



**TECHNICAL ADVISORY COMMITTEE MEETING
 THURSDAY, NOVEMBER 12TH, 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

Peterson/Kadrmias _____
 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 OCTOBER 14TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF DOWNTOWN TRANSPORTATION STUDYHAUGEN
6. MATTER OF NDDOT FTA #5339 CANDIDATE PROJECT KOUBA

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- 7. MATTER OF ADOPTION OF FHWA PERFORMANCE TARGETSHAUGEN
 - a. Safety (PM1) Annual Target
 - b. Bridge/Pavement Condition (PM2) 2-Year Adjustment
 - c. Reliability (PM3) 2-Year Adjustment

- 8. MATTER OF FUTURE BRIDGE TRAFFIC IMPACT STUDYHAUGEN

- 9. OTHER BUSINESS
 - a. 2020 Annual Work Program Project Update
 - b. NDDOT Statewide Long Range Transportation Plan

- 10. ADJOURNMENT

INDIVIDUALS REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING ARE ASKED TO NOTIFY EARL HAUGEN, TITLE VI COORDINATOR, AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. IN ADDITION, MATERIALS FOR THIS MEETING CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE TITLE VI COORDINATOR AT (701) 746-2660

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, October 13th, 2020
Zoom Meeting**

CALL TO ORDER

Earl Haugen, Chairman, called the October 14th, 2020, meeting of the MPO Technical Advisory Committee to order at 1:32 p.m.

CALL OF ROLL

On a Call of Roll the following members were present via Zoom: David Kuharenko, Grand Forks Engineering; Jason Peterson, NDDOT-Grand Forks District; Stephanie Halford, 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, Brad Gengler, 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; Anna Pierce, MnDOT-St. Paul; Stewart Milakovic, NDDOT Transportation Connection Project Team; and Baird Bream, NDDOT Transportation Connection Project Team.

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 SEPTEMBER 9TH, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE THE SEPTEMBER 9TH, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF NDDOT TRANSPORTATION CONNECTIONS

Stewart Milakovic thanked everyone for allowing him and his consulting team time on the agenda to give an update on Transportation Connection. He added that Mr. Bream will be

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providing an overview of what they have been up to over the last month since they last had a chance to brief the Technical Advisory Committee. He said that they are really excited and are getting very close to launching the funding component of the Long Range Transportation Plan. He added that they want to do a couple of things with it; one is to educate the public and stakeholders as to how transportation is funded in the State of North Dakota, and also to have a little bit of an interactive tool to allow them to take the DOT's budget and perhaps redistribute it according to the assets and services that they feel should be a priority for the State, so they have high hopes that the public will find it educational and interactive and hopefully they will share it with others so they can continue to reach more people in the development of this plan.

Bream referred to a slide presentation (a copy of which is included in the file and available upon request) and gave a quick overview/highlight of recent and upcoming activities.

Bream stated that they are continuing their partner and public outreach, including some successful introductory meetings with several of the Tribal Authorities. He said that they will be following up these introductory meetings with some formal consultation to ensure they get the priorities and perspectives of the Tribal Authorities incorporated into Transportation Connection.

Bream commented that they have also launched their Priority Survey for all members of the public to take; which can be accessed at: https://form.jotform.com/NDDOT_LRTP/prorities.

Bream said that they also launched a Bike/Ped Survey in partnership with the North Dakota Active Transportation Alliance, which asks a series of questions on people's level of comfort, priority and need for bicycling and pedestrian infrastructure throughout North Dakota. He added that this has been a really excellent strategic partnership that has led to a very high survey response rate for this particular survey that they are very pleased to see, and they appreciate the effort that the NDATA has taken with this.

Bream stated that, as mentioned, they are in the process of launching their virtual tools to connect expectations, funding and performance. He said that they see this as a combination of public education, for people to understand more about the ways in which transportation is funded, and the challenges it faces; and it is also an opportunity for the public to play around with the transportation budget for the State, and essentially experiment but trying to set the level of performance they want from their transportation system. He said that they also get some direct survey information on willingness to pay for additional investments in transportation, so they are very excited about this.

Bream reported that their engagement reach continues to grow; they have been very pleased with the level of response they have seen. He said that of particular note is the Bike/Ped survey that he mentioned earlier, which is at well over 300 responses as of this past week, the 557 responses that you see here, 250 of them shows progress through the end of September.

Bream said that he also wanted to highlight some interesting feedback they have been getting through the priority survey he mentioned; the survey that they issued is designed to get information from the general public on what they want to see from their transportation system.

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He added that one of the first questions in that survey asks people to indicate their top three issues that they see as something North Dakota must confront with regard to a transportation network.

Bream commented that the responses are very interactive and thought provoking, perhaps because we see that the outside priorities are really the fundamentals of transportation, fixing what we have and being safe; people recognize that they want their transportation system to work well, and they want to be able to use it reliably and safely completing their trips to where they need to go in a way that insures they get there, but then we also see a pretty significant level of priority for paying for transportation, which again they are very pleased to see that this sets them up very well for the funding and performance tool, thinking that this will hopefully answer the question that a lot of North Dakotans have and want to see addressed.

Bream reported that would now like to move into the storyboard element for their funding and performance tool. He referred to a slide and explained that it actually provides an overview of the steps that the users will go through as they use the funding and performance tool to learn about, experiment, and provide information on transportation investments in North Dakota. He said that he will share a small number of these slides, the ones that have the black box highlights around them; adding that the idea is to help people understand how transportation is funded at the State level, how much they contribute directly out of their own pocket through registration fees and fuel taxes. He added that you will get a bit of context around how much their contributions compare to other states throughout the county, and they will get some contextualization around how much those transportation costs change over time, which leads into the second set of slides around why we face these funding challenges and what North Dakota might do to address them.

Break commented that they also use the introduction of some of those alternative revenue sources as a way to get some feedback as to whether or not people see this as a necessary or valuable thing to help the NDDOT kind of understand the kind of baseline, political appetite for new revenues.

Bream stated that they will also provide some context around how NDDOT sets its priorities historically in seven different investment areas, and they allow the user to interact with those investment areas and indicate their own levels of preference and priority for spending in each of the investment categories. He said that once they get to experiment with that tool they will be able to see how their expected level of performance changes the funding levels and what that would do to their own pocketbook, how much their contributions would change. He stated that they would then ask them to provide them with information based on what they have learned around how much more they are willing to pay or alternatively if they want to decrease investment, and then they close out by providing them with more information on these topics.

Bream said that this is a quick overview of what the user will see related to transportation funding in North Dakota. He added that he does want to state that we have a mix of text and graphics throughout in this, more for explanatory purposes in these meetings; in the final user version that they are currently testing they rely much more heavily on graphics and less text in

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order to make it much more user friendly and accessible and really encourage people to kind of get the immediate takeaway.

Bream referred to a slide and explained that it provides some history on how the transportation system has been funded, and it shows, contemporaneously, how the funds are distributed according to the most recent allocations, and then what services are provided, and those services introduce the seven investment areas that the user will ultimately be able to experiment with later on, but the approximate total of \$694.2 million represents the amount of funding that NDDOT receives through these State and Federal sources that they can then spend in these seven investment areas.

Bream commented that the next slide is the calculator that they introduced at a previous meeting. He pointed out that on the left hand column there are a series of drop-down menus; associated with each of those figures that allow the user to pick the miles per gallon, the miles driven per year, vehicle age, and vehicle weight, that best matches their experience. He said that they aren't asking them to enter the data individual, in part because a lot of people aren't going to have that information right at hand, and, to be perfectly frank, because it would be too complex for this tool to be able to pull every single possible combination of data, so instead they are asking them to choose from a general category the one that most aligns with their experience. He said that it will then immediately calculate how much they pay per month in State fuel taxes, registration fees, and Federal fuel taxes, and give them the opportunity to see how those different fees compare to each other.

Bream stated that the next slide they want to highlight is some additional context given to the user on the funding challenges they are facing. He said that this is where they get into the fundamental challenge of transportation funding, which is when a system relies on fuel taxes that are levied both at the Federal and State levels on a per gallon basis; that amount of revenue stays the same even as fuel prices change and as a result that means revenue is dependent on the amount that people are driving and the amount of gas they consume, as fuel mileage has increase, people are buying less gas even if they drive more which means total revenue is decreasing over time, even as the transportation demand or the need for investment continues to grow; again, with greater fuel efficiency, more people, more transportation usage, the result is fewer revenues, grown demand which leads to that gap in the projected 20 year service and asset need compared to a 20-year funding; this is based on NDDOT's internal projections, that they are highlighting here to really stress that a significant gap is already emerging over the next 10 years. He added that they even highlight the Move ND Program, which looks into the even more immediate 10 year timeframe, and identified \$2.2 billion in critical investments, just on the highway network; so even before we think about the entire network as a whole, we see a significant level of need in the next 10 years on the really crucial elements of the Statewide infrastructure that will be needed just to be able to maintain the system.

Bream commented that they emphasis on another slide, that North Dakota is really in, essentially survival mode with its transportation network, that it is in preservation mode where they are simply just trying to fix and maintain what they have and keep up with the growing demand. He added that they recognize that there are certain projects that can be delivered each year that

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expand capacity or improve system performance, or we can build on what we have, but that is really the exception got the rule, 20 to 30 percent of the budget is spent just on a single need and preservation services each year, just the baseline fixing for preventive maintenance or a single patch repair.

Bream stated that the next slide is perhaps the one they are the most excited about because this is where the user really gets to understand the connection between their expectations for the system and what they have to pay into the system. He referred to the slide and pointed out that they identify the seven different investment areas for North Dakota DOT's transportation spending. He stated that these investment areas kind of encapsulate the general overall total amount of activity that the NDDOT maintains or oversees. He added that it is contextualized in a way that is supposed to be very user friendly; the investment areas, the expectation of investment outcomes are all put in terms of what they mean to the user. He said that, for example, how smooth our roads and bridges are represent the pavement and bridge maintenance program; and they can select from one of four levels of investment ranging from poor to excellent, and at each level they select the green text and the investment outcomes will update based on what that level of performance means for their user experience. He briefly went over how the tool works.

Bream said that this is the overall funding and performance tool walk through. He added that they are developing the tool and are currently in the testing process internally, but will be sharing it with the NDDOT Project Advisory Team Members later this week. He said that they are also rolling out the funding and performance tool to the general public later this month and will be coordinating with all of their partners to ask for assistance with distributing that tool and promoting it to different constituencies and stakeholder groups because they really want as robust an input as possible. He added that they will be using that information to inform the development of the Transportation Connection Plan itself; and as they said, understanding that willingness to pay will really shape what level of performance and investment and innovation they can cite in their policies.

Information only.

MATTER OF GRAND FORKS LAND USE PLAN RFP

Haugen reported that included in the packet was the full draft RFP document. He stated that it is our standard RFP document.

Haugen commented that you will note that there are some dates as to when the submittals are due, sometime in December. He said that he was going to coordinate this with Mr. Gengler, but as many of you know, I was gone for a couple of weeks and now Mr. Gengler is out of the office so, he did give me names of some staff that he will now be coordinating with to identify these dates; to get the submittals to the MPO, then distributed to a Selection Committee, and with the intent to have the MPO Executive Policy Board primed, if we can, at their December meeting, to have a contract to consider, so we hope to have them on board by the end of December.

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Haugen stated that they are assuming that the Work Program that will be acted on later on the agenda will provide the additional finances that this RFP is identifying. He said that the current work program through the end of 2020, identified \$90,000, with part of it coming from the 20-year and the other from the 21-year. He added that the 2021-2022 Work Program has increased the consultant budget to \$135,000.

Haugen reported that the scope of work, under Section 7, has been reviewed by City and MPO Staff a few times, and then we also are utilizing the Grand Forks Planning and Zoning Commission's Land Use Subcommittee, with a few augment members, to help us review and prepare a Scope of Work. He said that they met a couple of Fridays ago and did approve the Scope of Work as presented in the RFP.

Haugen referred to the document and pointed out that that there are different colored highlighted areas. He explained that those in yellow are the things the Steering Committee wanted added to the Scope of Work, so you will see that previously it just identified the MPOs public development process, the committee wanted to include the City's process as well.

Haugen stated that the Scope of Work is looking at taking a harder look, perhaps, than we had previously at the two to four-mile area. He said that under North Dakota State Law the City of Grand Forks used to be able to have exclusive land development control up to four-miles beyond City Limits, but this was changed from total control to potential joint control with the land use authorities, township or county. He added that since then the City has kept planning out for the full four-miles, but they really have only exercised exclusive control within the two-mile boundary. He pointed out that the boundary lines you see on the map are just mirror extensions of the current City Limits, and so with this study this land use plan update process will spend some time on trying to identify where exactly is most appropriate for the City to have exclusive land use control, and therefore control the growth of the City and the area around the City, kind of arbitrarily extending the City Limit line two-miles or four-miles. He stated that why this comes in play is, as you can see, up in the northwestern part of the upper left corner of the map there is a lot of City owned property, or City property inside City limits, and the area between some of this property is not under the City Land Use control so that would be some areas where potential extension of Land Use control would take place, whereas other parts there may be some collapse of Land Use control taking place, and that is one of the things that the consultant will help us identify.

Haugen commented that the City has always had a Tier System in its Land Use Plan, and that has helped control the growth, and therefore helped the MPO, in its transportation planning, identify where growth is expected to be, and then expected to be a contiguous compact with the City, so the areas identified in Tier 1 are the areas where actual real growth of the City is expected to occur during the lifetime of the plan.

Haugen stated that the consultant will work with this map in conjunction with the two to four-mile area map to have a better sense of what possible growth might be happening, and where.

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Haugen said that the City has had many initiatives in the past to try to spur growth in certain areas; this was the most recent one that was identified; the areas in blue are where they invested infrastructure a couple of years ago, but the spurt in growth hasn't really occurred as expected, so part of the effort of this RFP is; the City has had these initiatives that tend not to sustain very long, and part of the request we have of the consultant is for them to help us identify and put together initiatives to help spur that growth and to help us continue to get growth in that area.

Haugen stated that because this is part of the MPO planning process, we still have our strengthening livability and sustainability and the ladders of opportunity initiatives; these have already been infused in the current Land Use Plans, and we want to continue those in this one. He added that we also have another initiative being spurred on by the new Mayor of Grand Forks, on home ownership, and that is called out in this as well.

Haugen said that with COVID-19 we are seeing, perhaps, a more rapid brick and mortar collapse of retail to on-line, which was occurring prior to COVID-19, however since then there are more empty buildings in both Grand Forks and East Grand Forks, but this Land Use Plan will hopefully help us identify how to work with some of these vacancies and what to do with that.

Haugen referred to a comment highlighted in green and explained that it was a comment made by the NDDOT trying to make sure that we are keeping the deliverable that is connected to our transportation planning purpose, so we added in this language to make the connection back to that.

Haugen commented that where they had the greatest changes were in Task 4. He explained that Task 4 is really; once we have done the first three Tasks, and have a good sense of what the community is, where it wants to grow, how it wants to grow, Task 4 is the implementation. He stated that previous plans have spent a lot of time and effort on design concepts, and this time around those are not going to be a focus, so some of the language dealing with that has been stricken out and again, in the green, this is where the NDDOT asks that we make sure that we are identifying how this relates back to our transportation focus.

Haugen stated that in a nutshell this is all the changes made to the Scope of Work, that has been through the staff and committee process, and is before the Technical Advisory Committee and the MPO Executive Policy Board for consideration. He said that other than the dates that need to be changed, and a few other minor editorial things, staff is seeking recommendation from the Technical Advisory Committee that the MPO Executive Policy Board approve this RFP.

Kuharenko referred to Task 3, first paragraph, last line, you mentioned spur growth; it looks like we've got spurn growth which is the opposite of spur growth, so that needs to be corrected. He then pointed out that the second paragraph is kind of confusing, it is almost like it is trying to portray a couple of different concepts and ideas, so could we get some clarification in this paragraph as to what is going on and maybe get it cleaned up more. Haugen responded that a lot of this starts out with the ladders of opportunity, that is transportation choices connecting where people live with where they work; the second part of the paragraph is identifying that a lot of the places of work are changing because of what is happening in the brick and mortar retail.

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Kuharenko said that he is just asking is we can get some language in there kind of clarifying because it is just kind of disjointed.

Kuharanko referred to Task 6, where you have the underlined deliverables, it is identifying that the consultant needs to submit 25 final copies, but in the project deliverables further down it says that they need to submit 10 copies by April 2022; so are we requiring 10 copies or 25 copies, just another clarification piece in there. Haugen responded that that was something that Mr. Gengler was going to help clarify, so he will see how many copies Mr. Brooks or Ms. Halford would like; minimum of 10, maximum of 25.

Halford stated that she has a few comments. She referred to the staff report, second page, and pointed out it states \$1,350,000 for the project, which would be great, but she doesn't think we have the budget for that, so she thinks you need to remove a zero. Haugen responded he would make that change.

Halford commented that under the Selection Committee, Section D, General Instructions #2, it talks about having interviews in person, do we know for sure if we are going to do interviews in person or virtual. She stated that she is kind of worried that if we do a combination of that, giving them a choice, the ones that meet in person may have an advantage over those doing it virtually, so she is wondering what the thoughts are on that. Haugen asked Ms. Kouba to identify how the East Grand Forks Land Use Plan RFP had this issue identified. He said that he knows that in the end they did all of the interviews virtually. Kouba responded that that is correct. She said that she believes they did have it identified as in-person, but at the time we were doing the interviews it was changed to virtual. Halford asked if that language needs to be written into the RFP. Kouba responded that as she is working on some future RFPs, she is looking at changing it to just virtual. Halford stated that she is leaning that way as well.

Halford referred to Task 6, C, Other Requirements, where it talks about the ongoing basis, reporting back to the project manager and monthly progress reports. She thinks those should be shared with the committee and/or the Technical Advisory Committee as well, those progress reports, to keep us in the loop.

Halford stated that with these changes and the dates being up in the air, she is having a hard time saying we should approve this, and she thinks we should table it until next month so that we can get some of these things cleaned up, as well as the dates; and then we are looking at final document that we are approving and recommending to the Executive Board. Haugen asked if that was a motion or an opinion. Halford said she would make it a motion.

MOVED BY HALFORD, SECONDED BY KUHARENKO, TO TABLE THE GRAND FORKS LAND USE PLAN UPDATE REQUEST FOR PROPOSALS (RFP) UNTIL SUBMITTAL DATES ARE IDENTIFIED, CLARIFICATION OF TASK 3 IS COMPLETED, LANGUAGE IS ADDED TO STATE THAT THE STEERING COMMITTEE AND THE TECHNICAL ADVISORY COMMITTEE SHOULD RECEIVE THE PROGRESS REPORTS, AND CHANGING THE IN-PERSON INTERVIEWS TO VIRTUAL INTERVIEWS.

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Haugen commented that it was his understanding that the City wanted to get this out and under contract before the end of the year; by tabling it that won't happen, and he thinks that between now and the end of the week a lot of these issues can be resolved, including filling in the dates. He stated that we have a minimum number of days the RFP, under the qualifications process, to advertise so we can still meet that and still have December submittals done in time for the MPO Executive Policy Board to have a contract, however, this will be the motion that will be discussed and acted on by the Technical Advisory Committee, so we will see how it ends.

Pierce asked, in the UPWP, is this project split over both years, and if so how much is programmed for each year right now. Haugen responded that in the 2020 year we were initially going to start this much earlier in the year, and there was \$45,000 set aside for the consultant, and \$45,000 in 2021. He said that we are carrying over the \$45,000 from 2020 into 2021, and we have the bulk of the funds, and he doesn't have the exact amount but we can look it up, but most of the consultant funds were then entirely in 2021, and then we are looking at the first quarter of 2022 as completion, so there will be some consultant costs in 2022. Pierce said that she just wondered if either Mr. Zacher or yourself had any concerns about how that might be broken out if this is delayed further. Haugen responded that there isn't too much concern about how it affects the work program. He added that the concern is primarily, he thinks, the dates are easily worked out and the language is easily worked out and doesn't need another month to do, at least in his opinion.

Halford asked, if we approve this will we see the draft again before the Executive Board then; if it still isn't correct before it goes to the DOT or for any other reviews, could there be amendments made to it. Haugen responded that since Mr. Gengler is gone he will be working with Mr. Brooks and yourself on the dates and such, so that is who he will be exchanging the bulk of the e-mails with. He added that in terms of the language clarification, Mr. Zacher will be involved as our primary State review, and then he would also work with us to make sure that we are meeting the minimum time allotment for responding to the RFP, so we meet that criteria and that would be, he thinks, the two major efforts. Halford said that she would be okay going that route, if the rest of the Technical Advisory Committee is okay pushing this forward to the Executive Board with the recommendation that this is the way we are going. Ellis said that she would be okay with whatever the City of Grand Forks wants as it is their plan. Kuharenko stated that just the main concern is making sure that we get the language cleared up, so are you looking at possibly sending this forward and then getting an updated version back and then if we need to we can do some kind of addendum if we need to on the RFP, if there are any other changes we need to make. Halford agreed that was her thought. Haugen commented that his thought is that the only real thing that needs a lot of attention was some wording on the one paragraph, and if he is hearing right he isn't hearing anything that says that the intent or the thoughts behind what the paragraph is trying to convey are wrong, it is just to clean up the language on it and that shouldn't be too difficult between now and Friday to reach agreement on; the dates should be straight-forward, working with Mr. Zacher to make sure we have the minimum covered, and he believes we can do that because this would go out the end of October we would have all of November and we would have an early date for submittals in December, that would give us a couple of weeks for review, interviews, and recommendation before the Board.

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Kuharenko asked how we should do this, remove the motion, or how do we do that with a motion and second on the table. Halford said that she is fine going with Mr. Haugen's suggestion; what does she need to do to change the motion. McNelis suggested that Ms. Halford should just do a friendly amendment to her motion and Mr. Kuharenko, as the second to the original motion, should agree to the amended motion. Both agreed to do this.

MOVED BY HALFORD, SECONDED BY KUHARENKO, TO CHANGE THE MOTION TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE GRAND FORKS LAND USE PLAN UPDATE RFP SUBJECT TO THE IDENTIFICATION OF SUBMITTAL DATES, CLARIFICATION OF TASK 3, ADDING LANGUAGE TO STATE THAT THE STEERING COMMITTEE AND THE TECHNICAL ADVISORY COMMITTEE SHOULD RECEIVE THE PROGRESS REPORTS, AND CHANGING THE INTERVIEWS FROM IN-PERSON TO VIRTUAL.

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

Voting Nay: None.

Abstain: None.

Absent: Noehre, Emery, Gengler, Brooks, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.

MATTER OF T.I.P. AMENDMENT FOR TRANSIT DEVELOPMENT PLAN

Haugen reported that included in the packet is the staff report for the proposed amendment. He said that the purpose of the amendment is to identify some 5307 transit dollars from the East Grand Forks Transit Office into a potential Transit Development Plan. He added that they did advertise the potential of this amendment to the public, and included in the packet is a copy of the notice that was published, and we asked if there were any comments they be submitted prior to today's meeting, and we didn't receive any comments.

Haugen stated that also included in the packet is the actual draft amendment. He said that what they are showing in the draft is \$120,000 in federal funds, and we show that the local match is \$30,000, which is necessary to access the \$120,000, so the total amount is \$150,000. He stated that later on in the work program you will see that that is not the total to do the Transit Development Plan, this is what the 5307 funding source would provide to it.

Haugen commented that we did send this out to our State and Federal Agencies, and didn't receive much feedback as to how this T.I.P. amendment should look like, so this is what we are going with and staff would recommend that the Technical Advisory Committee approve forwarding a recommendation to the MPO Executive Policy Board that they approve the amendment to the T.I.P.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY

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***APPROVE THE T.I.P. AMENDMENT FOR TRANSIT DEVELOPMENT PLAN, AS
PRESENTED.***

***Voting Aye: Peterson, Ellis, Bail, Halford, Mason, Zacher, Kuharenko, Bergman, and
Riesinger.***

Voting Nay: None.

Abstain: None.

***Absent: Noehre, Emery, Gengler, Brooks, Christianson, Hopkins, Johnson, West,
Magnuson, and Sanders.***

MATTER OF 2021-2022 UNIFIED PLANNING WORK PROGRAM

Haugen reported that we have been talking about this for a couple of months. He thanked East Grand Forks for the additional funds that allowed us to generate some additional work activities.

Haugen said that, as we discussed, and it sounded like last month the couple of primary things that were coming through were updating our aerial photos and also undertaking an update of the Pavement Management System, so with the additional funds we have incorporated those activities into the work program; and all three are being done in 2021 as the Transit dollars are a 2021 infusion of dollars.

Haugen stated that the metro-wide pavement management system will include the option for the local streets being funded 100% with local funds; with the MPO utilizing its planning dollars on the federal aid routes. He added that the aerial photo was finalized to be at the 3-inch pixel for the urbanized area of Grand Forks and East Grand Forks, or where there is current real development; and then when we get outside the urbanized area into our study area, where it is still more rural in nature, it would be done at the normal 6-inch pixel that we have done in the past. He said that the work program does identify this and has the funds set aside to do it as well.

Haugen reported that a lot of our remaining work is incorporated into this document; as with every work program there are emphasis areas that our Federal and State Agencies want us to identify. He said that we also identify how we are going to maintain and achieve an update of our required 2050 Metropolitan Transportation Plan, and the table identifies the dates of when we expect to have some adoption of documents. Kuharenko referred to the table and asked if we need to update it because it looks like it is showing that we are beginning the Land Use Plan 10 months ago. Haugen responded that the work program for January 1, 2020 identified the activity, so this is the work program not the actual start dates.

