



**THE GRAND FORKS-EAST GRAND FORKS
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, DECEMBER 8TH, 2021 – 1:30 P.M.
East Grand Forks City Hall Training Room/Zoom**

PLEASE NOTE: Due to ongoing public health concerns related to COVID-19 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/Kadmas _____
Ellis _____
Bail/Emery _____
Brooks/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 NOVEMBER 10, 2021, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

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DECEMBER 8TH, 2021 MEETING

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- 5. MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC
IMPACT STUDY ALLIANT
- 6. MATTER OF CANDIDATE PROJECTS FOR FY2023-2026 T.I.P.HAUGEN
- 7. MATTER OF APPROVAL OF RFP FOR BIKE/PED ELEMENT
UPDATE.....HAUGEN
- 8. MATTER OF APPROVAL OF 5310 GRANT APPLICATION
PROJECTS KOUBA
- 9. MATTER OF NEW REAUTHORIZATION/INFRASTRUCTURE
INFORMATION DISCUSSIONHAUGEN
- 10. OTHER BUSINESS
 - A. 2021 Annual Work Program Project Update
 - 1) Pavement Management Update
 - 2) Transit Development Program Update
 - 3) Grand Forks Land Use Plan Update
- 11. 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
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CALL TO ORDER

Earl Haugen, Chairman, called the November 10th, 2021, meeting of the MPO Technical Advisory Committee to order at 1:47 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering. The following members were present via Zoom: Nancy Ellis, East Grand Forks Planning; Michael Johnson, NDDOT-Local Government; Ryan Brooks, Grand Forks Planning; Jon Mason, MnDOT-District 2; Jason Peterson, NDDOT-Grand Forks; Rich Sanders, Polk County Engineering; and Ryan Riesinger, Airport Authority.

Absent: Brad Bail, Steve Emery, Stephanie Halford, Jesse Kadrmas, Wayne Zacher, Nick West, Lane Magnuson, Nels Christianson, Dale Bergman, and Patrick Hopkins.

Guest(s) present: Jane Williams, GF Engineering; David Murphy, EGF City Administrator; Kristen Sperry, FHWA-ND; Anna Pierce, MnDOT-Central Office; Tim Burkhardt, Alliant Engineering; and Mike Kondziolka, Alliant Engineering.

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 OCTOBER 13TH MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE THE OCTOBER 13TH, 2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY

Haugen reported that included in the packet were some of the materials we will be going over today. He added that he also sent out an email with an updated presentation, so if you haven't

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seen your e-mail in-box yet, it is there. He pointed out that in the staff report they referred everyone to the website for the updated Tech Memo 3C, so they have it available if you want to go over it in detail, but now he will turn the screen over to the Alliant Team for an update on the Future Bridge Traffic Impact Study.

Burkhardt commented that this should be an interesting meeting, and he hopes that you had a chance to look at the advance packet, and as Mr. Haugen mentioned they added a little bit more information. He referred to a slide presentation (a copy of which is included in the file and available upon request) and went over it briefly.

Burkhardt stated there are a couple of things he would like to mention before we get into the presentation. He referred to a slide showing the project schedule and commented that they are requesting a one-month extension through January 2022 as they are running a little bit behind schedule, and that should allow them to get to the end and get through this evaluation and present it to this group, the Ad Hoc Group, and the public; is really their main tasks with, obviously some details in terms of documentation after that.

Burkhardt referred to a slide and stated that it shows some of the details on how they get from now until the end, thinking in terms of meetings, which is what things revolve around. He stated that it shows what they are doing, assuming a one-month extension; from his perspective sort of the big events are this meeting, Ad Hoc meeting hopefully around the end of this month followed by a public open house and/or online review in December. He added that he knows that December is not the first choice for doing a lot of things; requires more public open house but that is kind of where it falls, and he thinks it should be doable.

Burkhardt pointed out that the next slide is that review of deliverables, which he won't get into, but they are getting mostly to the left side, but there are still a few on the right.

Burkhardt stated that, again, going back to some of our deliverables, one is our Tech Memo 3C, which you have seen maybe more times than you would have liked, but the final version of that is up on the website and the bullets on the screen, in terms of updates, some of you were in the loop but the City of Grand Forks was interested in some additional information; as we looked at intersection mitigation that would be needed by the year 2045; sort of how would the intersections concerning how intersections would operate at in an interim year, and particularly what intersections operate at a Level of Service C, which is what the City of Grand Forks would like to see; so they did answer that question and they added a little bit of text in the Tech Memo to support that and showed that two of the mitigated intersections, 32nd and Belmont (for Elks Drive alternative) and 32nd and Cherry (for 32nd Avenue alternative) would indeed operate at a Level of Service C in that year, and two would not and that is Washington and DeMers (for No Build) and Washington and 32nd (for 32nd Avenue alternative). He said that this isn't surprising because those are the ones that are already big intersections with some issues that are difficult to mitigate.

Burkhardt commented that they are running this study consistent with the PEL (Planning and Environmental Linages) process and one additional piece they did to do that in addition to the

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purpose and need document that you have seen in their public involvement and evaluation process; they did do a round of early coordination with agencies that may be interested in this study; and this is very early coordination in that a lot of the resource agencies to really get interested once we have something you are proposing to do as opposed to something you are proposing to study, but they did that process just to raise awareness and they are looking for any information that might change what we are doing right now or influence this stage of the study so they sent out to a large number of agencies in August and only received a handful of responses, which isn't surprising given the early point in the study so they have been made aware, whether or not they wanted to let us know anything, only a few did. He added that what they did was to document that process in the purpose and need and make it clear that we have begun that coordination process so as the study and the project moves forward the consistency is there, in terms of the PEL process. He said that he thinks they did share that memo with you and they will get it online if they haven't already.

Burkhardt referred to the presentation and commented that in terms of Evaluation, you have seen these slides in theory; he has a few caveats as he explains how their team does this evaluation and how it is intended to be used. He said that one bottom line, looking at the right side of the screen there is a lot of little pieces, and they try to capture all of those and do a good job of understanding each item and then apply a process of trying to step back and say okay, what do we have and what does this mean, so there is a lot here and a lot to get through.

Burkhardt stated that there are two purposes to the evaluation; the first thing are these two options, they look like they are going to meet our purpose and needs; are they addressing the needs we identified, and the second is how do they do in comparison to each other, the two build options. He then went over the evaluation results.

Burkhardt said that the next step is, where do we go from here. He stated that you may have questions following the meeting, and then they will be moving on to a similar presentation and review by the Ad Hoc Group and then presenting the results to the public at an open house. He added that there will be a final review by the Technical Advisory Committee after the Ad Hoc and public process.

Burkhardt referred to a slide of a table illustrating evaluation criteria and the measurement ratings for various intersections and went over it briefly.

Burkhardt said the next category, the next need is Multimodal System Linkage, talks about how adding this new link across the river influences travel on the overall system. He said that you will see four measures for the road system and then one for the bike/ped system.

Burkhardt pointed out that the numbers in the first four measures all come from the modeling results, from the travel demand model prepared by ATAC. He stated that the first one is the distance, the total distance on the system, the (VMT) vehicle miles traveled in the future year 2045. He said that the second measure is the total time, the (VHT) vehicle hours of travel on the system. He added that the next pair is the VMT on just the study corridor, so a subset of that whole system; and the VHT on just that subset of that system.

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Burkhardt commented that you can see the numbers and you can see the ratings, and he wants to explain why and how they did what they did, because there are different ways to look at these, he went over that information briefly.

Burkhardt stated that the bike/ped connectivity, the idea is another bike/ped crossing is good for bike and pedestrian travel, and the difference between these two is that Elks Drive is closer to the existing bridge at 17th, 32nd is a bit further away so the analysis says that 32nd provides a little bit more value to travel if you look at the overall city boundaries or the region in terms of having a bridge that is further to the south, so similar but slightly different.

Burkhardt said, moving on to the Community and Economic Factors; a lot of which is, again, the traffic as sort of perceived by someone on the block. He pointed out there are two lines highlighted in yellow, and he will blow out and look at those corridors in detail; but otherwise here we have five items, total travel on study corridors, that is the same ones we looked at on the previous slide, so that is a violation of his no double count rule, but the point is to look at the change in traffic, which will come up on the next screen.

Burkhardt pointed out that the five measures are: 1) total travel on study corridors from a perception of change in traffic volume perspective; 2) total change on study corridors adjacent to schools, which is a subset of those; 3) consistency with approved transportation plans; 4) support for economic development; and 5) impact to the greenway. He went over the information briefly.

Burkhardt referred to a slide illustrating detailed information on the study corridors and commented that it is similar to the other list but this time the rating is not level of service or congestion, it is just what is that absolute change in traffic. He stated that if you look at the percentages here you will see some crazy percentages, if there is a segment that has very little traffic on it today, it might have traffic on it in the future, that doesn't necessarily mean, from an engineering perspective, that that is bad it just means that if that is your house or business you will see a change. He added that if you look at the ratings key you will get different results if you use different cut-offs, but we are showing that if you have a decrease greater than 25% that is positive, less than 25% that is a positive, no change is zero, increase greater than 25% is negative and an increase less than 25% is a negative. He stated that there is a lot going on here, and that he will come back with that rolled up version that tries to highlight which ones are different.

Burkhardt commented that there is another level of analysis that we can get into here that would take us back to more of a level of service analysis as opposed to what does this feel like, and that doesn't mean it is bad or potentially even that noticeable to someone adjacent to one of these corridors, but really his point was here knowing that there were some neighborhood concerns, certain blocks, certain schools, he just wanted to have some transparency to say that this is what happens, so if you roll this all up to the system level, which he is trying to stay focused on in terms of the problem that we are trying to solve and the idea that there is no perfect solution, there is no solution here that has no adverse impact to anyone, if we roll that to the system we

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see that both of these options are decreasing traffic on the system, and obviously by this measure, for these segments, we see a greater decrease for 32nd Avenue.

Burkhardt referred to the next slide and commented that this shows similar results for the segments adjacent to schools. He stated that you can see the schools in the study area that we have been discussing, and the method was, though the best we have, a little bit crude and we are just going to look at that block face adjacent to a school. He added that they have known all through the study; they spent a lot of time on the schools, just looking at the circulation on the property itself, but he thinks this is a useful way to look at it. He said that for some schools they included traffic on two sides, so two block faces if that is how the school is situated, and it includes two streets that are study corridors.

Burkhardt stated that, again, if you look at the top row, sort of a rolled-up version, what do we see; we see less traffic sort of rolled up for Elks Drive and a small amount less for 32nd Avenue, and they did show a slight difference in those summary ratings, so Elks, in summary, performing somewhat better than 32nd Avenue. He added that if you look across the rows just from the ratings you will see that a lot of them got the same rating based on the cut-offs down there in the key and then some did not.

Burkhardt reported that the next section is Environmental Impact, which is all qualitative at this level of study, and again this is not about the benefits of either of these options, but really more about what do we think are some negatives, and just because there is a negative here doesn't necessarily mean there is an adverse impact ultimately, we aren't looking at mitigation at this level, but just trying to get a sense of is there a difference, and he thinks that most of them did not show a difference at this level. He pointed out that for the first two measures, they do show potential difference, so impact on the flood protection system that is essentially crossing the levee wall, we showed no change at Elks, assuming that the existing opening probably works well, there is a road there already so we can continue through that opening. He added that 32nd is probably more questionable as to how we would get through there as there isn't currently an opening there so we would have to create one somewhere, either where the trail goes through or somewhere else and then we would have to close the trail but he doesn't perceive that is a major difference but because, as you all know that system is regulated so you can't go messing it up without fixing it up at the same time so they did show a difference there.

Burkhardt commented that soil stability is another one that would need a lot more looking into and may ultimately change and cause you to not do one option, but they do have some data from the Corps of Engineers that shows potentially less stable soils in the area of the Elks Drive crossing and not at the 32nd Avenue crossing so they show a slight difference there.

Burkhardt referred to the next slide and commented that it is a horrible slide, and he apologizes, but he wanted to put all the caveats and assumptions on the same slide as the numbers, so we will just focus on the evaluation table in the middle and then we will qualify it.

Burkhardt referred to the table and stated that there are three lines there; the Bridge Cost, they didn't create those they came from the study from last year with about a \$30 million dollar

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estimate for Elks Drive and a \$36.4 million estimate for 32nd Avenue. He stated that the second line is the cost to do the mitigation at the intersections that we've talked about in the memos, and you will see the intersections listed down below and the assumption as to what that mitigation would be. He said that there are a lot of caveats for this line given where they are in the study and given our methodology which was not to design the intersections, we aren't able to design intersections as part of the planning study, but using our least cost mitigation methodology to say what would it take to mitigate that intersection to a Level of Service D. He pointed out that we see ranges here, again just didn't feel quite right given our planning level to just give you a number so the ranges are the number we got plus or minus 20%.

Burkhardt commented that the table at the top, with other assumptions, is pretty standard for this level of cost estimating but he just wanted you to see those first showing what was included and not included. He stated that the last two bullets regarding 32nd/DeMers (No Build) and 32nd/Washington (32nd Ave) are significant, especially the first one for 32nd/DeMers (No Build), so that number, cost number under intersection mitigation for no-build, the estimate is \$17.2 to \$25.8 million, is a big number to fix 32nd and DeMers, it has an \$18 million dollar line item for it to continuous flow for the intersection, based on a prior study and grown to today's dollars, and a very proximate methodology; he thinks some of you are involved in the current study that is looking at that intersection again so there may be new information forthcoming on that. Haugen commented that he thinks the bullet should be Washington and DeMers. Burkhardt responded that he will make that correction. He continued by saying that the last bullet, 32nd/Washington isn't as large of a number but it is also just an estimate at that intersection as they don't have any design detail for that intersection.

Kuharenko asked about the Washington/DeMers cost estimate, that \$18 million, was that from the previous study or was that inflated. Burkhardt responded that Mr. Kuharenko probably knows that better, there was some back and forth discussion on how to take something from the previous study and making it work for today, so keep going if you have some advice. Kuharenko said that he can't remember where the CFI, if the \$18 million was from that study from however long ago that was. Haugen responded that KLJ did that study and that \$18 million figure is their year of expenditure for the Year 2023. Kuharenko said that his only concern on that is just making sure that if we are going to have that number in the study that we have that year noted in here somehow, because his first thought is was it from way back when the study was done, was it today, or was it some other year. Burkhardt responded that they will probably be looking at that again. Haugen added that you're raising the question, you know the NDDOT is looking at that intersection, looking at that study, looking at that CFI, so we are wondering what estimate they might provide. Kuharenko asked if Mr. Peterson or Mr. Johnson are on the line because he knows that there is a road safety review going on currently, and he isn't 100% sure when that is going to come out, but he would think probably by the end of this year, unless someone has a better idea. Johnson responded that he isn't positive when that will come out, they haven't seen a draft get circulated yet. He added that they did a handful of road safety review around the same time, so he is assuming they are working on all of them in terms of summarizing and creating a report. He said that his recollection is that those may identify a potential mitigating measure alternative, but he doesn't know if we will get much of a cost estimate out of that document, we will have to see when it comes out, but his memory on these in

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the past is that they don't really lay out cost information. Kuharenko cited the 32nd Avenue study that was done recently and commented that he doesn't think it included costs, it just included short-term, mid-term, and long-term options or recommendations. Johnson said that he thinks it has been several years since their traffic operations group, across the board, has moved away from providing cost estimates in their recommendations in everything they do including traffic operations or reports related to a specific project, they are leaving it up to the design engineers to take that information and create a cost estimate from it.

Burkhardt commented that, not that Mr. Kuharenko is the creator of that study, but we can have a little bit of back and forth, he'll pull up what they used for that, just to get some comfort, he doesn't want it to be too far off either way; he thinks if we look at the bottom line here under the no-build there is a big number in there to address that intersection that isn't in there for the two build options so that makes sense in that Elks Drive and 32nd are pulling traffic away from that intersection, but obviously the numbers in there that are in that column right now, that \$17 to \$25 million is a healthy number and he wants to make sure that passes the reasonable check. Kuharenko said that his initial concern was just what year was that \$17 to \$25 million was anticipated to be in, but we can have further follow-up discussion on that too.

Burkhardt stated that the other items, the bottom half of the slide, was information that they presented before in the traffic memo, in terms of the mitigation, and he just wanted to repeat that. He said that it these are intersections that they estimated add up to the totals shown above.

Burkhardt referred to the next slide and said that it talks about something like benefit cost, but he called it considerations and he called it relative benefit cost ratio because it is a little bit of an apples to oranges. He said that there are some transportation benefit numbers calculated in the 2017 Red River Crossing Study, and those are reported here; again, when we are talking about what year those are, they are from the 2017 study so they have not been updated so they would be greater, as in costs have increased and we assume they would go up a bit. He said that the second line in the table are those numbers from the previous page; and then for those of you who like benefit/cost, that is what is in the bottom line in the table, and they reached the conclusion that Elks is a little bit under warranted and 32nd is a little bit over warranted.

Burkhardt stated that, going back to the evaluation results and just trying to boil them down; if you have had a chance to look at the next few slides in the last hour, these are some of the ones that were added. He said that, going back to the starting question, key; do these alternatives address the needs, this is the rolled-up version, showing the breakouts for those earlier segments.

Burkhardt went over the information briefly.

