unfortunately did. He said that there were some more general comments that we should address, and he would identify that the first one we should talk about is our Performance Based Planning and Programming section.

Haugen referred to that portion of the document and explained that it is a recent addition to our T.I.P. document, and we previously were identifying what the performance measures were, which this document does identify, and there was a general write up of how this T.I.P. is addressing those targets. He stated that what comments they received said that we should be more informative as to what our actual targets are, whether they are MPO area specific targets or if we adopted the Statewide targets; and then identify, perhaps, in better detail than what our current discussion is as to how we are progressing towards those targets. He added that there is some language that does that, obviously if you look at the document we have not identified the MPO targets that have been adopted, but they can easily be inserted as they have been adopted and are not new to either the MPO or the public.

Haugen said that another good comment to point out is, in our T.I.P. Listings, if you notice East Grand Forks has a #13, and if you look at the North Dakota side we have a Grand Forks #13, which is fine when you look at each side individually, but it shows up as a problem when we get to our Environmental Justice map, where we then use the same numbering system for both sides so it is possible that you will see the same number on either side of the river without understanding that a #19, for example, in downtown Grand Forks and #19 in downtown East Grand Forks are completely separate projects, funded by different agencies, using different funding sources, so the resolution we have come up with for that, and hopefully this slide shows it, is to indicate these projects by using the State abbreviation in front of the number so it gives you some sense of which side of the river that number project corresponds to.

Haugen stated that in the EJ projects themselves, our general guidance in the past has been to identify some example projects, and we tried to do that but our wording was probably indicating a more specific that there were only eight projects that either border or are entirely within the EJ; there are more than eight and so we have some poor wording there.

Haugen summarized that those are some of the items that were commented on; the more pertinent one is the Performance Based comment.

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Haugen commented that the third category would be just an overall template of how our T.I.P. document looks. He said that the State DOTs, in particular, had some overall comments of how they would like to substantially reformat the T.I.P. document, reorganize it into different sections, provide more description on some things. He stated that he will leave it at that and will allow either State or Federal Highway reps to provide additional comment if they wish on the comments they submitted to us.

Pierce stated that she will elaborate a little bit more on that third point you noted, as she thinks you clarified the other points pretty well, but the formatting is something they noted that maybe over this next year we take a look at restructuring it to make it more publicly accessible, and the goal of their comments was to make sure that Mr. Zacher and herself coordinated, and they spoke with Federal Highway on both sides as well to make sure that they were all consistent on this and they all agreed that they would just like to see it a little bit more public friendly so that the public can understand and know what they are reading, so that is really the point of the majority of the comments, specifically the formatting.

Zacher said that he thinks Ms. Pierce summarized their comments very nicely. He added that the more they talked the more it seemed like if we can meet in the October/November timeframe, after the T.I.P. and UPWP and everything else is off our plates, and go through and see what we can do to make it more user friendly and understandable for the general public would be their preference. He added that in reading through this document he knows that he personally ended up going through it multiple times just to try to make sure that he was able to understand what it is trying to say, so from a general public trying to comprehend it, he thinks it would be even more difficult so he thinks if we are able to make it more user friendly it would be beneficial for everyone. He asked if Mr. Haugen had any concerns with being able to address some of the comments, specifically some of the editorial type comments, does he see a need to address all those comments before the Policy Board meets. Haugen responded that he does feel that those are achievable, with the biggest one, again, just the performance based, but he thinks they can get something to them by the end of the week for them to review and still allow for them to make any further comments on those changes. He added that many of the other comments are pretty straightforward simplistic ones, and then the format, as you stated, can be worked on over the next year. Haugen commented that just to let the rest of the Technical Advisory Committee members know, most of these comments were received late yesterday or early this morning, by MPO Staff, and the State DOTs also provided some example T.I.P.s from other MPOs but staff has not had the opportunity to look at them yet, however, working through the Technical Advisory Committee as well staff would propose a different way of comprising and presenting the T.I.P. in the future.

Haugen asked if there were any other comments or questions. He said that typically the major emphasis that we review and comment upon are to make sure that the projects themselves are the proper projects, that we have identified, and that the information contained therein is substantially correct. He asked if anyone had any comments on the project listings themselves.

Mason stated that they thoroughly looked through the list and it matches the projects that are in their S.T.I.P. He said that he did notice one inconsistency on Page 78 of 210, the chart, where

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there are two projects listed as #11. Haugen responded that that is just one of those errors that they are cleaning up by adding the State abbreviation in front of those numbers that are the same for both sides.

Pierce said that she has a question related to the public involvement and public input opportunities. She stated that, just comparatively she has seen that other MPOs across the State have had a lot of public input so she is just curious; she knows that the MPO did the legal ads in the newspapers and also posted the information on the MPO website, but she is wondering if there was any type of Facebook page boosting or anything like that, or an on-line virtual open house or anything like that. Haugen responded that he doesn't know if for this draft they did a Facebook posting, but he doesn't believe there was anything other than what we posted on our website as far as notifying that the open house was being held, and also publishing the notice in two local newspapers of general circulation. Pierce stated that in the future it just might be something to look into doing.

Haugen stated that from an MPO Staff perspective a motion to perhaps consider is to recommend approval subject to cleaning up the editorial changes as noted by our State and Federal Partners, and then also to work with our State and Federal Partners along with the Technical Advisory Committee on resolving the Performance Based Planning and Programming section. He added that in addition, either including in this motion, or as a separate motion, to recommend that we spend the next several months coming up with a different T.I.P. format; this could be combined in the original motion or made as a separate motion.

Haugen said that one of the comments received was regarding the Program of Projects, or POP, which is transit terminology, and each Triennial Review we make sure that we are making it known that there is an agreement between our two local transit operators to utilize the MPO Public Participation Process and the T.I.P. as their Program of Projects, and so in our notices and other resolutions we worked through the language that satisfies the Triennial Review comments.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT FINAL 2021-2024 T.I.P. SUBJECT TO MAKING THE EDITORIAL CHANGES AS NOTED BY OUR STATE AND FEDERAL PARTNERS, AND TO WORK WITH SAID PARTNERS AND THE TECHNICAL ADVISORY COMMITTEE TO RESOLVE THE PERFORMANCE BASED PLANNING AND PROGRAMMING SECTION, AS NOTED.

Voting Aye: Zacher, Kuharenko, Gengler, Ellis, Riesinger, Bail, Bergman, and Mason.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Halford, Emery, West, Bail, Magnuson, Sanders, Peterson, Hopkins, Johnson, and Christianson.