Haugen commented that financing is probably the next thing to identify. He referred to the 2021 Table and explained that our normal consolidated planning grant is estimated to be, in round numbers, at \$550,000; that is a combination of Minnesota, Federal Planning Dollars, Federal Highway Planning Dollars, and Federal Transit Planning Dollars in North Dakota. He said that Federal Highway and Federal Transit is being consolidated into one number, and the match has been identified. He said that we do have some previous year carry-overs that are occurring, which are the result of things like the Land Use Plan being delayed and the Future Bridge Impact

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Study not happening yet. He added that with the T.I.P. Amendment we are showing the infusion of the \$120,000 of Federal Transit 5307 dollars, and then each year the State of Minnesota provides us funding, which does need a match from the City of East Grand Forks, and with that match the Minnesota State dollars can then be used as match to the federal funds.

Haugen stated that in the end we are just shy of a \$1 million dollar budget. He pointed out that the other table shows how all of those funding sources represent percentages. He commented that in 2022 we don't have the infusion of the 5307 dollars, so our total is less.

Haugen referred to the last two tables and explained that they show each of the activities and the amount budgeted each, and the staff hours allocated to each task as well. He pointed out that the items highlighted in yellow are things that are being carried over from our current work program; the items in blue identifies that the Land Use Plans would be split in 2020 and 2021; the items in green are things that are new to the program, and so the Transit Development element is highlighted. He said that they are adding in some equipment and the pavement management and the aerial photo updates. He added that for the pavement management they are identifying just the MPO's cost, not the photo cost of the local streets that would be paid 100% locally. He stated that finally they are carrying the final Transit Development, and he didn't have the colors shown but they are doing the Street/Highway and Bike/Ped Plans, beginning with the Street and Highway not being completed in 2022, but starting and hopefully completing the Bike/Ped Plan, otherwise they have their normal required MPO activities, as listed in the rest of the program.

Haugen thanked Mr. Zacher, and explained that he has identified several places where he needs to clean up some spelling, and also identified that when we start using acronyms we don't need to flip back and forth between using acronyms and not using acronyms, so there is a little editorial cleanup needed but no substantial changes to the draft before you today.

Zacher referred to the Year 2022 Spreadsheet and asked if the CPG for 2021 is identified, should that be 2022. Haugen responded that it should be 2022.

Zacher commented that he did send some comments over, largely editorials, spacing issues, just some clean-up stuff. He said that most of the suggestions, as far as the acronyms are concerned, whether MPO is spelled out or not, it is really how you want to do it but he was just looking for consistency, but it isn't that big of an issue either way.

Haugen said that the last staff comment on the work program is is that the work program sort of identifies in broader terms what each of these activities are, particularly like when we go in to do things like the aerial photo, there will be a separate more detailed request for qualifications or request for proposals that will be done, where some of the nitty-gritty details and differentiation of what is eligible and what isn't eligible, etc., will take place so the work program is not meant to provide a great level of detail, it is meant to provide enough detail to be able to say that, yes, we can commit \$X towards this activity, and it is generally eligible activities.

Kuharenko referred to 300.53, the aerial photo description, on Page 21 and commented that one of the things that came through City Council was doing this aerial photo and then having an

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alternate, potentially, of obtaining some LIDAR information as well; not sure if we need to add language to this, kind of similar to what we have for the Pavement Management system, where he is guessing it will be 100% local, but if we could get that language added in here that would be great. Haugen said that he asked Ms. Kouba if she had a sense of how much LIDAR would add to the project; do you have a sense of that Mr. Kuharenko. Kuharenko responded that he doesn't; and added that he thinks that is part of this, that he still needs to speak with Mr. Walker as to what level of accuracy they are looking for with the LIDAR, and he thinks this is kind of more of a "let's get a price on it and see if it is worthwhile and if it is worthwhile let's get it at the same time and if it isn't we will skip it" thing. Kouba commented that in general LIDAR tends to add quite a bit to the price. She explained that she hasn't gotten exact estimates, but she has seen it increase the cost of a project by hundreds of thousands of dollars. She added that from her understanding for this area, because it is so flat here, you are going to want a 2-foot elevation change in order for it to be worthwhile. Kuharenko agreed, adding that the last time we had any kind of City-wide LIDAR, or actually he doesn't think it was LIDAR at the time, was just after the flood and a lot of that information is kind of old; topography in the City has changed quite a bit as we have developed quite a bit, so he knows the Mr. Grasser had an interest in potentially getting some updated information. Kouba responded that there is LIDAR for the Red River Valley that was done between 2008 and 2010, so it would have been done after all the flood work had been done in this area. Kuharenko said, then, that we might have some updated information in that case. He added that he knows that we had some along the levy a year or two ago, but that was simply right at the levy and towards the river, it didn't get into the City much at all. He said that he would visit with Ms. Kouba more on this and he will relay this information up the chain as well. Kouba commented that she does have much better estimate in the works right now, she has asked for some estimates for this so she will get that information to him as well.

Haugen commented that there was some discussion about LIDAR back a couple of years ago with the river crossing discussions and he thinks that at that time we did find the source of topography through the International Coalition, which is the Red River Basin Watershed Coalition and includes Canada, and so they had a lot of good topography detail that we used with our river crossing study analysis, and there is a Minnesota website that he can share if you want to see what it looks like. Kuharenko responded that that would be great, any information to kind of point him in the direction of where this LIDAR information is would be helpful.

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING
A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY
APPROVE THE 2021-2022 UNIFIED PLANNING WORK PROGRAM, SUBJECT TO
INCLUSION OF THE CHANGES RECEIVED FROM THE NDDOT.***

Bergman asked if the issue of LIDAR is something that should be considered every other time we do aerial photos. Haugen responded that he thinks that, as Ms. Kouba mentioned, it does really jack up the cost, and so for the MPOs purposes LIDAR is not something that in the past we felt we needed to allocate that significant amount of resources towards. He said, though, that as Mr. Kuharenko has identified, perhaps at least one City is willing to, maybe not now that they know that it is six figures, cover the cost of doing. Kuharenko commented that they were kind of

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looking at this as the last time we had LIDAR data was nearly 20 years ago, so an update might be beneficial. He said that he doesn't know if every other, or every six years, is necessary, it is probably too frequent, but the data that is available from 2008-2010 might be sufficient, but a lot of what they are seeing is just how much the City has been expanding over the past decade, they are seeing a lot of changes and because of that they want to make sure they have something that is a little more relevant. Haugen explained that LIDAR is basically topography, identifying topography.

Haugen stated that he will send out the link for the 2008-2010 information, but he thinks it is MNtopo.com; and while it is identified as Minnesota topography it does include all of Grand Forks as well.

Discussion on LIDAR ensued.

Haugen suggested that we can work on this further, and as we release the RFP we might, at that point have a better idea of what it might cost and how each member jurisdiction would like to contribute to the cost. He said that he isn't aware of any potential federal funding source that the MPO normally would access to help compensate the cost of it, so this is good discussion but he thinks that it is something that, for the purpose of the work program; what we need to do today we can postpone and keep talking about it with staff and circulate these known resources to see if they are satisfactory and/or, as Ms. Kouba mentioned she has a more refined cost estimate being worked on, so we can see what that ends up being.

Pierce reported that from the Fargo-Moorhead area; it is a different size, but similarly they have in the past used CPG funds but for the most part there has been a significant local over-match and their most recent LIDAR came in at, and they had some diversion authority input as well for funding, but the bids came in at \$200,000 to \$450,000, but the content that you are going get was not different, so it really just depends on what you are looking for but she would suggest reaching out to your peer jurisdictions as they have a lot of experience with it as they do it every three years and they all work it into their projects and they also coordinate with their property management, however they do their parcels and things, those departments as well because they use that data as well, so it isn't just the MPO that uses it, jurisdictions use it pretty extensively and that is why they go the full LIDAR. She added that there are options for scenarios such as if one County doesn't want the full rural area done they can choose to only have select areas done, so just something to consider if you chose to pursue this.

Kuharenko asked if Ms. Pierce could share the cost estimate numbers again. Pierce said that she thinks the lowest bid was \$210,000 and the highest was \$435,000. She added that, again, when they looked at the content, because this last go-around they did not use CBG funds, so they did open bidding so they could see what they were getting, and they were not getting anything different so they ended up going with the second lowest bid, but you can definitely talk to Daryl Masten, down at the City of Fargo, and he can fill you in. Kuharenko asked if she had any idea over the general area, because you mentioned it was the Cities and also some of the Counties. Pierce responded that the Diversion Authority wanted some extra imagery done, specifically along that route, so they footed the bill for that part of it. She said she isn't sure how many

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square miles were included because there was some that was just aerial collection and some that was going to be full LIDAR with contours and things like that; she knows the City of Moorhead, the City of Fargo, and the City of West Fargo were collecting full LIDAR for their whole city boundaries, and then Clay County wanted certain areas done and Cass County only wanted aerial imagery, but Daryl has all that information on a spreadsheet with the exact square footage and square miles and stuff.

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

Voting Nay: None.

Abstain: None.

Absent: Noehre, Emery, Gengler, Brooks, Christianson, Hopkins, Johnson, West, Magnuson, and Sanders.

MATTER OF 2022-2025 T.I.P. SOLICITATION

Haugen referred to a slide presentation and explained that it is covering the 2022-2025 T.I.P. schedule.

Haugen stated that, again, any project that is in the shaded area should be included in the T.I.P.; if you have projects in the shaded area please forward them to the MPO staff. He added that those projects are projects that need a decision from Federal Highway or Federal Transit, not just if they are funded by Federal Highway or Federal Transit, any federally funded project so if you have some non-FTA or non-FHWA federal funds involved that impact transportation that should be included; and then regionally significant, and we went through these recently with our T.I.P. Process Manual so it shouldn't be too new.

Haugen commented that later on the agenda we are going to talk about what happened with FAST at the end of its authorization; it got extended one more year, but we know the funding levels we are now in a continuing resolution, so what we do today in any of our T.I.P.s, is subject to what Congress does to us at the end during the legislative process.

Haugen said that they are still working on some revenue. He pointed out that the next slide shows what has been happening, at least on the North Dakota side with our Urban Roads dollars. He said that this is just a comparison of when we did our 2017-2020 T.I.P., for those three years we had these dollar amounts, that we were estimating available, in 2021-2024 we are identifying that these amounts are available.

Haugen commented that the rate of growth, financially, we only know what dollars are available, they are estimated up to the year 2024 on the North Dakota side and this shows, particularly, the Urban Roads estimate, what will be available those given years. He said that it does show that FAST did bring more dollars, as it was identified it would do when it was released, but we do not yet have an estimate of what the 2025 year is, nor do we have an estimate on the Minnesota side

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Haugen stated that each year, when we solicit for new T.I.P. projects, that you also review and update your existing T.I.P. projects. He said that many of these were first programmed four or five years ago, and the dollar estimates were done four or five years ago, and the more recent 2021-2022 projects have probably had some project development take place so we are asking you to review your cost estimates and provide those estimates to us so we aren't looking at T.I.P. amendments just to reflect new cost estimates, and we can do it as a full cell in the T.I.P.

Haugen said that on the Street side, on the North Dakota side, so far it has only been shared what the current T.I.P. projects are that are programmed and the dollar amounts programmed for them but soon we will hopefully get the information so that we can announce the solicitation for the Regional Roads, the Urban Roads, and the Urban Program (the main street program); so right now we don't have solicitation to announce, nor do we have due dates to announce.

Haugen stated that on the Minnesota side, solicitation will also occur soon; we do know that because of the way the City sub-target is shared among the four cities in the ATP area, East Grand Forks has a 2022 and that would be the only time in the T.I.P. that they will have a City Sub-Target project, and if there are any changes between now and when we adopt the 2022-2025 T.I.P., it most likely will occur as an amendment to the current T.I.P. and not be part of the 2022-2025 T.I.P.

Haugen said that on the Minnesota side the projects will be due January 8th.

Haugen reported that the Transportation Alternatives, those have been announced on both sides of the river. He said that North Dakota will be due to the MPO on December 2nd, Minnesota has a slightly different process, they have to mail a letter of intent that is due to MNDOT on October 30th, and that is reviewed by the MPO Staff to make sure that the project that is being proposed is consistent with our Metropolitan Transportation Plan and is identified as a priority project. He stated that the MPO then informs those that submitted a letter to go forward to a full application two weeks after they submit the letter of intent and those project applications on the Minnesota side are due to the MPO on January 8th.

Haugen stated that the Safe Routes to School are now eligible as part of the Transportation Alternatives. He added that North Dakota does not have a separate State program, the MPO would encourage that if there are any transportation alternative projects being submitted on the North Dakota side they try to incorporate non-infrastructure activities within them. He said that on the Minnesota side there is a separate State funded Safe Routes To School Program. He explained that it is somewhat coordinated with the transportation alternatives, somewhat not, and they are also specific grants; one is a Boost Grant and the other is for Planning Grants, so if you are looking for them the deadline is the 25th of November for those projects.

Haugen reported that for the Recreational Trails, again, normally North Dakota has a cycle of when they release the solicitation in December; this last go around there were some changes in the Department, it isn't the Department of Transportation that processes this application, it is the Recreation Department and so they are still working on a due date on those. He added that on the Minnesota side he isn't sure what happens with their Recreational Trails Program

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solicitation, it may be mixed in with all of the DNR applications. Mason responded that the Minnesota Recreational Trails Program is managed by the State Department of Natural Resources, but he doesn't know what their due dates are for their programs offhand.

Haugen said that for Highway Safety projects, the solicitation is out on both sides of the river for this program. He added that on the North Dakota side they are due December 2nd, and North Dakota also has a separate specific to the railroad crossing solicitation that is also due December 2nd. He said that Minnesota has their HSIP solicitation going on, but he isn't aware if they do a separate railroad crossing, he thinks it is done more as an internal process within MnDOT. Mason added that it is separate from the Highway Safety Improvement Program, but he will look into it further but he does believe it is more of an internal prioritization process at this time with the railroad crossing program. Haugen said that that is how he recalls what the ATP shared about this, that it is submitted to the ATP office by the Railroad Office, within MnDOT without any real prior knowledge of what the projects may or may not be.

Haugen stated that on the Transit side; this is the new thing that they have been talking about. He said that NDDOT is consolidating all of the solicitations into one timeframe, so transit is now doing a fall solicitation with the streets, however on the North Dakota side you already have a solicitation because there was some extra "funding" and those projects are due to the MPO in November, but then the regular solicitation is also underway and those projects under the regular process are due December 2nd as well. He added that on the Minnesota side they do their 5309 process differently than how North Dakota does; they work with the properties more individually. He said that 5310; again that is underway on the North Dakota side and is due December 2nd, and on the Minnesota side they have a separate process.

Haugen gave a brief recap of what is being solicited and what the due dates are. He stated that hopefully our schedule identifies that we try to adopt a draft document in April and then look to August as a timeframe when we adopt the final T.I.P. document.

Kuharenko said that last year with the scoping reports they ended up having, there was a new change where they had to add a more detailed cost estimate, and he is wondering if there are any other major changes to the scoping reports that are going to be coming up. Zacher responded that he hasn't heard of any; as far as he is aware it will be the same as last year. Kuharenko said that if there are any changes it would be nice to set up some kind of training meeting to just kind of go over the changes/details so that we don't have any last minute changes to their scoping sheets. Zacher agreed.

Sperry commented that for some reason she was thinking that the North Dakota Park and Recreation had RTP applications due at the end of May, but she was just looking on their website and she doesn't see a date, but for some reason that is sticking in her memory. Haugen responded that, if you recall he mentioned that there were staff changes, so it was extended this last cycle, and he believes they are hoping to get things back to a normal cycle process.

Haugen commented that is the information we know for now for the T.I.P. Solicitation; some are currently underway, perhaps for the Grand Forks side the biggest ones are Regional Roads and

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Urban Roads and the Urban are yet to be announced, and the 2025 dollar amounts are yet to be announced, and the forms themselves are yet to be released.

DOWNTOWN TRANSPORTATION STUDY

Haugen reported that included in the packet were the results from the Public Input and the Downtown Steering Committees recommendations on prioritization of potential improvements. He added that he also included the results; due to Covid19 our public input was virtual this go-around. He stated that they had a lot of people visit the website, although they didn't have a lot of individual scoring done, but they had a lot of alternatives for people to look at, and provide comment on, and for the most part people went to their specific area of interest and commented on that and left the vast majority of the rest of the opportunities to comment not commented on, so with that they were able to identify to some degree the priorities that people have, and so with that information they looked at our current projects in the program to see what timeline might allow us to work with projects that we already have identified in our transportation plan to have consideration of some of the improvements identified in the Downtown Transportation Study.

Haugen commented that we do have a lot of work going on in the downtown that is already programmed or has already occurred; North 5th Street has had some work done on it however the bigger things we have are North 3rd Street, under the Urban Program, a complete reconstruction; we have a block of North 4th Street in Grand Forks for complete reconstruction under the Urban Grant Program; on the Minnesota side we have a local partnership project taking place but we also have the opportunity with the Traffic Signal replacement, the opportunity with the Traffic Signal replacement programmed in 2024 for additional improvements.

Haugen said that you all have this information, and many of you participated in the Steering Committee meeting, so he won't go over each of them, however if there is anything you want to discuss we can focus on that.

Mason said that he has a comment on a specific item; has it been reflected or was there any additional conversation about the crossing at the floodwall in East Grand Forks, of it being either on the wet side or at its current location on the dry side, was that reflected in here, he didn't see it specifically. Haugen responded that there was some information at the City Council meeting last night, but he would defer to Mr. Bail or Ms. Ellis to explain what was discussed with regard to crosswalks. Ellis stated that discussion was primarily going with the colored concrete if they wanted to add that, but they didn't want to add the colored concrete or pull out the existing crosswalks and put in stamped concrete that is colored. She said that she isn't quite sure if they specifically discussed the location of the crosswalk near the floodwall, but she would ask if Mr. Bail knows of any other discussion on that issue. Bail responded that he doesn't have any knowledge of anything more on that issue either. Mason said, then, that there was discussion last night to not replaced the brick pavers with stamped concrete, could you provide clarification on that. Ellis responded that that was what the discussion was. She said that at one point in time, and she could be wrong, but we did have stamped concrete there, and some of them were

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replaced with just regular concrete and stripped, and there was some discussion from the council members to do something similar to what they did in Grand Forks, with their colored concrete at their intersections, but it didn't sound like the council was will to move forward on that or to pull out existing concrete and replace it back again with stamped. Haugen added that the original local partnership project was to take out the crosswalks that had the stamped concrete and replace them with regular concrete and stripe them, and then the City asked to considered using colored concrete, and the message back from MnDOT was that they didn't want to pay the added cost to put in colored concrete; and then as Ms. Ellis stated, in and around 3rd, there was previously stamped concrete crosswalks that were removed a few years ago, and stripped crosswalks replaced them, and if the City wanted to make a uniformed crossing pattern, four crossings were identified that the stamped concrete was removed prior and so MnDOT was saying that we should perhaps a uniformity of what the crosswalks look like and so if you are trying to color some, you should consider removing the others that are currently standard stripped concrete and replace them with colored concrete as well, so with the added cost of coloring the pavement, and MnDOT not willing to pay for it, and then the added cost of removing additional concrete and replacing it with colored concrete, that is where the five additional crosswalks came into play that weren't scoped in the original local partnership project. Mason asked, then, is the project moving forward with not going after those additional crosswalks, or is the project not moving forward now based on that conversation. Haugen responded that you will have to remember that last night was what they call a "working" session, so it was a discussion session with no decisions being made, but next Tuesday there may be a decision made, and as best he can tell the project will move forward, it is just a matter of will the City try to work with MnDOT in cost sharing some of the colored concrete, or what it will end up being. Ellis agreed with Mr. Haugen's response, adding that it sounded like they were moving forward on the project, it was the little things; the replacement of those five with stamped and color. She said that Steve Emery is our City Engineer and is kind of in charge of that project, and he would have been here but he had another Zoom meeting, so if you do have more specific questions she would suggest giving him a call, but the decision itself will be made next Tuesday. Haugen commented that perhaps you will see a Transportation Alternative project to put in colored crosswalks in East Grand Forks.

OTHER BUSINESS

a. 2020 Annual Work Program Project Update

Haugen reported that this is our monthly update. He asked if there were any questions or comments on the report. There were none.

b. East Grand Forks Land Use Plan Update

Kouba reported that they held their first Steering Committee meeting; just working with the committee to discuss what expectations we have of the committee, what they can expect from the consultant and the MPO, and just kind of going over those higher level details and giving some existing conditions of the City, of the populations, etc. Kouba stated that they hope that at the

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next meeting they will have all of the projections and things like that to go over, as well as what we will probably be presenting to the public at our first public meeting.

Halford asked what firm they went with for the East Grand Forks Land Use Plan update. Kouba responded that they went with WSB. She added that they received four submittals, and after interviewing those four, WSB was the firm they chose.

c. FAST-ACT and Continuing Resolution

Haugen stated that we already talked about the FAST-ACT extension and continuing resolution; any other information on that. There was none.

d. November Technical Advisory Committee Meeting Date Change

Haugen reported that the November Technical Advisory Committee meeting on the second Wednesday of the month falls on a Holiday, Veteran's Day, so is there a preference to meet the Tuesday prior or the Thursday following; and he knows that Thursday might conflict with FMCOG's meeting, although he thinks they hold theirs in the morning, assuming we still hold our meeting at 1:30 either of those days. Zacher responded that FMCOG does meet in the morning. Haugen asked, again, if there is a stated preference from the members if it be on Tuesday the 10th or Thursday the 12th, assuming the same 1:30 timeframe. Zacher responded that assuming the same 1:30 timeframe, Thursday the 12th works better for him.

No objections to holding the meeting at 1:30 p.m. on Thursday, November 12th were made, thus it was set for Thursday, November 12th at 1:30 p.m.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY HALFORD, TO ADJOURN THE OCTOBER 14TH, 2020, TECHNICAL ADVISORY COMMITTEE MEETING AT 3:16 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
November 12, 2020
MPO Executive Board:
November 18, 2020

RECOMMENDED ACTION: Approval of Downtown Transportation Study

Matter of the Approval of 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.

Any and all comments received from the Steering Committee members or from TAC members have been incorporated into the final report. Presentations have been made before both City Councils by the time the TAC meets. All materials and documentation can be found at the website: www.dtforksmobility.com

Findings and Analysis:

- 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.
- An Implementation Report has been released and presented to the Steering Committee.

Support Materials:

- Copy of Presentation to each City Council.