Burkhardt referred to the Summary slide and explained that he did keep the no-build in the table partly to show, again, that if there is an assumption that, gee, this is going to be bad compared to doing nothing, it helps us see what happens if we do nothing, or what is the change compared to doing nothing. He said that visually you can see a lot of red and darker red on Elks compared to 32nd; it doesn't mean that every block, every segment is the same, so that is always something that could merit further discussion. He commented that looking at the schools data on the

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bottom of the table, if you are looking to see how many area better or how many are worse, you might say that it is kind of a wash, these are the four that were different from each other, and we give a slight benefit overall to Elks Drive when it comes to school traffic, but seeing the zero for 32nd and zero for no-build you can see there has been an assumption that overall things are worse because we have redistributed traffic; regardless of the option it helps him to say, sort of go back to that starting purpose, what are we trying to accomplish from a community standpoint and are we doing that in terms of the system as a whole.

Johnson said he has a question on the “zero’s”, just to make sure he is understanding them; is it truly a zero change or is it a negligible net zero change because he is concerned the zeros may confuse members of the public and elected leaders if it isn’t truly just a zero. Burkhardt responded that that is a good point. He stated that it is the middle of the rating, which essentially says no change or no significant change. Johnson said that that is what he thought you were trying to say, he is just wondering if from a pictorial display conversation standpoint if zero is the appropriate way to do that, but he doesn’t know if he has a good replacement for you other than maybe “N” for neutral or something like that, it is something for you to consider as you move forward, the zero might not get you the desired understanding. Burkhardt responded that he appreciates that, he agrees he doesn’t have the answer, but he will consider that because especially in this view it is confusing.

Kuharenko referred to the summary table and commented that, just another clarification piece, following up from what Mr. Johnson was saying; when you have Belmont doubled up and Belmont doubled up and Bygland Road doubled up and Bygland Road doubled up, he is guessing those are just different segments of those roadways, but if something like this is presented to the public those could be confusing and could be considered doubling up those roads even though those are different segments of those roads. Burkhardt responded that he hadn’t noticed that but will take a look at it and make the necessary changes.

Burkhardt commented that he would like to go over the last couple of slides on materials, and then open it up for questions/discussion.

Burkhardt stated that the other thing he is thinking about, and he knows you are as well, is sharing this information more broadly with the public, so some communication tools that are in progress; these summary slides will be helpful, they do have maps that show details and are working on one that illustrates what the potential changes at the intersections would be, at least what the results are based on, and the one exciting add today is the illustration of the bridge.

Burkhardt commented that when we began this study, and some of you were probably at our interview, they showed a nice Google slide, which they tried to do here, that showed what this bridge could look like. He said that the hazard with that is that at this point they really don’t those landing locations nailed down, and also the intersection configurations, so ultimately they don’t really want to show that, they can’t just show what the middle of the bridge looks like, that is a little odd, so as much as he loves that tool and it gives people a visualization, it immediately brings us down to okay, exactly what happens here at Elks Drive or at 32nd and where does the bridge land and what happens and we are really at the corridor level here and not at that level.

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Burkhardt stated that the things they are able to tell people, and that people want to know, in terms of what is this bridge going to be, what is it going to look like, what is it going to feel like, all of the bullets here, it will be similar in scale to the Point Bridge. He said that it will be a two lane, no trucks, includes bike/ped trail on the bridge, the greenway trail will be routed under the bridge, minimal rise from street system, and will maintain the flood wall closure system.

Burkhardt then referred to a slide that showed an illustration of what the bridge could look like.

Haugen said that in the staff report we did ask people to provide feedback and comments by the 24th of November, two weeks, which has been our traditional timeline for when something is presented to the Technical Advisory Committee to ask for feedback and comments and then we will make those adjustments to the report presentation and then you will see the revision at our December meeting.

Kuharenko asked if all of this information, maybe even a little more detail, will be provided on the website or will it be e-mailed out. Burkhardt responded that the basics of this is this presentation, if you have questions on some of the detail behind it, some of it came from an excel spreadsheet and they can make that available, although he wasn't planning on sending it out. Kuharenko said that his main question was just to make sure which document we are reviewing and where we can find it but it sounds like it was emailed out earlier.

Information only.

MATTER OF APPROVAL OF THE 2050 EAST GRAND FORKS LAND USE PLAN

Kouba referred to a presentation (a copy of which is included in the file and available upon request) and said that back in August 2020 we held the kick-off on this plan and now we are at the final part of adoption of the plan. She said that they provided the final changes that were made to the plan earlier today to the East Grand Forks Planning Commission, and they plan on bringing it forward to the City Council on November 16th and to the MPO Executive Policy Board on November 17th.

Kouba referred to the presentation and commented that the structure of the plan includes the introduction, community background, public involvement, goals and policies, future land use plan, and implementation.

Kouba referred to the Community Background slide and stated that they do have the current 2020 Census population information included, as well as in our calculations for everything. She added that they looked at income and employment, as well as demographics and population.

Kouba stated that with our public involvement section, we did a lot of early City and public inclusion. She referred to the Public Involvement slide and pointed out that it gives an example of the questions asked. She said that they had on-line surveys and wiki maps available for people to use to give input. She added that they also held some virtual open houses throughout the process as well. She said that over 100 comments and surveys were done for the public

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involvement and for the virtual open houses they had 25 to 30 views at each of them, so people were participating.

Kouba commented that there are goals and polices, which are broken into five sections; 1) housing and residential, 2) economic development, which is broken into two different goals that are more generalized versus downtown, 3) urban expansion area where we are planning for some logical expansion beyond the city limits, 4) parks and recreation and open space, and 5) transportation, which has three goals.

Kouba referred to the Future Land Use Plan slide and commented that they have the 2045 Land Use Plan, they kept the basic land uses topics that we have, especially when they added the mixed uses residential and commercial, as well as the commercial industrial land uses. She said that they did come up with an amount of land, one of the differences between the 2045 will be that there was a lot of out-planning beyond what was necessary, so they came up with the amounts of acreages that we will need into the future, into 2050, so you will see a lot; in this 2050 map, you will see a lot of reduction in the amount of land that is changing from agricultural uses, so they are also just looking at, there is a little bit more of the commercial/industrial, but in the newer areas you are getting more of that residential/commercial as well.

Kouba reported that in the 2045 they had some additional areas of residential that were not needed, and they felt that there was other growth going on in other areas beyond what was being planned for. She referred to the Growth Phasing Term map and pointed out that it is the draft phasing that they put together, and she will give a better explanation of this a bit later because there was some input that was taken from the City Council between the draft and the final.

Kouba stated that part of this is that they want a development process. She referred to the Development Review Process slide and said that they want this to be able to let developers know what we are looking at, what the City is expecting into the future and what guidelines that we used as well.

Kouba said that they decided to keep the 2045 Concept Plans, just for the simple reason that, while some of those things have changed in land uses, the concept of how they work together has not changed, there are many uses that work together very well, and support each other, especially when you are looking at how transit and walking and biking work into those areas, and connect to the rest of the city.

Kouba stated that the final section is the implementation; and basically they are wanting to look at how that goal that we are setting is going to, and the objectives that we are going to be setting, are going, what kind of work is on-going, what kind of work is needed in the near future and what is needed in the long term, as well as who we are partnering with into the future so if we will need to be working with other entities like economic development or CAT or things of that nature.

Kouba referred to the Feedback for Final slide and went over where the changes were made in regard to near term, mid-term, long term, and future expansion areas. She added that these are

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some little tweaks that were made just to reflect more of what is happening at this time were the only real changes from the draft to the final that we are presenting.

MOVED BY ELLIS, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL 2050 EAST GRAND FORKS LAND USE PLAN, AS PRESENTED.

Voting Aye: Peterson, Ellis, Brooks, Mason, Johnson, Kuharenko, Sanders, and Riesinger.

Voting Nay: None.

Abstaining: None.

Absent: Kadrmas, Bail, Emery, Halford, Christianson, Hopkins, Zacher, Bergman, West, and Magnuson.

MATTER OF APPROVAL OF TRANSIT SAFETY TARGETS

Haugen reported that this is currently the last yet to be acted on performance target by the Forks MPO. He said that it is just regarding transit safety. He added that both Cities Area Transit Operators did do a draft safety plan, a more complete document than just targets. He said that that draft was favorably reviewed by the FTA Resource Center, but as we started to try to actually work on what the targets are there were discrepancies between what the regulations were saying the target should be measuring versus what the draft plan was measuring.

Haugen said that, if you recall, when we adopted the TIP in August, we made reference that there were some things that needed to be addressed; this and the next agenda item on today's agenda, are addressing some of those items. He stated that typically we are all familiar that when targets are set by one of the other agencies the MPO has 180 days to react to those targets; for the transit safety the original target date was many months ago but with COVID 19 FTA kept pushing back the harsh actual timeline. He said that the latest one they did was more of a soft one into July of 2021, but what they didn't do is the original date prior to the July 2021 was a December 2020 date, and at that time that was 180 days, so that put us out somewhere around late July of 2021 for the MPOs to act, and originally in July, or as we were processing our TIP, our typical federal partners do review and comment on the TIP and FTA did remind us, or probably pointed out the fact that we don't have 180 days, that actually our deadline was in July 2021 but they said that they would work with us knowing that we had amendments coming through in November that that would be the time the we would try to address the Transit Safety Targets; since then we have had a couple of meetings, phone conversations with CAT, FTA and NDDOT staff and are finding out that there are some, to the current draft plan, that the CAT had, there was agreed work that needed to be done on that. He said that we also discovered that there was the option of adopting the State Transit Safety Targets; and since we were agreeing to a November deadline to do these things it ends up that we don't have time to go through local data to come up with targets pertaining to just Grand Forks/East Grand Forks so we are recommending that the MPO adopt the North Dakota Safety Targets for Transit.

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Haugen referred to a slide with a table that identifies those targets and commented that one issue that CAT had was that they didn't completely separate out by mode, by mode in transit is either fixed route or demand response, we provide both, so we have two modes of transit service. He added that some other issues were the actual measure was not quite the same as FTA regulations were identifying; another little quirk that happens when we looked at the Transit Safety and started to go towards the statewide one was whether East Grand Forks could also join in on the North Dakota targets or not but he thinks that is a separate discussion between FTA and the two Transit Operators to find out exactly how the Transit Operators need to address the safety plan and safety targets. He said that he believes that FTA has given an opinion that since East Grand Forks is in North Dakota's Transit Asset Management already, that just being in North Dakota's Transit Safety should be a similar case and easily done.

Haugen commented that these Transit Safety Targets are different than the Highway Safety Targets; the nuances of options available to the MPO, Bi-State MPO in particular, aren't well fleshed out by FTA as they were as they were in Federal Highway, so given those other factors we are just recommending that we adopt these North Dakota Statewide Targets for Transit Safety Performance.

Haugen said that, as you know, we are currently updating the Transit Development Plan, and this is something that will be revisited during that plan update process, and we will then have time to probably properly vet the local data and make a more informed decision as to what targets we should be adopting.

Haugen commented that staff is recommending that the Forks MPO adopt the North Dakota DOT Transit Safety Targets as identified in the staff report.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE ADOPTING THE NORTH DAKOTA TRANSIT SAFETY TARGETS, AS IDENTIFIED.

Voting Aye: Peterson, Ellis, Brooks, Mason, Johnson, Kuharenko, Sanders, and Riesinger.

Voting Nay: None.

Abstaining: None.

Absent: Kadrmas, Bail, Emery, Halford, Christianson, Hopkins, Zacher, Bergman, West, and Magnuson.

MATTER OF APPROVAL OF 2022-2025 T.I.P. AMENDMENTS

Haugen reported that this item is a proposed amendment to our current TIP document. He stated that included in the staff report, as originally drafted and put on the website, we got an update from the NDDOT, so we had to make a change and that is noted in the yellow highlighted section.

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Haugen commented that we did advertise that a public hearing would be held at today's meeting, and we did advertise that people could provide written or oral comments until noon today, and we have not received any comments; however, given that the information was received late that caused further modifications to our TIP Amendment document, and that it is significant enough that we need to continue the public hearing process on this, and working with parliamentarians it was decided that it would be proper for us to recommend a continuation of the public hearing to the MPO Executive Policy Board level so that people still have an opportunity to provide comment, and also to not have to delay action until we repost a new public hearing next month, etc., and timing was an issue on some of these amendments.

Haugen reported that the amendments themselves were discussed previously. He said that the first amendment that we all knew about was these project phasing of groups, and again we went through this last year, but now our TIP document has to show if there are any federal funds involved in the preliminary engineering, right-of-way potential purchases, or utility locates.

Haugen referred to a table and pointed out that for 2022 there were previously none going to be allocated to that, but in the staff report, the highlighted section, the NDDOT is identifying that in 2022 they do have some preliminary engineering that we will need to amend into the TIP table, a total of \$1 million dollars, with roughly \$800,000 federal, \$90,000 state and \$100,000 in city funds. He asked if anyone could identify what project development preliminary engineering that is going towards. Johnson responded that in their continued effort to try to accelerate some of their outer year projects and get them going sooner than in the past for various reasons, just to create potential shelf ready projects and then maybe take advantage of any additional funding sources that may become available they decided to start the preliminary engineering on the FY2024 project, which is the Regional Traffic Signal Rehabilitation Project, which looks at almost every intersection on the State Highway System within Grand Forks and doing rehab work to each of those traffic signals to varying degrees. He said that the other project was a FY2025 project, it is 32nd Avenue from I-29 to Washington Street concrete pavement repair and grinding and a micro-seal. He stated that they decided to start to get those projects going so they needed to authorize preliminary engineering in FY2022 to make that happen. Haugen said that the table shown on the screen right now, they will adjust the total column to reflect the \$1 million dollars, and then the appropriate split is generally 80/10/10 local, and they will put those numbers in for the MPO Board meeting.

Haugen stated that the out years, there are numbers, some cells are still blank, but for preliminary engineering there are typically numbers, so we are amending into the TIP for four years numbers to fill in those group phasing sections.

Haugen referred to the FY2022 table, the project shown in yellow highlight, said that they also have a couple of other more minor things being changed; we did have this project already identified that we would have to amend it into November, but originally we were talking about high-mast lighting at the interchange of I-29 and his understanding now is that the project description is not relating to the high-mast lighting it is to other lighting in and around the interchange so we will simply delete the word "high-mast", is that accurate. Johnson responded that that would work. Haugen added that the cost does not change.

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Haugen commented that we also have a high- tension median cable guardrail; again, this is something that is from the Fargo district to Grand Forks, so it is a long segment of I-29 and we are amending that into the TIP, although a small portion of it is in our MPO study area and we don't have it broken out as to how much of the total cost is just within the MPO area.

Haugen said that the last amendment is on the Minnesota side and that is reflecting the one-year delay on the City Sub-target, which was originally set for 2022, it is now showing the TIP being amended to have those funds shifted to reflect 2023.

Haugen stated that staff is recommending that the Technical Advisory Committee forward a recommendation to the MPO Executive Policy Board to continue the public hearing to allow the public to understand these couple of changes occurring since we went out to publication and to ensure we still have public engagement/comment to address these things, but other than that, as noted today in the changes that would be what we recommend as actual amendments.

Murphy said that he had one question. He said that he sees we are moving the potential roundabout out that one year, so the question he would have then is at what point would the potential addition of the 10th project be looked at for changing in the TIP. Haugen responded that we would be amending this again based on the resolution of what is in the Transportation Plan, whether that is changed or not, so as that happens we will keep on top of when we need to amend the TIP to reflect a different project, or if this project remains the project, so it is simply just taking that and pushing it out one year to allow that process to take place.

MOVED BY JOHNSON, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FISCAL YEAR 2022 T.I.P. AMENDMENTS, AS PRESENTED, AND CONTINUE THE PUBLIC HEARING COMMENT PERIOD TO THE NOVEMBER 17TH MPO EXECUTIVE POLICY BOARD MEETING.

Voting Aye: Peterson, Ellis, Brooks, Mason, Johnson, Kuharenko, Sanders, and Riesinger.

Voting Nay: None.

Abstaining: None.

Absent: Kadrmas, Bail, Emery, Halford, Christianson, Hopkins, Zacher, Bergman, West, and Magnuson.

OTHER BUSINESS

- A. 2021 Annual Work Program Project Update
- 1) Aerial Photo Update
 - 2) Pavement Management Update
 - 3) Transit Development Program Update
 - 4) Grand Forks Land Use Plan Update
 - 5) East Grand Forks Land Use Plan Update

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Haugen referred to the monthly report, included in the packet, and commented that we have discussed many of the projects already. He added that the website is probably the best place to get updated on where we are at on many of these studies, especially those that don't have a separate agenda item at our Technical Advisory Committee meeting.

Kuharenko stated that you probably need to update the Future Bridge Traffic Impact Study projected completion date as they have requested an extension. Haugen responded that it wasn't changed yet as they have requested the extension, but it hasn't been approved by the MPO Board yet.

Kuharenko asked if we are still on track with the Pavement Management System Update. Kouba responded that we are. She added that she hasn't received an update from the consultant recently though.

Information only.

B. Save The Date For Statewide Multimodal Transportation Plan Stakeholder Forums On December 2 and 7 – Info At: www.minnesotago.org

Haugen reported that MnDOT is asking us to save the date for a Statewide Multimodal Transportation Plan Stakeholder Forum, either December 2nd or December 7th. He said that you can go to their website if you want additional information.