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MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE REQUESTING MPO STAFF WORK WITH STATE AND FEDERAL PARTNERS TO REFORMAT THE T.I.P. TEMPLATE FOR FUTURE T.I.P. DOCUMENTS.

Voting Aye: Zacher, Kuharenko, Gengler, Ellis, Riesinger, Bail, Bergman, and Mason.

Voting Nay: None.

Abstain: None.

***Absent: Kadrmas, Halford, Emery, West, Bail, Magnuson,
Sanders, Peterson, Hopkins, Johnson, and Christianson.***

MATTER OF APPROVAL OF 2020 T.I.P. PROCEDURAL MANUAL

Haugen reported that staff has been working for many months on updating our T.I.P. Procedural Manual. He said that throughout the year at various Technical Advisory Committee and MPO Executive Policy Board meetings we have been presenting sections and segments of the document for review and comments, and today we all of those review and comments incorporated into this final draft of the document itself.

Haugen said that, just to give an overview, the table of contents identifies pertinent sections of the T.I.P. document, and it is a document that they hope helps explains the T.I.P. process almost from start to finish, how we solicit projects to how we either do modifications or amendments to the T.I.P. document once it is approved.

Haugen commented that there are several pages of appendices; Appendix 3 is the one we most recently reviewed at our last few Technical Advisory Committee meetings, and that is the actual scoring sheets. He explained that all projects submitted to the MPO get these scoring sheets applied to them to show how the projects are consistent with our transportation plan.

Haugen stated that the last appendix is something we haven't shared with the Technical Advisory Committee, however it is a checklist that is produced by MnDOT, so he isn't sure it is subject to much of a review or comment from either the Technical Advisory Committee or the Executive Policy Board. He added that in the past North Dakota had a similar checklist, but he doesn't believe they have been using one recently, so that is why only the Minnesota checklist is included in this appendix.

Pierce asked if there is a reason why this information is not included in the T.I.P. itself. Haugen responded that the basic reason is because it would add another sixty-six pages or so to the T.I.P. document. Pierce stated that she would like to see it included as an appendix in the T.I.P. at some point, and we can discuss this further, but she thinks that if this is talking during the revision process and the approval process it is important that it is easily accessible to the public. Haugen responded that that will be part of the discussion in our previous motion for the T.I.P.

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Kuharenko said that, regarding the regionally significant projects, which he believes is in Section 6 – Program Information, and he knows he brought this up previously but he just wants to make sure that just the City of Grand Forks submitting their 6-year CIP to the MPO, it is sufficient. He explained that he knows that their concern on that is generally just the amount of documentation that might be required for a project that is being done by the City itself, and not trying to either duplicate or produce an excess of documentation, so he just wants to make sure that just providing the 6-year CIP for the City is sufficient for what you are looking for. Haugen responded that he believes it will be, although he thinks we might ask that you trim down your CIP so that we don't get projects that aren't pertinent to the T.I.P. itself, because the whole CIP has a bunch of different categories and investments. Kuharenko said that he is talking more street and infrastructure 6-year CIP, not the city-wide one. Haugen responded that he does think that it is possible that that would be sufficient.

Haugen commented that, again, this was an update to a document that we prepared back in 2010; it is trying to catch up and get is more pertinent as to where we stand today, and it is a living document so there is potential to make changes in the future if appropriate.

MOVED BY GENGLER, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE UPDATED 2020 TRANSPORTATION IMPROVEMENT (T.I.P.) PROCEDURAL MANUAL, AS PRESENTED.

Voting Aye: Zacher, Kuharenko, Gengler, Ellis, Riesinger, Bergman, and Mason.

Voting Nay: None.

Abstain: None.

Absent: Kadrmas, Halford, Emery, West, Bail, Magnuson, Sanders, Peterson, Hopkins, Johnson, and Christianson.

MATTER OF 2021-2022 UNIFIED PLANNING WORK PROGRAM

Haugen reported that we are at the end of our current two-year work program, so we need to prepare and submit to our State and Federal partners a new two-year work program covering 2021 and 2022.

Haugen stated that included in the packet was a staff report that identifies what the expected funding circumstance would be for those two years. He said that we are obligated to do some things in our current 2020 work program that would carry over into 2021; those are the three items identified in the staff report, and we also need to make sure that we are maintaining and keeping our overall metropolitan transportation plan up to date so we are starting the transit development update in 2021, and then you see in 2022 we will then address the other two elements of our overall transportation plan, that is the Bike/Ped element and the Street and Highway element, and those have been identified since the adoption of the current 2045 Land Use Plan in our previous documents, this happens to be referenced in our current work program where we identified the major timelines to make sure that our 2050 Metropolitan Transportation Plan is done in time as well.

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Haugen commented that he mentioned last month that the bulk of our funds are committed, if you will, to projects currently undertaken, or that need to be undertaken in order to keep our MTP current; however, we do think that we may have roughly \$50,000 in 2021, although we, as MPO staff, have identified our regular cycle of doing an aerial photo update for the metro area, so we have tentatively identified that for potential use of those funds.

Haugen stated that the other thing they identified was, there has been discussion, particularly with our Transit Operators, about the potential of using some other transit funds to assist in the transit development plan update; a possibility of utilizing those funds might bring a good amount of funds to a substantial amount of funds to the work programs. He added that he guesses probably one of the things that would be useful is if there are studies that people are contemplating that could use funds from the MPO if there were funds freed up, what those might be and that would perhaps assist us with our pursuit, how far we go with those transit dollars. He said that, as an example, he knows that in the past we have done some regular updates of pavement management, there was a period of time when pavement management, on the Federal Aid System, was something that was not eligible for MPO CPG funds, but a few years ago that was reversed a few years ago, so it is an eligible activity.

Haugen commented that essentially what today's agenda item is is if you have other activities out there, what are they and then if there are activities then perhaps we should have further discussion on supplementing the Consolidated Planning Grant funds with Transit funds; and if somebody has funding out there that we aren't aware of, we would like to have that conversation as well so that by September, perhaps we would have a good idea, if there are other revenue sources and other studies, if you do have a study we would like to have a conversation do make sure it is eligible before we go through a formal vetting process. He added that they do like to have any of these additional studies go through your local governmental body to concur that they want the study done, so that means that if we are meeting our November 1st deadline to submit to our Lead State, that in October we are processing a document that we think is identifying all of the activities that MPO will undertake in 2021 and 2022.