Grand Forks-East Grand Forks

Downtown Transportation Study

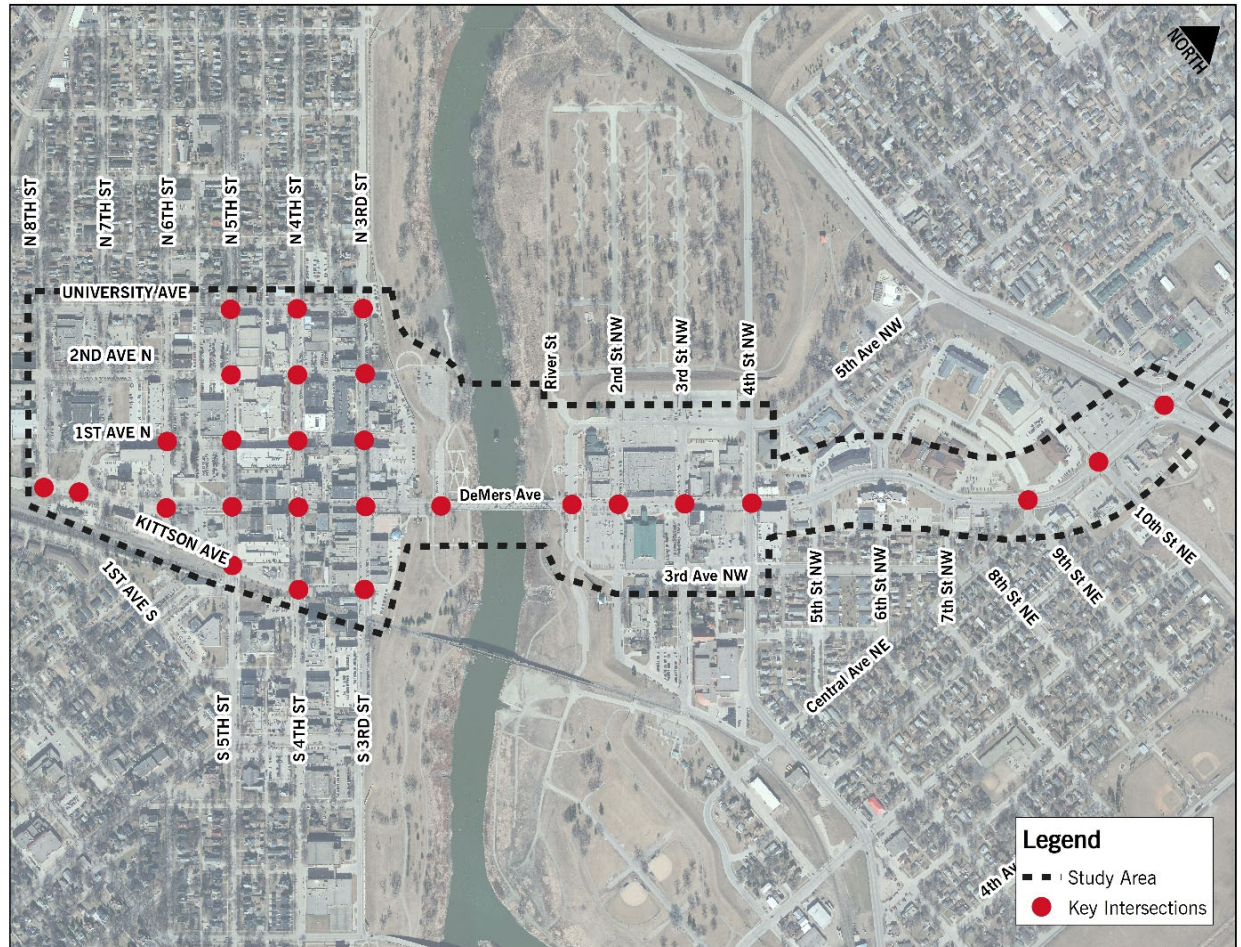
Final Presentation



ENGINEERING, REIMAGINED

Study Area and Purpose

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



Existing Programming



ID	Project	Description
1	3 rd Street	Reconstruct from DeMers Ave to University Ave
2	DeMers Avenue – EGF	Pavement Repairs and Crossing Improvements
3	5 th Street	Chip Seal from Gateway Dr to DeMers Ave
4	4 th Street	Reconstruct from DeMers Ave to 1 st Ave
5	Citywide Signal Upgrade	Rehabilitate Traffic Signals on Urban Road System
6	Citywide Signal Upgrade	Rehabilitate Traffic Signals on Regional Road System
7	DeMers Avenue – EGF	Replace 2 traffic signals at 2 nd St and 4 th St
8	Downtown Grand Forks	Revitalization – Eastern Area
9	4 th Street NW (EGF)	Resurface from DeMers Ave to US 2
10	DeMers Avenue – EGF	Concrete Rehabilitation from Red River to 4 th St NW
11	4 th Street	Reconstruct from 1st Ave to University Ave
12	DeMers Avenue – GF	CPR & Grind from 6 th St to Red River
13	Downtown Grand Forks	Revitalization – Northern Area
14	3 rd Street	Reconstruct from DeMers Ave to Division Ave
15	4 th Street	Reconstruct from DeMers Ave to Division Ave
16	5 th Street	Mill & HBP from Gateway Dr to DeMers Ave
17	DeMers Avenue	Repaint Sorlie Bridge
18	Downtown Grand Forks	Revitalization – Southern Area
19	Downtown Grand Forks	Revitalization – Western Area
20	DeMers Avenue - EGF	Reconstruct from 4 th St NW to US 2
21	6 th Street	Reconstruct from DeMers Ave to University Ave
22	Kittson Avenue	Reconstruct from DeMers Ave to 3 rd St

Process



SCM – Steering Committee Meeting
PIM – Public Input Meeting

Steering Committee Participants

Downtown Stakeholders

- DDA
- EGF Downtown Business Owner
- GF EDC
- ADA/Accessibility Representative
- Greenway Representative

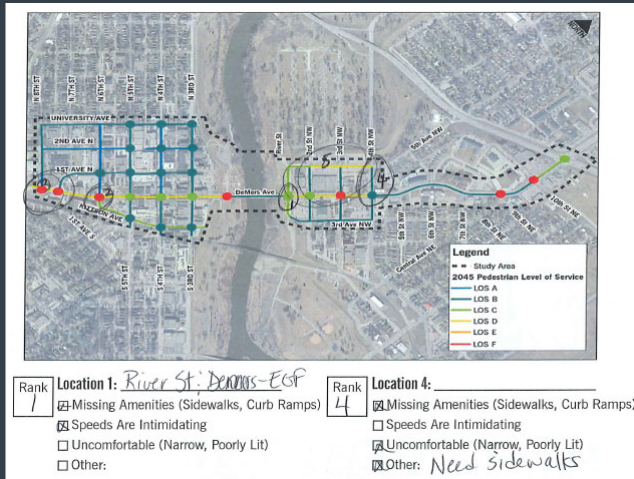
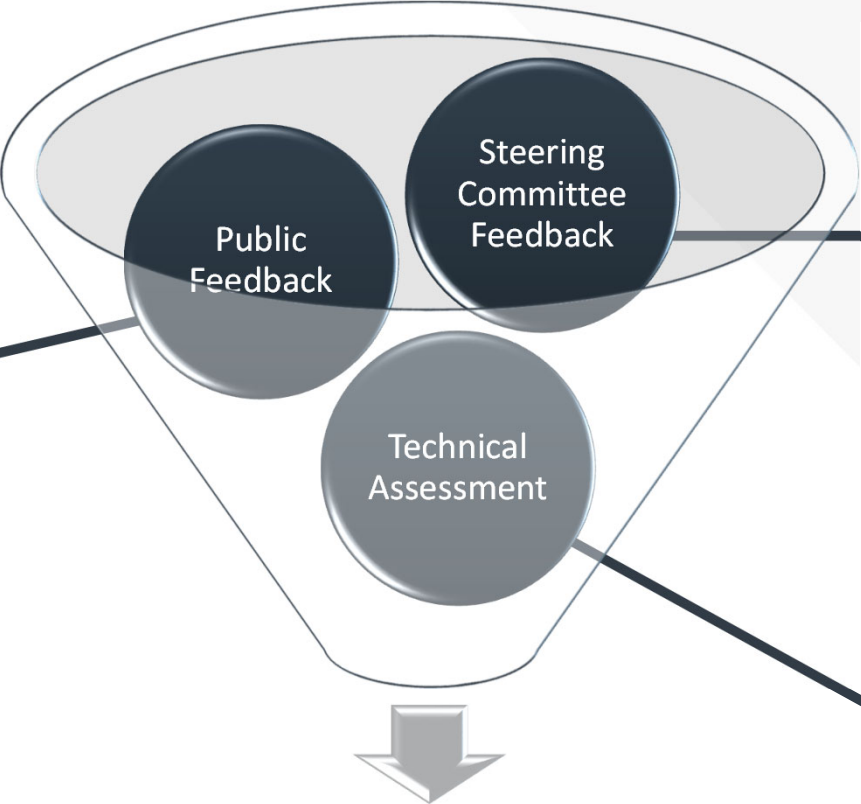
Leading/Oversight Agencies

- Forks MPO
- MnDOT District 2
- NDDOT GF District
- NDDOT Local Government
- FHWA-ND
- FHWA-MN

City Representation

- GF City Council
- EGF City Council
- GF Engineering
- EGF Engineering
- GF Planning
- EGF Planning
- Cities Area Transit

Project Prioritization



Alternative	Benefits by Mode						Total Benefits	Cost
	Vehicle	Pedestrian	Bicycles	Transit	Parking	Rail		
Shared Lanes on 3 rd and 5 th Avenues in East Grand Forks	=	=	+	=	=	=	+	\$
Buffered or Protected Lanes on 4 th Street NW in East Grand Forks	=	=	++	=	-	=	+	\$\$
Buffered or Protected Lanes on DeMers Avenue in East Grand Forks	=	=	++	=	-	=	+	\$\$
Improved Transit Stop Facilities	=	=	=	++	=	=	++	\$\$
Late Evening Transit Service	+	=	=	++	+	=	++++	\$\$

Project Prioritization, Refinement and Screening

The image shows a perspective view of a bridge with a metal truss structure. A person is riding a bicycle on the sidewalk. In the background, there are city buildings and trees. The entire image is covered with a semi-transparent orange filter. A white rounded rectangular box is positioned in the lower-left area, containing the text "High Priority Projects".

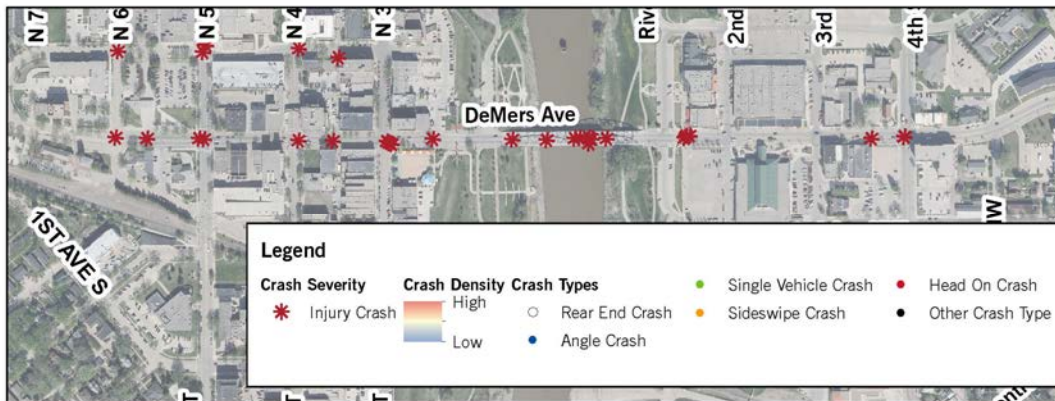
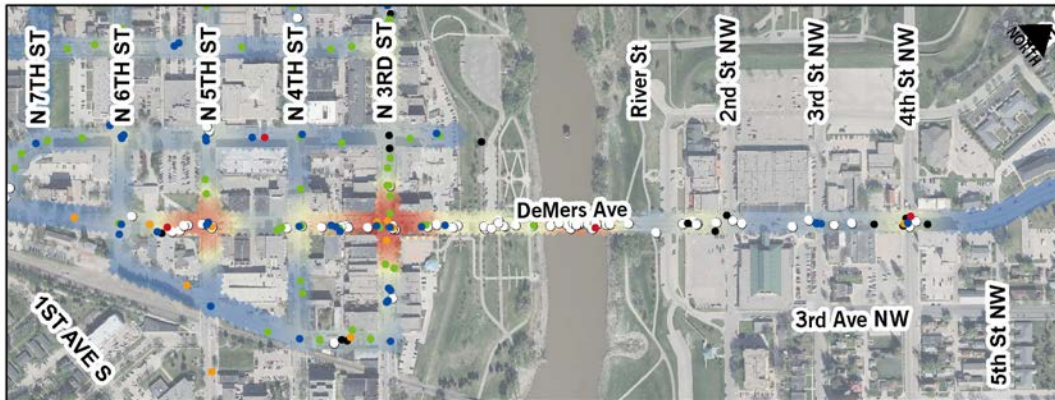
High Priority Projects

Riverwalk Centre Parking Lot (EGF)



- Key missing link in pedestrian network
- Active Pedestrian Environment with Parking already
- 350 Parking Spaces
 - 24-56% Occupied
- Cost: <\$1M

DeMers Avenue - Adaptive Signal Control



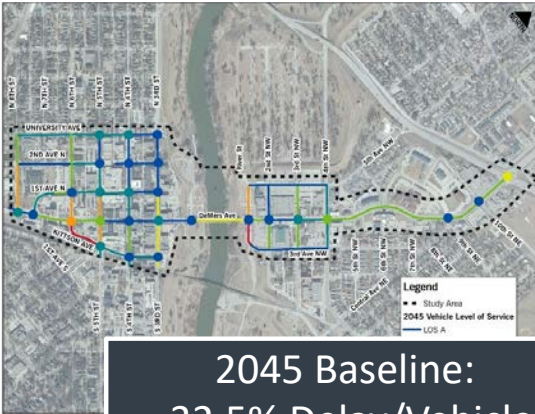
> DeMers Avenue Safety Issues

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

> DeMers Avenue Operational Issues

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

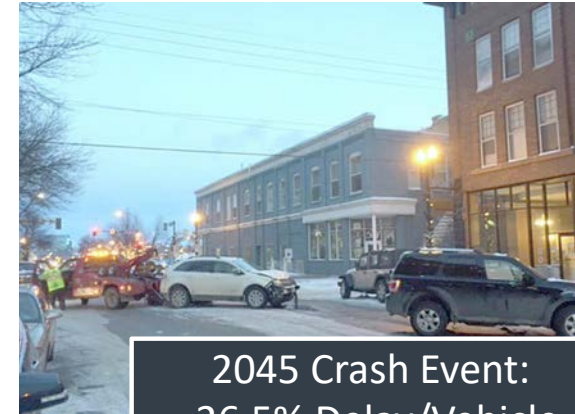
DeMers Ave – Adaptive Signal Control



2045 Baseline:
-32.5% Delay/Vehicle



2045 Seasonal Variation:
-59.3% Delay/Vehicle



2045 Crash Event:
-26.5% Delay/Vehicle



2045 School Event:
-32.9% Delay/Vehicle

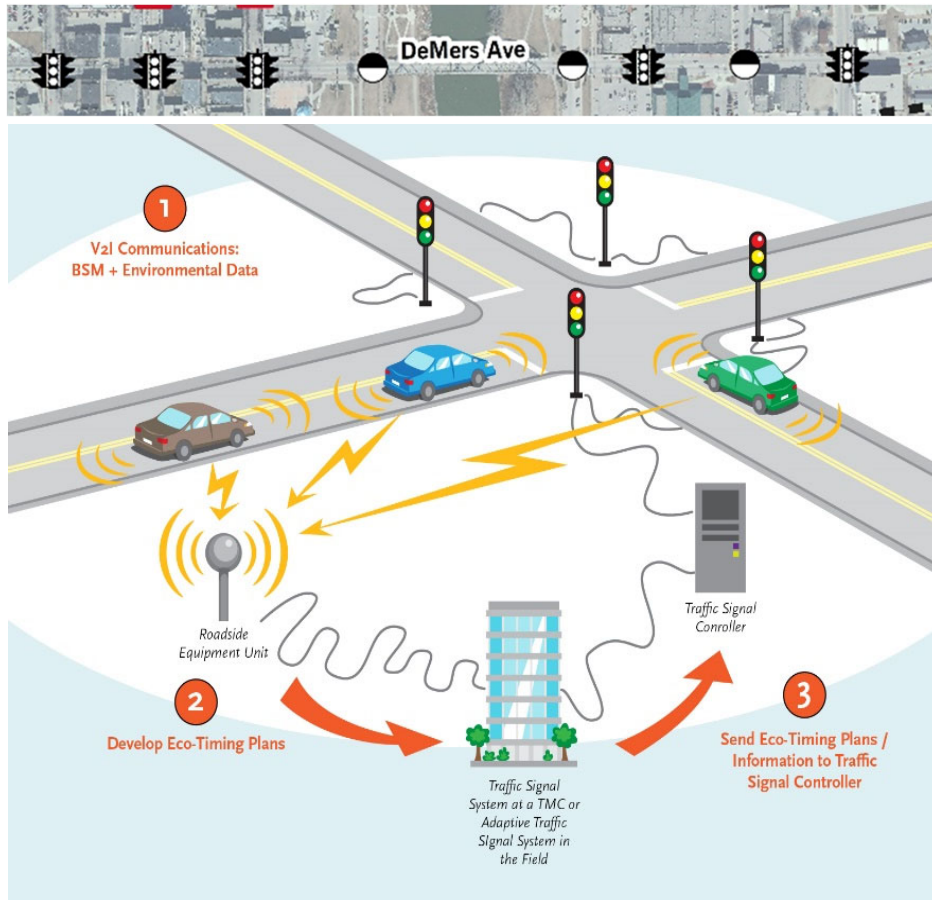


2045 Winter Storm:
-32.4% Delay/Vehicle



2045 Flood Event:
-70% Latent Delay

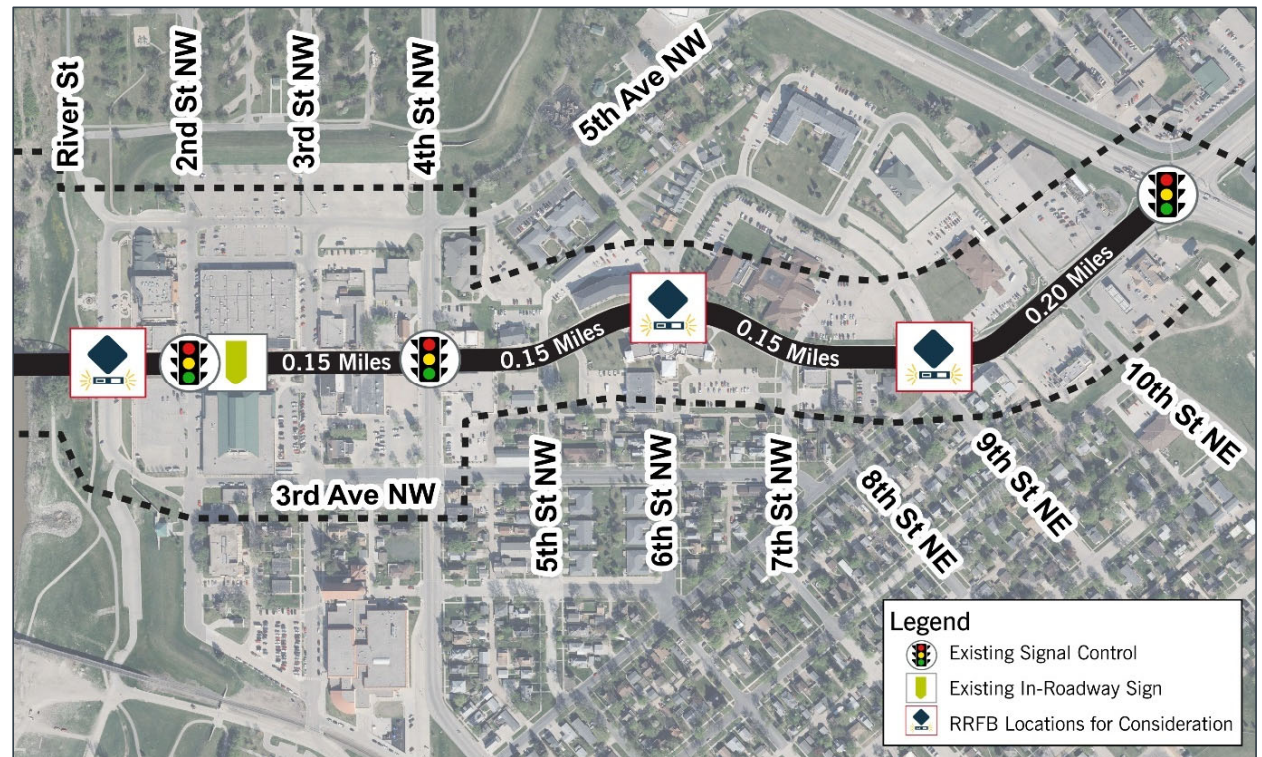
DeMers Avenue – Adaptive Signal Control (ASC)



- Adaptive Signal Control Requires:
 - High-Quality Detection
 - State-of-the-Art Controllers
 - Reliable Interconnect
 - Advanced Traffic Management System (ATMS)
- Cost with Maintenance Agreement:
 - \$28,000 Setup
 - \$5,000 Annual Maintenance
 - Cost of Reliable Interconnect to EGF

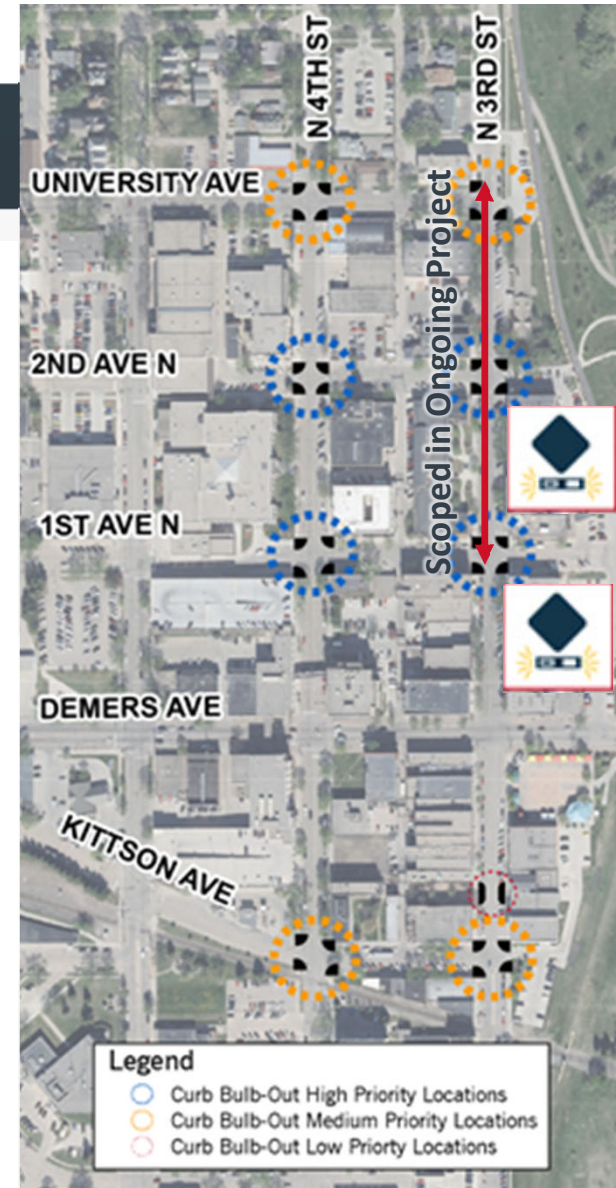
DeMers Avenue Crossings (EGF)

- 17% of Pedestrian Comments in this Area
- Provides High-Quality Traffic Control Every 800 Feet
 - MnDOT Local Partnership Program project to remove colored and stamped crosswalks
- Cost: <\$1M



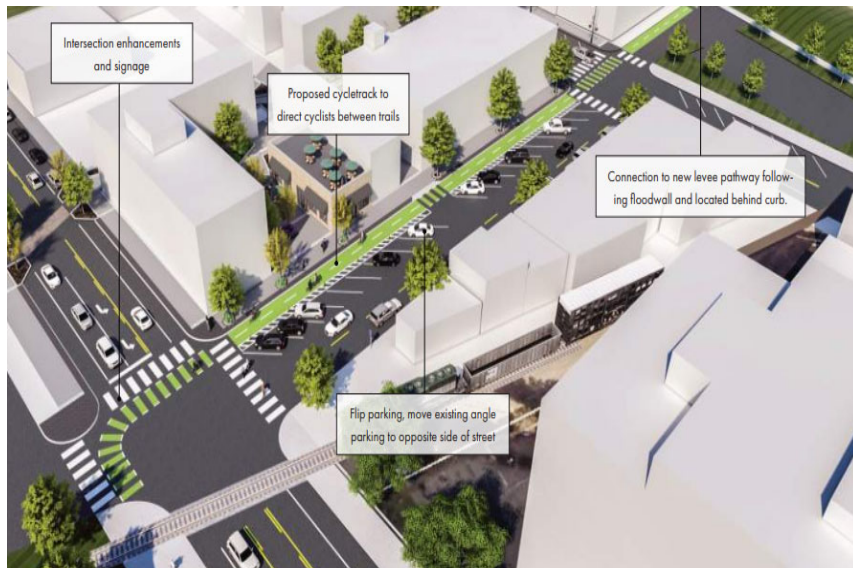
3rd St and 4th St Curb Bulb-Outs (GF)

- 35% of Ped Comments on 3rd Street in GF
- Benefits of Curb Bulb-outs and Beacons Compared to All-Way Stop Control
 - Reduced Exposure
 - Better Visibility
 - Similar or Better Compliance
- Cost:
 - Minimal if Part of Reconstruction Project
 - If Not: <\$1M



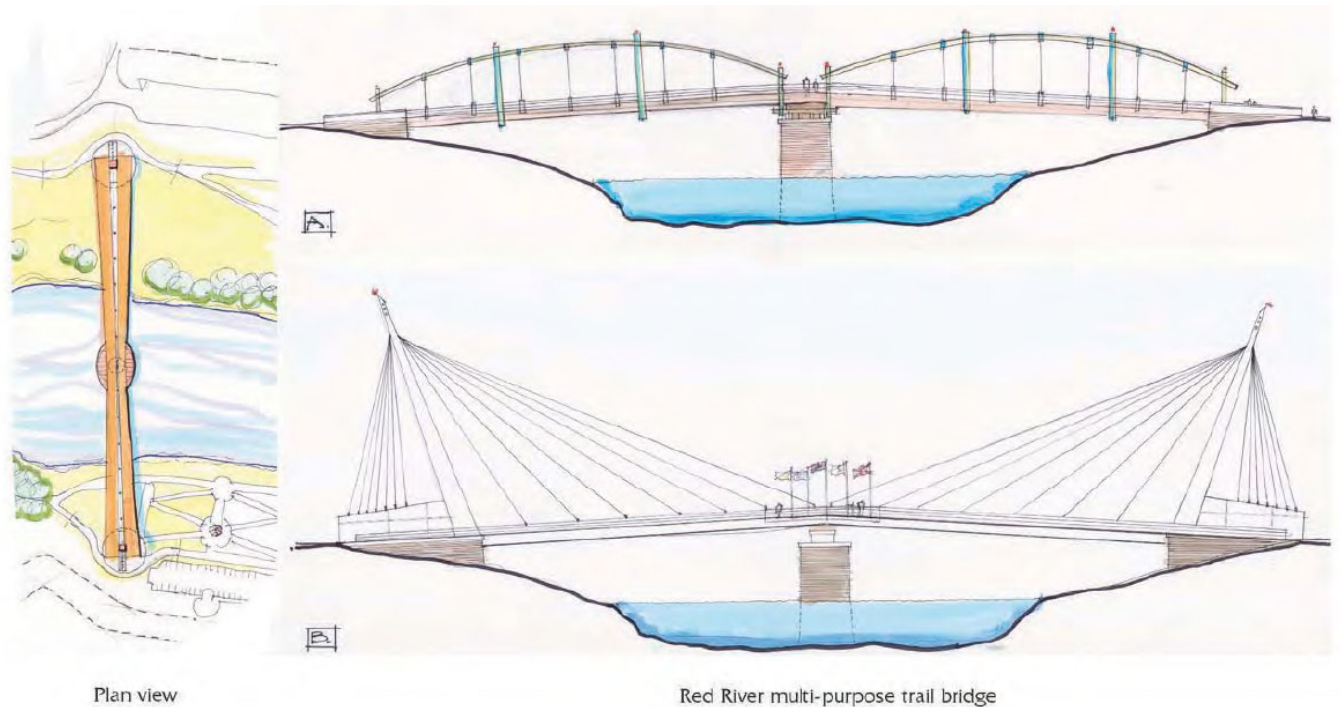
Kittson Avenue Cycle Track (GF)

- Connects Existing Shared Use Path to Greenway
- Connects Downtown E-W
- Revised Previous Concept to South to Minimize Conflicts with Traffic and Parking
- Approval from BNSF, Property Owners and US Army Corps
- Cost: <\$1M



New River Crossing

- Sorlie:
 - Bike Shortcomings
 - Historic and Unlikely to Be Widened
- New Bridge Could Utilize Existing Railroad Bridge Pier
- Environmental and Arm Corps Approval Needed
- Cost: ~\$2.6M



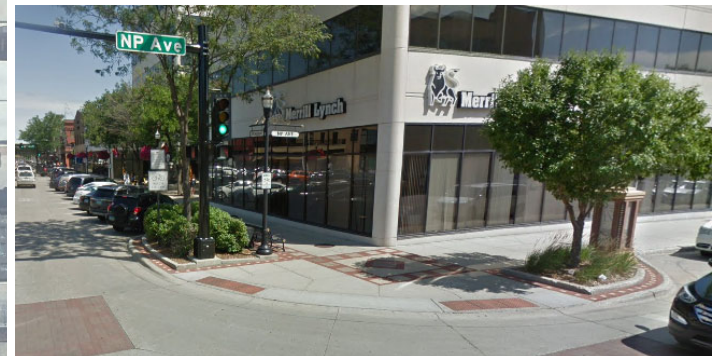
6th Street N Curb Bulb-Outs (GF)

- Critical Crash Rates at University Avenue, 2nd Avenue, and 1st Avenue
- Recent Fatality at 6th Street and 2nd Avenue
- High Frequency of Angled Crashes



Bulb-Outs

- Improved Visibility of Stop Signs
- Reduced Pedestrian Exposure
- Reduced Traffic Speeds
- Cost: \$80,000

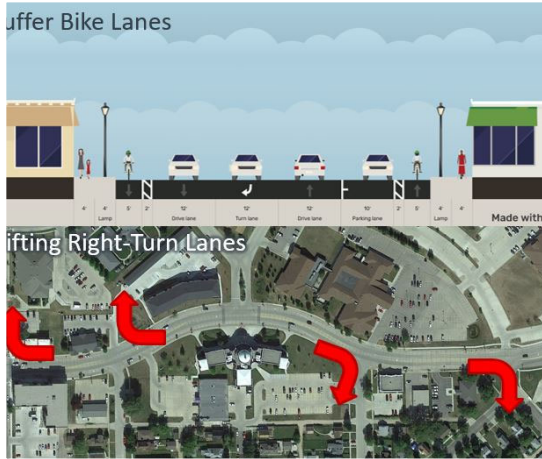


The image shows a perspective view of a bridge with a steel truss structure. A person is riding a bicycle on the sidewalk. In the background, there are multi-story buildings and trees. The entire image is covered with a semi-transparent orange filter. A white rounded rectangular box is positioned in the lower-left area, containing the text "Medium and Low-Priority Projects".