Information only.

C. Infrastructure Bill

Haugen reported that after this agenda packet was distributed; last Friday, late, Congress acted on adoption of a Infrastructure Bill that contained the Reauthorization of Transportation for another five years, plus added a lot of other programs and new dollars, so other than the big takeaways of more money, some of the things that were in question at some point in time, was whether small MPOs, and the definition of urbanized, and other things were ever going to change, and transportation wise there has been no change, 50,000 is still the threshold for an MPO, with overall more money. He said that he hopes the money trickles down to the Forks MPO for our planning purposes.

Haugen commented that the one thing that is also in play, in North Dakota, there is a possibility that the Minot area might be designated as a place that has an urbanized population of 50,000, the City itself is at 48,000 and some change and the geography of urbanized area does not follow corporate boundaries for city limits, it follows information such as population density, land use coverage, and other things. He said that he doesn't know if Mr. Johnson was able to the

Ask the Department of Commerce of North Dakota to make a judgement or weigh in on whether the hops and jumps and skips of the Census will still result in anything. Johnson responded that he has not had a chance to get in touch with them yet but is on his list to do that to see if they can

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provide any insight. He added that he was on their website digging through the population information that they have collected up to this point to kind of make sure that we are getting the same information that he had dug up on the Census website and it seems to be in line, but he hasn't had a chance to reach out to them directly.

Johnson said that he will note; he just sent an email their management had shared that has some talking points, bullets regarding the Infrastructure Bill that Senator Kramer and Director Panos were going to be discussing at a press conference that took place earlier today. He stated that that email just kind of gives you the bullets that they were going to highlight as it relates to funding, kind of a high level of funding to North Dakota.

Haugen said that as far as the funding, it appears that a lot of it is still formula driven, and a lot of the new money is perhaps from national competitive grant programs of varying types, some of which North Dakota and Minnesota, or in our region, Forks MPO, some of which we won't be good candidate for, others perhaps better, and just remember that these funds are not doled out in one lump sum, they are spread over five years of appropriations that still have to take place, continuing resolutions and all that other fun stuff that goes beyond just authorization of the program. He added that we would assume that it would be a lot of work to try to flesh out all of these changes, if they are significant or not; how to identify projects so that we get in the pipe to allow efficient flow of making sure we have projects fully vetted to get from the plan to the program to the project development as soon as possible.

Haugen commented that he knows that Ms. Pierce stated that she had to leave but does anybody else from MnDOT have something on the Minnesota side, talking points or anything you want to, or could share. Mason responded that he just returned to the office, so he is still catching up on his e-mails and what information that he has been provided so far, in terms of the Minnesota implications of the structure bill.

Johnson said that, while he can't share too much information, but the news is very very good on Mr. Zacher and his status; again, he can't share too much other than that but if any of you were following his Caring Bridge website you probably know what he is referring to, so good news. Haugen said that that is good enough news to share, thank you for doing that and we look forward to having him back in or mix of discussion soon.

Information only

ADJOURNMENT

MOVED BY SANDERS, SECONDED BY BROOKS, TO ADJOURN THE NOVEMBER 10TH, 2021 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 3:09 P.M.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
December 8, 2021
MPO Executive Board:
December 15, 2021

RECOMMENDED ACTION: Update on Future Bridge Traffic Impact Study

TAC RECOMMENDED ACTION:

Matter of the Update on Future Bridge Traffic Impact Study.

Background: The monthly update will focus on three items. The first is the matrix we discussed last month. We asked for any additional feedback to be provided by Nov 24th. Attached is the presentation with the modifications; it is the same as emailed to you on November 15th

Second, the next meeting of the Ad Hoc Group has been scheduled for Friday, December 10th starting at 8:00 am. We are holding this meeting in the Council Chambers of Grand Forks City Hall. The meeting will be live streamed, like the previous ones, via FACEBOOK. A limited number of people (elected, staff) will be allowed to participate via FACEBOOK; while most will only be in viewing mode. The materials will be the matrix and open house information.

Third, we will introduce the materials to be presented at the Open House. We trust that feedback is provided that allows us to quickly make changes to the materials since there is a short time turnaround between TAC and having it available prior to the Open House.

Findings and Analysis:

- NONE

Support Materials:

- Modified Matrix Presentation
- Presentation

A map of the Gateway Drive area in the background, showing various streets and a bridge structure. The bridge is depicted as a white arch with vertical supports, partially overlapping a red and teal horizontal bar at the bottom of the slide.

Future Bridge Traffic Impact Study

TAC Meeting #8

NOVEMBER 10, 2021 (1:30-2:30)

Slides Updated 11/15/2021

Agenda

TIME	TOPIC
1:30	Welcome and Introductions (Earl Haugen/Tim Burkhardt)
1:35	Schedule, Tasks and Deliverables Update (Tim Burkhardt)
1:40	Brief Updates <ul style="list-style-type: none">• Tech Memo 3C – Final Revisions• Revised Purpose and Need
1:45	Evaluation of Alternatives <ul style="list-style-type: none">• Draft Evaluation Results• Cost Estimates• Graphics
2:20	Additional Questions/Discussion
2:30	Rest of TAC Agenda

Schedule Overview

Task	F	M	A	M	J	J	A	S	O	N	D	J
1. Project Management	█	█	█	█	█	█	█	█	█	█	█	█
2. Public Involvement	█	█	█	█	█	█	█	█	█	█	█	█
3. Existing/Future Conditions	█	█	█	█	█	█	█	█	█	█	█	█
4. Traffic Analysis	█	█	█	█	█	█	█	█	█	█	█	█
5. Issues and Needs	█	█	█	█	█	█	█	█	█	█	█	█
6. Alternatives Development	█	█	█	█	█	█	█	█	█	█	█	█
7. Alternatives Evaluation	█	█	█	█	█	█	█	█	█	█	█	█
8. Implementation Plan	█	█	█	█	█	█	█	█	█	█	█	█
9. Study Report	█	█	█	█	█	█	█	█	█	█	█	█

1-month time extension proposed (through January 2022)

TAC, Ad Hoc and Public Meetings

Meeting	Date	Agenda/Deliverables
TAC #8	11/10/21	<ul style="list-style-type: none"> • TM #5 (Illustrations of Alternatives) • TM #6 (Evaluation Results + Cost) • Final Purpose and Need
Ad Hoc #5	Late Nov/Early Dec	<ul style="list-style-type: none"> • TM #5 (Illustrations of Alternatives) • TM #6 (Evaluation Results + Cost) • Final Purpose and Need
Open House #2 (online, possible in-person component)	Early-mid Dec	<ul style="list-style-type: none"> • Evaluation Results
TAC #9	12/8/21	<ul style="list-style-type: none"> • Brief update on public comment to date (?) • TM #7 – Draft Implementation Plan
TAC #10	1/12/22	<ul style="list-style-type: none"> • Draft Report (final will be via email)
Ad Hoc #6	Mid-Jan	<ul style="list-style-type: none"> • Draft Report (including Implementation Plan)
Close-out	By 1/31/22	<ul style="list-style-type: none"> • Provide Final Report to MPO • Post Final Report on web site (NOTE: Social Pinpoint site remains active through end of March 2022)

1-month time extension proposed (through January 2022)

Tasks & Deliverables Status

Task	Completed Deliverables	In Progress	Upcoming
1. Project Management	TAC Updates 1-7	TAC Update #8	Monthly TAC Updates
2. Public Involvement	Public Involvement Plan Ad Hoc Group 1,2,3, 4 Public Event #1	Maintain Web Site	Ad Hoc Group #5 (Nov/Dec) Public Event #2 (Dec)
3. Existing and Future Conditions	Tech Memo #2		
4. Traffic Analysis	Tech Memo #3-A, 3-B, 3-C		
5. Issues and Needs	Tech Memo #4 (Purpose and Need)		
6. Alternatives Development	N/A	Alternatives Development	
7. Alternatives Evaluation	N/A	Alternatives Evaluation	
8. Implementation Plan	N/A	N/A	
9. Study Report	N/A	N/A	



Brief Updates



Updates – Tech Memo 3C

Updated to reflect LOS C Questions - Request by City of Grand Forks

- Would mitigated intersections operate at LOS C or better in 2030?
 - LOS C: 32nd and Belmont (for Elks Drive alternative) and 32nd and Cherry (for 32nd Ave alternative)
 - LOS D: Washington and Demers (for No Build) and Washington and 32nd (for 32nd Ave alternative)



Updates – Purpose and Need (Tech Memo #4)

Updated to Reflect Agency Coordination Process

- Conducted agency coordination process to be consistent with expectations for a Planning and Environmental Linkages (PEL) Study
 - Sent request for comment letter to ND, MN and federal agencies on 8/16/21
 - Received responses from four agencies (ND Game and Fish, ND Geological Survey, ND Parks and Rec, ND Water Resources)
 - Responses identified potential issues for study during environmental (NEPA) process but did not alter the Project Purpose and Need
 - Shows effort toward coordination for future project phases
 - Coordination process and response has now been documented in the Purpose and Need document



Evaluation of Alternatives



Alternatives Evaluation (cont'd)

Criteria

- Meets project purpose?
- Meets identified needs?
 - Mobility and Congestion
 - Multimodal System Linkage
 - Crashes [not evaluated at planning level]
 - Community and Economic Factors
 - Environmental Impacts
- Cost



Alternatives Evaluation (cont'd)

Criteria: Purpose and Need

- Mobility and Congestion
 - Point Bridge Congestion
 - Study Segment Congestion
 - Study Intersection Congestion
- Multimodal System Linkage
 - System travel distance and time
 - Study corridor travel distance and time
 - Bike/ped connectivity
- Community and Economic Factors
 - Traffic volume on study corridors
 - Traffic volume on study corridors adjacent to schools
- Consistency with transportation plans
- Support for economic development
- Impact on Greenway
- Environmental Impacts
 - Flood protection system
 - Soil stability
 - Community resources
 - Natural resources
 - Farmland
 - Visual
 - Air
 - Noise
- Cost
 - Bridge cost (from 2020 study)
 - Intersection improvements (mitigation)

Alternatives Evaluation (cont'd)

Measures

- Planning level
 - Quantitative when possible (traffic)
 - Qualitative otherwise
 - Comparative or absolute
- Avoid double counting
- Not adding/totaling scores
 - Not weighted
- Pairwise comparison/key differentiators

Ratings (5-point scale)

--	Highly negative result
-	Negative result
N	Neutral
+	Positive result
++	Highly positive result



Alternatives Evaluation (cont'd)

Interpreting the Results

- Focus on understanding what we've got
 - Are we solving the problem (compare to No Build?)
 - Does one option solve it better (Elks vs 32nd?)
- Revisions?
 - Make sense?
 - Something missing?
 - Refine method?

Then What?

- Review by Ad Hoc and Public
 - Engineering/technical
 - Public/personal
 - Trust in next steps
- Final review by TAC
- Study Report
 - Will document the results but not recommend a “preferred alternative”
 - Lays groundwork for next phase – funding, preliminary design/NEPA

Evaluation Results

Project Purpose + Mobility and Congestion

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Project Purpose							
Compatible with project purpose	Yes or No	No	-	Yes	+	Yes	+
Mobility and Congestion							
Point Bridge Congestion	2045 LOS (V/C)	E (0.99)	-	A (0.57)	++	B (0.61)	++
Study Corridor Congestion	System average V/C = [sum of each segment's (V/C*AADT*length)]/[sum of each segment's AADT*length]	C (0.74)	+	B (0.62)	++	B (0.63)	++
Study Intersections - Congestion Mitigation Needed	Number of intersections requiring mitigation	5	-	6	-	5	-
Study Intersections - Congestion After Mitigation	Number of intersections LOS E or worse after feasible mitigation	0	+	0	+	0	+

Yellow highlight = summary line (see details)

LOS Ratings Key

LOS A/B	++
LOS C	+
LOS D	N
LOS E	-
LOS F	--

Evaluation Criteria	Measure	No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Study Corridor Congestion	System average V/C = [sum of each segment's (V/C*AADT*length)]/[su	C (0.74)	+	B (0.62)	++	B (0.63)	++
S Washington St	Demers to 24th	F (1.03)	--	D (0.89)	N	E (0.92)	-
S Washington St	24th to 32nd	D (0.89)	N	D (0.83)	N	D (0.83)	N
S Washington St	32nd to 40th	D (0.89)	N	D (0.82)	N	D (0.83)	N
Belmont Rd	4th to Elks Dr	B (0.63)	++	A (0.43)	++	A (0.43)	++
Belmont Rd	Elks to 24th	A (0.56)	++	D (0.87)	N	A (0.37)	++
Belmont Rd	24th to 32nd	B (0.69)	++	C (0.76)	+	A (0.53)	++
Belmont Rd	32nd to 40th	A (0.48)	++	A (0.43)	++	A (0.44)	++
32nd Ave S	20th to Washington	C (0.77)	+	C (0.73)	+	C (0.77)	+
32nd Ave S	Washington to Cherry	A (0.42)	++	A (0.53)	++	C (0.73)	+
32nd Ave S	Cherry to Belmont	A (0.27)	++	A (0.41)	++	B (0.63)	++
24th Ave S	Washington to Cherry	A (0.35)	++	A (0.53)	++	A (0.35)	++
24th Ave S	Cherry to Belmont	A (0.14)	++	A (0.36)	++	A (0.13)	++
4th Ave S	Demers to Cherry	D (0.88)	N	A (0.58)	++	B (0.63)	++
4th Ave S	Cherry to Belmont	C (0.72)	+	A (0.44)	++	A (0.49)	++
4th Ave S	4th & Belmont to 1st & 3rd	E (0.99)	-	A (0.57)	++	B (0.61)	++
Cherry St	4th to 24th	A (0.42)	++	A (0.31)	++	A (0.31)	++
Cherry St	24th to 32nd	A (0.32)	++	A (0.27)	++	A (0.23)	++
Cherry St	32nd to 40th	A (0.39)	++	A (0.38)	++	A (0.39)	++
2nd Ave NE	2nd & US 2 to 3rd & 1st	B (0.62)	++	A (0.50)	++	A (0.52)	++
3rd Ave SE	3rd & 1st to Bygland & Rhinehart	C (0.78)	+	A (0.51)	++	A (0.54)	++
Bygland Rd SE	Rhinehart to Greenway	A (0.38)	++	A (0.25)	++	A (0.27)	++
Bygland Rd SE	Greenway to Bygland	A (0.17)	++	A (0.24)	++	A (0.13)	++
Bygland Rd SE	190th to Bygland	A (0.14)	++	A (0.31)	++	A (0.35)	++
Bygland Rd SE/Harley Dr	Bygland & Bygland to TH 220 & Harley Dr	A (0.14)	++	A (0.30)	++	A (0.35)	++
Rhinehart Dr SE	Bygland to Greenway	A (0.26)	++	A (0.22)	++	A (0.23)	++
Rhinehart Dr SE	Greenway to Elks Bridge	A (0.03)	++	A (0.53)	++	A (0.31)	++
Rhinehart Dr SE	Elks Bridge to 32nd Bridge	A (0.03)	++	A (0.18)	++	A (0.31)	++
Rhinehart Dr SE	32nd Bridge to 190th	A (0.03)	++	A (0.18)	++	A (0.44)	++
Rhinehart Dr SE	South of 190th	A (0.02)	++	A (0.03)	++	A (0.03)	++
Greenway Blvd SE	Rhinehart to Bygland	A (0.21)	++	A (0.47)	++	A (0.28)	++
Greenway Blvd SE	East of Bygland	A (0.36)	++	A (0.35)	++	A (0.34)	++
TH 220	South of Harley	A (0.05)	++	A (0.04)	++	A (0.04)	++
TH 220	Harley to US 2	A (0.17)	++	A (0.33)	++	A (0.37)	++
TH 220	North of US 2	A (0.00)	++	A (0.00)	++	A (0.00)	++
Demers Ave	20th to Washington	C (0.78)	+	B (0.64)	++	B (0.65)	++
Demers Ave	Washington to 4th	E (0.96)	-	C (0.78)	+	C (0.80)	+
190th St SW	East of Rhinehart	A (0.01)	++	A (0.15)	++	A (0.42)	++
US 2	West of 220	A (0.37)	++	A (0.27)	++	A (0.26)	++
US 2	East of 220	A (0.28)	++	A (0.28)	++	A (0.27)	++

Traffic Volumes Ratings Key

Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--

Evaluation Results

Multimodal System Linkage

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Multimodal System Linkage							
Total miles of travel on the system (distance)	Urban VMT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	1,054,784	N	14,600 less	+	24,721 less	++
Total hours of travel on the system (time)	VHT (Tables 38 and 39 from Appendix C - Red River Crossing Analysis)	59,702	N	522 less	+	831 less	++
Total miles of travel on study corridors (distance)	Values from ATAC Travel Demand Model	205,490	N	314 less	+	3,448 less	++
Total hours of travel on study corridors (time)	Values from ATAC Travel Demand Model	3,430	N	66 less	+	112 less	++
Ped/bike connectivity	Number and distribution of ped/bike connections across river	4	-	5/less spread	+	5/more spread	++