Kuharenko asked, with that tentative scheduling of that aerial photo for 2021, he knows in the past that the MPO has had a 6-inch pixel resolution on that, and he knows that more recently the City has gone with a 3-inch pixel resolution, so if it would be possible to switch that up and update to a 3-inch pixel resolution that would be great, if it ultimately decided that we are going with an aerial imaging project in 2021 is preferred. Haugen responded that they would give that consideration and will have Ms. Kouba formulate a budget estimate to see if it makes a significant difference between 6-inch and 3-inch pixels, then we can exchange further information and discuss it more in September to see how it fits with the funding available. He added that he knows that typically we also go to other member jurisdictions or partners to see if they would like additional things done; while the opportunity is there to have additional technology incorporated into the aerial photo, he knows that East Grand Forks Water and Light Department has considered, in the past, some additional funding to utilize the opportunity, and many years ago the Airport participated to make sure that we were capturing all of the area they need to have for their airport planning. He said that essentially the program is based off of the MPO Study Area, and as Mr. Kuharenko identified, we have been utilizing that 6-inch

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resolution, and we have had discussions in the past about LIDAR and other things but we have never pulled the trigger on them as an MPO, so that is something that we would have further communication on over the next month or so.

Haugen reiterated that this is a two year work program, but at the end of 2021 we typically take a look at what is programmed in 2022 to make sure it is still germane, as we don't automatically roll into it without any thought of whether or not it needs changes made to it.

Information only.

**MATTER OF UPDATE ON NDDOT STATEWIDE LONG RANGE
TRANSPORTATION PLAN**

Haugen reported that, as we were informed last month in particular, but through previously communications, the NDDOT is updating their Statewide Long Range Transportation Plan. He stated that they have attached a monthly presentation to keep us informed. He added that there were some past events, statewide, that we could have taken opportunities; they are launching a new Scenario Planning in the next few weeks, and some additional information is provided on these sheets, so if you have not visited Transportation Connection yet, he would encourage you to do so.

Haugen commented that he believes he even saw in today's Grand Forks Herald, a specific virtual public opportunity for engagement, although he apologizes that he didn't really capture what it said. He asked if Mr. Zacher knew anything about this. Zacher responded that he hasn't worked much with this, but most of what he knows is what we heard last month at the Technical Advice Committee meeting.

Haugen said, again, that the scenarios would be something to take a look at at the website, and if he does find that notice that was in the paper he will send it around to the Technical Advisory Committee members as well.

Haugen stated that, as noted, MnDOT is starting to update their Statewide Multi-Model Plan. He said that he isn't aware of any additional update other than they are going to be updating it. Pierce commented that she is on the SMTP Project Team and they are currently going through and determining how they are going to reach out to the MPOs and other stakeholders, as well as the public so you should be hearing from them shortly to figure out when they can set up time to talk to the MPO and get some feedback and input on the Statewide Multi-Modal Transportation Plan. She added that they also should be presenting at the MN MPO Summer Workshop as well, but more will come on this.

Information only.

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OTHER BUSINESS

a. 2020 Annual Work Program Project Update

Haugen reported that this is our monthly update of where the MPO is at on its major activities. He pointed out that the Grand Forks Land Use Plan is not proceeding as we had originally hoped, and as scheduled in our program, but they hope that the rest of the year you will see a lot more progress and work done on it.

Haugen stated that for the East Grand Forks Land Use Plan the consultant has been hired, and is under contract, and the initial kick-off meeting with the Consultant Team, the City and the MPO was held, so that work is underway.

Haugen commented that the Future Bridge Traffic Impact Hydraulic Study Report has been presented; again that report was outside the MPO and financed and processed by both City Councils, and it is basically stating that of the three sites looked at there is a likelihood that bridges could be built at any of the three sites, and it also included updated cost estimates, so you are more than able to look at the Grand Fork City Website, for sure, to look at the full hydraulic study document. He added that we will see how that information proceeds through the Cities and the MPO Board for when and how we take up this work activity.

Haugen stated that the Downtown Transportation Study currently has a virtual open house going on, and hopefully you have had a chance to go on-line and view the information that is there, and it is a substantial amount so hopefully it isn't too overwhelming.

Haugen said that our count program is still ongoing; and he believes that all of the intersections that we've asked ATAC to get up and operational are up and collecting traffic count data.

Zacher asked, on the East Grand Forks Land Use Plan Update, is the DOT involved with that, as he doesn't have anything on his calendar on the Kick-Off Meeting or anything like that, so is MnDOT involved with that, or are either DOT involved with it. Haugen responded that not at the Kick-Off Meeting level, as it was really just between City Staff and the MPO Staff to get to know the team members. He added that there is a Steering Committee that is being formed, and that is where the DOT will likely be involved. Zacher stated that he was just curious if that was a Steering Committee Kick-Off meeting. Haugen responded that it wasn't the Steering Committee Kick-Off meeting. Mason asked if he was on the Steering Committee. Haugen responded that he is pegged to be on there, but he doesn't think that an announcement has been made as to who all the Steering Committee members are yet.

Sperry said that she has a general question; she was just wondering what your public participation has been like with the shut-down of everything since March; have you seen an increase, about the same, or less participation. Haugen responded that they have seen an increase in our on-line activity, but obviously we have seen a lot less in-person/personal participation; it has almost exclusively gone to the on-line participation. He added that our web-site activity is up, our Facebook activity is considerably up, so that is what we have been experiencing.

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Pierce said that she also has a general question/comment; she just found out the MPO has a new website, which she was excited to see, but she is wondering if there is a timeframe as to when you would be transitioning to the new website completely, and if you are going to keep the domain for the old site at least temporarily so if people do type in the .com address it will take them to the .org. Haugen responded that we are transitioning from the old to the new; it is a process that, with COVID-19, we have kind of put that transition on the back burner a bit, and so he thinks that we are working on it as best we can given the circumstances we are under. Pierce asked that once the transition is complete that everyone is notified so they can use the new website link.

Information only.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE AUGUST 12, 2020, TECHNICAL ADVISORY COMMITTEE MEETING AT 2:20 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager



MPO Staff Report

Technical Advisory Committee:

September 9, 2020

MPO Executive Board: September 16, 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 have sent the attached as a monthly update on the effort.**

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. Second, the MPO has very specific fiscal planning and fiscal constraints on its plan. NDDOT is not required to have this same level of detail.