Medium and Low-Priority Projects

Medium Priority Projects

DeMers Avenue Lane Reconfiguration (EGF)



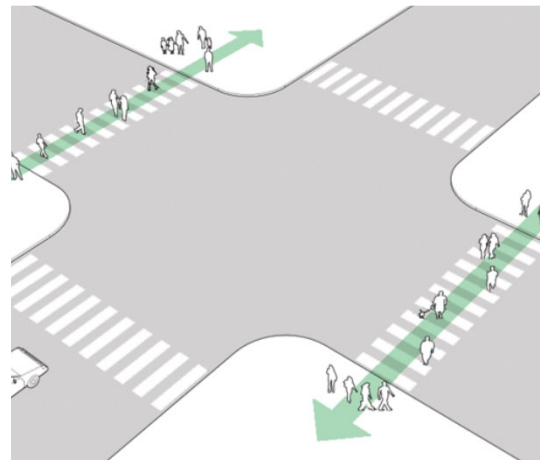
Winter Maintenance Enforcement



GF ROW ADA Transition Plan



Lead Pedestrian Interval



Medium Priority Projects

EGF Quiet Zone



GF 4th Street Bicycle Concept



Bike Policy Changes



Mobility Hubs



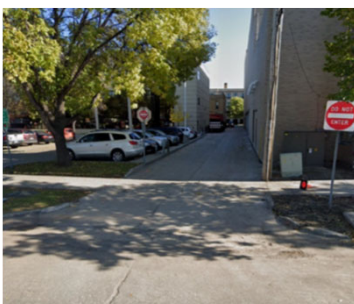
- bus stops with real-time information
- dedicated bus lanes and priority signals
- bike parking
- car sharing
- off-street bike path
- public art
- transit and community information kiosk

Low Priority

DeMers Roundabout (GF)



Central High School Alley Crossing (GF)



Parklets



Downtown Circulator



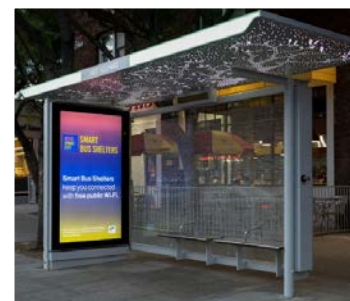
Transportation Demand Management



4th St NW – Turning Radii (EGF)

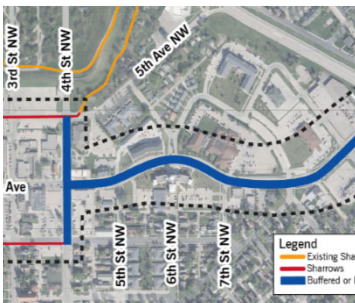


Improved Transit Stop Facilities

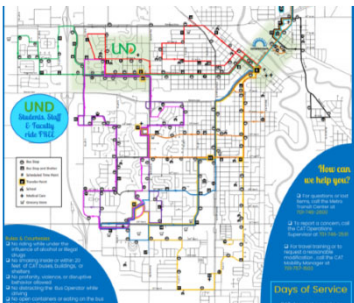


Low Priority

East Grand Forks Bicycle Network



Late Evening Transit Service



3rd St N Reverse Angle Parking (GF)



Train Information through DMS



6th St N Mini-Roundabouts (GF)



Event Management



Freight Signal Priority





www.dtforkeMobility.com



MPO Staff Report

Technical Advisory Committee:
November 12, 2020

MPO Executive Board:
November 18, 2020

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit FTA #5339 Grant application with the priority order given.

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5339 Grant application.

Background: In September, the MPO, together with NDDOT, solicited applications for FTA #5339 capital projects. 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 were due to the MPO by November 3rd. This ensured the candidate projects could be vetted through the MPO in time to meet the NDDOT deadline. There is a total of \$15 million in funding available for FTA #5339 capital projects only. **This specific solicitation of the FTA #5339 program focuses funding on replacement vehicles.** This is an “extra” solicitation.

The regular solicitation is also out and for that award cycle the projects are due to the MPO by Dec 2nd. The regular solicitation will be open to funding vehicles and/or facilities.

The only application that the MPO received for FTA #5339 projects was from Cities Area Transit (CAT). CAT is looking at a funding request of \$111,549, with \$94,816 in federal funds.

CAT FTA #5339 funding request includes the following projects in priority order:

1. **Replacement Revenue Service Vehicle:** The funding request is for the replacement of one revenue service bus that has exceeded its useful life of 5 years and mileage of 150,000 miles. The replacement vehicle will be a low floor vehicle from the state bid that meets the ADA guidelines and will have the capacity of a maximum of 14 passengers or 8 passengers and three wheelchair positions or any combination as such. The total cost of the project is \$111,549. CAT is requesting \$94,816 in Section 5339 funding; the 15% match of \$16,733 will be paid out of the Grand Forks City Public Transportation budget.

ND FTA #5339 Summary Table

FTA #5339 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Replacement Revenue Service Vehicle	\$111,549	\$94,816	\$16,733

Findings and Analysis:

- The TDP does list priority on State of Good Repair and Transit Asset Management. Meeting Federal Guidelines for transit service is always part of the State of Good Repair. The TDP performance target for revenue vehicles is no more than 20% exceed their useful life benchmark. Whereas the NDDOT performance target is, we believe, that no more than 10% of the revenue vehicles exceed their useful life benchmark.
- This “extra” solicitation for FTA #5339 funds prioritizes vehicles to maintain performance targets.
- Staff recommends approval of the FTA #5339 application as being consistent with the TDP.

Support Materials:

- CAT Staff reports
- Section 5339 Application



City of Grand Forks
Staff Report
Committee of the Whole – October 26, 2020
City Council – November 2, 2020

Agenda Item: North Dakota Section 5339B Bus Grant Funding Application

Submitted by: Dale Bergman, Public Transportation Division Director

Staff Recommended Action: Approve Cities Area Transit (CAT) application for North Dakota Section 5339(b): Bus Grant Program funding in the amount of \$111,549 and budget amendments needed upon award.

October 26, 2020 – Committee Recommended Action:

November 2, 2020 – Council Action:

BACKGROUND:

The North Dakota Department of Transportation (NDDOT) has released a notice of funding availability and request for applications for Section 5339(b): Bus Grant program. Staff recommends approval of the application for Section 5339(b) Bus Grant Program funding request of \$111,549 and budget amendments needed upon award.

ANALYSIS AND FINDINGS OF FACT:

The Section 5339 funding request includes the following projects in priority order:

1. Replacement Revenue Service Vehicle

The funding request is for the replacement of one revenue service bus that has exceeded its useful life of 5 years and mileage of 150,000 miles. The replacement vehicle will be a low floor vehicle from the state bid that meets the ADA guidelines and will have the capacity of a maximum of 14 passengers or 8 passengers and three wheelchair positions or any combination as such. This vehicle will be funded at the rate of 85% federal funds or \$94,816 and local match funds at the rate of 15% or \$16,733.

SUPPORT MATERIALS:

- Section 5339(b) Bus Grant Funding Application

NORTH Dakota | Transportation

Be Legendary.™

FY2021 - Section 5339(b) Bus Grant Program	
Agency Name	City of Grand Forks Cities Area Transit (CAT)
Agency Contact	Dale Bergman Phone: 701-746-2590
DUNS #	071347249

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct or rehab bus-related facilities.

NDDOT was awarded a competitive Section 5339(b) grant to fund new ADA vehicle purchases on August 10, 2020. **The federal share of eligible project costs may not exceed 85% of the cost of the project.**

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in FTA Circular 9300.1B, located on the FTA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_C_9300_1_Bpub.pdf.

Please Note:

- Capital project requests will require a minimum of **15% Local Match**.
- **Farebox revenue cannot be used as Local Match.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 subpart F.
- All applications are due **November 23, 2020, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, jsmall@nd.gov or conelson@nd.gov.

GENERAL INFORMATION

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total active and spare vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is \$1.50, \$0.75 for students, and \$0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is \$3.00. CAT plans to begin operating additional services on the University of North Dakota campus this year. This, along with restructured routing, will serve to increase ridership over the next five years.

2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service.

This request is important to bring assets to a state of good repair, reduce operating costs, and improve safety. Projects are identified on page 10-1 of the 2017 Transit Development Plan.

3. What percentage of change in ridership has your agency experienced in the SFY2020 reporting period? Provide a brief explanation of the reason for the change in ridership.

Increase

X Decrease Ridership decreased during the first part of 2020 due to the Covid-19 problems as experienced by other agencies. Since July 15 the ridership has steadily been increasing.

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2021

Make/Model: New England Wheels Cut-Away Low Floor Vehicle

Seating Capacity: 12

Lift/Ramp: X Yes No

Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 1FDDE4FSXHDC02548

b. Vehicle Year: 2016

c. Make/Model: Ford E-450

d. Current Mileage: 157668

e. Vehicle In Service Date: 11/7/2016

f. Has this vehicle information been updated in BlackCat Inventory? Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: State Bid Complete

Contract Award/Order Date: State Bid Complete

Vehicle Deliver Date: July 2021

Final Payment Submitted to DOT:

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$111,549
 Federal Funds Requested Amount: \$94,816
 Local Match Amount: \$16,733
 Source(s) of Local Match: Local Property Tax Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.

Projects are identified on page 10-1 of the 2017 Transit Development Plan.

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$63,000 - \$78,300	6 - 9
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - \$47,083 – \$61,780	3 - 6
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$107,000 – 109,000	6 - 9
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$38,045 - \$38,125	1 - 4
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$109,410	6 - 9
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	

Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds, etc.) that are available to be used towards each vehicle project.

Local match listed here cannot be already targeted as match for other applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.

This project ranking should match your prioritization in BlackCat (add additional lines as needed).

Ranking	Project	Federal Cost of Project	Local Match Needed	Sources of Local Match
1	Replacement Revenue Service Vehicle	\$94,816	\$16,733	Local Property Tax Mill Levy
2				
3				
4				
5				

Application Checklist and Signature Page

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's BlackCat Transit Data Management System.

Section 5339 Applicants must submit the following (check when complete):

	Completed 5339 Application;
	Document(s) showing sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
	Certify and upload the FTA Certifications and Assurances Signature Pages in BlackCat; (new applicants only)
	Update the replacement vehicle information, mileage and condition in BlackCat Inventory;
	Certify and upload a current Authorizing Resolution form; (new applicants only)
	Update any complete Preliminary Assessment/Application for Capital Assistance forms(s) (if applicable);

I hereby certify that as a person authorized to sign for

City of Grand Forks – Cities Area Transit

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.

Dale Bergman

Signature of Authorized Representative

10-22-2020

Date

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



October 23, 2020

Becky Hanson
DOT Transit Manager
NDDOT Local Government
608 E. Boulevard Ave.
Bismarck, ND 58505

RE: Local Match Fund Commitment Letter

Dear Becky Hanson:

The City of Grand Forks Finance Department is pleased to have the opportunity to provide a letter of support for the Cities Area Transit's 5339 grant funding opportunity.

The funding request from the North Dakota Section 5339(b): Bus Grant Program for the replacement of one revenue service bus requires a 15% local match totaling \$16,733. This local match will be paid with Cities Area Transit's allocation of the City's 2019 mill levy received in 2020.

If any additional information is needed please contact me at my office and I will be glad to supply what is needed for further justification.

Sincerely,

A handwritten signature in black ink that reads "Maureen Storstad". The signature is written in a cursive style.

Maureen Storstad
Finance Director
City of Grand Forks, ND



MPO Staff Report
Technical Advisory Committee:
November 12, 2020
MPO Executive Board:
November 18, 2020

RECOMMENDED ACTION: Approval of proposed Safety Targets for CY 2021

Matter of the Approval of Proposed Safety Targets for CY 2021.

Background: This report submits for your consideration and approval the following items:

- I. Proposed MPO's Safety Targets for CY 2020
- II. Presents a comparison between targets set for CY 2018 and the actual attained results

Performance Measures and Performance Target regulations and requirements emanate from the enacted FAST (*Fixing America Surface Transportation*) (2015) Act. FAST encourages a performance-driven and outcome-based transportation planning process. MPOs are required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to adopt targets for defined performance measures.

MPOs establish Performance Targets for the following measures:

- (1) Safety
- (2) Transit asset management
- (3) System performance
- (4) Bridge condition and
- (5) Pavement condition
- (6) Transit Safety

The specific targets being presented in this staff report are the Safety Targets. Current rules require MPOs to either: **a)** adopt the State targets for all five measures; or **b)** choose an MPO target for all five measures. Bi-state MPOs must adopt either both State targets or an MPO specific targets.

The Federal Highway Administration (FHWA) suggests that a methodology that could be used to set targets is a trend line analysis of using a number of sets of 5 year rolling averages. The FHWA example indicated a reasonable number of sets as being 5.¹

The examination of the Safety Measures discussed on this report is based on crash data provided by MN DOT and NDDOT. In addition, the following elements are considered during the analysis:

- Serious Injury Analysis (*A: Incapacitating Injury, MN; Coded A: Incapacitating Injury, ND*)
- Calculation of the 5-Years Rolling Average
- Vehicle Miles Traveled (VMT) (*327 000 000*)

ANALYSIS AND FINDINGS OF FACT:

I. Proposed MPO's Safety Targets for CY 2021

Safety Targets for CY 2020 are proposed by MPO staff by using the FHWA suggested 5 sets of 5-Years Rolling Average Methodology.

The attached resolution reflects the proposed Safety Targets for 2021. The table below reflects the history of the Safety Targets and includes the targets set by both states.

¹ Alicandri, Elizabeth (2017) Memorandum: Information: State Safety Target. Federal Highway Administration

SAFET+I8+E2:T8	DOT's STATE TARGETS								
	Minnesota, 2018	Minnesota, 2019	Minnesota, 2020	Minnesota, 2021		North Dakota, 2018	North Dakota, 2019	North Dakota, 2020	North Dakota, 2021
1. Number of Traffic Fatalities	375.0	372.2	375.4	352.4		138	127	108.3	102
2. Number of Fatalities (Per 100 M VMT)	0.62 MVT	0.622 MVT	0.626 MVT	0.582 MVT		1.34 MVT	1.27 MVT	1.106 MVT	1.103 MVT
3. Number of Crash Related Serious Injuries	1,935	1,711	1,714.2	1,579.8		516	486.2	413.9	382.1
4. Number of Serious Injuries(Per 100 M VMT)	3.19	2.854	2.854	2.606		5.09	4.848	4.23	4.046
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	348	267.5	317	281.2		34	34.6	33.4	30.4

Grand Forks- East Grand Forks MPO's Targets				
MPO Planning Area, 2018	MPO Planning Area, 2019	MPO Planning Area, 2020	PROPOSED Y2021 TARGET	TREND
3 or Fewer	3 or Fewer	1.8 or Fewer	1.76 or Fewer	Decline
0.673 MVT	0.599 MVT	0.574	0.538	Decline
18 or Fewer	15 or Fewer	16.56 or Fewer	15.32	Decline
5.933 MVT or Lower	5.296 MVT or Lower	5.0642	4.685	Decline
3 or Fewer	4 or Fewer	3 or Fewer	2.96 or Fewer	Decline

A comparison between targets set for CY 2019 and the Actual attained results

Safety Targets for CY 2018 were set during the update of the 2045 Metropolitan Transportation Plan adopted in 2018. The method used 5-years rolling average data for 2007-2011 to 2011-2015 to support the target setting calculations. The analysis results provided stakeholders with 5 sets of full 5 year rolling averages.

The Table below shows the results of the 5 year rolling average for 2015-2019 with the CY 2019 Targets adopted. It also includes the previous year's data. The evaluation of performance is only to review the most current 5 year rolling average to the target.

SAFETY PERFORMANCE MEASURES	MPO Targets, 2018	MPO Actuals, 2018	MPO Targets, 2019	MPO Actuals, 2019
1. Number of Traffic Fatalities	3 or Fewer	1.8	3 or Fewer	2
2. Number of Fatalities (Per 100 M VMT)	0.673	0.55	0.599 MVMT	0.611
3. Nummber of Crash Related Serious Injuries	18 or Fewer	13	15 or Fewer	12.8
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	3.976	5.296 MVMT or Lower	3.91
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	2	4 or Fewer	2.6

SUPPORT MATERIALS:

GRAND FORKS-EAST GRAND FORKS MPO SAFETY PERFORMANCE MANAGEMENT (SAFETY PM-1) 2015-2019						
North Dakota + Minnesota						
All Crashes				Non-Motorized		
Year	Fatal (K)	Incapacitating Injury (A)		Year	Fatal (K)	Incapacitating Injury (A)
2007	2	20		2007	0	2
2008	3	13		2008	0	3
2009	1	8		2009	0	1
2010	4	18		2010	0	3
2011	1	16		2011	0	5
2012	2	24		2012	0	0
2013	3	18		2013	0	4
2014	3	19		2014	0	5
2015	0	20		2015	0	2
2016	0	3		2016	0	2
2017	2	13		2017	0	4
2018	4	10		2018	1	1
2019	4	18		2019	2	1
5-Year Averages (All Crashes)			5-Year Averages (Non-Motorized Fatalities & Serious Injuries)			
Year	Fatal	A	Year	Fatal + A		
2007-2011	2.2	15.00	2007-2011	2.8000		
2008-2012	2.2	15.80	2008-2012	2.4000		
2009-2013	2.2	16.80	2009-2013	2.6000		
2010-2014	2.6	19.00	2010-2014	3.4000		
2011-2015	1.8	19.40	2011-2015	3.2000		
2012-2016	1.6	16.80	2012-2016	2.6000		
2013-2017	1.6	14.60	2013-2017	3.4000		
2014-2018	1.8	13.00	2014-2018	3.0000		
2015-2019	2.0	12.80	2015-2019	2.6000		
Crash Rates per 100 Million Vehicle Miles Traveled (MVMT)						
Year	Fatal	A				
2007-2011	0.67278	4.58716				
2008-2012	0.67278	4.83180				
2009-2013	0.67278	5.13761				
2010-2014	0.79511	5.81040				
2011-2015	0.55046	5.93272				
2012-2016	0.48930	5.13761				
2013-2017	0.48930	4.46483				
2014-2018	0.55046	3.97554				
2015-2019	0.61162	3.91437				

Note: VMT for 2015 used in calculation for all year ranges



RESOLUTION
OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN PLANNING
ORGANIZATION

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the HSIP performance measures; and

Whereas, the MPO established its HSIP targets through a cooperative process with MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area for 2021.

SAFETY

Performance Measure	Target
Number of Fatalities	1.76 or fewer (decline in trend)
Rate of Fatalities	0.538 per VMT (decline in trend)
Number of Serious Injuries	15.32 or fewer (decline in trend)
Rate of Serious Injuries	4.685 per VMT (decline in trend)
Number of Nonmotorized Fatalities and Serious Injuries.	2.96 or fewer (decline in trend)

and

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT’s and NDDOT’s calendar year 2021 HSIP targets.

Chair

Date

Executive Director

Date



MPO Staff Report

Technical Advisory Committee: November 12, 2020

MPO Executive Board: November 18, 2020

RECOMMENDED ACTION: Adoption of Adjustment to Pavement/Bridge Condition Performance Targets and Affirmation of Existing Travel Time Reliability Targets
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Matter of Pavement/Bridge and Travel Reliability Performance Targets.

Background: MAP-21 created the requirement of performance based planning and programming. The recent FAST continued the same. The MPO has adopted the required targets and used them when finishing its 2045 MTP and the TIP. The focus for this staff report is on Pavement/Bridge Condition (PM2) and Travel Reliability (PM3).

At previous meetings, we have provided the basic background information for these performance measures. The regulations require each state to access their data and consider whether to make any adjustment in their target. Think of this as an opportunity to do a midway “correction” based upon more recent data. For the most part, both State’s are not making an adjustment. However, MnDOT is adjusting the following two:

1. NHS Bridge Condition rated as “good” is being adjusted from 50% to 35%.
2. Percent of Reliable Person Miles on the Non-Interstate NHS is being adjusted from 75% to 90%.

NDDOT is making an adjusted on its Truck Travel Time Reliability Index from 3.0 to 1.5.

The rules require MPOs to either adopt the State measure for all or choose a combination of either the state’s or an MPOs measure. Bi-state MPOs must address each state independently. The MPO has 180 days to provide each state with the MPO targets.

For the NHS Bridge Condition adjustment, previously we adopted each respective State Targets. We recommend we continue to adopt each State so have drafted a resolution for PM2 to adopt this adjustment and keep the remaining PM2 targets the same as each respective State’s target.

For PM3, the MPO already adopted the 1.5 for the Truck Travel Time Reliability Index. So the recommendation is to keep the MPO’s index the same, which now mirrors that of both States. The MnDOT adjustment for Non-Interstate NHS Reliability to 90% is higher than the 85% the MPO adopted for its Study Area. This did mirror the NDDOT target and was more in line with what the MPO area specific data was showing. We now need to consider adopting each respective state’s target, keep our target the same 85% or adjust it to 90%. The draft resolution suggests we adopt each respective State’s target.

Findings and Analysis:

- NONE

Support Materials:

- Resolutions
- Information shared by each State
- Copy of Presentation.

Draft State Proposed Pavement/Bridge and Travel Reliability Targets

- Targets are for just the NHS facilities
 - PM2 Targets are 4 year targets with requirement of revisiting after 2 years to determine whether appropriate for adjustments
 - Determination by FHWA for progress is at 2 and 4 year periods
- Travel Reliability has no “penalty clause”
- Both States have decided to adjust at least one target; so the MPO has to decide to adjust its targets
- MPO have 180 days after

		MN		ND	
	Measure	Two-Year Target	Four-Year Target	Two-Year Target	Four-Year Target
		Adjust		Adjust	
PM2	Percent of NHS Bridges in Good Condition	50% 35%	50% 35%	60%	60%
	Percent of NHS Bridges in Poor Condition	4%	4%	4%	4%
	Percent of Interstate Pavement in Good Condition	55%	55%	75.6%	75.6%
	Percent of Interstate Pavement in Poor Condition	2%	2%	3%	3%
	Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%	58.3%	58.3%
	Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%	3%	3%
PM3	Percent of Reliable Person Miles on the Interstate	80%	80%	85%	85%
	Percent of Reliable Person Miles on the Non-Interstate NHS	75% 90%	75% 90%	N/A	85%
	Truck Travel Time Reliability Index	1.5	1.5	3 1.5	3 1.5



Grand Forks - East Grand Forks

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

Adopting Pavement and Bridge Condition Performance Targets

Whereas, the U.S. Department of Transportation established six performance measures for the Pavement and Bridge Condition as detailed in 23 CFR 490, Subpart C, National Performance Measures for Accessing Pavement Condition and Subpart D, National Performance Measures for Accessing Bridge Condition;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the six performance measures in accordance with 23 CFR 490.307 and 407; and

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the six performance measures in accordance with 23 CFR 490.307 and 407; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the six performance measures; and

Whereas, the MPO established its targets through a cooperative process with MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the State DOT Pavement and Bridge Condition target; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area.