Evaluation Results

Community and Economic Factors

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Community and Economic Factors							
Total miles of travel on study corridors (distance)	Vehicles x Miles of Travel (VMT; from ATAC Travel Demand Model)	205,490	N	314 less	+	3,448 less	++
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170	N	53,684 (-3%)	+	54,896 (-0%)	N
Consistency with approved transportation plans	Is the alternative consistent with LRTP and city plans?	No	-	No	N	Yes	+
Support for economic development	Degree of improved regional accessibility provided (qualitative)	No Change	N	Improve	+	Improve	+
Impact to the Greenway (a protected Section 4(f) resource)	Level of impact	None	N	Smaller footprint	-	Larger footprint	-

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Total miles of travel on study corridors (distance)	Vehicles x Miles of Travel (VMT; from ATAC Travel Demand Model)	205,490	N	314 less	+	3,448 less	++
<i>S Washington St (Principal Arterial)</i>	<i>Demers to 24th</i>	44,101	N	42,356 (-4%)	+	43,159 (-2%)	+
<i>S Washington St (Principal Arterial)</i>	<i>24th to 32nd</i>	15,337	N	15,717 (+2%)	-	15,431 (+1%)	-
<i>S Washington St (Principal Arterial)</i>	<i>32nd to 40th</i>	13,624	N	14,093 (+3%)	-	14,238 (+5%)	-
<i>Belmont Rd (Minor Arterial)</i>	<i>4th to Elks Dr</i>	9,717	N	7,019 (-28%)	++	6,802 (-30%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>Elks to 24th</i>	553	N	981 (+77%)	--	415 (-25%)	+
<i>Belmont Rd (Minor Arterial)</i>	<i>24th to 32nd</i>	3,701	N	3,812 (+3%)	-	2,285 (-38%)	++
<i>Belmont Rd (Minor Arterial)</i>	<i>32nd to 40th</i>	2,996	N	2,400 (-20%)	+	2,483 (-17%)	+
<i>32nd Ave S (Principal Arterial)</i>	<i>20th to Washington</i>	12,118	N	14,045 (+16%)	-	14,322 (+18%)	-
<i>32nd Ave S (Minor Arterial)</i>	<i>Washington to Cherry</i>	2,423	N	3,149 (+30%)	--	4,225 (+74%)	--
<i>32nd Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	1,316	N	1,761 (+34%)	--	2,698 (+105%)	--
<i>24th Ave S (Major Collector)</i>	<i>Washington to Cherry</i>	1,635	N	2,570 (+57%)	--	1,790 (+9%)	-
<i>24th Ave S (Major Collector)</i>	<i>Cherry to Belmont</i>	189	N	1,221 (+546%)	--	441 (+133%)	--
<i>4th Ave S (Minor Arterial)</i>	<i>Demers to Cherry</i>	973	N	755 (-22%)	+	822 (-16%)	+
<i>4th Ave S (Minor Arterial)</i>	<i>Cherry to Belmont</i>	2,687	N	1,791 (-33%)	++	1,989 (-26%)	++
<i>4th Ave S (Minor Arterial)</i>	<i>4th & Belmont to 1st & 3rd</i>	8,070	N	4,789 (-41%)	++	5,210 (-35%)	++
<i>Cherry St (Major Collector)</i>	<i>4th to 24th</i>	4,634	N	3,546 (-23%)	+	3,619 (-22%)	+
<i>Cherry St (Major Collector)</i>	<i>24th to 32nd</i>	1,419	N	1,392 (-2%)	+	1,233 (-13%)	+
<i>Cherry St (Major Collector)</i>	<i>32nd to 40th</i>	2,044	N	1,904 (-7%)	+	1,931 (-6%)	+
<i>2nd Ave NE (Minor Arterial)</i>	<i>2nd & US 2 to 3rd & 1st</i>	4,075	N	3,359 (-18%)	+	3,395 (-17%)	+
<i>3rd Ave SE (Minor Arterial)</i>	<i>3rd & 1st to Bygland & Rhinehart</i>	7,412	N	5,075 (-32%)	++	5,358 (-28%)	++
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Rhinehart to Greenway</i>	5,056	N	3,681 (-27%)	++	3,845 (-24%)	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Greenway to Bygland</i>	1,896	N	2,812 (+48%)	--	1,507 (-21%)	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>190th to Bygland</i>	495	N	1,180 (+138%)	--	1,369 (+177%)	--
<i>Bygland Rd SE/Harley Dr (Minor Arterial)</i>	<i>Bygland & Bygland to TH 220 & Harley Dr</i>	1,089	N	2,130 (+96%)	--	2,454 (+125%)	--
<i>Rhinehart Dr SE (Major Collector)</i>	<i>Bygland to Greenway</i>	2,663	N	2,078 (-22%)	+	2,126 (-20%)	+
<i>Rhinehart Dr SE (Minor Collector/Local Road)</i>	<i>Greenway to Elks Bridge</i>	116	N	874 (+653%)	--	512 (+341%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>Elks Bridge to 32nd Bridge</i>	141	N	1,807 (+1182%)	--	1,761 (+1149%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>32nd Bridge to 190th</i>	58	N	425 (+633%)	--	732 (+1162%)	--
<i>Rhinehart Dr SE (Local Road)</i>	<i>South of 190th</i>	115	N	144 (+25%)	--	149 (+30%)	--
<i>Greenway Blvd SE (Major Collector)</i>	<i>Rhinehart to Bygland</i>	965	N	2,332 (+142%)	--	1,146 (+19%)	-
<i>Greenway Blvd SE (Minor Collector)</i>	<i>East of Bygland</i>	912	N	535 (-41%)	++	531 (-42%)	++
<i>TH 220 (Minor Arterial)</i>	<i>South of Harley</i>	457	N	416 (-9%)	+	367 (-20%)	+
<i>TH 220 (Minor Arterial)</i>	<i>Harley to US 2</i>	2,103	N	3,878 (+84%)	--	4,298 (+104%)	--
<i>TH 220 (Major Collector)</i>	<i>North of US 2</i>	14	N	3 (-79%)	++	3 (-79%)	++
<i>Demers Ave (Principal Arterial)</i>	<i>20th to Washington</i>	13,040	N	11,682 (-10%)	+	11,906 (-9%)	+
<i>Demers Ave (Principal Arterial)</i>	<i>Washington to 4th</i>	6,883	N	5,900 (-14%)	+	6,036 (-12%)	+
<i>190th St SW (Local Road)</i>	<i>East of Rhinehart</i>	88	N	2,308 (+2523%)	--	5,861 (+6560%)	--
<i>US 2 (Principal Arterial)</i>	<i>West of 220</i>	15,187	N	11,066 (-27%)	++	10,725 (-29%)	++
<i>US 2 (Principal Arterial)</i>	<i>East of 220</i>	571	N	570 (-0%)	+	555 (-3%)	+
<i>US 2B (Minor Arterial)</i>	<i>2nd to US 2</i>	12,422	N	7,082 (-43%)	++	6,668 (-46%)	++

Traffic Volumes Ratings Key

Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Traffic change on study corridors adjacent to schools	Based on traffic exposure at all schools in study area (see measures below)	55,170	N	53,684 (-3%)	+	54,896 (-0%)	N
<i>Phoenix Elementary School</i>	<i>2045 AADT on adjacent road (4th Ave S, Belmont Rd)</i>	17,220	N	11,060 (-36%)	++	11,710 (-32%)	++
<i>Lewis & Clark Elementary School</i>	<i>2045 AADT on adjacent road (13th Ave S)</i>	5,546	N	5,448 (-2%)	+	5,420 (-2%)	+
<i>Holy Family-St. Mary's Private School</i>	<i>2045 AADT on adjacent road (17th Ave S)</i>	5,184	N	5,356 (+3%)	-	5,216 (+1%)	-
<i>Viking Elementary School</i>	<i>2045 AADT on adjacent road (24th Ave S)</i>	3,690	N	5,510 (+49%)	--	3,680 (-0%)	+
<i>Kelly Elementary School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	8,670	N	9,560 (+10%)	-	11,660 (+34%)	--
<i>Schroeder Middle School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	8,670	N	9,560 (+10%)	-	11,660 (+34%)	--
<i>South Point Elementary School</i>	<i>2045 AADT on adjacent road (13th St SE)</i>	3,740	N	3,620 (-3%)	+	3,600 (-4%)	+
<i>Central Middle School</i>	<i>2045 AADT on adjacent road (Bygland Rd)</i>	2,450	N	3,570 (+46%)	--	1,950 (-20%)	+

Traffic Volumes Ratings Key	
Decrease >25%	++
Decrease <25%	+
No change	N
Increase <25%	-
Increase >25%	--

Evaluation Results

Environmental Impact

Evaluation Criteria	Measure	Alternatives					
		No Build		Elks Drive		32nd Ave	
		Measurement	Rating	Measurement	Rating	Measurement	Rating
Environmental Impacts							
Potential impact on flood protection system	Qualitative/planning level assessment	No change	N	No change	N	Potential impact	-
Soil stability	Qualitative/planning level assessment	No change	N	Maybe less stable	-	Maybe more stable	N
Impacts to community resources¹	Qualitative/planning level assessment	No change	N	No change	N	No change	N
Impacts to natural resources²	Qualitative/planning level assessment	No change	N	Some impact	-	Some impact	-
Farmland impacts	Qualitative/planning level assessment	No change	N	Some impact	-	Some impact	-
Visual impacts	Qualitative/planning level assessment	No change	N	Some intrusion	-	Some intrusion	-
Air quality impacts	Assumed to correlate with congestion levels and total system travel dist	No change	N	Improved	+	Improved	+
Noise impacts	Assumed to correlate with traffic volumes on study segments	No change	N	Somewhat less	+	Somewhat less	+

Evaluation Results

Cost Estimates

Assumptions for intersection mitigation planning level cost estimates:

- Estimates include engineering costs
- Includes storm sewer but not other utilities
- Reported with +/- 20% due to preliminary nature
- Consistent with least-cost mitigation methodology; actual designs may vary
- Washington/Demers (No Build) – assumes \$18M CFI estimate from prior stud (current ND study will update?)
- 32nd/Washington (32nd Ave) – uses \$1.5M rough estimate (no design)

Evaluation Criteria	Measure	Alternatives								
		No Build		Elks Drive		32nd Ave				
		Measurement	Rating	Measurement	Rating	Measurement	Rating			
Cost										
Bridge Cost (\$ millions)	Source: 2020 Hydraulics Analysis of South End Red River Bridge	N/A		\$30.0M		\$36.4M				
Intersection Mitigation Cost (\$ millions)	Planning-level Cost Estimate (least-cost mitigation) - plus or minus 20%	\$17.2M - \$25.8M		\$2.4M - \$3.6M		\$3.1M - \$4.7M				
Total Planning Level Cost Estimate (\$ millions)	Total of bridge and intersection mitigation costs	\$17.2M - \$25.8M		\$32.4M - \$33.6M		\$39.5M - \$41.4M				

Intersection Mitigation Assumed in Cost Estimates

No Build	4th Ave & Belmont Rd <i>Add Signal Upgrade ped ramps</i>	32nd Ave & Belmont Rd <i>Add SB Right and NB Left (restripe only)</i>	32nd Ave & Cherry St <i>Single Lane Roundabout</i>	Demers Ave & Washington St <i>Continuous Flow Intersection (CFI)</i>	Bygland Rd & Rhinehart Dr <i>Single Lane Roundabout</i>	
	Elks Drive	4th Ave & Belmont Rd <i>Mini-Roundabout</i>	24th Ave & Belmont Rd <i>Signal</i>	32nd Ave & Belmont <i>Add SB Right, NB Left (restripe only), EB left turn lanes</i>	32nd Ave & Cherry St <i>Signal, add NB Left (restripe only)</i>	Belmont Rd & Elks Dr <i>Signal</i>
32 nd Ave	4th Ave & Belmont Rd <i>Mini-Roundabout</i>	32nd Ave & Belmont <i>Signal. Add NB Left (restripe only)</i>	32nd Ave & Cherry St <i>Signal. Add EB and WB left turn lanes. Add NB left turn lane (restripe only).</i>	32nd Ave & Washington St <i>Keep signal. Add WB and SB left turn lanes</i>	Bygland Rd & Rhinehart Dr <i>Single Lane Roundabout</i>	

Evaluation Results

Benefit Cost Considerations

Component	Definition/Source	Elks Drive Corridor	32 nd Avenue Corridor
Transportation Benefits	<ul style="list-style-type: none">Travel time, operations, crash cost, air quality from 2017 Red River Crossing Technical Analysis (MPO)	\$27.5M*	\$44.0M*
Construction Costs (bridge + intersection mitigation)	<ul style="list-style-type: none">Bridge: 2020 South End Red River Bridge Hydraulics Analysis (City of Grand Forks)Intersections: 2021 Future Bridge Traffic Impact Study (MPO) *	\$32.4 – \$33.6M	\$39.5 - \$41.4M
Relative Benefit-Cost Ratio	For only – not fully updated	< 1	> 1

*Assume benefit numbers are greater if adjusted to current year \$

Evaluation Results

Consider

- Can these two options address the needs (Yes/No)?
- Then, compare the two corridors

Evaluation Criteria	Alternatives		
	No Build	Elks Drive	32nd Ave
	Rating	Rating	Rating
Project Purpose			
Compatible with project purpose	-	+	+
Mobility and Congestion			
Point Bridge Congestion	-	++	++
Study Corridor Congestion	+	++	++
Study Intersections - Congestion Mitigation Needed	-	-	-
Study Intersections - Congestion After Mitigation	+	+	+
Multimodal System Linkage			
Total miles of travel on the system (distance)	N	+	++
Total hours of travel on the system (time)	N	+	++
Total miles of travel on study corridors (distance)	N	+	++
Total hours of travel on study corridors (time)	N	+	++
Ped/bike connectivity	-	+	++
Community and Economic Factors			
Total miles of travel on study corridors (distance)	N	+	++
Traffic change on study corridors adjacent to schools	N	+	N
Consistency with approved transportation plans	-	N	+
Support for economic development	N	+	+
Impact to the Greenway (a protected Section 4(f) res	N	-	-
Environmental Impacts			
Potential impact on flood protection system	N	N	-
Soil stability	N	-	N
Impacts to community resources ¹	N	N	N
Impacts to natural resources ²	N	-	-
Farmland impacts	N	-	-
Visual impacts	N	-	-
Air quality impacts	N	+	+
Noise impacts	N	+	+

Evaluation Results

Consider

- Look at the overall categories (needs) and hide all the rows that have the same rating

Evaluation Criteria		Alternatives	
		Elks Drive	32nd Ave
		Rating	Rating
Purpose and Need	Multimodal System Linkage		
	Total miles of travel on the system (distance)	+	++
	Total hours of travel on the system (time)	+	++
	Total miles of travel on study corridors (distance)	+	++
	Total hours of travel on study corridors (time)	+	++
	Ped/bike connectivity	+	++
	Community and Economic Factors		
	Total miles of travel on study corridors (distance)	+	++
	Traffic change on study corridors adjacent to schools	+	N
Consistency with approved transportation plans	N	+	
Environment	Environmental Impacts		
	Potential impact on flood protection system	N	-
	Soil stability	-	N

Evaluation Results

Consider

- Three categories that get a lot of attention
 - Congestion
 - Traffic changes
 - Schools
- First, look at ALL the rows...