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

MPO Update

September 2020

Plan Development Progress

- **Continuing our partner and public outreach**
 - North Dakota Department of Emergency Services Annual Meeting – August 19
- **Hosting statewide virtual events and forums**
 - ND Dept. of Health New Americans/Foreign Born/Immigrants Advisory Board – August 24
 - Statewide Virtual Public Input Meetings – August 31
- **Launched new virtual meeting on scenario planning**
 - www.transportationconnection.org/scenarios
- **Developing tools to connect expectations, funding, and performance**
 - Public education on transportation funding
 - Performance target and budget allocations
 - Meeting performance targets with additional revenues

Engagement Reach

21

...public and partner events

178

...online survey responses

1,047

...views of TC101 online meeting

1,288

...unique website visitors

250+

...virtual meeting participants

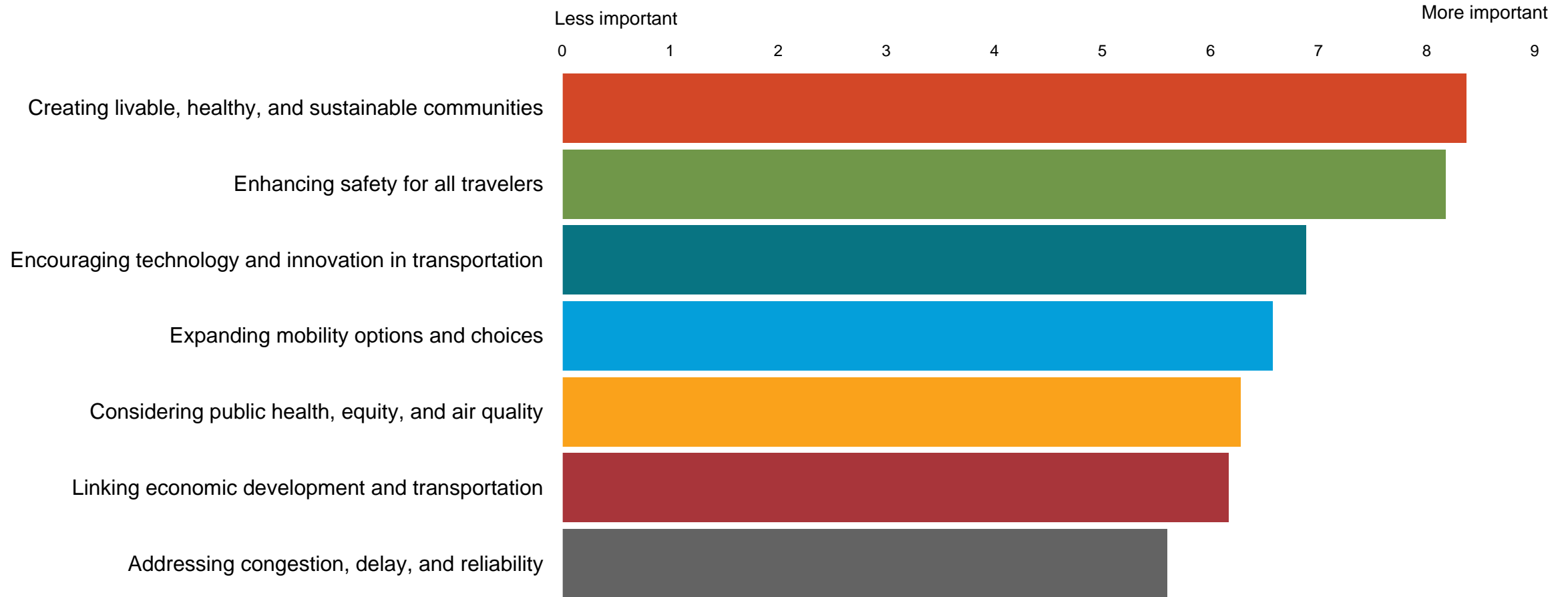
4,082

... likes and interactions on social media in the past 30 days

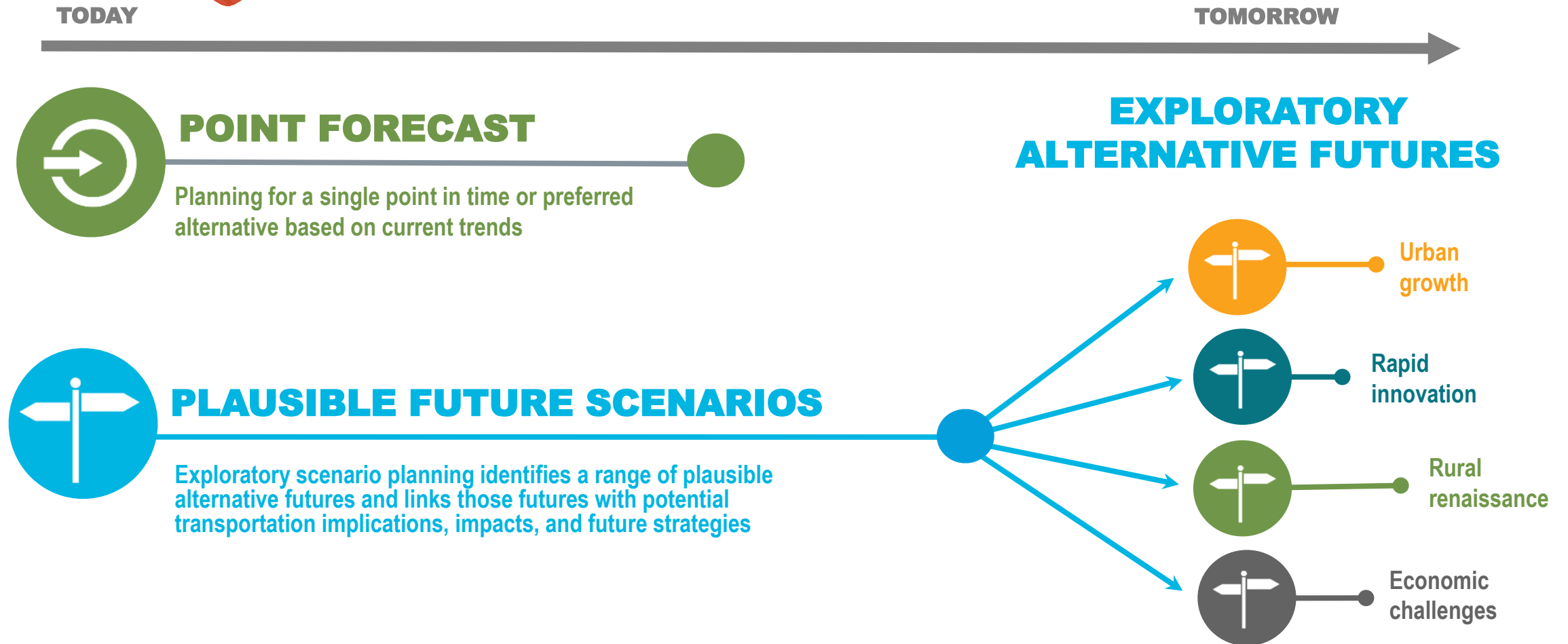
What Are We Hearing?: What Should Our Vision Be?