Pavement and Bridge Condition

Performance Measure	Target
Percent of NHS Bridges in Good Condition	States; MN adjusting to 30%
Percent of NHS Bridges in Poor Condition	States
Percent of Interstate Pavement in Good Condition	75.6%
Percent of Interstate Pavement in Poor Condition	3%
Percent of Non-Interstate NHS Pavement in Good Condition	States
Percent of Non-Interstate NHS Pavement in Poor Condition	States

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's and NDDOT's Pavement and Bridge Condition targets

Chair

Date

Executive Director

Date



Grand Forks - East Grand Forks

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

Adopting Performance of the National Highway System Targets

Whereas, the U.S. Department of Transportation established three performance measures for the Pavement and Bridge Condition as detailed in 23 CFR 490, Subpart E, National Performance Measures for Performance of the National Highway System;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the three performance measures in accordance with 23 CFR 490.507; and

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the three performance measures in accordance with 23 CFR 490.507; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the three performance measures; and

Whereas, the MPO established its targets through a cooperative process with MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the State DOT Performance of the National Highway System target; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area.

Performance of the National Highway System

Performance Measure	Target
Percent of Reliable Person Miles on the Interstate	90%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	85% each states
Truck Travel Time Reliability Index	1.5

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's and NDDOT's Performance of the National Highway System targets

Chair

Date

_____.

Executive Director

Date

NDDOT DATA

PAVEMENT TARGETS (PM 2)

	2018 Target	2019 Data	Proposed 2020 Target
% Good Interstate	75.6%	83.6%	75.6%
% Poor Interstate	3.0%	0.03%	3.0%
% Good NHS	58.3%	68.0%	58.3%
% Poor NHS	3.0%	0.14%	3.0%

BRIDGE TARGETS (PM 2)

Deck Area	2018 Target	2018 Data	Proposed 2020 Target
% Good	60.0%	65.3%	60.0%
% Poor	4.0%	3.8%	4.0%

NDDOT DATA

RELIABILITY TARGETS (PM 2.5)

	2018 Target	2019 Data	Proposed 2020 Target
Interstate % Reliable	85.0%	99.8%	85.0%
NHS % Reliable	85.0%	91.0%	85.0%
All NHS Truck Travel Reliability Index	3.0	1.17	1.50

Federal Performance Measures Mid-Performance Period (MPP) update

Background

By October 1, 2020 and every four years after, MnDOT is required to report its 2-year performance and any adjusted 4-year targets* to FHWA. This update reflects the mid-point in the four-year Performance Period 2018-2021.

*Federal targets are best described as two and four year expected outcomes

MnDOT's performance summary

- MnDOT will not incur any financial penalties as interstate pavement and NHS bridge condition are well better than the minimum requirements.
- MnDOT is adjusting three four-year targets:
 - Percent of Bridge Deck Area in Good Condition – decrease to 35%
 - Non-Interstate Travel Time Reliability – increase to 90%
 - CO Emissions Reductions – set at 2018/2019 level of 2,647 kg/day

Federal Measures and MnDOT's results

Area	Measure	Baseline 2017	Actual 2019/ 2-year	2-year Target	4-year Target	Adjust
PM2	% of pavements of the Interstate system in good condition	*N/A	63.5%	*N/A	55%	No
PM2	% of pavements of the Interstate system in poor condition	*N/A	0.9%	*N/A	2%	No
PM2	% of pavements of the non-Interstate NHS in good condition ¹	67.9%	69.7%/ 59.1%	50%	50%	No
PM2	% of pavement of the non-Interstate NHS in poor condition ¹	5.2%	4.7%/ 1.1%	4%	4%	No
PM2	% of NHS bridges classified as in good condition	48%	37.3%	50%	50%	Yes ² 35%
PM2	% of NHS bridges classified as in poor condition	1.9%	3.2%	4%	4%	No
PM3	Interstate travel time reliability - % of person miles traveled on the Interstate that are reliable	80.2%	81.2%	80%	80%	No

Area	Measure	Baseline 2017	Actual 2019/ 2-year	2-year Target	4-year Target	Adjust
PM3	Non-Interstate NHS travel time reliability - % of person miles traveled on the non-Interstate NHS that are reliable	*N/A	89%	*N/A	75%	Yes 90%
PM3	Truck travel time reliability index	1.43	1.48	1.5	1.5	No
PM3	Annual peak hours of excessive delay per capita (PHED) – Minneapolis/St. Paul UZA	*N/A	8.5	*N/A	8.5	No
PM3	Percent non-single occupant vehicle travel (non-SOV) - Minneapolis/St. Paul UZA	23.2%	23.9%	25%	25%	No
PM3	Total Emissions Reductions ³ CO kg/day	10,402.4	54.85	6,800	6,800	Yes 2,647
PM3	Total Emissions Reductions PM10 kg/day ⁴	*N/A	0.00	*N/A	0.00	*N/A

*N/A- Not required by CFR or Applicability Criteria

¹ Baseline value is IRI only; MnDOT set its targets based on “full distress + IRI” data. Actual 2019 shows the IRI value followed by the full distress + IRI value.

² Recent improvements to inspection data has resulted in lower % good; an increase in the accuracy of bridge data which is providing a better picture of the bridge inventory in the state; MnDOT expects this to now hold steady into the future.

³ Only applies to MnDOT and the Metropolitan Council. The 54.85 kg/day value is due to a reporting error and a correction has been requested. The four-year target is being adjusted to 2,647 kg/day, the quantitative 2018/2019 value, and assumes zero additional qualifying emissions reductions in 2020/2021 as the CO maintenance period ended on November 29, 2019.

⁴ MnDOT and the Met Council are required to set a PM₁₀ target due to a small portion of Ramsey County that is a maintenance area due to a stationary source (Red Rock Road area). Requirements apply until the 20-year maintenance period ends in September 2022.

Next steps

- FHWA will be making significant progress determinations for pavement, bridge and reliability measures.
- MnDOT expects to “pass” the significant progress determination for every measure except % of NHS bridges in good condition.
- MPOs must respond to adjusted state targets by March 30, 2021 by either supporting them or setting their own.



MPO Staff Report

Technical Advisory Committee: November 12, 2020

MPO Executive Board: November 18, 2020

RECOMMENDED ACTION: TAC Recommendation on Two Questions on Future Bridge Traffic Impact Study Draft Scope of Work

Matter of the Two Questions on Future Bridge Traffic Impact Study.

Background: Our Work Program has identified that the MPO will conduct a study of the traffic impact a future bridge will have. Particular study would include scrutiny of the impact to schools, bike/ped activities and the Greenway.

A hydraulic study was completed on three possible sites: Elks Dr., 32nd Ave S, or 47th Ave S. Three different bridge heights were studied as well: High, medium, and low.

The hydraulic study concluded that each site could have a bridge built based upon the hydraulics. The study also included a more detailed estimate of cost of each site. Particularly, the cost estimate included a flood mitigation item to reflect what the cost would be to mitigate a bridge.

Discussions from the hydraulic study have been to dismiss further study of the 47th Ave S due to flood mitigation. On the Minnesota side, the mitigation would entail work outside the flood protection system. Little, if any support, was expressed to keep further study of the 47th Ave S site.

The hydraulic study introduced a new alignment of the 32nd Ave S corridor. In the end, this new alignment also has the similar flood mitigation situation as 47th Ave S. – mainly, outside the flood protection system.

The MPO Board Chair requested the RFP discussion to be on the Board's October agenda. Attached is the staff report provided to the Board. The RFP identified only studying the Elks and 32nd Ave corridors for future bridge sites. Further, the 32nd Ave corridor would be similar to the one in the MTP and not the alternative, southern route identified in the hydraulic study.

The RFP also did not contain much information on the public participation process. MPO staff was seeking more feedback from the MPO Board on how to engage the public. Normally, a steering committee of the corridor would be formed. For this study, there are several corridors in play. Further, the outcome is much broader than any one specific corridor. Recent discussion about how the 2045 MTP public participation seemed to identify concerns of not engaging the public enough. Further, COVID-19 is complicating public participation.

Findings and Analysis:

- The MPO will complete a study on Future Bridge Traffic Impact Study

- A RFP will need to be drafted with a scope of work provided.
- The results of the hydraulic study have been presented to both City Councils and to a Joint Meeting of Elected City Officials.
- The MPO Board has discussed this twice since the hydraulic study was released.
- A draft RFP was presented to the Board at its October meeting with the public participation section blank.
- At the MPO Board meeting in October, the MPO Board directed staff to have the TAC weigh in on these two questions:
 - Should the RFP include a possible bridge at 17th Ave S Corridor?
 - How should public participation be scoped?

Support Materials:

- Copy of materials provided to MPO Board in October
- Copy of basic MPO public participation process report.
- <https://www.grandforksgov.com/government/city-departments/engineering/south-end-bridge-hydraulic-study-report>
- Videos of hydraulic study presentation can be found on each City's respective Facebook sites.
- Video of Joint Elected Officials meeting can be found on EGF Facebook site.



MPO Staff Report MPO Executive Board: October 21, 2020

RECOMMENDED ACTION: Review Draft Scope of Work for a Future Bridge Traffic Impact Study

Matter of the Draft Scope of Work for Future Bridge Traffic Impact Study.

Background:

Further discussion.

Eliminate 47th Ave S alignment due to many reasons yet one primary is flood mitigation.

Eliminate “southern” 32nd Ave S. alignment same reason as 47th – flood mitigation.

Assumption can be made that 17th Ave S alignment will not achieve a B/C of greater than 1; therefore, one can reasonably not pursue further information.

The public participation section of any future scope of work is blank on this draft. Staff seeks further discussion and direction on how to approach this important activity.

Findings and Analysis:

- The MPO Board desires to conduct a Future Bridge Traffic Impact Study start in 2020.
- The adopted 2020 Work Program already has this activity programmed.

Support Materials:

- MTP Ranking Sheet
- Hydraulic Report Info
- Copy of Draft Scope of Work of Study

River Crossing – Intersection LOS Without Added Bridge

Intersection	Existing Control	2045 Unmitigated LOS	Proposed Control	Mitigated LOS	Mitigation Summary
Demers Avenue at S Washington	Traffic Signal	E	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection improvement. CFI option showed benefit in 2013 analysis.
S Washington at 32nd Avenue	Traffic Signal	E	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection. A quadrant roadway has some merit, but additional analysis is required.
4th Avenue at Belmont Road	All-Way Stop	F	Mini-Roundabout / Traffic Signal	B	Based on a high-level volume analysis, a mini-roundabout is also anticipated to operate at an acceptable LOS. Also could convert to a signal.
17th Avenue at Belmont Road	Two-Way Stop	A			
Greenway Blvd / Bygland Rd / 13th	Two-Way Stop	A			
24th Avenue at Belmont Road	Two-Way Stop	A			
Elks Drive at Belmont Road	Two-Way Stop	C			
32nd Avenue at Belmont Road	All-Way Stop	F	Traffic Signal	D	Convert to a signal. Avoided adding left turn lanes because downstream widening would be required to avoid skew for through traffic through intersection.
47th Avenue at Belmont Road	Two-Way Stop	A			

River Crossing – Intersection LOS With Added Bridge

Intersection	Existing Control	2045 Unmitigated LOS	Proposed Control	Mitigated LOS	Mitigation Summary
Demers Avenue at S Washington	Traffic Signal	E	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection improvement. CFI option showed benefit in 2013 analysis.
S Washington at 32nd Avenue	Traffic Signal	F	Traffic Signal	D	Additional lanes are required and that is not very feasible given existing right-of-way using a conventional intersection. A quadrant roadway has some merit, but additional analysis is required.
4th Avenue at Belmont Road	All-Way Stop	F	Mini-Roundabout / Traffic Signal	B	Based on a high-level volume analysis, a mini-roundabout is also anticipated to operate at an acceptable LOS. Also could convert to a signal. Removed if any except Merrifield
17th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	C	With Bridge at 17 th Ave/Convert to a signal.
Greenway Blvd / Bygland Rd / 13th	Two-Way Stop	F	Conventional Roundabout / Traffic Signal	B	With a Bridge at both 17 th Ave and Elks/A conventional single lane roundabout would also result in acceptable operations. Also could convert to a signal.
24th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	B	With a bridge at Elks/Convert to a signal.
Elks Drive at Belmont Road	Two-Way Stop	F	Traffic Signal	B	With a bridge at Elks/Convert to a signal. The WB approach also requires a left turn lane and a right turn lane. Right-of-way will need to be acquired to accommodate the WB approach widening.
32nd Avenue at Belmont Road	All-Way Stop	F	Traffic Signal	D	Convert to a signal. Avoided adding left turn lanes because downstream widening would be required to avoid skew for through traffic through intersection.
47th Avenue at Belmont Road	Two-Way Stop	F	Traffic Signal	B	With a bridge at 47 th Ave/Convert to a signal and add a left turn lane on the NB/SB/WB approaches. Widening and urban street cross section will be required on the NB approach.

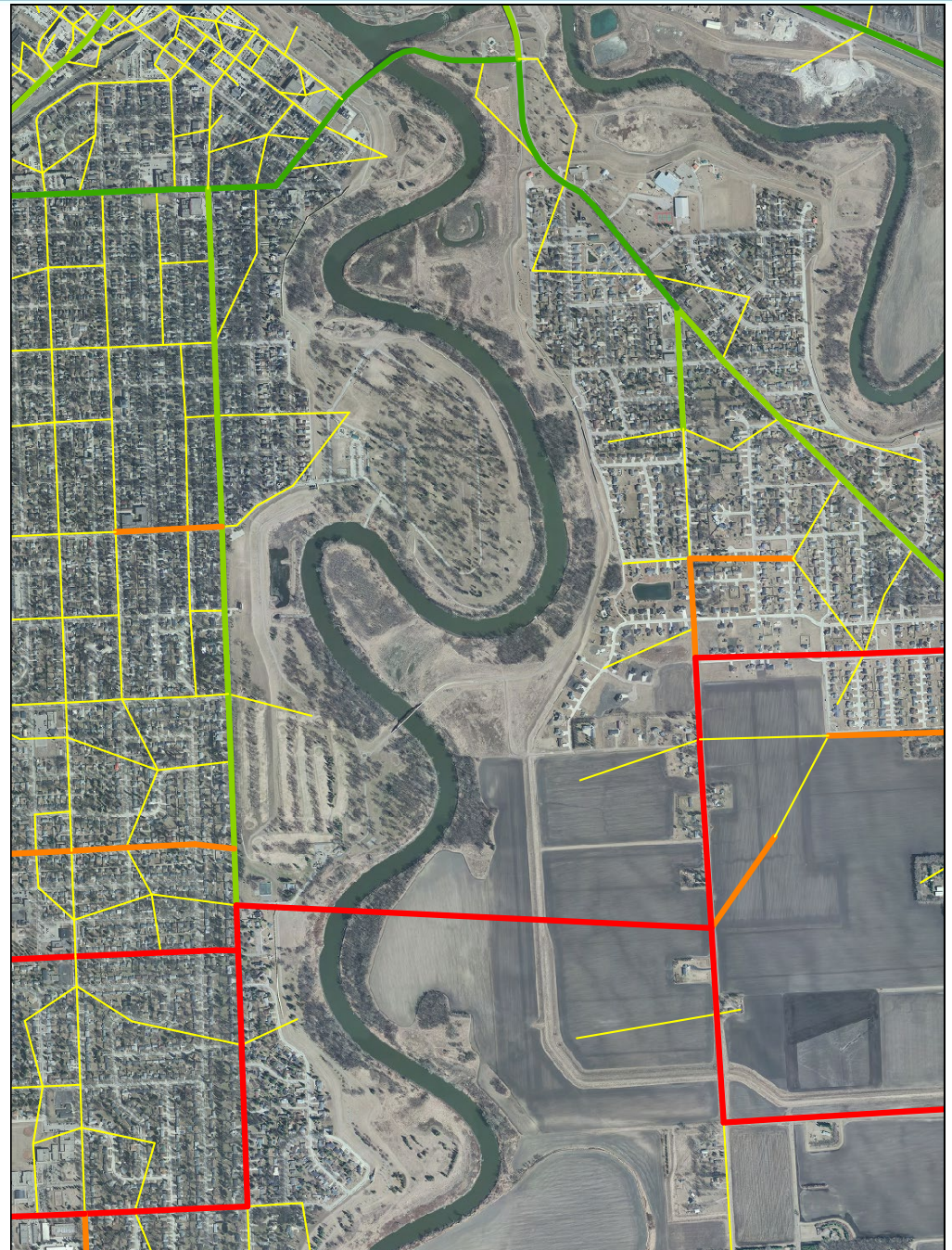
Select Link Analysis

Have the model inform us of where the traffic is going using the new river crossing versus the base model.

This shows the Elk's Drive

Greens show decrease traffic

Red/orange shows increase

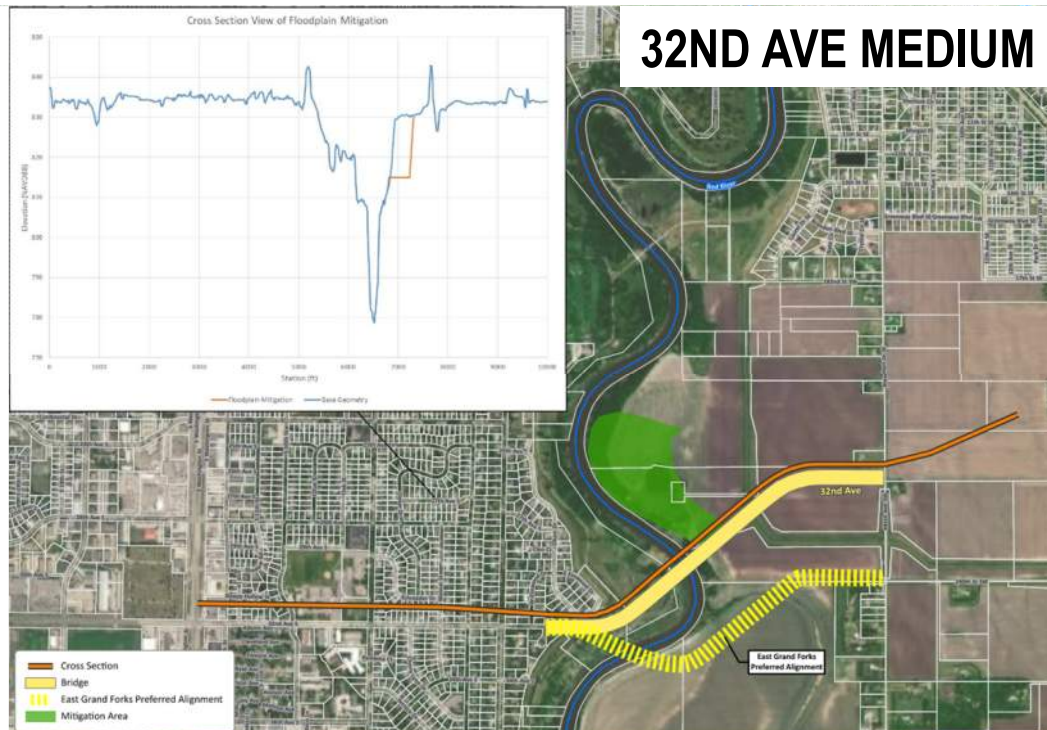
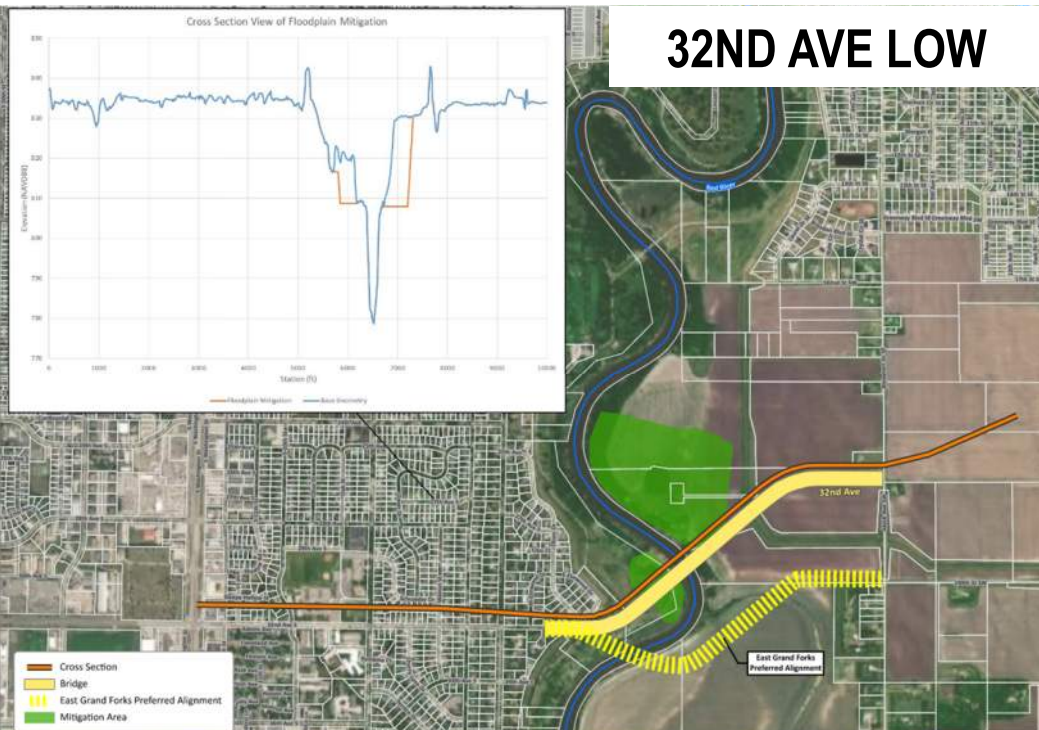




**Future Bridge Site Selection Criteria
2045 MTP**

Criteria	17th Ave S	Elks Dr	32nd Ave S	47th Ave S	Brief note on factor
Attracts most local traffic	2	1	3	4	new bridge mostly local traffic
Costs	4	1	3	2	lower cost
Benefits	2	3	1	4	higher benefits
Benefit v Costs analysis	3	2	1	4	highest ratio
Relief Existing Bridges	3	3	1	2	all help the Point so focus in on Kennedy
Highest low point/"dryest"	4	3	1	2	highest low spot in natural elevation
Riverbank Slip plane	1	4	2	3	proximity to identified slip planes
4F/Park and Open Space Law	3	1	2	4	Identified in Greenway Plan and needed modification to active use areas
Overall Traffic operations	2	4	1	3	overall improvement to metro traffic operations
Overall less miles traveled	4	2	1	3	travel demand model results
Overall less hours traveled	1	2	3	4	travel demand model results
Opening in flood protection system	3	1	2	3	Elks is a road; 32nd trail access
Plan federal investment in corridor	2	2	1	4	focus between S. Washington and Belmont
Homes with decreased traffic	2	4	1	3	higher number of homes with significant decrease
Schools with increased traffic	4	3	2	1	lower number of schools with significant increase east of Washington
Public Comment	2	4	1	3	comments made about location
	42	40	26	49	

ranking 1-4 with low number representing best.



Location	Rise (feet)	Excavation Depth (Feet)	Excavation Area (Acres)	Excavation Volume (Cubic Yards)
Low Bridge				
Elks Dr	0.046	10	43	760,000.00
32nd Ave	0.196	12	63	1,400,000.00
47th Ave	0.062	18	55	670,000.00
Medium Bridge				
Elks Dr	0.020	2	12	79,000.00
32nd Ave	0.078	7	37	410,000.00
47th Ave	0.036	7	42	360,000.00
High Bridge				
Elks Dr	0.012	2	11	70,000.00
32nd Ave	0.010	2	11	60,000.00
47th Ave	0.016	2	11	75,000.00

Smallest Greatest

**MITIGATION
(100-YEAR RISE)**

Southern Route Eliminate reason as 47th Ave

COST COMPARISON

Alternatives Cost Comparison									
	Option	Bridge Length (ft)	Roadway Length (ft)	Project Length (ft)	Bridge Cost (\$Mil)	Road Cost (\$Mil)	R/W Cost (\$Mil)	Mitigation Cost (\$Mil)	Total Cost (\$Mil)
Elks Drive	Low	1000	3950	4950	\$9.80	\$4.87	\$0.69	\$15.20	\$29.87
	Medium	2200	2750	4950	\$24.64	\$3.78	\$0.69	\$1.60	\$30.02
	High	2500	2450	4950	\$31.50	\$4.43	\$0.72	\$1.40	\$37.33
32nd Ave	Low	1100	3850	4950	\$10.78	\$4.46	\$1.53	\$28.00	\$43.24
	Medium	2050	2900	4950	\$22.96	\$5.41	\$1.53	\$8.00	\$36.37
	High	2400	2550	4950	\$30.24	\$9.53	\$3.48	\$1.20	\$40.97
47th Ave	Low	1200	3500	4700	\$11.76	\$3.80	\$1.14	\$13.40	\$28.96
	Medium	2400	2300	4700	\$26.88	\$2.84	\$1.43	\$7.20	\$36.92
	High	3000	1700	4700	\$37.80	\$4.71	\$2.30	\$1.50	\$44.01

Benefit

\$27M

\$44M

Lowest cost for Low Profile Options

Lowest cost for Medium Profile Options

Lowest cost for High Profile Options

Cost Basis

1. Bridge Width = 56 feet (40' clear roadway, 12' path, 2 traffic barriers, 1 ped barrier)
2. Bridge Costs per Square Foot
 - Low \$175
 - Medium \$200
 - High \$225
3. Mitigation Cost = \$20/CY
4. Roadway Cost
 - Quantity Based
 - 7% Mobilization
 - 30% Contingency
5. Roadway costs do not include grade raises on the East Grand Forks side east of Rhinehart Drive
6. Engineering costs are not included
7. Cost estimates are in 2020 dollars

17th Ave had a higher bridge cost \$33-39M with a benefit of \$30M; likely to have most cost than benefit if done as Hydraulic Study

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

**Request for Proposals
for
Transportation Planning Services**

Future Bridge Traffic Impact Study

In Grand Forks, ND and East Grand Forks, MN

November 2020

VII. BACKGROUND AND SCOPE OF WORK

A. Background:

The 2045 Metropolitan Transportation Plan (MTP) forecasts capacity problems on the three existing river crossing between the two communities. During the updating of the MTP, the agreed to focus was to identify a location that would address the local traffic needs between the two cities, particularly the relief of the Point Bridge. The 2045 MTP identifies 32nd Ave S as the chosen site for a future bridge over the Red River to address this local traffic purpose and need. This was determined after a robust analysis of potential river crossings. The analysis confirmed previous Metropolitan Transportation Plans that identified the preference for a bridge at the 32nd Ave S location. The intent is for the new bridge to act as similar as possible to how the Point Bridge operates – serving local traffic needs, prohibiting trucks over a certain weight, and with the one main difference of it is expected to provide improved bike/pedestrian accommodations.