Traffic change on study corridors adjacent to schools	+	N
Phoenix Elementary School	++	++
Lewis & Clark Elementary School	+	+
Holy Family-St. Mary's Private School	-	-
Viking Elementary School	-	+
Kelly Elementary School	-	-
Schroeder Middle School	-	-
South Point Elementary School	+	+
Central Middle School	-	+

Study Corridor Congestion	++	++
S Washington St	N	-
S Washington St	N	N
S Washington St	N	N
Belmont Rd	++	++
Belmont Rd	N	++
Belmont Rd	+	++
Belmont Rd	++	++
32nd Ave S	+	+
32nd Ave S	++	+
32nd Ave S	++	++
24th Ave S	++	++
24th Ave S	++	++
4th Ave S	++	++
4th Ave S	++	++
4th Ave S	++	++
Cherry St	++	++
Cherry St	++	++
Cherry St	++	++
2nd Ave NE	++	++
3rd Ave SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE	++	++
Byglund Rd SE/Harley Dr	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Rhinehart Dr SE	++	++
Greenway Blvd SE	++	++
Greenway Blvd SE	++	++
TH 220	++	++
TH 220	++	++
TH 220	++	++
Demers Ave	++	++
Demers Ave	+	+
190th St SW	++	++
US 2	++	++
US 2	++	++

Total miles of travel on study corridors (distance)	+	++
S Washington St (Principal Arterial)	+	+
S Washington St (Principal Arterial)	-	-
S Washington St (Principal Arterial)	-	-
Belmont Rd (Minor Arterial)	++	++
Belmont Rd (Minor Arterial)	-	+
Belmont Rd (Minor Arterial)	-	++
Belmont Rd (Minor Arterial)	+	+
32nd Ave S (Principal Arterial)	-	-
32nd Ave S (Minor Arterial)	-	-
32nd Ave S (Minor Arterial)	-	-
24th Ave S (Major Collector)	-	-
24th Ave S (Major Collector)	-	-
4th Ave S (Minor Arterial)	+	+
4th Ave S (Minor Arterial)	++	++
4th Ave S (Minor Arterial)	++	++
Cherry St (Major Collector)	+	+
Cherry St (Major Collector)	+	+
Cherry St (Major Collector)	+	+
2nd Ave NE (Minor Arterial)	+	+
3rd Ave SE (Minor Arterial)	++	++
Byglund Rd SE (Minor Arterial)	++	+
Byglund Rd SE (Minor Arterial)	-	+
Byglund Rd SE (Minor Arterial)	-	-
Byglund Rd SE/Harley Dr (Minor Arterial)	-	-
Rhinehart Dr SE (Major Collector)	+	+
Rhinehart Dr SE (Minor Collector/Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Rhinehart Dr SE (Local Road)	-	-
Greenway Blvd SE (Major Collector)	-	-
Greenway Blvd SE (Minor Collector)	++	++
TH 220 (Minor Arterial)	+	+
TH 220 (Minor Arterial)	-	-
TH 220 (Major Collector)	++	++
Demers Ave (Principal Arterial)	+	+
Demers Ave (Principal Arterial)	+	+
190th St SW (Local Road)	-	-
US 2 (Principal Arterial)	++	++
US 2 (Principal Arterial)	+	+
US 2B (Minor Arterial)	++	++

Evaluation Results

Summary

- Then - hide all the rows that have the same rating

Evaluation Criteria	Measure	Alternatives		
		No Build	Elks Drive	32nd Ave
		Rating	Rating	Rating
Study Corridor Congestion	System average V/C = [sum of each segment's (V	+	++	++
<i>S Washington St</i>	<i>Demers to 24th</i>	--	N	-
<i>Belmont Rd</i>	<i>Elks to 24th</i>	++	N	++
<i>Belmont Rd</i>	<i>24th to 32nd</i>	++	+	++
<i>32nd Ave S</i>	<i>Washington to Cherry</i>	++	++	+
Total miles of travel on study corridors (dis	Vehicles x Miles of Travel (VMT; from ATAC Trave	N	+	++
<i>Belmont Rd (Minor Arterial)</i>	<i>Elks to 24th</i>	N	--	+
<i>Belmont Rd (Minor Arterial)</i>	<i>24th to 32nd</i>	N	-	++
<i>24th Ave S (Major Collector)</i>	<i>Washington to Cherry</i>	N	--	-
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Rhinehart to Greenway</i>	N	++	+
<i>Bygland Rd SE (Minor Arterial)</i>	<i>Greenway to Bygland</i>	N	--	+
<i>Greenway Blvd SE (Major Collector)</i>	<i>Rhinehart to Bygland</i>	N	--	-
Traffic change on study corridors adjacent	Based on traffic exposure at all schools in study a	N	+	N
<i>Viking Elementary School</i>	<i>2045 AADT on adjacent road (24th Ave S)</i>	N	--	+
<i>Kelly Elementary School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	N	-	--
<i>Schroeder Middle School</i>	<i>2045 AADT on adjacent road (Cherry St, 32nd Ave S)</i>	N	-	--
<i>Central Middle School</i>	<i>2045 AADT on adjacent road (Bygland Rd)</i>	N	--	+



Evaluation Results

Next Steps

- Questions about methods
- Questions about criteria
- Questions about summary



Communication Tools

The banner features a light blue background with a faint map of a region. The map shows various roads, including 'Gateway Drive' and 'Gateway Drive Northeast', and a river. A white silhouette of a bridge with vertical supports is positioned on the right side of the banner.

Communication Tools

Ad Hoc and Public

- Summary slides
- Refined maps
- Bridge illustration

The background features a light blue map with various street names like 'Gateway Drive' and 'Gateway Drive Northwest'. On the right side, there is a white line-art illustration of a bridge with a semi-circular arch and vertical supports.

Future Bridge Illustration

General Concept Only

- Too early to illustrate some details:
 - Bridge landing locations
 - Intersection configurations

Key Messages

- Size/scale is similar to Point Bridge
- 2 travel lanes
- Signed for no trucks
- Includes bike/ped trail on bridge
- Greenway trail will be routed under (similar to Point Bridge)
- Minimal rise from street system (est. 3 feet)
- Maintain flood wall closure system



DRAFT Visualization - Future Red River Bridge (Elks Drive or 32nd Avenue)

- Size and scale is similar to Point Bridge
- 2 travel lanes
- Signed for no trucks
- Includes bike/ped trail on bridge
- Greenway trail will be routed under (similar to Point Bridge)
- Minimal rise from street system (est. 3 feet)
- Maintain flood wall closure system

www.forks2forksbridge.com/info

Questions and Discussion

Tim Burkhardt

tburkhardt@alliant-inc.com





Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

Candidate Projects

TIP 2023-2026

ND Side

Project Changes from Current TIP

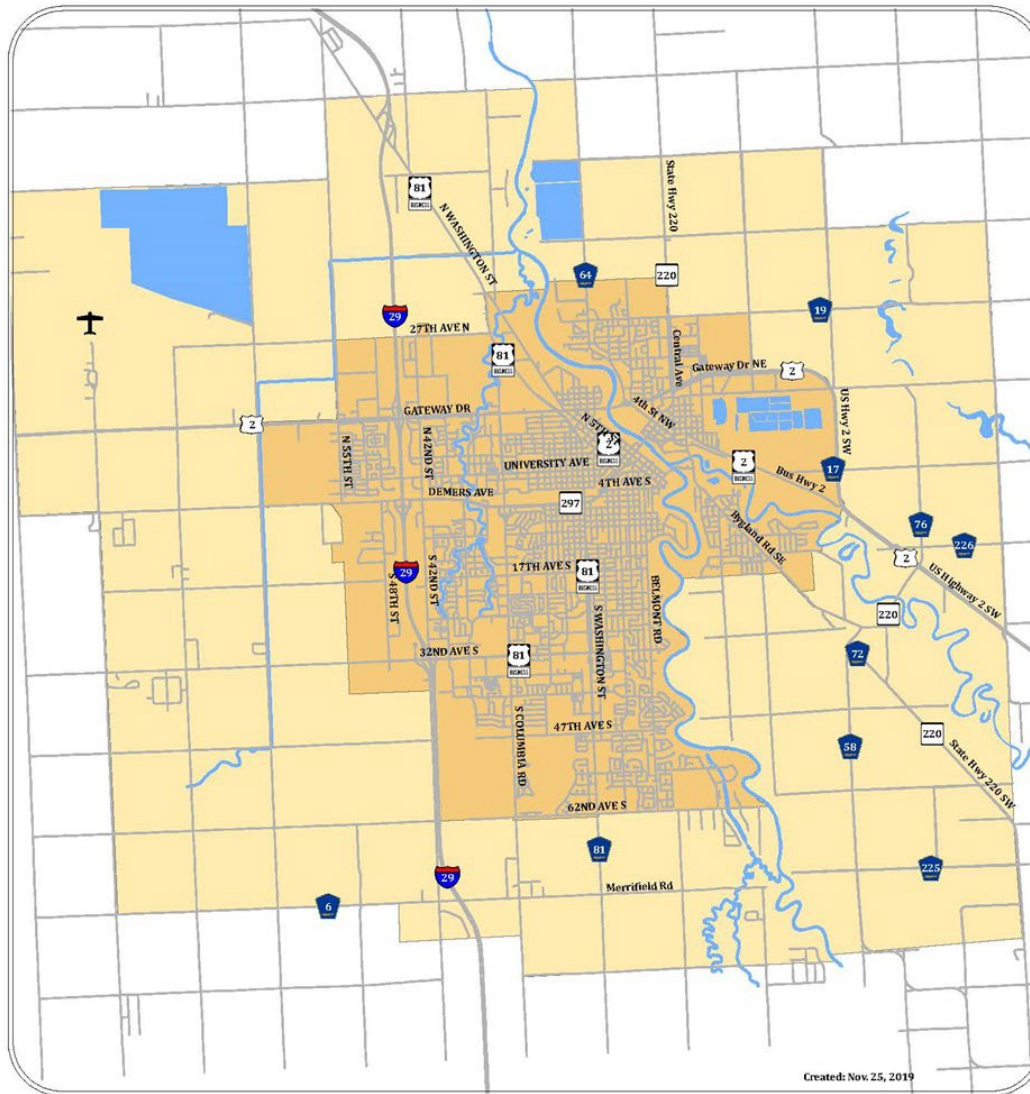
And

New Projects to TIP

MPO Responsibilities

- Ensure Project is consistent with the MPO Metropolitan Transportation Plan
 - Street/Highway Element
 - Transit Development Element
 - Bike/Ped Element
 - ITS
 - Sub-studies, i.e., Skewed Intersection, Downtown Transportation Study, US2/USB2 Intersection, etc.
- Financial Plan remains constrained
- Prioritize Projects within its proposed funding program

Grand Forks- East Grand Forks Metropolitan Planning Organization Study Area



- | | | | |
|-------------------------------------|------------|---------------------|----------------|
| MPO Study Area | Interstate | US Business Highway | County Highway |
| Adjusted Federal Aid Urbanized Area | US Highway | State Highway | Water |



0 1 2
Miles

What Projects Should be In TIP

- Projects that involved a decision of FHWA or FTA
- Any federally funded (regardless of funding source) projects that impact transportation
- Any significant projects regardless of funding source

Process

- Each year develop new TIP with a 12 month process timeline
 - Revisit currently programmed projects
 - Consider new projects
 - Add one year
- Begin in September just after adopting TIP
- Encompassing more programs into process

UNKNOWNNS

- BIL Implementation
 - New Programs
 - Still Focus on “State of Good Repair”
 - Still Focus on Nation Highway System (NHS)
 - Penalties imposed if not preserving NHS
 - Funding Levels Significantly Increased
 - Authorized v. Appropriated
 - Performance based programming
- What we do today is subject to change

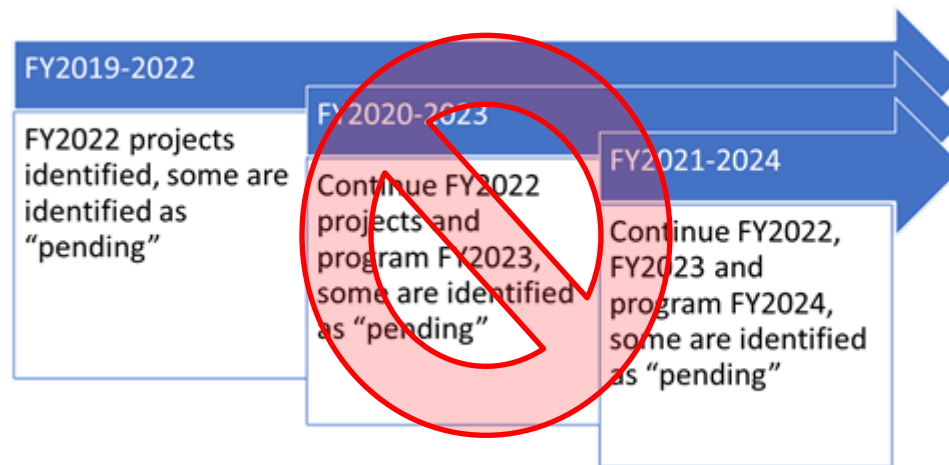
ND Side Projects Presented

- Current 23-25 TIP Changes
- Regional Roads Program for FY2026
 - Plus one non TIP year FY2026
- Urban Local Roads for FY2026
- Urban (Main St) for FY2024
- Transportation Alternatives
- Highway Safety Improvement Program
- HSIP RRxings
- ND FTA 5310 and 5339

Instructions

- New BIL = No longer fiscally constrained
- No instructions yet how to implement

TIP Fiscal Constraint Process



- Review Programmed Projects for possible advancement

Program by Program

Current Program 23-25

No changes submitted
Yet NDDOT is advancing
project development on
FY24 Regional Traffic
Signals and
FY25 32nd Ave paving
projects

Regional Program

FY2026

32nd Ave Congestion/47th Ave Interchange
\$52.6M at 90/10?

Gateway Dr between I29/Red River pavement work
\$4.5M at 80/20/0

FY2027 The 1 year beyond

S. Washington Reconstruction 1st Ave N to 8th Ave N
\$5.2M at 80/10/10

S. Washington Reconstruction Hammerling to DeMers
\$7M at 80/10/10

No info on 42nd St grade separation nor wet corn mill facility street needs

Urban Road Program

FY2026

Point Bridge Repainting

\$2.4M with 50/50 split with East Grand Forks

ND side of \$1.2M at 80/20

S. 48th St Reconstruction 17th Ave S to DeMers Ave

\$6.5M at 80/20

No info on 42nd St grade separation nor wet corn mill facility street needs

Urban Program

FY2024

S. 5th St/Belmont/Division aka Confusion Corner
roundabout at \$1.6M at 80/20

N. 4th St Reconstruction 1st Ave N to 2nd Ave N
\$2.7M at 80/20

Transportation Alternative Program

FY2025

S. 48th St convert gravel to pavement multi-use trail
\$500,000 at 80/20

Highway Safety Program

FY2026

S. Washington Intersection with 28th Ave S.
turn lanes at \$280,000 at 90/5/5

Transit Program

See Separate Staff Report



MPO Staff Report
Technical Advisory Committee:
December 8, 2021
MPO Executive Board:
December 15, 2021

RECOMMENDED ACTION: Approval of the Bicycle/Pedestrian Element Update to 2050 Request for Proposals (RFP).

Matter of the approval of the Bicycle/Pedestrian Element update RFP.

Background: The MPO has begun the process to update our Metropolitan Transportation Plan every five years. We have completed the East Grand Forks Land Use Plan 2050; we currently are past the midpoint of updating the Grand Forks Land Use Plan 2050; and we are approximately 1/3 of the way towards updating the Transit Development Program. There are two remaining elements to the MTP. The Bicycle/Pedestrian Element is the subject of the attached RFP. The Street/Highway Element will begin in early 2022 with the release of an RFP. Completion date for an updated MTP to 2050 is January of 2024.

Past Bike/Ped Elements have been done in-house. We agreed in our Work Program to retain a consultant to assist us for this update. Some new emphasis areas to highlight in this effort are:

- Increased public participation effort, particularly with potential impacted adjacent property owners on facilities identified for short term implementation
- Focus on working with railroad on improvements for bike/ped at the at-grade crossings
- Review and update the Safe routes to School maps with possibly the addition of one for each high school. Also, increase discussion on non-infrastructure activities towards SR2S.
- Ensuring maintenance of existing facilities is included
- Improving the scoring criteria to assist in prioritizing facility type and cost estimating.
- Review and consideration of existing Complete Street Policies with possibility of adopting an MPO wide Complete Streets Policy (new federal law requires we spend at least 2.5% of our budget on improving these modals)
- Developing and establishing a working group of stakeholders to assist in the progression of the process, similar to how the Ad Hoc Group has worked with the Future Bridge Traffic Impact Study.

This RFP is set to be advertised on December 17th, with contract approval on February 16^h. A draft of the plan is expected to be submitted by the consultant by November 2022 to be presented to the Public, Planning Commissions/City Councils, MPO TAC, and MPO Executive Board throughout the month of November. A copy will be sent to MNDOT, NDDOT, and FHWA for their input. The finalized plan will be submitted in December 2022 and go through the process again. The deadlines mentioned are for the consultant to get documents to the MPO. The complete printed document should be to the MPO by January 2023. There is a not to exceed consultant budget of \$120,000 for this project. The cost will be in 2022 Work Programs.

Findings and Analysis:

- A draft of the scope of work and RFP has been distributed to partnering agencies; feedback provided has been incorporated into the attached draft.
- The scope of work was submitted for review to the State DOTs and FHWA-ND.
- In the 2022 Work Program
- Staff recommends approval of the RFP.

Support Materials:

- Draft Bicycle/Pedestrian element Update to 2050 RFP



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

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

**Request for Proposals
for
Transportation Planning Services**

Bike/Ped Element Update
Grand Forks, ND & East Grand Forks, MN

December 2021

**REQUEST FOR PROPOSALS
FOR
TRANSPORTATION PLANNING SERVICES**

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) requests proposals from qualified consultants for the following project:

Bike/Ped Element Update

Qualifications based selection criteria will be used to analyze technical submittals from responding consultants. Upon completion of technical ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposal of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any or all submittals. This project has a not to exceed budget of \$**120,000** dollars.

Interested firms should contact Earl Haugen, at the MPO, 600 DeMers Avenue, East Grand Forks, MN 56721. Contact can also be done via phone 701.746.2657 or by email: earl.haugen@theforksmpo.org

All proposals received by _____, at Noon at the MPO Office will be given equal consideration. Minority, women-owned, and disadvantaged business enterprises are encouraged to participate. The full length of each proposal should not exceed twenty-five (25) double-sided pages, including any supporting material, charts, or tables. Electronic proposals are preferred in Microsoft Word or Adobe Acrobat format; however they must be easily reproducible by MPO in black-and-white. If printed copies are sent, only six (6) should be sent and the MPO will not accept spiral bound proposals; consultants are encouraged to prepare proposals in a format that will ensure for efficient disposal, and are encouraged to use materials that are easily recycled. A sealed cost proposal must still be provided in hard copy by noted due date. Submittals must be received no later than _____ at noon (Grand Forks local time). Hard copies of technical and/or cost proposals should be shipped to ensure timely delivery to:

Earl Haugen
Grand Forks – East Grand Forks MPO
600 DeMers Avenue
East Grand Forks, Minnesota 56721
earl.haugen@theforksmpo.org

Fax versions will not be accepted as substitutions for proposals. Once submitted, the proposals become the property of MPO.