What Are We Hearing?: What Should Our Goals Be?



How Can We Envision the Future?



Rural Renaissance

What if our rural areas become communities of choice in the future?

It's 2045. Imagine you just moved into your new smart house with open space and fields all around. You check your greenhouse before getting on a call with customers on the other side of the globe, while your spouse is out in an outbuilding 3-D printing drone components for a manufacturing company in Minot.



Rural Renaissance

What if our rural areas become communities of choice in the future?

- Rural communities become drivers of new population growth
- Gig work and home-based advanced manufacturing take off
- Local energy and agricultural production
- All industries are connected, smart, and efficient
- Local economies diversify and small town centers expand
- Recreation and tourism increase
- Mitigation reduces natural hazard risks



Cities and Centers

What if our cities grow quickly and become the centers of the state?

It's 2045. Imagine you and your family are living in a new apartment with your job just a few blocks away. You moved into the city recently because this is where all the opportunities are. No one travels very far anymore as your shopping and schools and workplaces and even entertainment are all streamed or delivered right to you.



Cities and Centers

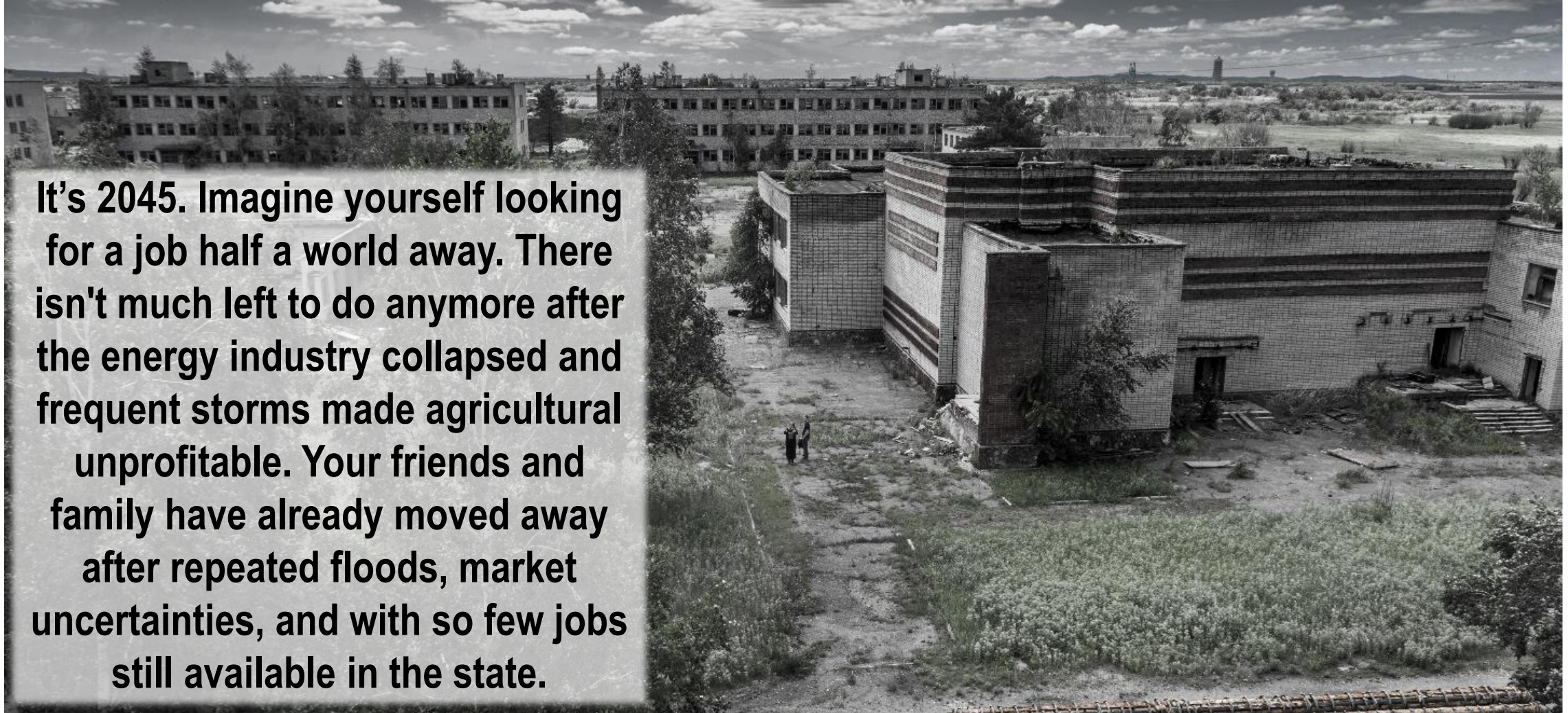
What if our cities grow quickly and become the centers of the state?

- Mass migration to cities occurs and all new growth is concentrated in urban areas
- Economy diversifies into professional and technical services
- Energy and agriculture remain important, but their share of economic growth slows
- Energy production becomes more distributed and diversified
- Connected devices and smart infrastructure make it easier, safer, and more convenient to travel
- Urban growth spurs need for natural hazard mitigation around centers



Ghost Towns

What if North Dakota's economy collapses and quality of life changes dramatically?



It's 2045. Imagine yourself looking for a job half a world away. There isn't much left to do anymore after the energy industry collapsed and frequent storms made agricultural unprofitable. Your friends and family have already moved away after repeated floods, market uncertainties, and with so few jobs still available in the state.