After the MTP adoption, the two Cities commissioned a hydraulic study to determine the feasibility of adding a fourth bridge over the Red River. The study looked at the 32nd Ave S corridor but also considered three other sites as well: 17th Ave S, Elks Dr. and 47th Ave S. The hydraulic study concluded that all three sites were feasible. However, flood mitigation, particularly on the Minnesota side for 47th Ave S and the “southern” alignment of 32nd Ave S., reasonably cast significant issues to deem them as unlikely candidate to move forward.

The study area is comprised of the area between Minnesota/4th Ave S and 32nd Ave S in Grand Forks and the southwesterly corner of the flood protection system in East Grand Fork. The study area project limits are:

- A bridge located at the Elks Dr location with impacted roadway networks approximately from the intersection of S. Washington St as the west end through bridge to across the Red River and landing on the Minnesota side within the East Grand Forks flood protection system with the eastern end being the intersection of the bridge approach road with Rhinehart Dr (aka 445th Ave SW). Elks Dr is currently not classified; 24th Ave S is likely to have traffic impact and 24th Ave S is functionally classified as a collector.
- A bridge located at the 32nd Ave S with impacted roadway networks approximately from the intersection of S. Washington St as the west end through bridge to across the Red River and landing on the Minnesota side within the East Grand Forks flood protection system with the eastern end being the intersection of the bridge approach road with Rhinehart Dr (aka 445th Ave SW). 32nd Ave S. s functionally classified as a minor arterial within this study corridor.

Rhinehart Dr is functionally classified as a minor collector currently and is planned to become a minor arterial with this bridge connection. Intersecting functionally classified streets include S. Washington St, Cherry St., Belmont Rd and Rhinehart Drive. The study area contains intersections varying in size, geometry and spacing. Generally, the study area will focus on the right-of-way 32nd Ave S., 24th Ave S., 17th Ave S., 4th Ave S. Belmont Dr, and Bygland Rd. Attached is a map identifying the specific study area to be considered.

The study area includes a number of challenges and considerations when considering a future transportation system. The study area is predominantly residential on the North Dakota side and growing residential area on the Minnesota side. Schools are located on many of the corridors in the study area. The west end is mainly commercial land use. The future land use plans indicate that this will likely remain the land use into the future. The Minnesota end is mainly agricultural and is planned in the land use plans to have residential growth yet remain mainly agricultural into the future.

B. OBJECTIVE

The objective of this effort is to identify and address current and projected transportation issues associated with constructing a bridge over the Red River with a dual focus on the school related traffic safety and flood protection system requirements. The intent is to further analyze the feasibility of constructing a bridge at this corridor location. Ultimately, this effort will be to develop a document which will provide recommendations for future transportation needs along the future bridge site and its crossroads. Future planned federal funds investment is in the MTP for this study area with or without the bridge. This document can assist in how the study area should be improved with or without the bridge.

C. SCOPE OF WORK

The consultant will be responsible for the necessary activities, including (but not limited to) support by appropriate decision making bodies, data collection, traffic operational analyses, safety analysis, preliminary geometric layouts, warrant analysis, social and environmental impacts, right-of-way needs, access control, coordination with related projects and jurisdictions, responses to review comments, preliminary cost estimates, and federal planning compliance.

The following activities and sub tasks are the minimum scope of work requirements that the consultant must address in the preparation of the application:

i. General Considerations

- 1) Land Use
 - a. Existing and future land use has been identified for significant portions of the study area based on both individual Grand Forks and East Grand Forks Future Land Use Plan. These Plans were adopted in 2013 and are scheduled to be in the updating process in 2020/1.
 - b. Review the recommended future land uses and validate that the uses are still appropriate for the study area and provide recommendations as appropriate
- 2) Multi-modal connectivity in the study area
 - a. This should include consideration of existing roadways and bicycle/pedestrian, and transit facilities.
 - b. Particular attention will be made to ensure safety in relationship to bike and pedestrian movements in the vicinity of the schools and the Greenway.
- 3) Flood Protection Allowances
 - a. A bridge will have to work with the flood protection system and will need close coordination with respective agencies such as USACOE, FEMA, etc.
- 4) Planning level cost estimates for future feasible transportation alternatives

ii. Specific Scope of Services

The Planning and Environmental Linkage (PEL) process (particularly as provided in Appendix A of 23 CFR 450 – Linking the Transportation Planning and NEPA Processes) is based on the need to streamline decision-making, improve project delivery, to include environmental considerations in the transportation planning process, and to better link planning with NEPA. Accordingly, the MPO, working with FHWA and the Federal Transit Administration (FTA), has been working with state and local transportation agencies for the past several years to reduce the duplication of work between transportation planning and NEPA and to reduce potential delays in project delivery as projects move from planning to project design and development. The need for a project to meet fiscal-constraint requirements before the NEPA process can begin is an opportunity for the PEL process to provide initial evaluation of a project without

identified construction funding. FHWA has promulgated the Planning/Environmental Linkage Questionnaire. The questionnaire was used as a guide in the development of the identified scope of services.

The PEL process will be used to identify project-specific benefits, issues, concerns, and opportunities at the planning stage, often before project funding has been allocated, at a level of detail and documentation appropriate for use in a later NEPA process. PEL will be used to establish project purpose and need, analyze alternatives, and evaluate environmental impacts and mitigation, all within a framework that can be used in a future NEPA process. In an effort to stream line the process and minimize confusion from members of the public, it is hoped that the following items identified in this scope of work can be conducted in a manner consistent with the PEL process so as to eliminate the need for duplicating this effort and to expedite the process for the development of future transportation facilities.

iii. Purpose and Need

From Appendix A of 23 CFR 450, the MPO's transportation planning process is the primary source of the project purpose and need. The purpose and need will utilize the transportation planning process by referencing the multi-modal Goals and objectives from the transportation planning process with referencing the financial plan. The use of these planning-level goals and choices must be appropriately explained for subsequent use during NEPA scoping and in the NEPA document.

- 1) Purpose of the proposed action
- 2) Need for the proposed action

iv. Existing project conditions and proposed alternatives

- 1) Project construction history
- 2) Functional (arterial, collector, etc.) and funding (NHS, Urban, etc.) classification
- 3) Geometry
- 4) Typical Section
- 5) Pavement Conditions
- 6) Traffic Operations and Data
- 7) Structures
- 8) Right-of-Way
- 9) Access Control
- 10) Lighting
- 11) Utilities
- 12) Parking
- 13) Flood Protection System
- 14) Sidewalks, Multi-use Trails, and Shared-use Paths (ADA)
- 15) Pedestrian crossings enhancements
- 16) Landscaping/hardscaping to enhance the corridor between the frontage roads with a keen interest in attention to improving the human scale environment.
- 17) Transit Facilities
- 18) Proposed improvements unique to each build alternative

v. Environmental Impacts

The baseline information should rely heavily on information already available from agencies responsible for environmental resources (e.g., US Fish and Wildlife Service). Baseline information is typically collected utilizing geographic information systems (GIS) data, combined with a site visit of the study area. The analysis should be of sufficient detail to screen out "fatal flaws" associated with corridor

alternatives. The resource information should also consider, build from, and be consistent with other environmental studies that have been completed or are nearing completion in the study area. The environmental overview should not only provide the existing conditions required for evaluating potential environmental consequences, it should also be a strong resource for developing alternatives that will avoid or minimize impacts. The more complete the description, the more accurately constraints on development of alternatives and potential impacts can be assessed. Information gathered in this step is intended to assist with future project-related NEPA clearance. Typically, the information included in the PEL study does not contain the level of information or analysis required for a NEPA-level of study and would be supplemented during the actual NEPA process.

- 1) Land Use
- 2) Prime and Unique Farmlands
- 3) Social
- 4) Relocations
- 5) Economics
- 6) Pedestrians/Bicyclists
- 7) Air Quality
- 8) Noise
- 9) Water Quality
- 10) Wetlands
- 11) Water body modification, wildlife, and invasive plant species
- 12) Floodplain
- 13) State Scenic River
- 14) Threatened and Endangered Species
- 15) Cultural Resources (limited to consultation with appropriate resource agencies and file search activity)
- 16) Hazardous Waste
- 17) Visual
- 18) Energy
- 19) Trees
- 20) Temporary Construction (traffic control, phasing, detours, alternative routes, air, noise, and/or water quality impacts)
- 21) Low income and minority living areas
- 22) Section 4(f) and 6(f) involvement

vi. Study Documentation

The corridor study should include at a minimum the following documentation:

- 1) Existing and Future Conditions Technical Memorandum
 - a. Shall report on all of the existing conditions that may be required in a future environmental document (elements identified in the scope of work)
- 2) Traffic Analysis Technical Memorandum.
 - a. Shall include a full traffic analysis on existing year volumes and future planning year volumes for 2030 and 2045 based upon the 2045 Metropolitan Transportation Plan.
 - b. Crash analysis from the previous five years. Additional data analysis may be necessary.

3) Issues Technical Memorandum

- a. Shall summarize issues identified within the first two technical memos and issues identified during the public input process. The issues technical memo shall also develop a purpose and need statement for the project.

4) Alternative Development Technical Memorandum

- a. The corridor study should identify a reasonable range of alternatives. The study can reduce the total number of alternatives to be considered in a future NEPA phase by documenting how and why an alternative does not meet the purpose and need of the project, as identified in the plan.
- b. ATAC may be requested to provide the necessary travel demand forecasts based upon the various alternatives selected to have 2030 and 2045 volumes forecasted.
- c. Shall include a reasonably detailed description of each alternative developed for the project. It should also include a preliminary layout for each technically feasible alternative.
- d. In an effort to provide visualization of alternative concepts, 3D animation is desired. This animation has been used successfully in other MPO studies to convey a better understanding of what may be less familiar alternatives to the local users.

5) Alternative Evaluation Technical Memorandum

- a. Shall include sufficient details to assist with the evaluation of each developed alternative. The list of information that must be included is shown below. Additional information on other items may be included if deemed essential to support the removal of alternatives from further consideration. The alternative evaluation technical memorandum can also identify if any of the developed alternatives do not meet the purpose and need or are deemed technically infeasible and will not be carried into the NEPA phase.
- b. Cost Estimate for each alternative. All project cost summaries and tables will identify the following:
 - 1) Base year of construction costs
 - 2) include engineering and what percentage
 - 3) include land acquisition costs and if so what basis
 - 4) include utility relocation costs and if so what basis.
- c. Readily identifiable planning level impacts for each alternative (e.g. Right of way, utilities, environmental impacts, et al.).
- d. Improvements resulting from each alternative – how does each alternative improve corridor issues and support the purpose and need for the project? (e.g. crash reduction factors, level of service analysis, etc.).

6) Public Input Summary Memorandum

- a. Shall summarize the public input meeting(s) that were completed during the study phase. This should include details regarding how the meeting was advertised and

comments to ensure that the meetings were conducted in compliance with the environmental requirements.

7) Implementation Plan Technical Memorandum

- a. Shall identify milestones and phases for the project including timelines for initiation of the NEPA document, Right-of-Way acquisition, project construction year, etc. The implementation plan shall also identify the intended funding for each technically feasible alternative for the project. It could include how local entities plan to fund their share of the project.
- b. Shall lay out a two phased approach to the implementation process.
- c. Recommendations at the intersections for the short term should be developed as a Phase I. Subsequent phases will include long term improvements to the intersections and the study area as a whole.

D. Public Involvement Process

E. Consultant Responsibilities

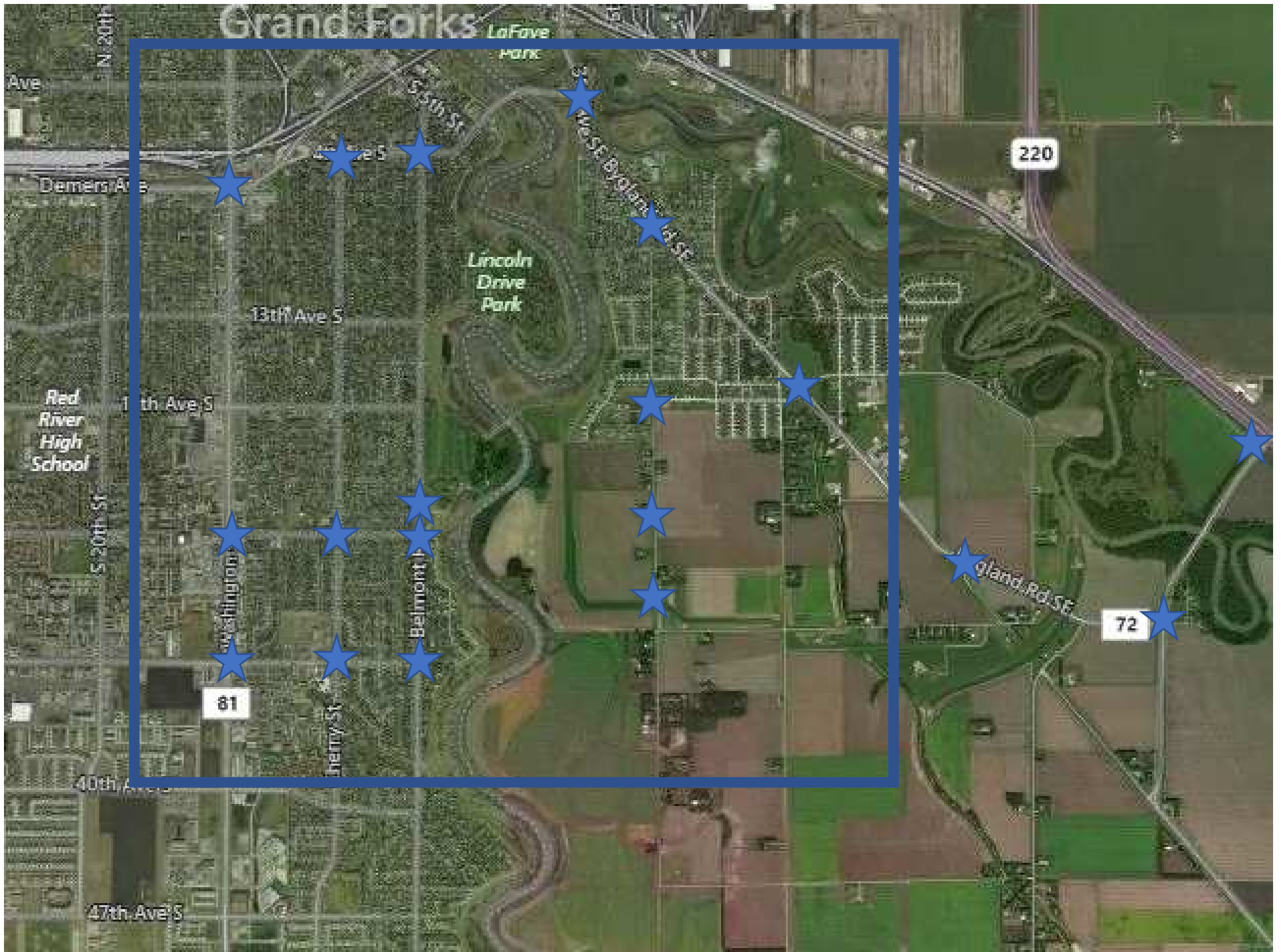
F. Project Deliverables

G. Estimated Project Budget

This project has a not-to-exceed budget of \$124,000. Consultants submitting proposals are asked to use their audited DOT rates when completing their Cost Proposal Form (See Appendix B).

VIII. INFORMATION AVAILABLE FOR CONSULTANT

IX. MAP OF PROJECT AREA – next page





Grand Forks - East Grand Forks

METROPOLITAN PLANNING ORGANIZATION

BASIC

The following has been developed so as to provide basic information about the MPO. The intent is to develop an organic understanding of the requirements for continuous coordination between the MPO, the public, and member jurisdictions as prescribed in 23 CFR 450 regarding metropolitan transportation planning and programming including the prescribed performance based planning and programming processes. This document does not attempt to replicate these well documented processes. **Rather it addresses basic MPO structure, roles and responsibilities that will be engaged to assist the MPO in fulfilling these requirements.**

Public engagement is one of the vital tenets of MPO action. A variety of plans and processes are in place to actively seek out and act upon public input. Common themes of engagement include engaging early and often, documenting comments, and documenting actions to the comments received. Further, in order to ensure equity, the MPO employs specific engagement techniques to populations that otherwise may be disenfranchised by MPO decisions. All MPO decisions are informed by public input.

Although local partners may subsequently include the public within the NEPA development processes, the MPO has unique public participation processes that it must utilize in addition to the local efforts. The MPO does encourage local partners to utilize the MPO for their public input; an example is an agreement Cities Area Transit and the MPO have in which CAT relies on the MPO for its public input. The MPO maintains a “family of plans” that outline its public participation. Examples of these documents are:

- Public Participation Plan
- Limited English Proficiency Plan
- Environmental Justice Manual
- Title VI Plan

Communication between Local Government Partners and the MPO

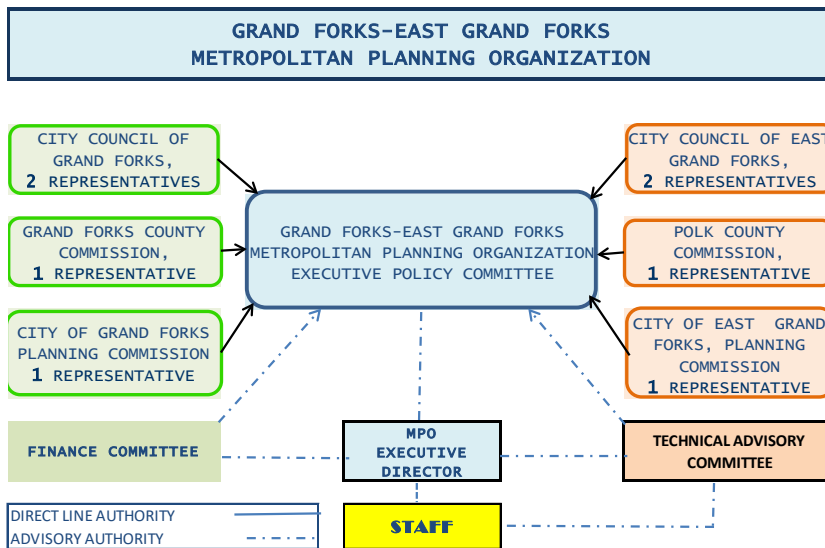
EXECUTIVE POLICY COMMITTEE:

The MPO is the forum for cooperative transportation decision making for the metropolitan area.

In order to efficiently implement their programs locally, MPOs are required to address transportation issues

which touch on items controlled by its Local Partners. The MPO shall maintain ongoing coordination with each respective Local Partner’s land development issues.

It is recognized that MPO’s primary contact point with Local Partners for all issues are the representatives of the MPO Executive Policy Committee. As such, each Local Partner is an active participant in all metropolitan/area wide plans, studies, and programs, and participates as a voting member of the MPO Committee. This relationship ensures that locals are involved.



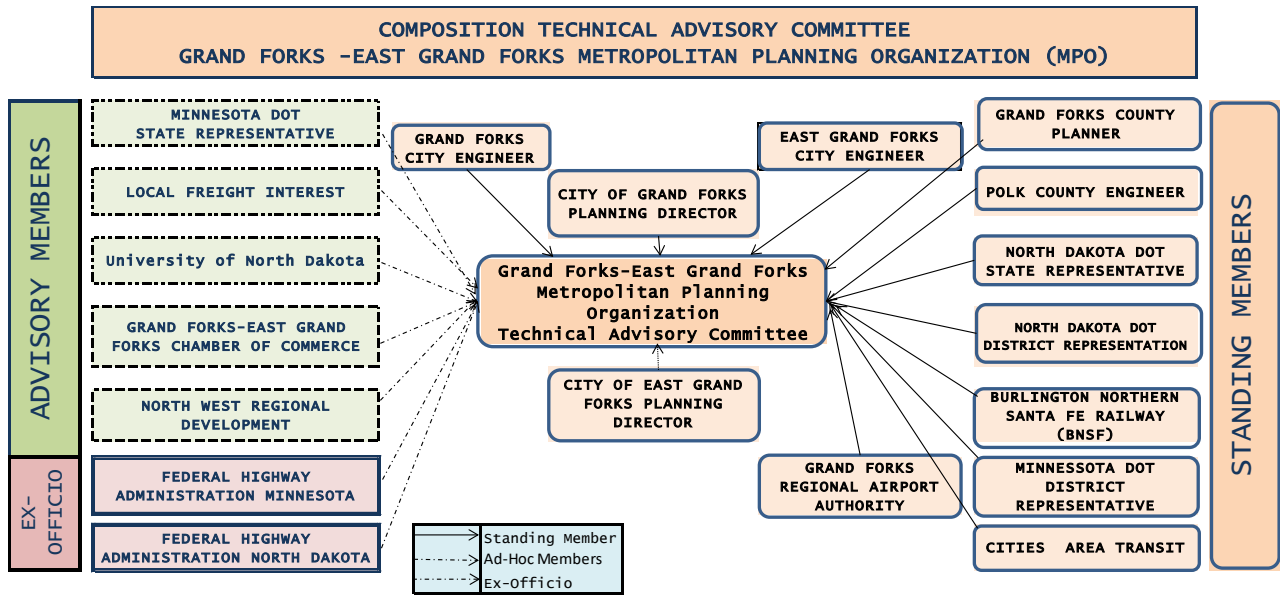
Each voting member is appointed by the respective body they are to represent. The member is expected to represent their respective body’s interest; however, their responsibility being on the MPO Board is to base their decisions on what they believe is in the best interest of the metropolitan area. The MPO meets on a monthly basis. As such, a regular update of the progress of the MPO performance based planning and programming work activities are regularly shared with the representatives actively involved in the MPO process. However, not all local decision makers are engaged on this on a regular basis. Although meeting minutes are fairly detailed and routinely available and maintained on the MPO website, the MPO staff frequently provides updates to the two primary local partner governing bodies.

The individual MPO Board member is a “go-between” between the MPO Board and their respective body. This entails keeping their local body informed of what activities/plans the MPO is currently undertaking. An example of how this is done would be when the East Grand Forks City Council representatives provide an update of items that are on the MPO agenda. These updates occur quarterly. This practice is for all the various boards and committees for which the Council has representatives. So while it is not unique to just the MPO relationship, it does serve as an example of how the MPO member keeps its governing body informed. Recently, this approach to keeping the Grand Forks City Council more regularly informed has been broached. The discussion is centered on a similar process, with regular updates, perhaps on a quarterly basis, being done as well.

TECHNICAL ADVISORY COMMITTEE:

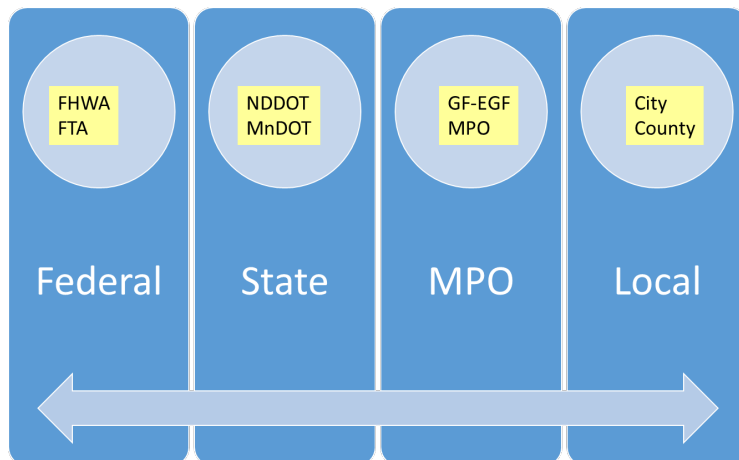
Under the Board, the MPO maintains a Technical Advisory Committee (TAC). Staff from the local partners comprise the members of TAC. Working through the TAC, each local partner has access to data, information, and resources of the MPO. It is also recognized that the MPO maintains a positive working relationship with

each respective TAC member on an ongoing basis, in cooperation with the MPO Board. TAC member interaction with the MPO is unique to the local partner's conditions and needs.



Members of the TAC provide their technical expertise to the items under consideration by the MPO, and as a necessity of their position, are more involved in the unique conditions of their respective transportation facilities and operations. This provides extremely valuable information to the MPO process. The viewpoints provide the MPO with a measure of “reasonable” or “feasible” perspectives towards the public input provided to the MPO.

The TAC will work with the MPO to ensure that relevant MPO issues requiring deliberation are attended to within reasonable timeframes. This MPO Committee meets on a monthly basis. As such, a regular update of the progress of the MPO performance based planning and programming work activities and budgeting are regularly shared with the representatives actively involved in the MPO process.



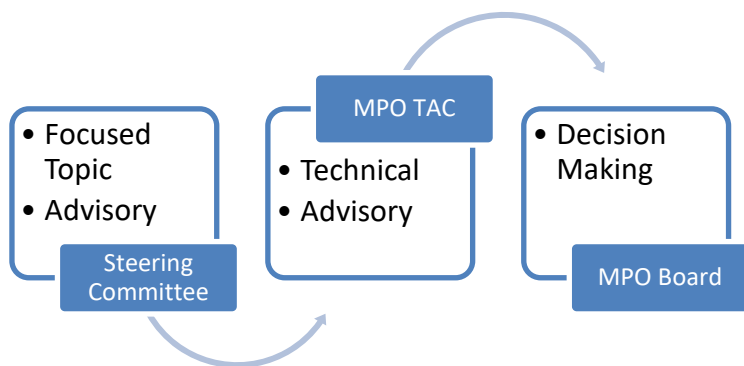
One representation of the relationship among the various transportation agencies involved in the **MPO processes** can be summarized by this graphic. This continuous flow chart shows the relationship among the agencies. The relationship functions as the “3C” process: cooperative, comprehensive and continuous. This represents a continuum of communication between any individual member.