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Appendix A Attachments 1 and 2

Appendix B Cost Proposal Form

**REQUEST FOR PROPOSALS FOR
TRANSPORTATION PLANNING SERVICES**

I. PURPOSE OF REQUEST

The MPO requests proposals from the qualified consultants for the following project:

Bike/Ped Element Update

The purpose of this Request for Proposals (RFP) is to provide interested consulting firms with enough information about the professional services desired by the MPO.

A selection committee will rank submittals from responding consultants. Upon completion of the ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposals of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any and all submittals.

II. GENERAL INSTRUCTIONS

A. Any questions or comments regarding this proposal should be submitted to:

**Earl Haugen
GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721**

**Phone: 701/746-2657
e-mail: earl.haugen@theforksmpo.org**

B. Proposals shall be submitted to:

**GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721**

C. All proposals must be clearly identified and marked as follows:

**Proposal For:
Bike/Ped Element Update
Firm's Name
GF/EGF MPO**

All proposals must be received by noon at which time the technical proposals will be opened for review. Cost proposals will remain sealed in a secure place until technical ranking is complete and contract negotiations begin. An electronic copy or six (6) copies of the technical proposal must be provided. One copy of the cost proposal shall be submitted in a separate, sealed, and clearly marked envelope.

D. Selection Committee

The technical proposals will be reviewed by the Selection Committee, which may include staff from local municipalities and multi-jurisdictional bodies as follows:

- City of Grand Forks Planning Department
- City of Grand Forks Engineering Department
- City of East Grand Forks Planning Department
- City of East Grand Forks Engineering Department
- NDDOT
- MnDOT
- Greenway Specialist
- Bicycle, Pedestrian and Greenway Users Group Representative
- MPO

Once the written proposals are received, the Selection Committee will rank the proposals. A 40 minute interview will be scheduled during the week of _____ with the firms that submit the top three ranked proposals. This 40 minute interview will provide an opportunity for the selection committee members to ask questions of the submitting firms and get clarification on any information in the proposal that may not be clear. Firms chosen for interviews will be expected to make presentations, and should prepare one. The interviews will be conducted virtually. Firms may be asked to verbally expand upon particular points in their written proposal and should be prepared to do so.

E. Respondent Qualifications

Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the ones required. Each respondent may also be required to show that he/she has satisfactorily performed similar work in the past and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent who is engaged in any work that would impair his/her ability to perform or finance this work.

No proposal will be accepted from, nor will a subcontract be awarded to, any respondent who is in arrears to MPO or its representative governments, upon any debt or contract; who is in default, as surety or otherwise, upon any obligation to the local partners; or who is deemed to be irresponsible or unreliable by the local representatives.

F. Disadvantaged Business Enterprise

In the performance of this agreement, the contractor shall cooperate with MPO in meeting its goals with regard to the maximum utilization of disadvantaged business enterprises, and will use its best efforts to ensure that such business enterprises shall have the maximum practical opportunities to compete for subcontract work under this agreement.

1. Policy

It is the policy of the Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this Agreement.

2. DBE Obligation

The MPO and contractor agree to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds provided under or pursuant to this Agreement. In this regard, the contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. The contractor shall not discriminate on the basis of race, creed, color, national origin, age, or sex in the award and performance of DOT-assisted contracts.

G. *Equal Employment Opportunity*

In connection with this proposal and any subsequent contract, the consultant shall not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. The consultant will take action to ensure that its employees are fairly treated during employment without regard to their race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising, layoff or termination; rate of pay or other forms of compensation; and selection for training, including internship and/or apprenticeship. The consultant further agrees to insert a similar provision in all subcontracts, except subcontract for standard commercial supplies or raw materials. The consultant will furnish all necessary information and reports and will permit access to its books, records, and accounts by the MPO and/or its representatives including state and federal agencies, for purposes of investigation to ascertain compliance with non-discrimination provisions or any resultant contract.

H. *Ownership, Publication, Reproduction, and Use of Materials*

All work products of the contractor which result from this contract are the exclusive property of MPO, local partners, and its federal/state grantor agencies. No material produced in whole or part under this agreement shall, during the life of this agreement, be subject to copyright in the United States or in any other country. Permission and approval must be obtained from the MPO before any report, handbook, cassettes, manual, interim data, or results are published. Draft copies of all deliverables must be prepared by the consultant and reviewed and approved by the MPO before publication. The consultant, subject to the approval by the MPO, shall have the authority to publish, disclose, distribute, and otherwise use in whole and part, any reports, data, or other materials prepared under this agreement.

I. *Records, Access, and Audits*

The consultant shall maintain complete and accurate records with respect to allowable costs incurred and manpower expended under this contract. All such records shall be maintained on a generally accepted accounting basis and shall be clearly identified and readily accessible. The consultant shall provide free access to the representatives of MPO, the US Department of Transportation, and the Comptroller General of the United States at all proper times to such data and records, and their right to inspect and audit all data and records of the Consultant relating to his performance under the contract; and to make transcripts there from as necessary to allow inspection of all work data, documents, proceedings, and activities related to this contract for a period of three (3) years from the date of the final payment under this contract.

J. *Conflicts of Interest*

No official or employee of the MPO, state, or any other governmental instrumentality who is authorized in his official capacity to negotiate, accept, or approve, or to take part in negotiating, accepting, or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector, or other person performing services for the MPO, state, or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest other than his employment or retention by the MPO, state, or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by the MPO, state, or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in a project unless such interest is openly disclosed upon the public records of the MPO, the NDDOT, the MnDOT, or such other governmental instrumentality, and such officer, employee, or person has not participated in such acquisition for and in behalf of the state.

K. *Eligibility of Proposer, Non-procurement, Debarment and Suspension Certification; and Restriction on Lobbying*

The consultant is advised that his or her signature on this contract certifies that the company/agency will comply with all provisions of this agreement, as well as applicable federal and state laws, regulations, and procedures. Moreover the consultant affirms its compliance with the federal Debarment and Suspension Certification and the Federal Restrictions on Lobbying.

L. *Subcontracting*

The contractor may, with prior approval from the MPO, subcontract as necessary to accomplish the contract objectives. Subcontracts shall contain all applicable provisions of this agreement, and copies of the subcontract must be filed with the MPO.

M. *Assignments*

The contractor shall not assign or transfer the contractor's interest in this agreement without the express written consent of the MPO.

N. *Procurement - Property Management*

The contractor shall adhere to 49 CFR 18.36 when procuring services, supplies, or equipment, and to the applicable provisions of 49 CFR 18.32 and FHWA Safety Grant Management Manual, Transmittal 14, October 5, 1995 Property Management Standards, which are incorporated into this agreement by reference, and are available from the North Dakota Department of Transportation.

O. *Termination*

The right is reserved by either party to terminate this agreement with or without cause at any time if the recipient does not comply with the provisions of this agreement or its attachments.

If the MPO terminates this agreement, it reserves the right to take such action as it deems necessary and appropriate to protect the interests of the MPO, and its state/federal grantor agencies. Such action may include refusing to make any additional reimbursements of funds and requiring the return of all or part of any funds that have already been disbursed.

P. *Amendments*

The terms of this agreement shall not be waived, altered, modified, supplemented, or amended in any manner whatsoever, except by written instrument signed by the parties.

Q. *Civil Rights*

The contractor will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 STAT. 252), the regulation of the Federal Department of Transportation, 49 CFT, Part 21, and Executive Order 11246.

The contractor shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, handicap, or national origin. The contractor shall take affirmative action to ensure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, age, handicap, or national origin. Such actions shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or advertising, layoff or termination, rates of pay, or other forms of compensation, and selection for training, including apprenticeship. Furthermore, the contractor agrees to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

R. *Civil Rights - Noncompliance*

If the contractor fails to comply with the federal or state civil rights requirements of this contract, sanctions may be imposed by the FHWA or the NDDOT as may be appropriate, including, but not limited to:

1. Withholding of payments to the contractor under the contract until the contractor complies, or
2. Cancellation, termination, or suspension of the contract, in whole or in part.

S. *Energy Efficiency*

The contractor shall comply with the standards and policies relating to energy efficiency which are contained in the North Dakota Energy Conservation Plan issues in compliance with the Energy Policy & Conservation Act, Public Law 94-163, and Executive Order 11912.

T. *Handicapped*

The contractor shall ensure that no qualified handicapped individual, as defined in 29 USE 706(7) and 49 CFR Part 27 shall, solely by reason of this handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from the assistance under this agreement.

U. *EPA Clean Act and Clean Water Acts*

The contractor shall comply with the Clean Air Act, 42 U.S.C. 1857; the Clean Water Act, 33 U.S.C. 1251; EPA regulations under 40 CFR Part 15, which prohibits the use of nonexempt federal contracts, grants, or loans of facilities included on the EPA List of Violating Facilities, and Executive Order 11738.

V. *Successors in Interest*

The provisions of this agreement shall be binding upon and shall ensure to the benefit of the parties hereby, and their respective successors and assigns.

W. *Waivers*

The failure of the MPO or its local state/federal grantors to enforce any provisions of this contract shall not constitute a waiver by the MPO or its state/federal grantors of that or any other provision.

X. *Notice*

All notices, certificates, or other communications shall be sufficiently given when delivered or mailed, postage prepaid, to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

Y. *Hold Harmless*

The contractor shall save and hold harmless the MPO, its officer, agents, employees, and members, and the State of North Dakota and Minnesota and the NDDOT and MnDOT, its officers, agents, employees, and members from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of the contractor or its subcontractors, agents, or employees under this agreement. It is hereby understood and agreed that any and all employees of the contractor and all other persons employed by the contractor in the performance of any of the services required or provided for under this agreement shall not be considered employees of the MPO, the NDDOT, or the MnDOT and that any and all claims that may arise under the Worker’s Compensation Act on behalf of said employees while so engaged and any and all claims by any third parties as a consequence of any act or omission on the part of said contractor’s employees while so engaged in any of the services to be rendered under this agreement by the contractor shall in no way be the obligation or responsibility of the MPO.

Z. *Compliance with Federal Regulations*

The contractor is advised that his or her signature on this contract certifies that its firm will comply with all provisions of this agreement as well as applicable federal and state laws, regulation, and procedures. Moreover, the contractor affirms its compliance with the federal Debarment and Suspension Certification and the federal Restrictions on Lobbying.

III. PRELIMINARY PROJECT SCHEDULE

A. Consultant Selection

Advertise RFP to Qualified Firms	XXXXXXXXXX
Receive Proposals	XXXXXXXXXX
Selection Committee Activity:	
Review Proposals	XXXXXXXXXX
Proposal Interviews	XXXXXXXXXX
Select Finalist	XXXXXXXXXX
Contract Negotiations Completed	XXXXXXXXXX

MPO Policy Board Approval of Consultant Selection and Contract	XXXXXXXXXX
B. Project Development	
Notice to Proceed	XXXXXXXXXX
Draft Report Submittal	XXXXXXXXXX
Final Report Submittal	XXXXXXXXXX

IV. RFP EVALUATION CRITERIA & PROCESS

The MPO in close coordination with members of the Selection Committee will evaluate the written proposals based on, but not limited to, the following criteria and their weights:

A. Understanding the Scope-of-Work and Proposed Project Approach (25% weighted score)

1. Does the firm demonstrate an understanding of the study objectives?
2. What is the consultant’s approach to performing the scope-of-work effectively and efficiently?
3. What is the proposed schedule for completing the study?
4. What is the firm’s proposed public input plan?

B. Related Experience on Similar Projects (25% weighted score)

1. How familiar is the firm with this kind of work?
2. Does the firm have a history of successfully completing similar kinds of studies?

C. Past Performance (15% weighted score)

1. Does the firm routinely deliver desired products in a timely manner?
2. Does the consultant routinely demonstrate initiative, efficient use of time and resources, and reliability in completing their projects?

D. Expertise of the Technical and Professional Team Members Assigned to the Project (25% weighted score)

1. What are the technical and professional skills of each team member?
2. What will be the assigned role each member will play?

E. Recent, Current, and Projected Workloads of Persons Working on the Project (10% weighted score)

1. Can the team members devote the time and resources necessary to successfully complete this project?

Each proposal will be evaluated on the above criteria by the Selection Committee. After RFP review, the Committee will schedule oral interviews. The Committee will determine which firm would best provide the services requested by the RFP. The qualifying firm chosen by the Selection Committee will enter into a contract and fee negotiation based on the sealed cost proposal, submitted in a separate envelope.

The MPO is an Equal Opportunity Employer.

V. TERMS AND CONDITIONS

- A. The MPO reserves the right to reject any or all proposals, or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal.
- B. The MPO reserves the right to request clarification of information submitted and to request additional information of one or more applicants.

- C. Any proposal may be withdrawn up until the date and time set for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of 90 days, to provide to the MPO the services set forth in the attached specifications, or until one or more of the proposals have been approved by the MPO Policy Board.
- D. If, through any cause, the firm shall fail to fulfill in timely and proper manner the obligations agreed to, the MPO shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.
- E. Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the MPO and shall contain, as a minimum, applicable provisions of the Request for Qualifications. The MPO reserves the right to reject any agreement that does not conform to the Request for Qualification and any MPO requirements for agreements and contracts.
- F. The firm shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of the MPO.

VI. PROPOSAL FORMAT AND CONTENT

Proposals shall include the following sections at a minimum:

1. Introduction and Executive Summary
2. Response to Administration Questions
3. Summary of Proposed Technical Process/Planning Process
4. Description of Similar Projects
5. Project Staff Information including breakdown of estimated staff hours by each staff class per task
6. References
7. DBE/MBE Participation
8. Sealed Cost Proposals (to be bound separately)

Detailed requirements and directions for preparation of each section are outlined below:

A. Introduction and Executive Summary

Provide the following information concerning your firm:

1. Firm name and business address, including telephone number, FAX number, and e-mail address, if available.
2. Year established (include former firm names and year established, if applicable)
3. Type of ownership and parent company, if any.
4. Project manager's name, mailing address, and telephone number, if different from Item 1. Project manager's experience.

In the Executive Summary, highlight the major facts and features of the proposal, including any conclusions, assumptions, and recommendations you desire to make.

B. Administrative Questions

Respond to each of the following questions, and please cite the question before each answer.

1. Identify the respondent's authorized negotiator.

Give name, title, address, and telephone number of the respondent's authorized negotiator. The person cited shall be empowered to make binding commitments for the respondent firm.
2. **Provide workload and manpower summaries to define respondent's ability to meet project timeline.**

C. Summary of Proposed Technical Process

Discuss and clearly explain the methodology that your firm proposes to use to satisfactorily achieve the required services on this project. The respondent must document his/her clear understanding of the RFPs entire scope of

work and project intent for Bike/Ped Element Update, data requirements, public participation process, and alternative evaluation methodology. Include all aspects of technical analysis, projections, advanced technology and software, and public participation processes. Address any unique situations that may affect timely, satisfactory completion of this project.

D. Project Staff Information

Provide a complete project staff description in the form of a graphic organization chart, a staff summary that addresses individual roles and responsibilities, and resumes for all project participants. Please provide staff information breakdown of estimated staff hours by each staff class per task. **It is critical that contractors commit to particular levels of individual staff members' time to be applied to work on this project.** Variance from these commitments must be requested in writing from the MPO and reviewed/approved in terms of project schedule impact.

The completion of the scope of work in this agreement by the contractor must be done without any adverse effect in any way on other contracts that the contractor currently has in place with the MPO.

E. Similar Project Experience

Describe similar types of studies/construction projects completed or currently under contract.

F. References

Provide references of three clients for whom similar work has been completed.

G. DBE/MBE Participation

Present the consultant's efforts to involve DBE/MBE businesses in this project. If the consultant is a DBE/MBE, a statement indicating that the business is certified by the NDDOT or MNDOT as a DBE/MBE shall be included in the proposal. If the consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the subcontractor's certification by either the NDDOT or Mn/DOT shall be included. The percent of the total proposed cost to be completed by the DBE shall be shown.

H. Cost Proposals/Negotiations

1. Cost Proposals

Submit in a separate sealed envelope a cost proposal for the project work activities. Cost proposals will be separated from technical proposal and secured unopened until the technical evaluation process is completed. Only the cost proposal from the top ranked technical proposal will be opened during the negotiation process. Cost Proposals shall be based on hourly "not to exceed" amount. Cost proposals must be prepared using the format provided in Appendix B.

2. Contract Negotiations

The MPO will negotiate a price for the project after the Selection Committee completes its final ranking of the consultants. Negotiation will begin with the most qualified consultant, based on the opening of their sealed cost proposal. If the MPO is unable to negotiate a fair and reasonable contract for services with the highest-ranking firm, negotiations will be formally terminated, and will begin with the next most qualified firm. This process will continue until a satisfactory contract has been negotiated.

The MPO reserves the right to reject any, or all, submittals.

VII. BACKGROUND AND SCOPE OF WORK

Background: The Grand Forks-East Grand Forks Bicycle & Pedestrian Element (2019) is a vital element of the 2045 Metropolitan Transportation Plan (MTP). This report describes the scope of proposed activities to be advanced by Advisory Committee and interested agencies- assisted by MPO's staff and consultant- to successfully update the Bicycle & Pedestrian Element of the 2045 MTP.