Ghost Towns

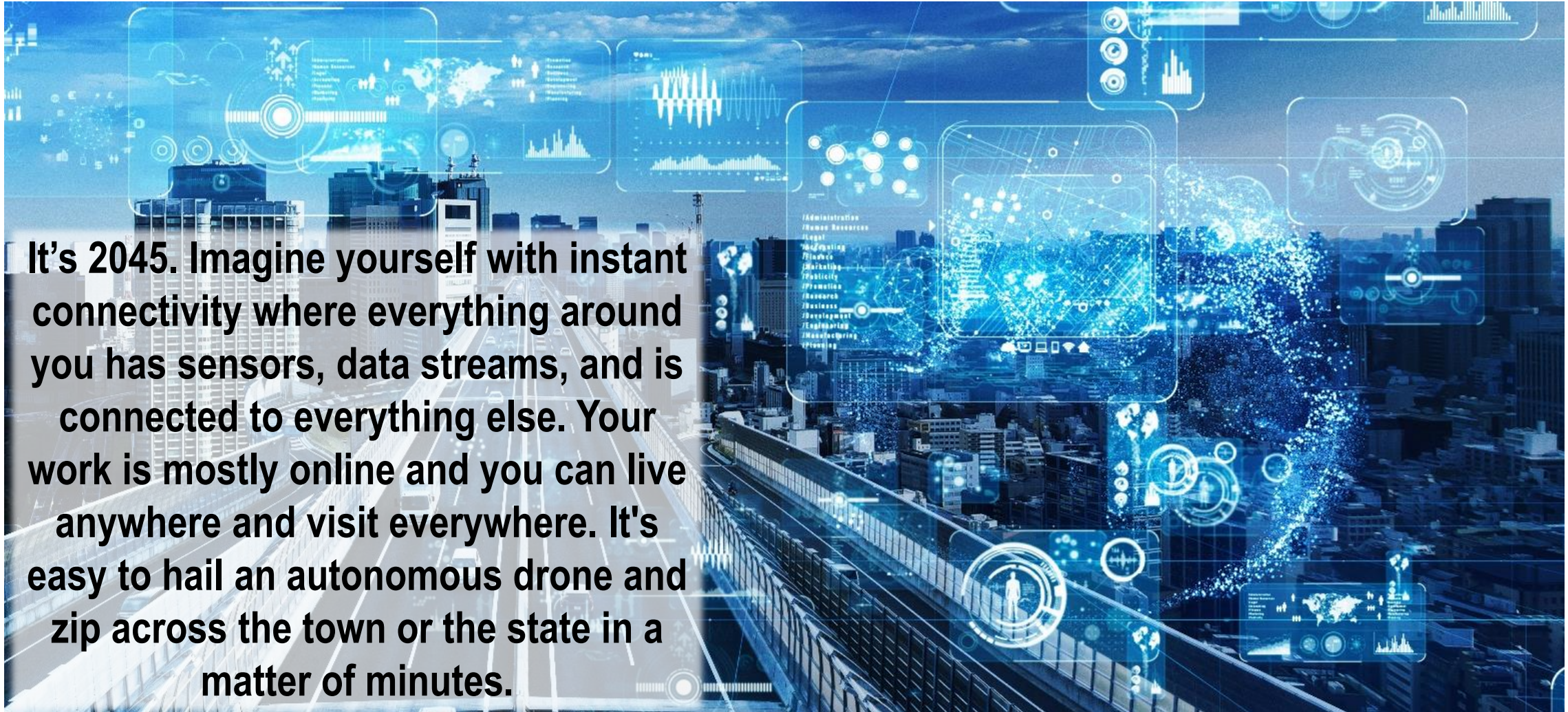
What if North Dakota's economy collapses and quality of life changes dramatically?

- Population declines across the state as residents move away
- Communities age more quickly as younger residents seek job opportunities elsewhere
- Energy and agricultural industries decline due to policy changes and international trade disruption
- Limited business investment slows the adoption of new technology and innovations
- Increasingly severe and frequent storm events decimate infrastructure



Smart and Connected

What if innovations accelerate and we live in a tech-driven future?



It's 2045. Imagine yourself with instant connectivity where everything around you has sensors, data streams, and is connected to everything else. Your work is mostly online and you can live anywhere and visit everywhere. It's easy to hail an autonomous drone and zip across the town or the state in a matter of minutes.

Smart and Connected

What if innovations accelerate and we live in a tech-driven future?

- New residents move in and spur growth in diverse communities around the state
- Technology and innovation spurs job opportunities in new industries
- Online work and remote jobs grow significantly
- Energy and agricultural industries rapidly automate and become tech-driven
- Big data and smart infrastructure connect North Dakota to the world
- New technology is rapidly adopted
- Natural hazard risks and shared land uses increase as the state is rapidly developed



What Do You Think the Future Holds?

Visit us at:

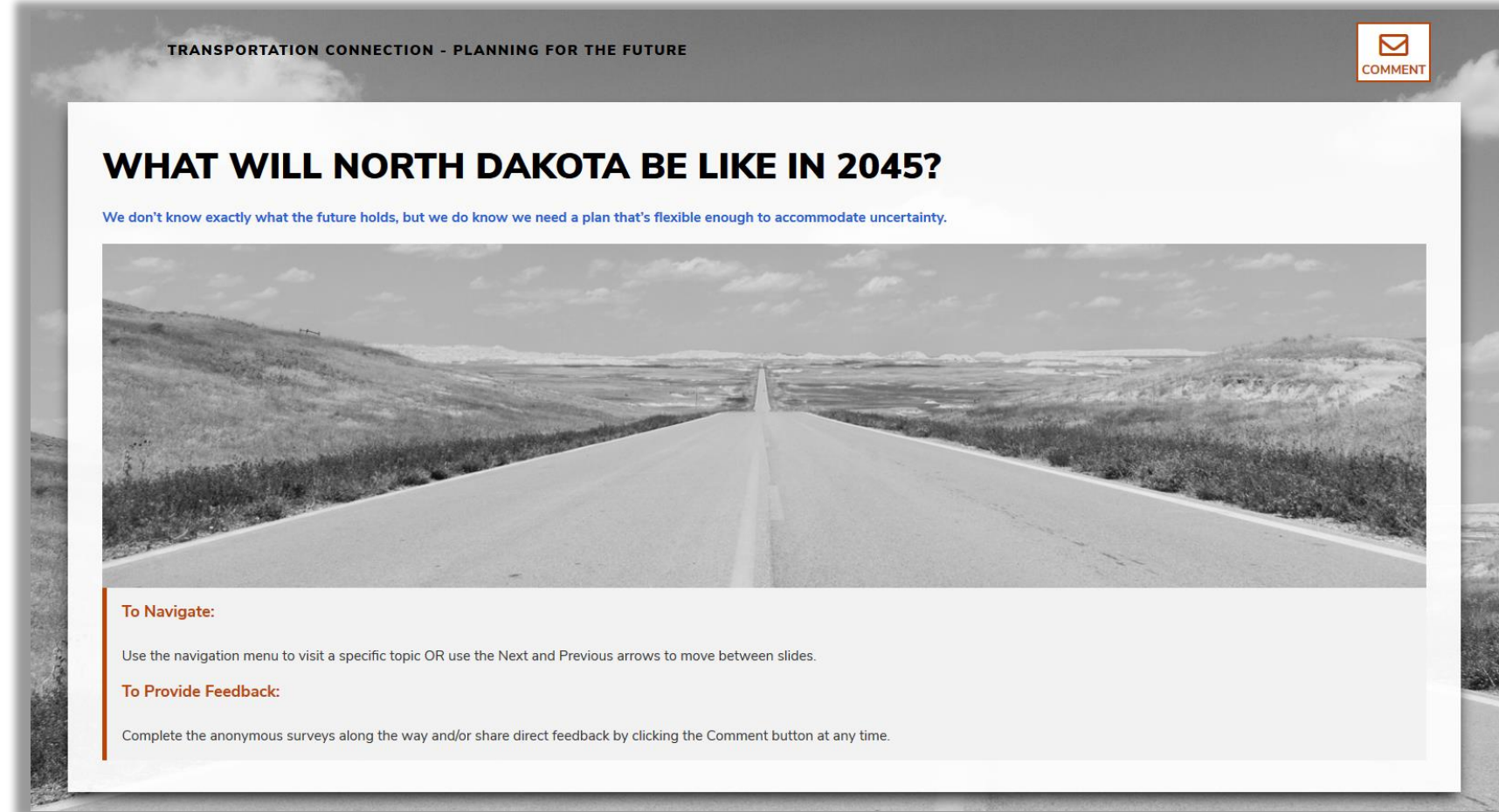
www.transportationconnection.org/scenarios/

Learn about scenario planning and future transportation issues

Preview exploratory future scenarios for North Dakota

Tell us what you think the future holds

Help us plan ahead




TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE

COMMENT

WHAT WILL NORTH DAKOTA BE LIKE IN 2045?

We don't know exactly what the future holds, but we do know we need a plan that's flexible enough to accommodate uncertainty.



To Navigate:

Use the navigation menu to visit a specific topic OR use the Next and Previous arrows to move between slides.

To Provide Feedback:

Complete the anonymous surveys along the way and/or share direct feedback by clicking the Comment button at any time.

Next Steps: Linking Funding and Performance

Assess customer expectations

- How should the future system work and perform?

Public Surveys

Educate public on funding complexities and issues

- How important is transportation funding?

Public Surveys and Meetings

Connect performance and expectations to funding

- How would residents consider tradeoffs and set budgets?

Virtual Tools

Gauge willingness to pay

- Is there support for alternative or additional revenues?

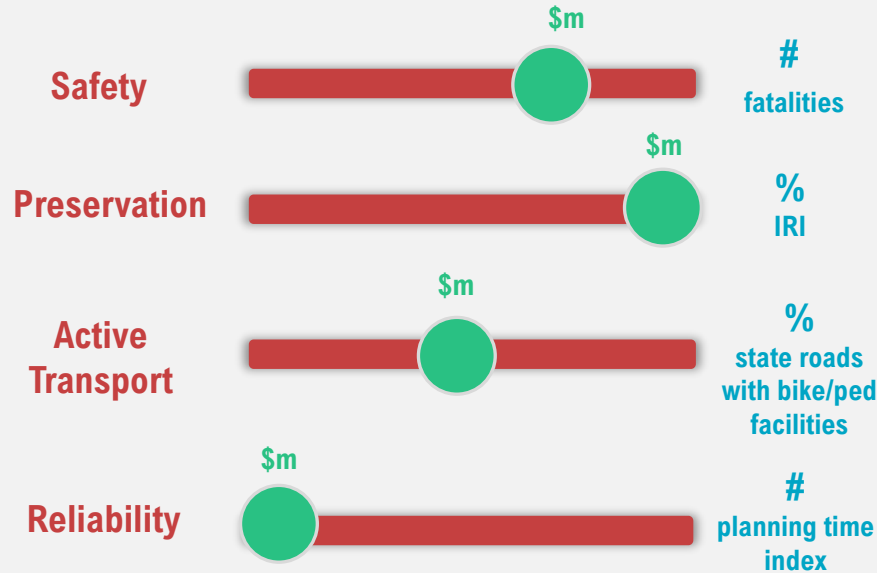
Virtual Tools and Meetings

Next Steps: Linking Funding and Performance



- Your average mpg
- Miles driven each year
- Age of your vehicle

You currently pay **\$XX** in North Dakota fuel taxes and registration fees each month



Your current **performance targets** and budget allocations exceed the state transportation budget by **\$XX million** annually



- Increase in fuel tax
- Increase in registration fees
- Increase in other user fees

You elected to pay an additional **\$XX** per month in fees. If everyone in North Dakota did the same, your **performance targets** could be met

How Can You Reach Us?



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



www.facebook.com/TransportationConnection/



www.twitter.com/ndlrtp



www.instagram.com/transportationconnection/

ND Dept of Transportation

Stewart Milakovic | smilakovic@nd.gov

Project Team

Evan Enarson | eenarson@camsys.com



MPO Staff Report
Technical Advisory Committee:
September 9, 2020
MPO Executive Board:
September 16, 2020

RECOMMENDED ACTION: Announcement of Solicitation of 5339 Grant funds application.

Matter of Announcement of Solicitation of 5339 Grant funds application.

Background: In September, the MPO, together with NDDOT, are soliciting applications for FTA 5339 capital. The NDDOT has a deadline of November 20, 2020. All applications from the MPO area need to have MPO submittal to NDDOT through Black Cat; applications are due to the MPO by November 3rd. This ensures the candidate projects can be vetted through the MPO in time to meet the NDDOT deadline.

There is a total of \$15 million in funding available for vehicles only. These funds are additional federal funds; the MPO and State will be releasing our regular, annual solicitation later this year.

Findings and Analysis:

- The advertisement and application will be available the week of Sept. 7th.