In the case of this MPO, the fact that the MPO covers two States creates differing relationships at the state and federal levels. Other agreements already exist to identify the specific relationships between and among these agencies and the MPO. Therefore, they are not depicted in this document.

There is a myriad of other relationships between and among the MPO's local, state and federal partners that do not directly involve the MPO. There is no doubt that these are relationships that impact the transportation system within the MPO area. The more informed all the transportation players are of these processes; the more smoothly the transportation planning system runs.

Basic Process Towards MPO Decisions

At some point the MPO must make a decision. That decision is made by the MPO Executive Board. These decisions range from things like identifying the metropolitan transportation priorities, to focusing more on programming funds to implement the priorities, to a single topic such as identifying alternatives and recommending priorities for a specific corridor. A general, basic process this MPO employs is shown in the graphic. Although not depicted within the graphic, throughout the process the general public's input provides feedback.



Typically, the MPO creates an Ad Hoc group, usually called a steering committee, or sometimes referred to as focus groups. These groups provide the MPO with the most focused view of a subject, and are frequently comprised of members from the directly affected community or neighborhood. Members include property owners, an elected official, local technical staff and other interests. This group takes an in-depth view

on a topic, considers specific issues via a robust public engagement and then forwards a recommendation. Throughout its work, the MPO TAC and Board are advised on the progress of the Committee.

The ad hoc group normally is comprised of interests that are from one side of the Red River. This allows that focus perspective to best inform the process. As noted above, regular updates are provided to the MPO TAC and Board to allow the broader metropolitan perspective to remain engaged in the process.

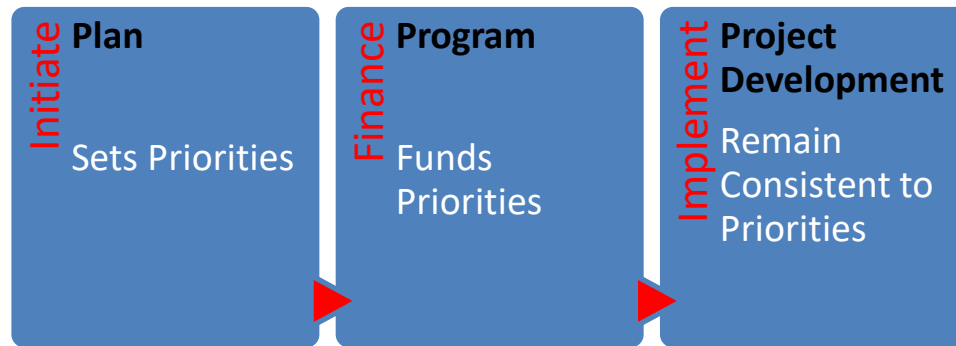
Once the group has settled on a recommendation, the recommendation is forwarded to the MPO TAC for its consideration. The TAC, due to its technical expertise, serves a function of providing a technical viewpoint to the MPO Board. The TAC, having been kept up-to-date of the groups progress, can include a nuanced viewpoint. The TAC also needs to comment on the financial and implementation permutations of what may come from a focus group not always dealing with the issue of financial constraints. The TAC submits a recommendation to the MPO Board.

The MPO Board then considers the recommendations being provided. Additionally, the MPO Board, having also been kept up-to-date, reviews the input and includes the consideration of the governing bodies it represents. When comfortable that all information has been vetted through this process, the MPO Board makes a decision.

Basic Flow Chart of Transportation Projects

Traditionally, planning level studies were planned and implemented by the MPO. Actual projects were placed in

a requested TIP by the local units of government. Project development would then be undertaken by local partners to finalize the project and then construct. Frequently, there has existed a barrier caused by different planning requirements from the project development process. One example is that the public engagement activities in planning be fulfilled to identify an acceptable project. During project development, the NEPA process may require additional engagement, or recreate, the previous planning process engagement, causing confusion and possibly differing outcomes. It is acknowledged the project specific public engagement is likely to attract different stakeholders than the general planning level engagement process. However, the basic framework of requiring project development outcomes to remain consistent with the planning priorities has always existed.



While this flow chart has essentially already been in place, the infusion of performance outcomes has created the necessity for project development to increase efforts on how it addresses the planning and programming priorities. Historically, planning would consider an issue, develop

and analyze alternatives, engage the public and produce a plan to address the issue. Programming funds would then follow to implement the plan.

Project development would further engage the public and identified stakeholders, identify details and constraints not available during the more generalized planning process, and finalize the project through design and construction. There still exists a difference between planning and programming and project development; at some point, project development entails details beyond the funding ability of federal planning funds. Yet there has always been and will continue to be the requirement for projects to remain consistent to the plan priorities. Performance based planning and programming will reemphasize the involvement of MPO priorities to be further advanced beyond planning and programming into the project development phase.

As planning priorities are advanced through project programming and into project development, information in greater detail to the specific area, or specific environment, or other details revealed at these later stages, can cause change to the project from its scope in the Plan. This is understood yet as these changes are identified the Plan should be referenced to ensure the changes allow the project to remain consistent to the Plan priorities. There may need to be amendments to the Plan to address the changes. This is the classic process of the planning cycle, which is one reason why the MPO's Long Range Transportation Plan is updated at least every five years.

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

TABLE OF CONTENTS- UPDATE November, 2020

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION
ACTIVITIES**

AREA	TASK	%	ORIGINAL COMPLETION DATE	PROJECTED COMPLETION DATE
Grand Forks Land Use Plan Update	The RFP was approved in October and has been advertized on the NDDOT QBS website. Potential consultants have contacted and expressed their interest in submitting proposals.	19%	31-Dec-21	30-Mar-22
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.	40%	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.	10%	31-Dec-20	30-Jun-21
Downtown Transportation Study	Final Report is before the TAC and Executive Board this month. Presentations have been given to both City Councils.	96%	30-Jun-20	30-Nov-20
Traffic Count Program	Presntation was given on what ATAC has completed so far.	90%	On-going	



MPO Staff Report

Technical Advisory Committee: November 12, 2020

MPO Executive Board: November 18, 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. **There will be no formal presentation; rather the materials are attached.**

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

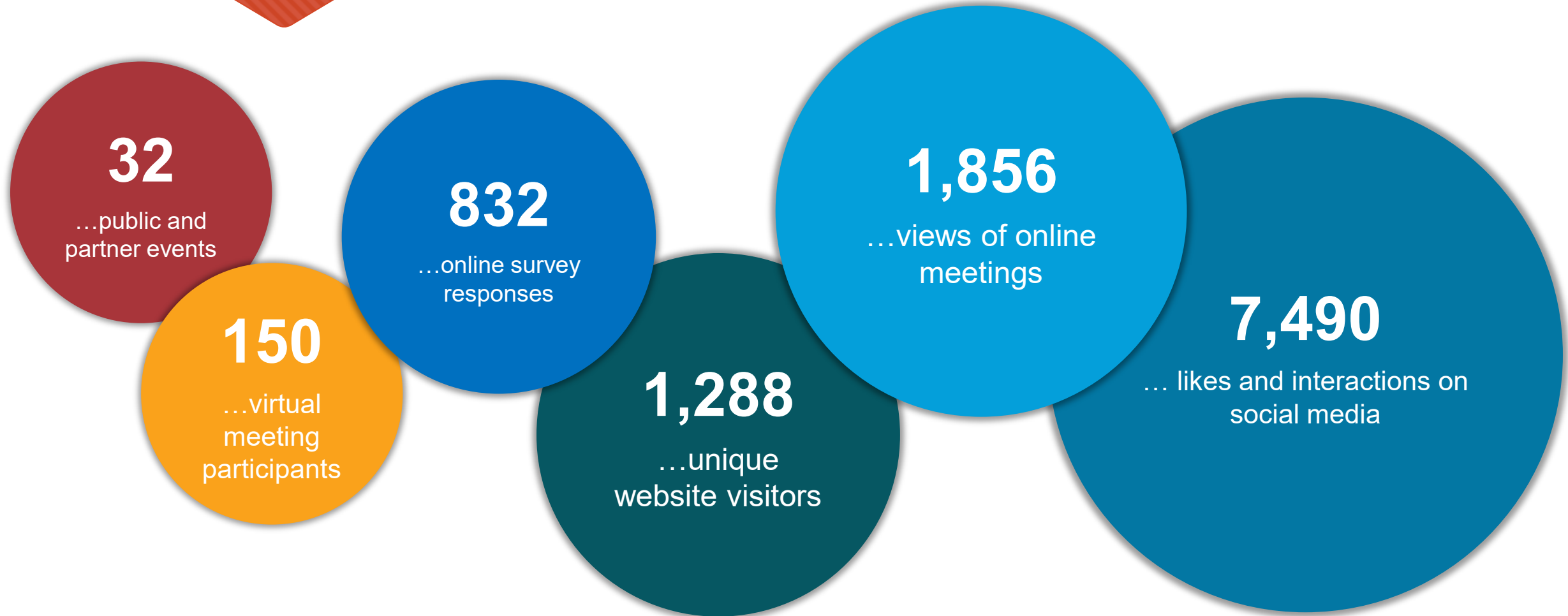
MPO Update

November 2020

Plan Development Progress

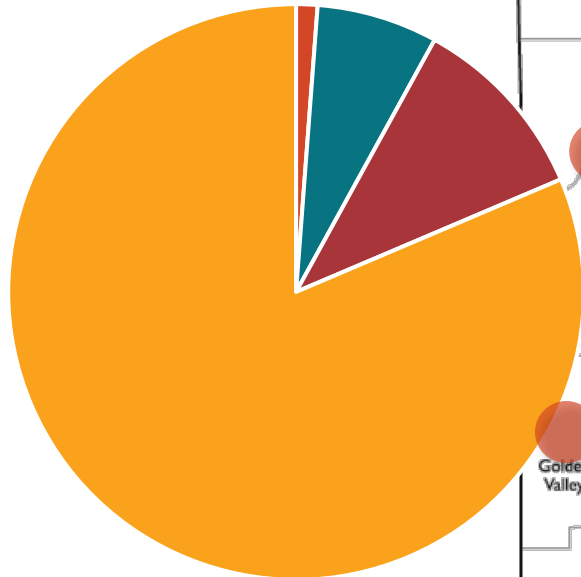
- **Partner and public outreach**
 - Introductory and follow-up meetings with tribal authorities
- **Launched Funding & Performance Tool**
 - Presented at Director's Advisory Council and shared with DAC members for distribution
- **Social media blitz**
- **Internal brainstorming for Plan framework**

Engagement Reach



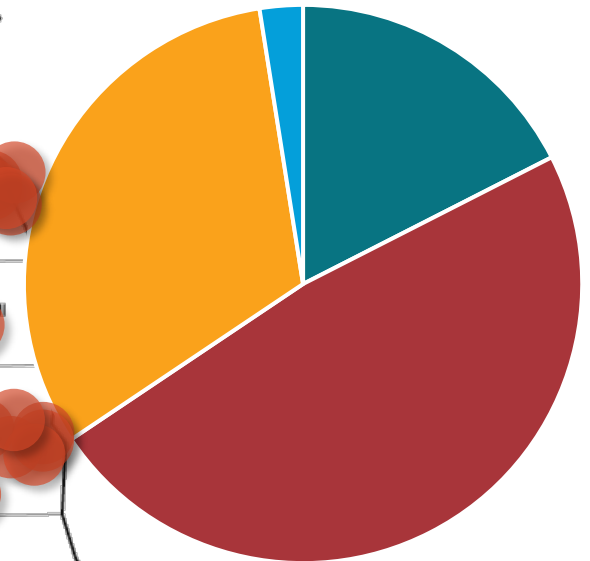
Demographic Overview

Residency

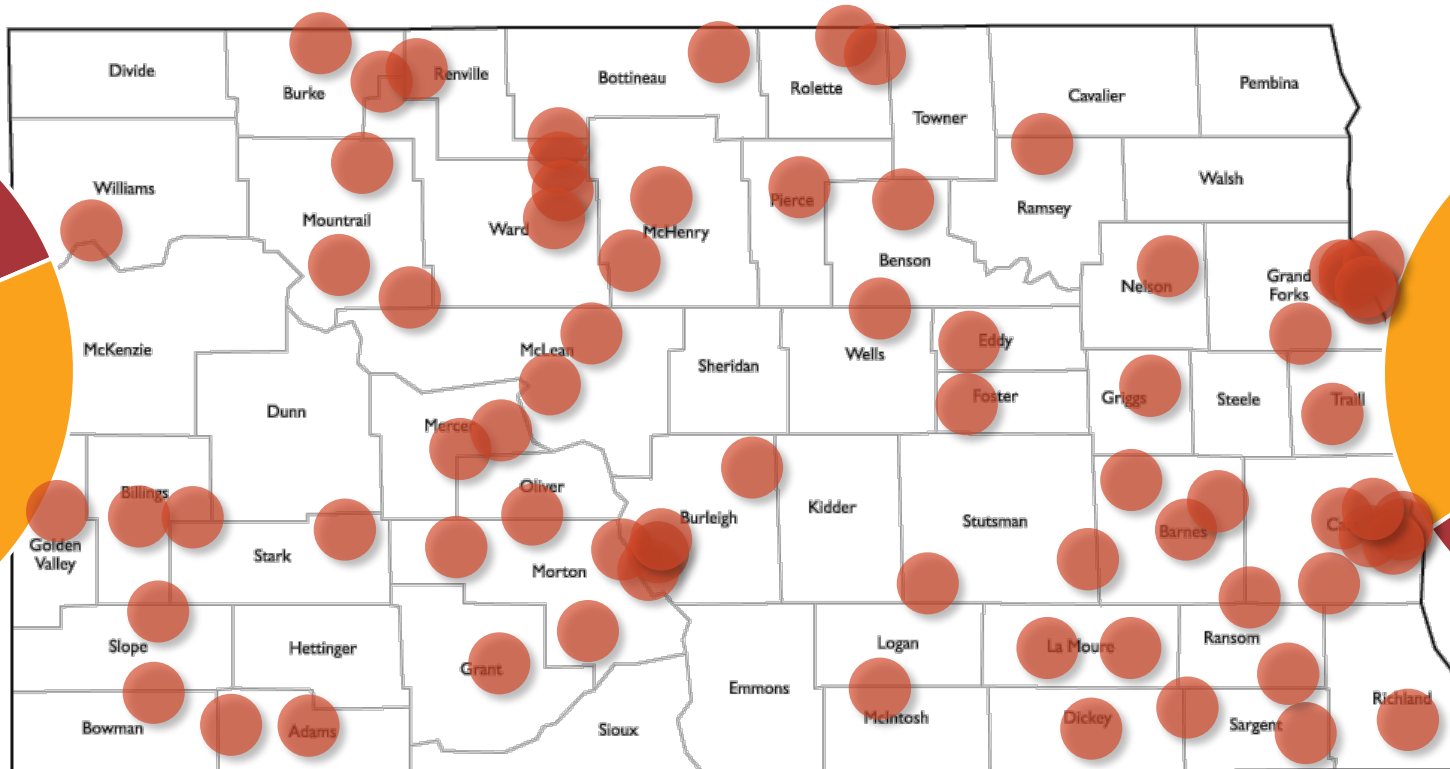


- Less than 1 Year
- 1-5 Years
- 6-10 Years
- More than 10 Years

Age

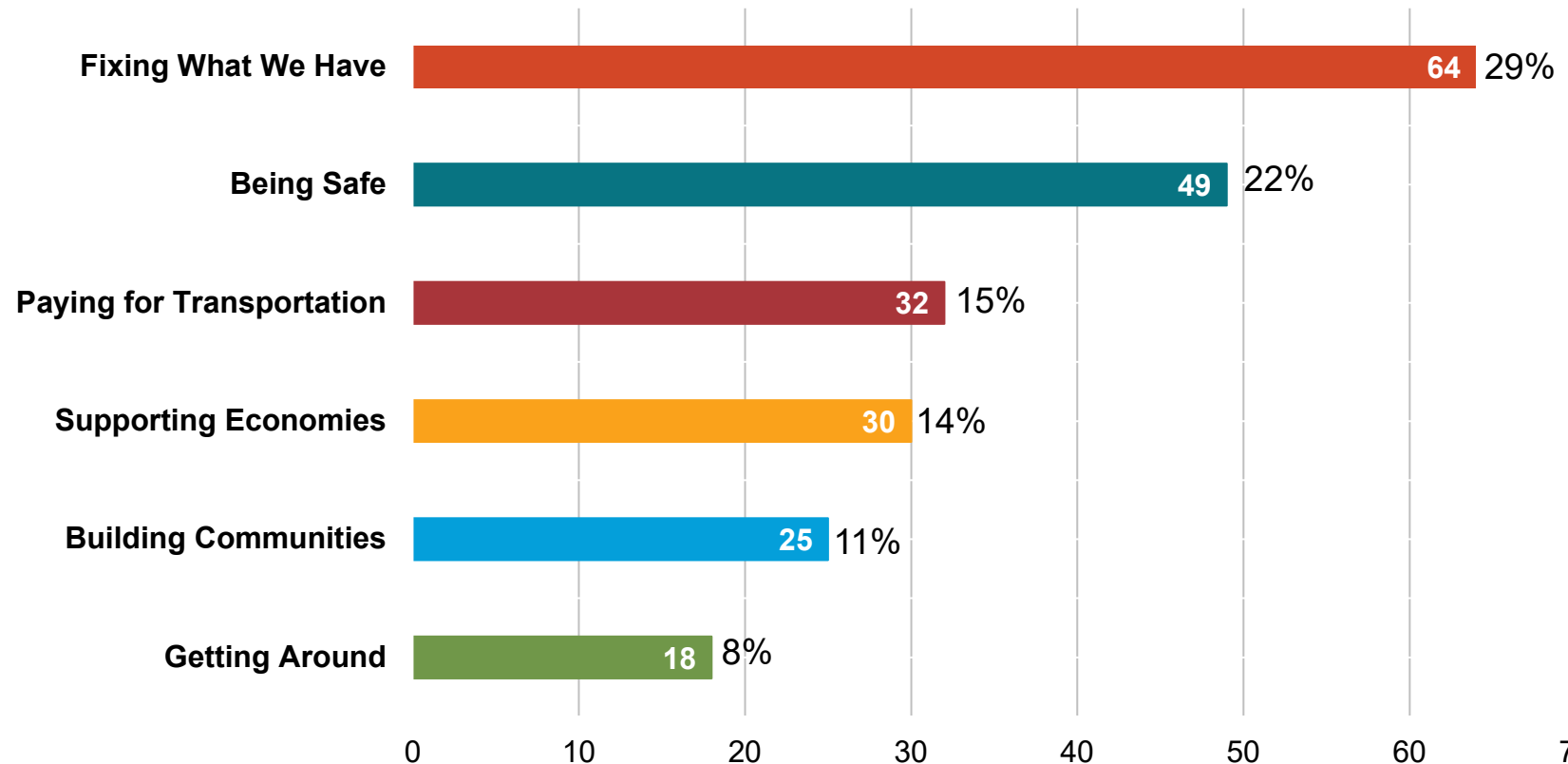


- Under 19
- 20-34
- 45-54
- 55-70
- Over 70



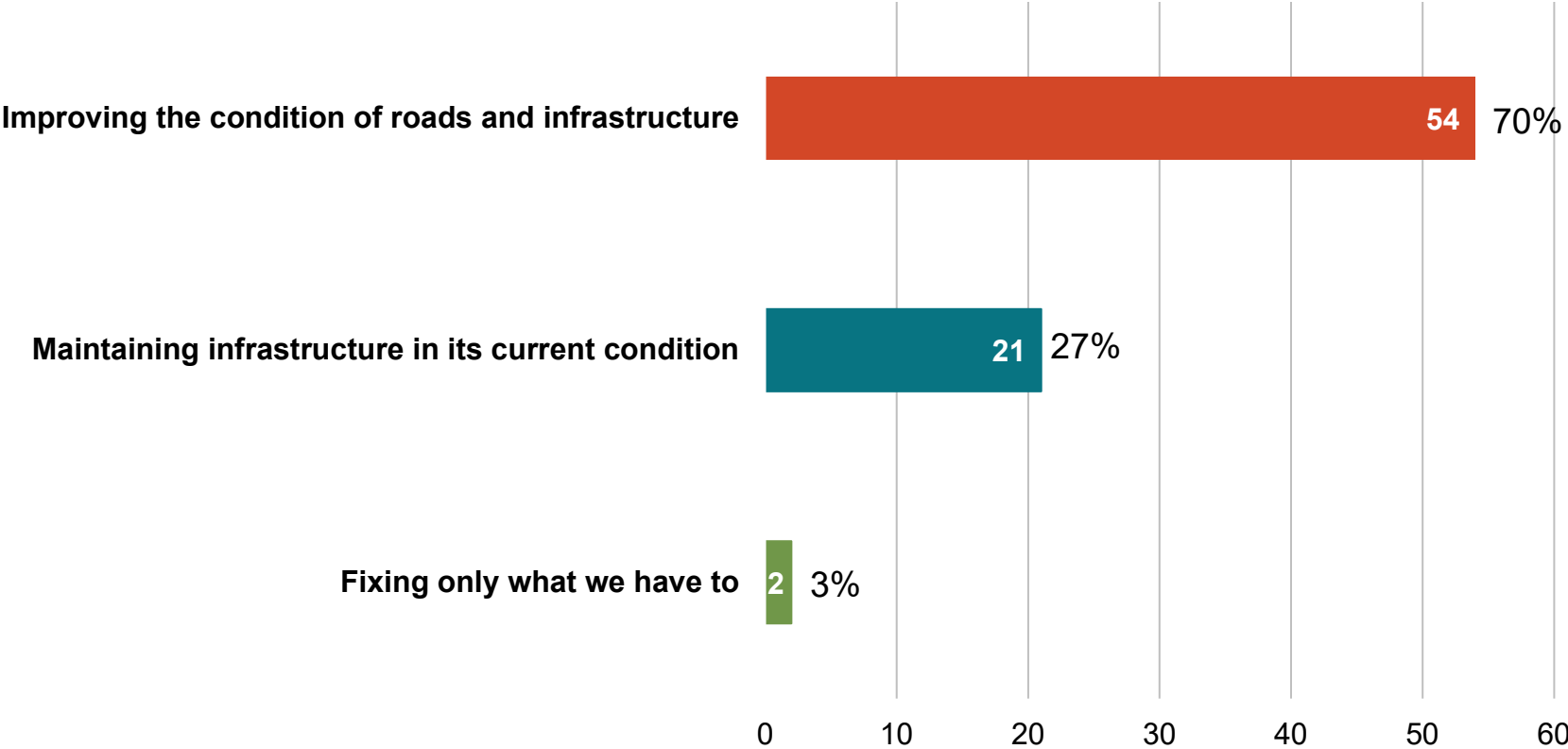
What Are Our Top Issues?

What are the most significant transportation issues facing North Dakota today?
(Choose your top three issues)



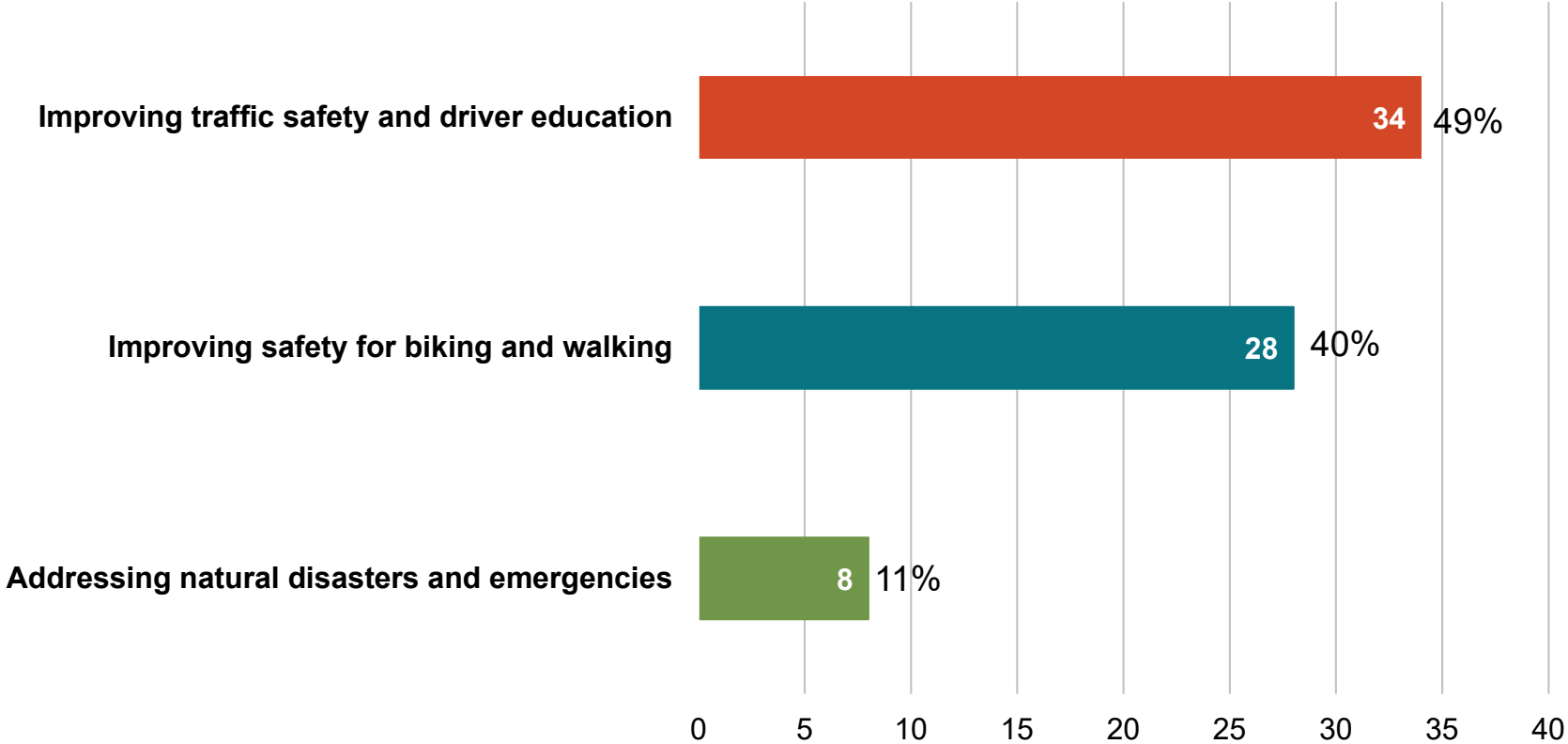
Fixing What We Have

You selected “Fixing What We Have.” Please check the issue that matters the most to you.