The Bicycle & Pedestrian Element (2019) was supported by the goals and objectives of the 2045 MTP; and by the Planning Factors outlined by FAST. FAST supports infrastructure-related and behavioral projects that will provide a safe environment for walking and biking. It encourages States, MPOs, and cities to continue promoting and adopting design criteria and standards that provide for the safe and adequate accommodation of pedestrians, bicyclists, and motorized users.

These provisions help ensure that newly designed and constructed walk and bicycle facilities offer better transportation options, improve public health, support retired Americans, advance economic development, reinvest in underserved communities, help kids get to and from school, and keep people safe while biking and walking. The plan abides by all local ordinances, state laws, federal guidance, and engineering standards regarding the safe movement of pedestrians and bicyclists.

The Bicycle & Pedestrian Plan sets the stage for the Planning Area's long term vision of a safe, accessible and connected bicycle and pedestrian network. The purpose of the Plan is to:

- Increase bicycle and walking trips whether for recreational or economic development objectives
- Improve and increase bicycle and walking trips to schools and parks
- Improve bicycle and pedestrian access to key local activity centers and destinations
- Promote bicycle and pedestrian activities as available, yet affordable transportation options
- Promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Foster accessibility and mobility
- Improve quality of life
- Foster bicyclist and pedestrian safety
- Assess current conditions, initiatives and opportunities
- Emphasize the preservation of the existing bicycle and pedestrian transportation system.

The Plan update is supported by a number of near and long term objectives. One objective is to reflect the improvements to existing on-street and off-street bicycle and pedestrian facilities. All these are critical transportation access points that connect people to recreational and social opportunities, jobs and businesses.

Accessibility is critical for older adults; thus, as our population ages, and the number of those unable to drive grows; residents still must have access to social services and recreational activities. Hence, the plan update will create transportation options that allow for increased mobility, while enhancing the integration and connectivity of the transportation system, across and between modes, particularly, public transit

The Plan update strives to support connectivity to schools, transit network, business and recreational centers. Hence, the plan will create transportation options that allow for increased mobility; while enhancing the integration and connectivity of the transportation system, across and between modes, particularly, public transit.

This objective will be pursued by linking bicycle and pedestrian activities to livability, complete streets, and safe routes to school to community planning initiatives. The Plan's recommendations will have the potential to increase opportunities for physical activity for all residents by linking transportation to recreational venues.

To understand and meet the needs of all users, the plan update will, additionally, consider the following elements:

- Bicycling and walking trip characteristics
- Transportation priorities
- Safety considerations

- Particularly Safe Routes to School
- Barriers to bicycling and walking, with an emphasis on at grade crossings with railroad.
- Special populations needs; and
- Develop long, medium and short range list of potential projects and program's priorities
 - a) Integrate plan with other state, regional and local planning initiatives
 - b) Implement existing local, state and federal policies and guidelines
 - c) Identify high-priority TIP projects
 - d) Enhance interface with other transportation modes.
- Incorporate emerging technologies, practices, and service types
 - Ebikes as one example with consideration of where, if anywhere, to prohibit
- Financial constraints
- MUTCD, FHWA and other Standards
- AASHTO, NACTO and other guidance resources
- Impacts to existing neighborhoods

A. SCOPE OF WORK

It is anticipated that the successful completion of the plan update project will require the minimum following deliverables:

- 1) General policies, goals and objectives for the plan; including Performance Measures and Targets, including a review of existing State laws, City Ordinances, Policies and Codes.
- 2) Inventory and analysis of the existing off-road and on-road pathways, bikeways, trails and all other walking and biking facilities in MPO Planning Area. This includes updating the existing Safe Routes to School maps for each elementary and middle school in the MPO Planning Area, including consideration of mapping for each high school. Identify existing non-infrastructure activities gear towards Safe Routes to School and assist in developing/expanding these non-infrastructure activities.
- 3) Evaluation of the existing transportation infrastructure (including on- and off-road facilities) to determine current conditions and capacities; identify gaps or deficiencies in terms of accommodating potential and existing bicycle and pedestrian travel. The evaluation of existing conditions must include crash data, pedestrian and bicyclist counts, surveys, inventories, street audits, secondary data sources, safe routes to schools and active transportation elements. Consideration of the elderly and individuals with disabilities; and community expectations and needs such as on street parking. Assist locals in analyzing and comprehending recent school walking surveys completed by local school districts and Safe Kids Grand Forks. At grade railroad crossings have caused some differences of opinion trying to installing proper crossings for bike/peds. Effort to facilitate discussions with railroad on improving or installing bike/ped facilities will be needed.
- 4) A community supported comprehensive network of off-road/on-road pathways, trails and facilities to connect neighborhoods users to key destinations within the planning area as well as to existing and planned systems in adjacent cities and counties. The system should identify potential linkages, as appropriate, such as existing and future roadways, pathways, trails, parks, open spaces, and drainage ditches. Crossing of barriers (like railroad at grade crossings) will need particular attention.
- 5) Identification of high-priority transportation corridors and development of pedestrian-bicycle project recommendations for these corridors for cost estimation
- 6) Guidelines for selecting pedestrian and bicycle facilities for each type of roadway. Consider development of an MPO area Complete Streets Policy
- 7) A financially constrained funding plan that incorporates the MPO's Transportation Improvement Program; and identifies other potential sources such as grants, private funding and user fees. The financial plan must include

recommendations of projects, estimated timeframes and cost projection that are consistent with the needs of Grand Forks and East Grand Forks. The financial plan must provide for the maintenance and rehabilitation of the existing facilities.

- 8) Recommendations to amend, enhance, improve or alter the existing pathway and trail facilities within existing city policies.
- 9) A report documenting findings and aspirations by writing a draft document for initial review by members of the Advisory Committee; and submission of final report for adoption of respective appointed authorities.

As part of the public involvement activities, the Advisory Committee –assisted by MPO staff- will invite local stakeholders to actively participate in activities related to the update of this element, including:

- Visioning and Goals and Outreach; and Performance Measures and Targets
- Assessment of Existing Conditions & Trends
- Needs evaluation; and
- Identification of strategies programs and funding activities required to meet the vision and goals, performance measures and targets developed above.

Task 1. Identify Stakeholders / Establish a Bike & Pedestrian Advisory Committee

The purpose of the Advisory Committee is to make recommendations to the appointed members of the Technical Advisory Committee, Planning Commissions, and Executive Policy Board on the update to the Pedestrian and Bicycle Plan. The group will identify pedestrian and bicycle issues and needs; provide input on policy recommendations and proposed pedestrian and bicycle networks; and evaluate technical and financial constrained criteria for prioritizing project recommendations. The Advisory Committee –assisted by MPO staff – will:

- Research and develop the list of stakeholder members with input from the stakeholders
- Research and prepare a “membership focus document” summarizing member responsibilities, time commitments, attendance requirements, and etc.
- Seek a community-wide representation and participation of not-for-profit agencies, local governments, and related interest groups police services, public transport and planning authorities, schools, business representatives and health, tourism and education representatives.

Advisory Committee Meetings

Members of the Advisory Committee will be asked to attend six (6) structured and facilitated meetings during the preparation of the training session and planning update process. Advisory Committee will provide the necessary guidance during the proposed meetings:

- 1) A meeting will include an introduction to the project, establish communication protocol, clarify tasks and finalize project schedule. The format of the meeting will be a question and answer session. The stakeholders will participate in a facilitated exercise to identify issues, goals and objectives to support training program. This Plan update will be prepared by the Advisory Committee –assisted by MPO staff.
- 2) A meeting will be held in conjunction with the proposed Visioning and Assessment phases of the project. Stakeholders will be asked to assess existing goals and objectives. Stakeholders will be asked to assess existing conditions & trends.
- 3) A meeting will be held toward the end of the existing conditions analysis. Stakeholders will contribute to identify network assets; the objective of the third meeting is to identify strategies and evaluation criteria.

Stakeholders will be asked to identify problems, prioritize draft strategies and determine data needs for evaluation criteria.

- 4) A meeting will be a facilitated workshop with the purpose of reviewing design standards and identifying and selecting projects to meet the goals and objectives of the plan. This meeting will be held during the development of the draft plan and alternatives analysis phase.

As part of Task 2. Building Public Support for Plan Development, the following meetings are proposed:

- 5) A meeting will take place early in the project to provide information to the public regarding the scope of the plan; to gather input on issues and perceived problems in the bicycle and pedestrian system, origins, and destinations; and to review draft goals and objectives; and performance measures and targets.
- 6) A meeting will be held during the identification and selection of project phase and will emphasize consensus building exercises to finalize goals and objectives and to prioritize projects for inclusion into the plan

Proposed Membership Roster for Advisory Committee

This roster is not exhaustive. Ideally, the proposed Plan Update shall be guided by a nine members working group representing local governments.

AGENCIES

- Grand Forks – East Grand Forks Bicycle, Pedestrian and Greenway User’s Group
- Grand Forks-East Grand Forks Safe Kids
- Coalition of Healthy Greater Grand Forks
- Independent Living Options
- Ground Up Adventures
- Human Service Coordination Committee Representative
- UND Student Representative
- Northland Student Representative

STATE & FEDERAL AGENCIES

- North Dakota Department of Transportation
- Minnesota Department of Transportation
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)

Staff Support

- City of East Grand forks Planning Dept. Staff
- City of East Grand forks Engineering Dept. Staff
- City of East Grand Forks Public Works Dept.
- City of East Grand Forks Senior Center Representative
- City of East Grand Forks Parks & Recreation Dept.
- City of Grand Forks Planning Dept. Staff
- City of Grand Forks Engineering Dept. Staff
- City of Grand Forks Public Works Dept.
- Community Resources Bureau, Grand Forks Police Dept.
- City of Grand Forks Senior Center Representative
- Grand Forks Public Health Staff
- Cities Area Transit (CAT) staff

COMMUNITY MEMBERS

Others to be determined

Some agencies have been informed about the advancement of this update. A few have indicated their desires to participate as active members of the proposed Advisory Committee.

Task 2. Building Public Support for Plan Development

Participation at Public Meetings shall be prepared under the guidance of Advisory Committee. Public Involvement activities will be advanced in accordance to the MPO Public Involvement Plan.

Two community meeting dates are planned at key points to solicit valuable public input. Those meetings are listed above under 5) & 6). The purpose of meeting #5 is to provide information to the public regarding the scope of the project. The purpose of meeting #6 is to gather input on issues and perceived community concerns, including problems in the bicycle and pedestrian system.

In addition to the two general public meetings, focus neighborhood meetings will need to be scheduled with areas that have projects identified in the short and mid term phases of implementation. The effort is to start working early with the property owners and neighborhood to identify the most desirable facility as an effort to eliminate opposition to implementation after funding has been secured. A recent experience in Grand Forks happened when a long identify multi-use path was finally prioritized and received federal funding. Once project development began, strong opposition to installing the facility resulted in returning the federal funds. The consultant can propose methods best to generate interest to entice participation; methods can include direct mailings or other methods.

Task 3. Project Kick Off and data exchange

The initial meeting will include an introduction to the project and a question and answer session. The stakeholders will participate in a facilitated exercise to identify issues and opportunities they see within the region regarding bicycle and pedestrian planning.

Task 4. Visioning & Goal, Performance Measures and Targets

The Plan's comprehensive approach focuses on improving non-vehicular safety; it evaluates ways to enhance non-vehicular mobility and accessibility to improve economic and recreational activities and to help create a multimodal transportation system.

The Vision Statement will be prepared based on public input. In preparation of the Vision Statement, and Performance Measures and Targets, the Advisory Committee –assisted by MPO staff - will consider the following factors:

- Safety
- Creating bike/ped friendly environments
- Current walking and bicycling trends
- Developing a viable bicycle or pedestrian transportation system
- Enhancing the safety and health of users
- Promoting livability, equity, and recreational opportunities
- Promoting economic development and community vitality
- Accessibility and Connectivity
- Mobility and Efficiency
- Fiscally constrained
- Policy constraints

Resulting vision, goals, objectives and performance criteria should be developed in accordance to local, state and federal policies and guidelines. Among others, the process should consider the Planning Factors outlined by the Fixing America's Surface Transportation Act (2015).

Task 5. Assessment of Existing Conditions & Needs

The objective is to collect and analyze baseline of information to support strategies and actions necessary to reach the vision and goal statements, performance measures and targets. The information collected in this step should determine the extent to which the existing transportation system meets the needs of bicyclists and pedestrians.

- Determination of current levels of use for bicycling and walking transportation trips; and current numbers of injuries and fatalities involving bicyclists and pedestrians.
- Evaluation of the existing transportation infrastructure (including on- and off-road facilities) to determine current conditions and capacities and to identify gaps or deficiencies in terms of accommodating potential and existing bicycle and pedestrian travel. Review and critique current Safe Routes to School maps.
- Determination of the capacities and the type and security level of bicycle parking offered at intermodal connections such as transit facilities and destination points.

- Identification of desired travel corridors for bicycle and pedestrian trips and required land acquisition, if any, for potential facilities
- Examination of existing land use and zoning, and the patterns of land use in the community.
- Planning, design standards, and agency policies and the extent to which they affect the accessibility of the transportation system for bicyclists and pedestrians, e.g., do they meet policies and design guidance issued by the American Association of State Highway and Transportation Officials (AASHTO) for bicycle and pedestrian facilities? And NACTO guidelines? Complete Streets or Active Transportation Guidelines? Federal, State and Local standards/requirement Identify costs to maintain existing bicycle and pedestrian network.
- State and local laws and regulations affecting the vision and goals, e.g., growth management and trip reduction laws, or constitutional restraints on expending highway funds on bicycle and pedestrian facilities. Is the plan consistent with Federal laws, State statute and Local ordinances?
- Availability of bike-on-bus access; including hours service is available, routes where available, and incentives and barriers to using the service (i.e., training, permit, or additional charges required).
- Identification of activities required to meet the vision and goals, performance measures and targets developed above. These activities or strategies could include:
 - Basis of the need for modifications to the transportation system through surveys, origin destination studies, public input, or other data collection techniques.
 - Suggested modifications to the existing transportation system of on- and off-road facilities to meet the vision and goal statements, and performance measures and targets.
 - Development of criteria to identify specific facility-related improvements.
 - Research and list existing standards used to identify suggested changes to planning, design standards, and agency policies.
 - Specification of education, encouragement, and law enforcement components to support facility development.
 - Identification of non-construction activities such as mapping, parking facilities, etc., that are needed to reach the vision and goals, performance measures and targets developed above.

Task 6. Identifying Opportunities and Constraints

- Identify opportunities to improve the connectivity of bicycle and pedestrian networks
- Identify opportunities to improve access with respect to mobility constrained and disadvantaged populations
- Summarize key constraints or challenges to improving biking and walking in the planning area.
- Help in analyzing and comprehending results from the recent school walk surveys.
- Constraints should also include existing street structure, financial constraints, etc.

Task 7. Strategies & Recommendations

Provide a mechanism for evaluating the performance of the transportation system containing implemented projects against the performance of the original system.

- Develop evaluation criteria to systematically assess potential projects in support of achieving Plan goals identified as part of Task 2.
- Provide recommendations and guidance for:
 - Facility improvements including on and off-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking.
 - Development criteria and to identify specific facility-related improvements.
 - Research and list existing standards used and identify changes required to planning, design standards, and agency policies.
 - Updating the current Safe Routes to School maps to reflect improvements implemented since they were last updated in 2020, include consideration of mapping for high schools.
 - Recommend how to adjust any local ordinances to reflect recent e-bike legislation; facilitate discussion and recommendations on identifying locals where e-bike, if anywhere, use should be limited or prohibited.
 - Identify education, encouragement, and law enforcement components to support facility development.
 - Identify costs to maintain the existing bicycle and pedestrian network,

Task 8. Documenting Findings & Aspirations

Using information gathered from the activities outlined above, stakeholder’s meetings, public involvement activities, submit a draft report outlining the findings of the study.

The Advisory Committee –assisted by MPO staff - will review the draft report before completion of the final report. The report will include all of the elements listed in the outline.

Task 9. Review Draft Document

The Final Report’s recommendations related to improving bikability and walkability of the Grand Forks-East Grand Forks Planning Area should acknowledge existing systems, services and awarded designations. As well, they should include completion of a bicycle and pedestrian plan update, and recommendation of a Complete Streets policy. These components provide recommendations for achieving higher level designations of Bicycle Friendly Community based on comments from previous applications and recommend pursuit of a Walk Friendly Community Designation. Throughout the development of the report, consideration must be given to policies that assist stakeholders and the MPO in:

- Creating awareness of plan recommendations, performance measures and targets
- Adopting policies
- Involving stakeholders
- Securing dedicated funding
- Developing program initiatives
- Coordinating infrastructure improvements

Task 10. Adoption by Technical Advisory & Executive Policy Board Committees

Tentative Schedule for proposed presentations:

Draft Report-Comments:

Grand Forks Planning and Zoning Commission Meeting
Technical Advisory Committee Meeting
East Grand Forks Planning and Zoning Committee Meeting
East Grand Forks City Council Meeting
MPO Executive Policy Board Meeting
Grand Forks City Council Meeting

Final Report -Adoption:

Grand Forks Planning and Zoning Commission Meeting
East Grand Forks Planning and Zoning Commission Meeting
Technical Advisory Committee Meeting
Grand Forks City Council Meeting
East Grand Forks City Council Meeting
MPO Executive Policy Committee Meeting

B. Project Deliverables

The final product will show recommendations for Bike/Ped Element in Grand Forks and East Grand Forks.