Support Materials:

- Application is the regular NDDOT project application available from Black Cat



MPO Staff Report

Technical Advisory Committee:

September 9, 2020

MPO Executive Board: September 16, 2020

RECOMMENDED ACTION: Update on Unified Planning Work Program for 2021 & 2022

Matter of the Update for Unified Planning Work Program 2021 & 2022.

Background: The MPO prepares a work program listing the activities that will be accomplished with the consolidated planning grant from the USDOT. The program is titled the Unified Planning Work Program and covers a two-year period. The MPO will prepare a new work program listing the activities that will be accomplished with the federal Consolidate Planning Grant (CPG) (estimated \$550,000 each year) and a planning grant from Minnesota (estimated at \$12,000 each year), which helps off-set local match. The base budget, with all match, calculates to \$688,000 per year. Often, activities “carry-over” and the budgets carry with the activity.

We are currently starting the EGF Land Use Plan update, GF Land Use Plan update and the Future Bridge Traffic Impact Study; these will carry-over into 2021. We are also scheduled to update Transit Development Plan (TDP); this will be done through a consultant. For 2022, we will begin the update to our Bike/Ped Plan and the Street/Highway Plan. We are basically completing the previously identified plan of action” to ensure our MTP is updated in time. See the attached page.

MPO staff anticipates roughly \$50,000 available in 2021 and have identified a new aerial photo as the activity. Few funds are being likely to be available for any additional studies in 2022.

- Teri Kouba continues to work on determining a cost estimate to do the aerial photo at 3 inch resolution versus the past 6 inch resolution.

A possibility that additional funding can be obtained specifically for the Transit Development Plan. How much is a wide range, as identified thus far as possible sources. If these funds can be obtained, there is a possibility of “freeing” funds to consider another activity.

- Preliminarily, the potential to use FTA #5307 program funds towards the Transit Development Plan update has been agreed to by the local transit and MPO staff. An amount of \$120,000 in these federal funds has been the figure targeted. Early discussion has occurred with state and federal partners on how to administratively use these funds combined with regular Consolidate Planning Funds to this effort.

Are there activities out there to consider? One recent announcement from FHWA-ND has made is the reversal of MPO funding pavement management; MPO can again.

- Some use of these funds have been tentatively identified. The Grand Forks Land Use Plan Update desires to augment the original scope concept to include some additional analysis on cost of sprawl versus in fill growth and more effort on defining the planning area boundary for City land use concerns. Currently, the Land Use Plan includes all four (4) mile extraterritorial

extension yet the City only regulates two (2) miles. There are areas where extending regulatory control beyond 2 miles makes sense; and there may be places where less than 2 miles makes sense. An additional \$28,000 in federal funds have been estimated to add this to the scope. The full scope still needs to be reviewed by our state and federal partners; we expect to share with them the staff's draft during the week of September 7-11.

- There would be remaining \$92,000 in federal funds (total project \$115,000 with match) to identify work activity. Previously, it was mentioned updating pavement management systems. Recent discussion has occurred about updating the US Corridor in East Grand Forks. Similarly, discussions have occurred about updating the S. Washington Study in Grand Forks. Are there other ideas?

The purpose of this agenda item is to solicit work activities from our member units of local government. **We encourage dialog with MPO staff to ensure activities being contemplated are eligible for MPO resources prior to submission.** The NDDOT, as our lead state agency, wants a fully adopted Work Program submitted by November 1st. This means we need to vet the final draft during the October TAC and Board meetings. Towards the end of FY2021, we will revisit the FY2022 UPWP to either confirm the activities and/or make amendments.

Findings and Analysis:

- The MPO is required to prepare a Unified Planning Work Program.
- The activities are to occur over a two-year period of 2021-2022.
- Limited funding beyond the “require” MPO activities (MTP, TIP, etc.) may be available.
- The activities must have the support of each Local Unit of Government; therefore, any request for MPO involvement must be vetting through the local unit of government prior to being submitted to the MPO.
- We re-visit the second year towards the end of the first year.

Support Materials:

- Timeline to Update MTP

**MPO UNIFIED PLANNING WORK PROGRAM -
UPDATE , 2020**

TABLE OF CONTENTS- UPDATE September, 2020

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION
ACTIVITIES**

| AREA | TASK | % | ORIGINAL COMPLETION DATE | PROJECTED COMPLETION DATE |
|---------------------------------------|---|-----|--------------------------------|---------------------------------|
| Grand Forks Land Use Plan Update | City and MPO staff have drafted a scope of work. This scope will be presented to the Land Use Sub-committee of the GF Planning and Zoning Commission in mid-September. It will also be submitted to our state and federal partners for review and comment. We hope to have the rfp for consideration at our October TAC and Board meetings. | 15% | 31-Dec-20 | 31-Dec-21 |
| East Grand Forks Land Use Plan Update | The formation of the EGF Land Use Plan Update steering committee has been nearly finalized. City and MPO staff have been forwarding to WSB data and information for the consultant to begin the "understanding the city" initial part of their tasks. | 35% | 30-Jun-21 | 31-Dec-21 |
| Future Bridge Traffic Impact Study | Discussions continue of possibly dropping the 47th Ave corridor; however, discussions have also been had about adding the 17th Ave corridor. | 4% | 31-Dec-20 | 30-Jun-21 |
| Downtown Transportation Study | The final Steering Committee meeting has been scheduled for September 24th. At this meeting, the intent is to finalize the prioritized improvements and develop the draft study findings. | 85% | 30-Jun-20 | 30-Nov-20 |
| Traffic Count Program | Vision Camera Data Collection & Traffic Analysis Enhancements. | 80% | On-going | |



MPO Staff Report

Technical Advisory Committee:

September 9, 2020

MPO Executive Board: September 16, 2020

RECOMMENDED ACTION: Update on MnDOT District 2 draft Freight Plan.

Matter of the Update for MnDOT District 2 draft Freight Plan.

Background: The Minnesota Department of Transportation is currently in the process of creating a Freight Plan for Northwest Minnesota that will identify opportunities to improve freight infrastructure for all modes that use the system in this area. These future investments will increase the economic competitiveness of the region. The Plan will prioritize freight-related projects and develop initial designs and cost estimates for high priority projects.

A draft document has been released for comment. It can be found here:
<https://district2freightplan.com/>

ANALYSIS AND FINDINGS OF FACT:

- NONE

SUPPORT MATERIALS:

- Link to draft.