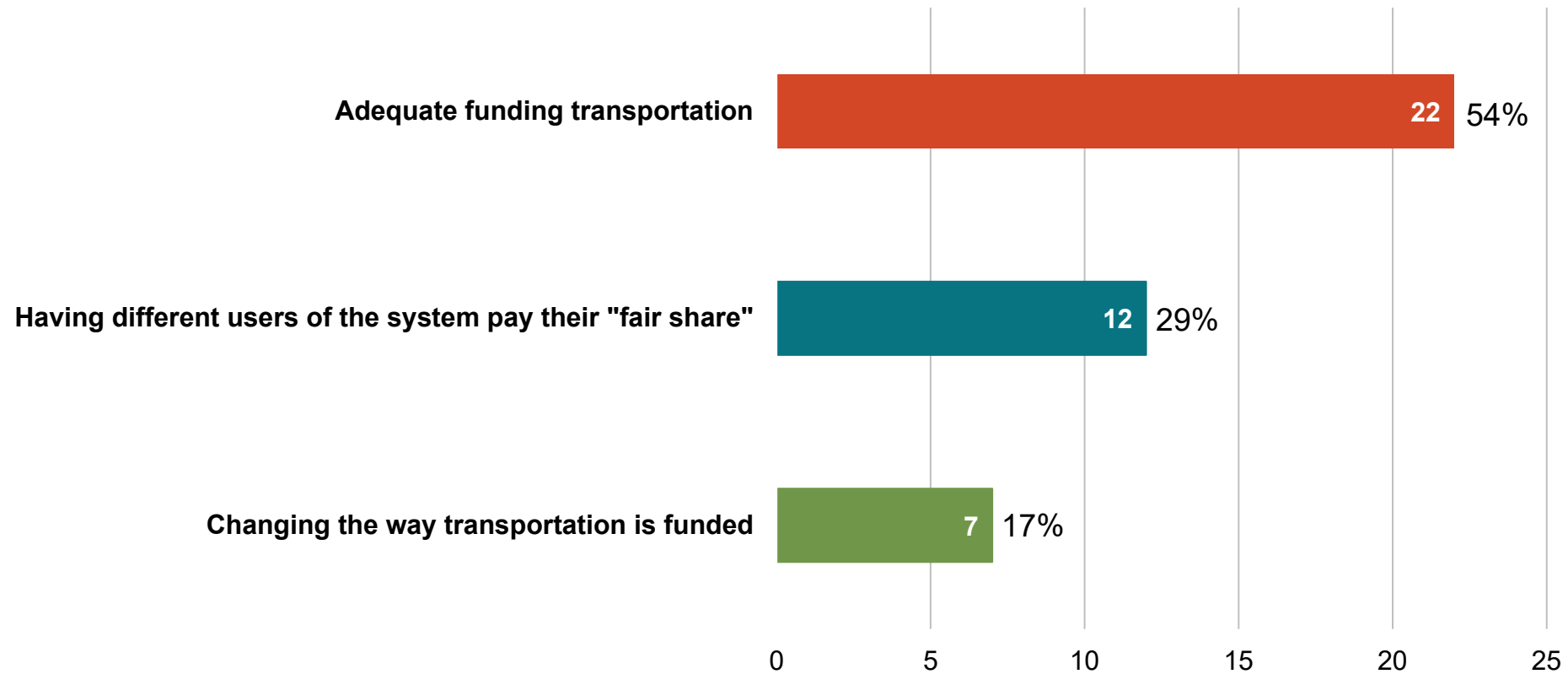
Being Safe

You selected “Being Safe.” Please check the issue that matters the most to you.



Paying for Transportation

You selected "Paying for Transportation." Please check the issue that matters the most to you.



Telling The Story



Interactive Funding Web Tool

Funding and Performance

How are we funded?

While more than half of North Dakota's transportation budget comes from Federal funding, the remainder is split almost evenly between the State Gas Tax and vehicle and registration fees. The majority of federal funds is dedicated to pay for highway improvement project costs. Historically, North Dakota has received \$2 of Federal Highway funds for every \$1 North Dakota drivers have paid into the Federal Highway Trust Fund.

WHERE DO FUNDS COME FROM?

For each gallon of gas you buy

HOW ARE THEY DISTRIBUTED?

State Highway Tax Fund

WHAT SERVICES ARE PROVIDED?

NDDOT Budget

Funding and Performance

ACTIVITY: Your investment preferences

Slide the green dots to set your expectations for each area. Invest as little or as much as you choose and see if you're investing more or less than what is currently available.

Investment Area	Set Your Expectations	Investment Outcome	Total Investment
How Long I Wait at the DMV	Long to Short	Services exist as they do today. The average DMV wait time is 30 minutes. Motor registration wait times are as long as they are today.	\$16 M
How Smooth Our Roads and Bridges Are	Poor to Excellent	Most roads and bridges have major cracks, ruts, and potholes and result in wear and tear on your vehicle. Driving feels continually rough.	\$70 M
	Slowly to Quickly	Most roads take nearly a full day to fix.	

<https://transportationconnection.org/funding/>

Funding and Performance

Your monthly costs

How much do you pay each month?
Select an option from the drop-down menus that is the closest to your driving experience to see how much you pay each month.

Your average fuel mileage (miles per gallon): 20

Miles driven each year: 24,000

Age of your vehicle: 0-5

Estimated weight of your vehicle: SUV or Miniv

You currently pay \$11.50 per month in North Dakota state fuel taxes and \$9.25 per month in registration fees. In addition to state fuel taxes and fees you pay approximately:

- CELL PHONE: \$152.45
- ELECTRICITY: \$143.01
- CABLE TV: \$85.00
- INTERNET: \$58.38
- TRANSPORTATION*: \$28.38

Sources: 1, 2, 3

Does it surprise you how much you contribute in monthly costs to the upkeep and improvement of the state's transportation system?

No

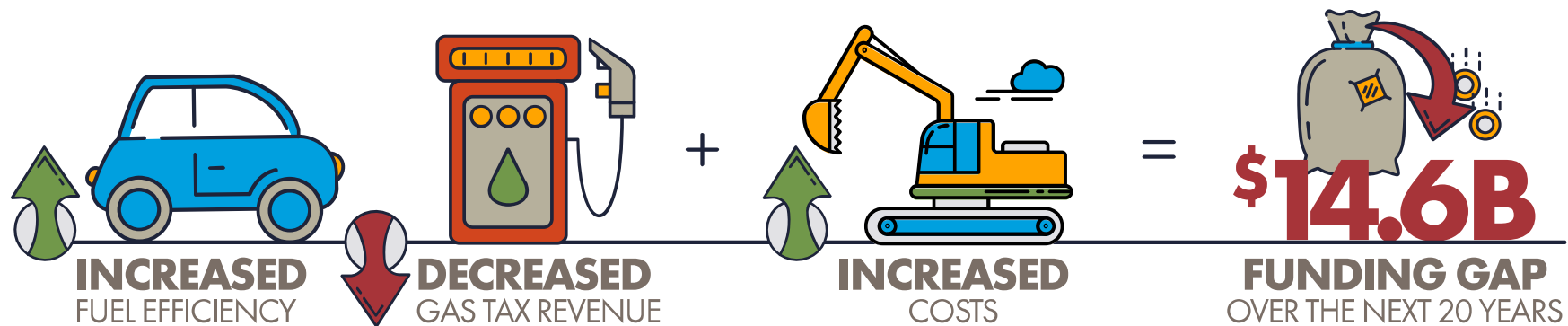
About what I thought

Infrastructure ages.

The system's pavement, road markings, signs, and roadway landscaping are maintained at minimal functionality.
 \$6.5 M || Bike lanes, sidewalks, and pedestrian amenities are available on less than 10% of roads; Transit service is as available as it is today. | \$4 M |

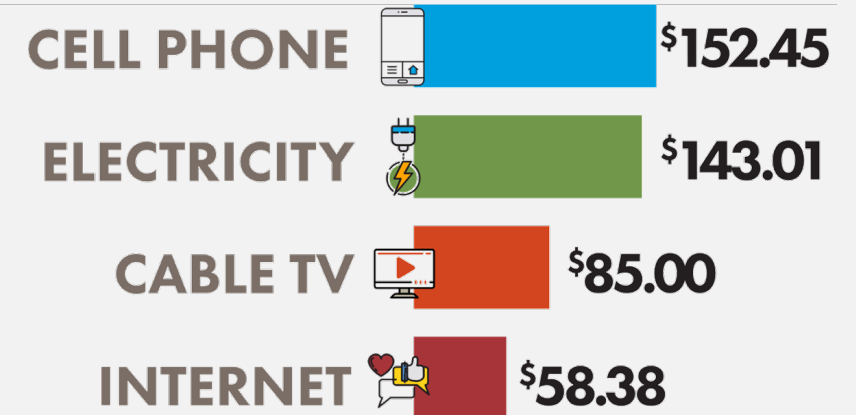
Funding Questions

- *Does it surprise you how much you contribute monthly to the state's transportation system?*
- *Compared to the infrastructure and services that you get in return, does your monthly contribution seem fair?*
- *Would you support additional funding for transportation infrastructure and services?*
- *How should we pay for transportation?*
- *Do you support a change in fuel taxes or registration fees?*



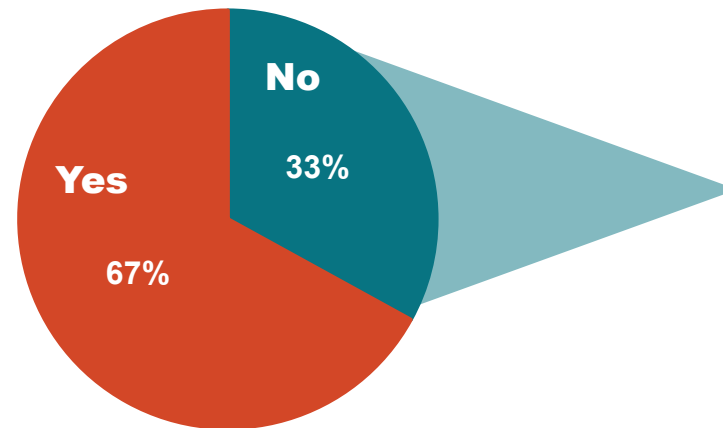
Initial Input – What Do We Pay for Transportation?

8 out of **10** respondents
are not surprised by how
much they pay monthly

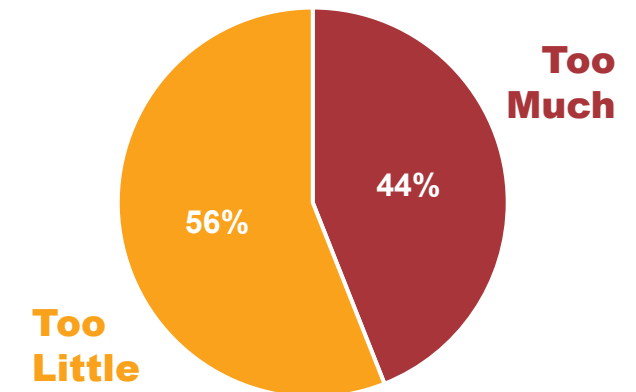


TRANSPORTATION* 
*State & Federal Gas Tax + Registration Fees

*Compared to what you
get in return, does your
monthly contribution
seem fair to you?*

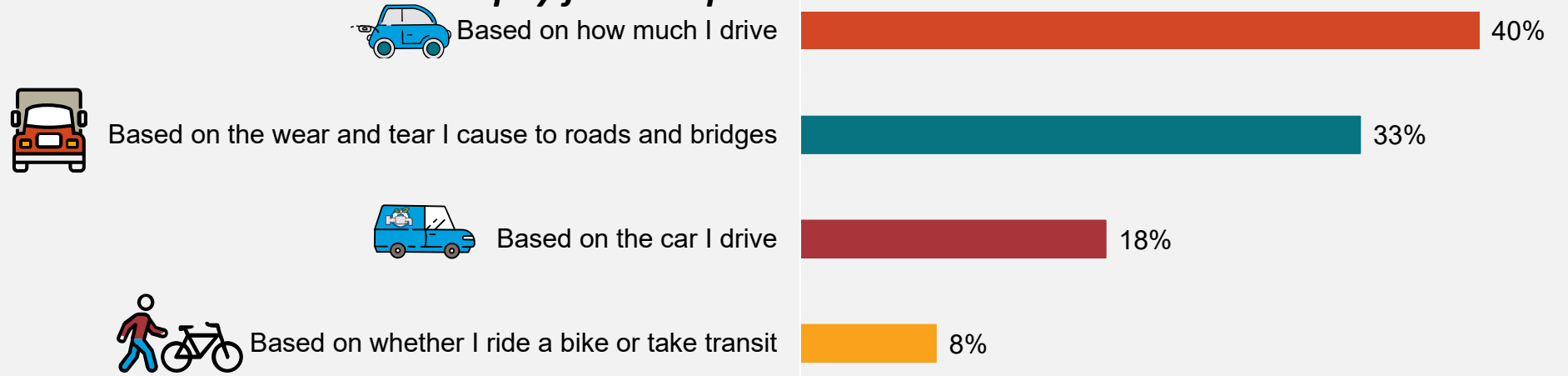


*If you said "No."
Do you think you
pay too much or
too little?*



Initial Input – How Should We Pay for Transportation?

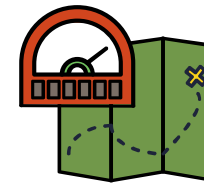
How should we pay for transportation?



RIDE SHARE
SALES TAXES



COMMERCIAL
VEHICLE FEES

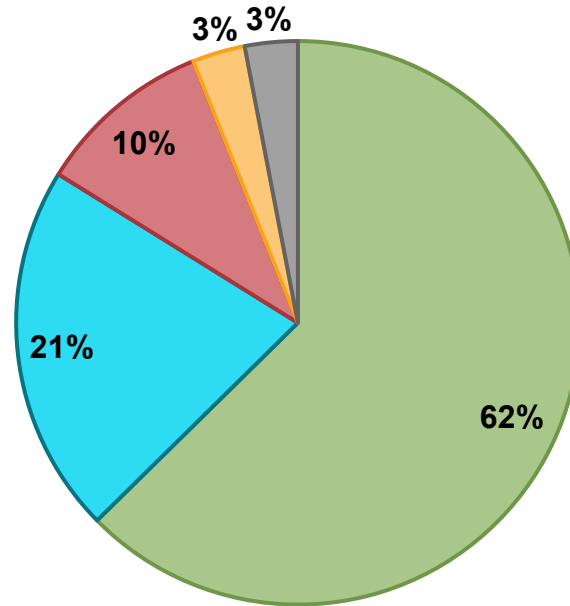


MILEAGE
BASED FEES

Initial Input – Support for Transportation Funding?

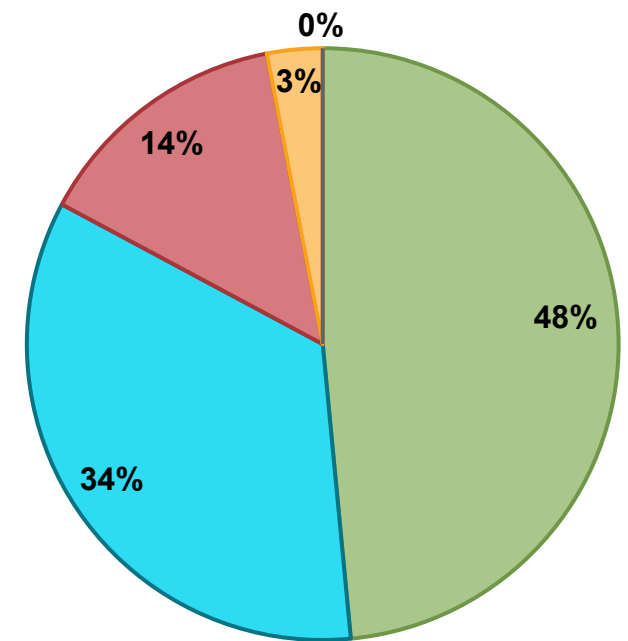
8 out of **10**
respondents
generally
support
additional
funding for
transportation

Would you support a change in fuel taxes?



- Increase of 5 to 10 cents
- Increase of 1 to 5 cents
- No change
- Decrease of 1 to 5 cents
- Decrease of 5 to 10 cents

Would you support a change in monthly registration fees?



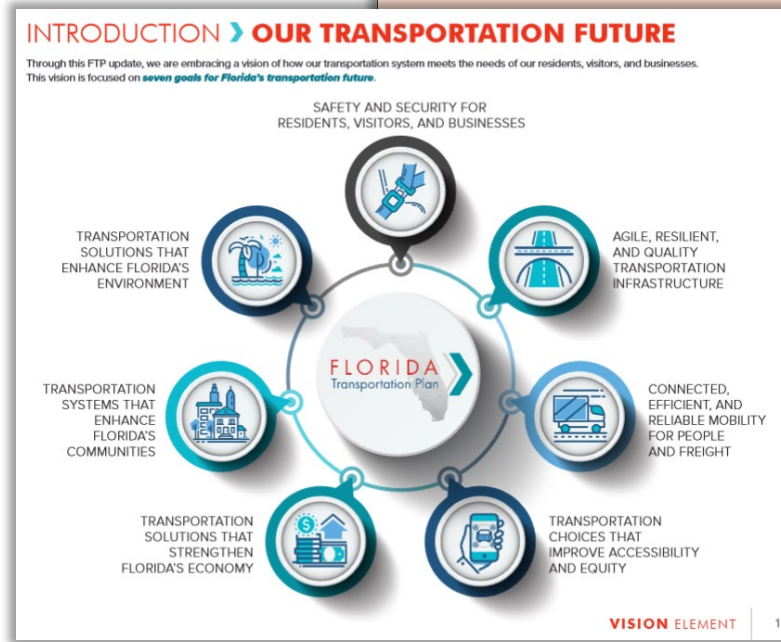
- Increase of \$1 to \$5
- Increase of \$1
- No change
- Decrease of \$1 to \$5
- Decrease of \$1

Developing Transportation Connection

- **Transportation Connection will be...**
 - Focused and strategic
 - Accessible to wide audiences
 - Simple and visual
 - Agile and responsive
 - Actionable and implementable

Our Goals

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation



Performance Measures	
encies and rates of fatalities, injuries and property damage resulting from crashes on Florida's transportation system	
statewide societal cost of fatalities, injuries and property damage resulting from crashes on Florida's transportation system	
measures pertaining to current pavement condition, smooth roads and percent structurally deficient/ functionally adequate bridges	
of trips vs. lane-miles; Number of vehicle-traveled; Percentage of total trips that are personal vehicle based; and Multi-modal on Florida's transportation system	
ment clearance time	
ure congestion (e.g. travel time) in the study area, eventually expand this measure to other areas as appropriate	
COORDINATION AND COOPERATION	
Effectively engage diverse stakeholder participation in the early planning/design phase to facilitate project delivery.	Measure stakeholder engagement and NEPA process delivery times
Ensure environmental commitments made during planning, National Environmental Policy Act (NEPA) process and design are fulfilled during construction.	Document environmental commitments fulfilled during construction
Encourage an environmentally sustainable transportation system.	Create an index to track environmental sustainability
Develop a proactive coordination plan between stakeholders to ensure effective management and operation of Nebraska's transportation system.	Measure the number of stakeholders, events, activities, and projects as the result of a collaborative effort with stakeholders. Measure the level of satisfaction with project coordination between NDOR and the local public agencies
Develop a transportation system that supports current and emerging economic opportunities.	Measure the number of projects completed that result in a positive economic impact on the state

Next Steps

- **November**

- Ongoing public and partner outreach
- Synthesis of input, expectations, and priorities
- Plan drafting and development

- **December**

- Review of draft framework with Director's Advisory Council
- Internal and partner coordination

- **January**

- Final plan development
- Public review and comment on draft plan

- **Ongoing**

- Partner coordination
- Implementation planning
- Additional plan products and multimedia releases

Questions?

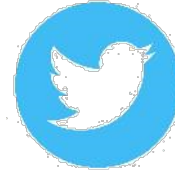
How Can You Reach Us?



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

Appendix

Scenario Planning Survey Findings

Public Input on Future Scenarios

The image displays two overlapping screenshots of the Transportation Connection website. The top screenshot shows the 'WHAT WILL 2045 LOOK LIKE?' section, which includes a navigation menu on the left, a main content area with text and an image of a self-driving car, and a 'COMMENT' button in the top right. The bottom screenshot shows the 'RURAL RENAISSANCE' section, featuring a navigation menu, a main content area with text and an image of a modern house, and a 'COMMENT' button. Both screenshots include a 'TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE' header and a 'TRANSPORTATION CONNECTION' logo.

TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE

WHAT WILL 2045 LOOK LIKE?

Technology and innovations in transportation are changing rapidly.

Instead of trying to predict exactly what the next 25 years will bring, Transportation Connection explores several possible futures and the significant change they could bring to North Dakota – where we live, what we do, how we get around, and what we expect from our transportation system.

Some things were predicted 50 years ago and just now becoming reality.

Self-driving cars and technologies that link our vehicles were once science fiction, and yet today they are becoming a reality.

TRANSPORTATION CONNECTION

NDDOT is creating Transportation Connection, a plan to set priorities, guide investments, and measure the performance of our statewide transportation system over the next 25 years.

- Remember when?
- What will 2045 Look Like?
- Introducing: Scenarios
- Rural Renaissance
- Rural Renaissance - Input
- Cities and Centers
- Cities and Centers - Input
- Ghost Towns
- Ghost Towns - Input
- Smart and Connected

Translate This Site
Select Language

← Previous

TRANSPORTATION CONNECTION - PLANNING FOR 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 3D printing drone components for a manufacturing company based in North Dakota.

Characteristics of a Rural Renaissance

- Rural communities become drivers of new population growth
- Gig work and home-based advanced manufacturing take off
- Local and specialized agricultural production and distributed energy generation increases
- Local economies diversify and small town centers expand
- Recreation and tourism grow significantly

TRANSPORTATION CONNECTION

← Previous

→ Next

Rural Renaissance

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

How might your travel patterns and needs change in a rural oriented future?

- 1. I'd be likely to order more parcels and packages online**
- 2. I'd be more likely to travel longer distances**
- 3. I'd be more likely to have an electric or alternative fuel vehicle**

How might North Dakota's transportation priorities change in a rural oriented future?

- 1. Fixing and maintaining roads and bridges**
- 2. Enhancing traffic safety and security**
- 3. Reducing natural hazard risks and impacts**
- 4. Addressing community development and public health issues**

It may make me look into alternative fuel vehicles or more long-term cost effective fuel types vs a standard internal combustion engine.

Maintenance of roads at the local level.

Make sure that snow removal practices are top of the line

DOT should continue to make rural safety a key component of the transportation system. The DOT should also continue to invest in small towns under 5,000 population

Cities and Centers

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

How might your travel patterns and needs change in an urban oriented future?

1. I'd be more interested in biking and walking options
2. I'd be more concerned with traffic safety issues
3. I'd be more reliant on public transit or shared transport

How might North Dakota's transportation priorities change in an urban oriented future?

1. Addressing community development and public health issues
2. Enhancing traffic safety and security
3. Improving travel time reliability

It might make walking, biking, or riding transit a more viable choice depending upon congestion.

This scenario is very unlikely to play out in ND even by 2045 in my opinion.

I'd still want to travel on weekends to campgrounds and recreational areas farther from town, which would require a train/shuttle or my own car..

Ghost Towns

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

How might your travel patterns and needs change in a rural oriented future?

- 1. I'd be more likely to travel longer distances**
- 2. I'd be more interested in biking and walking options**
- 3. I'd be likely to order more parcels and packages online**

How might North Dakota's transportation priorities change in a rural oriented future?

- 1. Emphasizing economic development and industry investments**
- 2. Challenges funding transportation**
- 3. Addressing community development and public health issues**

All the resources will go to the cities and rural roads will deteriorate until they are unusable.

Focus on preventative maintenance since funding will likely be down and try to stimulate the economy.

It would also be helpful to collectively work together with other state agencies and local units of government to collectively establish a plan including economic enhancement to stabilize and grow the economy moving forward.

Smart and Connected

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

How might your travel patterns and needs change in a rural oriented future?

1. I'd be likely to order more parcels and packages online
2. I'd be more likely to travel longer distances
3. I'd be more likely to have an electric or alternative fuel vehicle

This alternative would likely greatly reduce the need to own your own personal forms of motorized transport.

More CAV technology. Safety will become so critical with the new technologies and the NDDOT will need to stay ahead of it.

Use smart technologies for safety, security, reliability focus. ND needs to catch up to other states on real time information.

How might North Dakota's transportation priorities change in a rural oriented future?

1. Addressing community development and public health issues
2. Enhancing traffic safety and security
3. Improving travel time reliability