Bike/Ped Element Update

- a. A draft final report by noon xxxxxxxx
- b. The final bound report by xxxxxxxx (25 copies)

An electronic copy of the approved final reports will be delivered to the Grand Forks-East Grand Forks MPO in PDF and Word format. The electronic copies should be complete and in order such that additional copies of either document could be printed on-demand. In addition, electronic copies of any pertinent working papers and modeling software either during the project or at its conclusion will be delivered to the MPO.

C. Estimated Project Budget

This project has a not-to-exceed budget of \$120,000. Consultants submitting proposals are asked to use their audited DOT rates when completing their Cost Proposal Form (See Appendix B).

D. Other Requirements

The consultant will update the Project Manager on an on-going basis, along with a written monthly progress report which will clearly reflect progress, timeliness, and budget expenditures. The monthly progress report will be required with the submission of each invoice.

VIII. INFORMATION AVAILABLE FOR CONSULTANT

A. General Information

The following resource data / information are available for the project:

- a. 2050 Grand Forks Land Use Plan and 2025 East Grand Forks Land Use Plan:
- b. Grand Forks/East Grand Forks 2045 Metropolitan Transportation Plan Update:
<https://theforksmpo.com/metropolitan-transportation-plans-mtp/>
- c. GIS shapefile data
- d. 2020 Safe Routes to School maps

e. GF-EGF MPO Public Participation Plan. *Access to plan via the GF-EGF MPO website www.theforksmpo.org*

IX. MAP OF Current and Future Bike Facilities– next page

APPENDIX A

ATTACHMENTS 1 & 2

DEBARMENT OR SUSPENSION CERTIFICATION

The Participant, _____ (name of firm) certifies to the best of its knowledge and belief, that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph two (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause of default.

THE PARTICIPANT, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. 3801 ET SEQ. ARE APPLICABLE THERETO.

(Signature of Authorized Official)

Date

(Title of Authorized Official)

CERTIFICATION
OF
RESTRICTION ON LOBBYING

I _____, hereby certify
on behalf of

(Name and title of grantee official)

_____ that:

(Name of grantee)

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this _____ day of _____, _____

By _____
(Signature of Authorized Official)

(Title of authorized official)

APPENDIX B

COST PROPOSAL FORM

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

COST PROPOSAL FORM

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

REQUIRED BUDGET FORMAT
Please Use Audited DOT Rates Only

1. Direct Labor	Hours	X	Rate	=	Total
Name, Title, Function	0.00	X	0.00	=	0.00
		X			
		X			
		X			
2. Overhead					
3. General & Administrative Overhead					
4. Subcontractor Costs					
5. Materials and Supplies Costs					
6. Travel Costs					
7. Fixed Fee					
8. Miscellaneous Costs					
Total Cost					

Certification of Final Indirect Costs

Firm Name: _____

Proposed Indirect Cost _____

Date of Proposal Preparation (mm/dd/yyyy): _____

Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy): _____

I, the undersigned, certify that I have reviewed the proposal to establish final indirect cost rates for the fiscal period as specified above and to the best of my knowledge and belief:

1. All costs included in this proposal to establish final indirect cost rates are allowable in accordance with the cost principles of the Federal Acquisition Regulations (FAR) of title 48, Code of Federal Regulations (CFR), part 31.
2. This proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR 31.

All known material transactions or events that have occurred affecting the firm's ownership, organization and indirect cost rates have been disclosed.

Signature: _____

Name of Certifying Official (Print): _____

Title: _____

Date of Certification (mm/dd/yyyy): _____



MPO Staff Report
Technical Advisory Committee:
December 8, 2021
MPO Executive Board:
December 15, 2021

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit 5310 Grant application with the priority order given and Grand Forks City Council Approval.

TAC RECOMMENDED ACTION:

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5310 Grant application.

Background: In October, the MPO, together with NDDOT, solicited applications for FY 2023 FTA 5339 & 5310 projects. There is an estimated total of \$12 million in funding available for 5339, 5310, and 5311 combined. The NDDOT has a deadline of December 31, 2021. All applications from the MPO area need to have MPO submittal to NDDOT through Black Cat; applications were due to the MPO by December 1st. This ensured the candidate projects could be vetted through the MPO in time to meet the NDDOT deadline.

The MPO was verbally told by Cities Area Transit (CAT) that they would be applying for 5310 program funds. The MPO did not received an application by the MPO deadline. The funding request is based off the last application that requested the same projects. Since this is an assumption, the information is subject to change and Grand Forks City Council approval.

The 5310 program focuses funding to Elderly and Individuals with Disabilities. Projects can be submitted by public transit providers, nonprofit agencies, social service agencies and others. All projects must show consistency with the locally adopted Human Services Public Transportation Coordination Plan in the current TDP. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of \$134,148.

CAT 5310 funding request includes the following projects in priority order:

1. **Mobility Manager:** The Mobility Manager serves as a regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior

citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is \$67,811. CAT is requesting \$54,248 in Section 5310 funding; the 20% local match of \$13,563 will be paid out of the Grand Forks City Public Transportation budget.

2. **Replacement of ADA Minivan:** 2015 Dodge Grand Caravans #152 and #151 have exceeded their useful life of 4 years or 100,000 miles. The vehicles are still being utilized in the CAT fleet due to increased service demand. The vehicles are scheduled to be replaced at a cost of \$47,000 each. CAT is requesting \$79,900 in Section 5310 funding for two replacement vehicles: the 15% local match of \$14,100 will be paid out of the Grand Forks City Public Transportation budget.

ND FTA #5310 Summary Table

5310 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Mobility Manager	\$67,811	\$54,248	\$13,563
2	Replacement of 2 ADA Minivans	\$94,000	\$79,900	\$14,100

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 has replacement vehicles listed for #5310 funding focus. The requested vehicle is listed in the TDP Transit Asset Management.
- In the TDP, the Coordinated Human Service Transportation section emphasizes the need for marketing and education. This work falls under the Mobility Manager’s responsibilities.
- Staff recommends approval of the FTA #5310 application.

Support Materials:

- CAT Staff reports
- Section 5310 Application



ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

On August 10, 2021, the U.S. Senate overwhelmingly passed the Infrastructure Investment and Jobs Act (IIJA), a \$1.2 trillion infrastructure bill negotiated by the Biden Administration and a bipartisan group of senators. Nineteen Republican Senators joined 50 Democrats to pass the bill and send it to the House of Representatives.

On November 5, the House passed the IIJA without amendment and sent the bill to President Biden to be signed into law. Thirteen House Republicans joined 215 Democrats to pass the bill. On November 15, 2021, President Biden signed the IIJA into law – PL 117-58.

The IIJA includes a 5-year surface transportation bill. The highway provisions are based on the 5-year highway bill approved by the Senate Environment and Public Works Committee earlier in 2021. The rail and safety provision are based on the 5-year bill approved by the Senate Commerce Committee earlier in 2021.

Bill text can be found here .	Estimated Highway Formula Apportionments, click here .
Estimated Transit Formula Funding, click here .	Total 5-year Estimated Highway Formula Apportionments (does not include Bridge, EV, Ferry, or Appalachian programs), click here .

The IIJA provides \$550 billion in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs. When added to baseline spending, the bill provides \$567 billion in guaranteed transportation funding over five years. Additional funding also may be provided to several programs through the annual appropriations process.

\$274 billion of the \$550 was included for USDOT in the bill:

- \$89.8 billion was used to allow increased Highway Trust Fund contract authority over the 5-year period 2022-2026
- \$184.1 billion is provided in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years

IIJA Guaranteed Transportation Funding (HTF + Advanced Appropriations) Over 5 Years		Amount
HTF Baseline Funding [Last year of the FAST Act \$58.7B x 5 years]		\$293.5B
New IIJA spending		\$274.0B
	Total	\$567.5B

INFRA Grants	\$1B	\$1.640B	\$1.640B	\$1.640B	\$1.540B	\$1.540B	\$8B
NEW National Infrastructure Project Assistance	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
Local and Regional Project Assistance (RAISE, BUILD, TIGER)	\$1B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$7.5B
NEW Safe Streets Program	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
NEW Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$0.0	\$100M	\$100M	\$100M	\$100M	\$100M	\$500M
NEW Wildlife Crossings Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M
NEW Reconnecting Communities Pilot Program	\$0.0	\$195M	\$198M	\$200M	\$202M	\$205M	\$1B
Appalachian Development Highway System	\$0.0	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.250B
NEW Prioritization Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M



Program Policy Changes

Subtitle B – Planning and Performance Management

Metro planning (Sec. 11201)

- When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area
- “Existing metropolitan planning area” is replaced with “existing” or “the area”
- MPOs designated in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. Nothing in the section requires MPOs to jointly develop planning documents, including a unified long-range transportation plan or unified TIP
- In developing the plan, MPOs may use social media and other web-based tools to drive public participation
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process **may** address the integration of housing, transportation, and economic development strategies and **may** develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization

Fiscal Constraint on Long-Range Plans – (Sec. 11202)

- The Secretary shall update the regulation to ensure that the outer years of the plan are defined as “beyond the first 4 years.” This would retain fiscal constraint on the first four years but provide more fiscal flexibility beyond those years

Prioritization Process Pilot Program (Sec. 11204)

- The Secretary shall establish and solicit applications for a prioritization process pilot program. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit.
- MPOs and states are eligible to participate in the pilot
- The program would assess and score projects and use those scores to guide project selection in the plan and TIP
- The program would ensure the public had opportunities to participate and offer comment

Travel Demand Data and Modeling (Sec. 11205)

- The Secretary shall carry out a study that gathers travel data and travel demand forecasts from states and MPOs to develop best practices or guidance to use in forecasting travel demand for future investments, to evaluate investments, and other purposes
- The Secretary shall develop a publicly available, multimodal, web-based tool for the purpose of enabling states and MPOs to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the state or area served by the metropolitan planning organization

Increasing Safe and Accessible Transportation Options (Sec. 11206)

- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals
- The Secretary may increase the Federal share above 80%
- States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan

Subtitle A – Surface Transportation

Apportionments of Highway Funding (Sec. 11101)

- Provides \$351 billion for highways over five years from the Highway Trust Fund, with \$307 billion provided as formula apportionments to states
- States continue to receive a 95% return on their contributions to the Highway Account of the HTF as of July 1, 2019
- States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years
- Formulas do not use the most recent census data

Obligation Ceiling (Sec. 11102)

- Sets each fiscal year's Federal highway and safety construction limitation on spending from the HTF

Apportionments (Sec. 11104)

- Establishes annual apportionments of contract authority

National Highway Performance Program (Sec. 11105)

- Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters

Railway-Highway Crossings (Sec. 11108)

- Continues the \$245 million set-aside from the safety program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. The Federal share increases from 90% to 100%

Surface Transportation Block Grant Program (Sec. 11109)

- 55% of the STBGP will be suballocated each year (same as in current law)
- States shall establish a consultation process for non-TMA MPOs to describe how STBGP funds will be allocated equitably among the MPOs over the next five years
- Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures

- Increases the off-system bridge set-aside from 15% to 20%
- The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly \$1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas

Transportation Alternatives Program (Sec. 11109)

- 10% of a State's STBGP is set aside for TAP
- 59% of the set-aside is suballocated by population. 100% may be suballocated to locals (counties, MPOs, RTPOs) with approval of the Secretary if certain conditions are met
- Expands the list of eligible projects like safe routes to school and vulnerable road user safety
- Makes clear MPOs under 200,000 are eligible entities for TAP grants
- MPOs over 200,000 that run the competition shall select projects to award funding for, in consultation with the state. Priority shall be given to projects located in high-need areas such as low-income, transit-dependent, rural, or other similar locations
- Federal share under TAP may be higher on some projects as long as the annual non-federal share of the total cost of all projects, in a fiscal year, is not less than the average non-federal share that would otherwise apply
- Safety funding under Highway Safety Improvement Program (HSIP) may be used as the non-federal for safety projects eligible under HSIP. Total federal share may be up to 100%
- Limits a state ability to transfer any TAP funds unless the state certifies it held a competition, offered each eligible entity technical assistance in applying, and demonstrates there were not enough applications

Nationally Significant Freight and Highway Projects (Sec. 11110)

- See competitive grant programs below

Highway Safety Improvement Program (Sec. 11111)

- Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects
- Creates a Vulnerable Road User Assessment plan, that is an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted
- Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds – specifically when total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state

National Highway Freight Program (Sec. 11114)

- Increases the maximum number of highway miles a state may designate as critical rural freight corridors and as critical urban freight corridors (urban designation increase from 75 miles to 150 miles)
- Increases the percent of program funds that may be used for eligible multimodal projects from a 10% cap to a 30% cap, and adds lock, dam, and marine highway projects as eligible if the projects that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions

CMAQ (Sec. 11115)

- Expands eligibility to shared micro mobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing
- Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area

Bridge Investment Program (Sec. 11118)

- MPOs over 200,000 are eligible for grants
- See competitive grant programs below

Safe Routes to Schools (Sec. 11119)

- Codifies the Safe Routes to School program in law
- The Secretary shall establish and carry out the program - to enable and encourage children to walk and bike to school

Wildlife Crossing Safety Pilot Program (Sec. 11123)

- \$350 million over five years
- These are grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat. The Secretary shall establish a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species

Rural Surface Transportation Grant Program (Section 11132)

- See competitive grant programs below

Updates To Manual on Uniform Traffic Control Devices (Sec. 11135)

- Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice
- The IJA also creates new standards to facilitate the rollout of EV charging stations
- Requires USDOT to update the MUTCD. The required update will provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated

Subtitle C – Project Delivery

Codification of One Federal Decision – The bill provides new environmental review procedures and requirements for major projects. USDOT is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents are limited to 200 pages unless a review is of unusual scope and complexity. It expands the use of categorical exclusions to facilitate project delivery.

National Environmental Policy Act Of 1969 Reporting Program - Directs the Secretary to carry out a process to track, and annually submit to the Congress a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

Early Utility Relocation Prior to Transportation Project Environmental Review - Amends the law to allow reimbursement with highway funds for an “early utility relocation project” (defined as those relocation activities identified by the state for performance prior to completion of environmental review for the transportation project). For such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, it also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

Subtitle D – Climate Change

Grants for Charging and Fueling Infrastructure (Sec. 11401)

- See competitive grant programs below

Carbon Reduction Program (Sec. 11403)

- Formula funding to states for projects that reduce GHG emissions from transportation
- Projects include CMAQ, public transportation, technology improvements, streetlights/traffic control, development of carbon reduction strategies, EV charging, and many other projects aimed at reducing carbon
- Not later than 2 years after the date of enactment a State, in consultation with any MPO designated within the State, shall develop a carbon reduction strategy - updated every 4 years
- 65% percent of the funds are suballocated by population similar to the STBGP. Funds may be obligated in the metro area that encompasses the urbanized area
 - States are required to obligate areas over 50,000 based on the relative population of the areas unless the state and MPOs are granted permission by the Sec use other factors
 - The State is required to coordinate with non-TMA MPOs prior to determining which activities should be carried out under the project
 - States are required to make obligation authority available in urbanized areas over 50,000. Each State, each affected metropolitan planning organization, and the Secretary shall jointly ensure compliance

Congestion Relief Program (Sec. 11404)

- See competitive grants program below

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405)

- The program would provide funding for resilience improvements through formula funding distributed to States and competitive planning grants
 - Planning grants/100% federal share - to enable communities (MPOs eligible for grants for developing a resilience improvement plan) to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities
 - The non-federal share of projects can be decreased 7% if the State or MPO develop a resiliency improvement plan and prioritize the projects on the plan
 - The non-federal share of projects can be decreased by an additional 3% if the State or MPO incorporate the resiliency improvement plan into the MPO plan or statewide long-range plan.
 - Resiliency improvement grants – construction grants to improve resiliency
 - Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
 - At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure
- There is no requirement for an MPO or a State to develop a resiliency improvement plan

Healthy Streets Program (Sec. 11406)

- See competitive grants program below.

Subtitle E - Miscellaneous

Reconnecting Communities (Sec. 11509)

- See competitive grants program below

Report on Air Quality Improvements (Sec. 11516)

- Not later than 3 years GAO shall submit a report to Congress that evaluates the congestion mitigation and air quality improvement program

Active Transportation Infrastructure Investment Program (Sec. 11529)

- \$1 billion general fund authorization subject to future appropriations
- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine
- Eligible grantees include a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council; a multicounty special district; a State; a multistate group of governments; or an Indian tribe
- The Federal share is 80% but can be up to 100% in disadvantaged communities
- Not less than \$3 million each year shall be set-aside for planning grants

TITLE II—Transportation Infrastructure Finance and Innovation

Transportation Infrastructure Finance and Innovation (TIFIA) (Sec. 12001)

- Extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years
- Expands the definition of a project to economic development, including commercial and residential development under certain conditions and subject to a letter of interest prior to September 30, 2026. Up to 15% of TIFIA may be used for Transit Oriented Development projects
- Adds airport-related projects, subject to a letter of interest prior to September 30, 2025. Up to 15% of TIFIA may be used for such airport projects
- Adds the acquisition of plant and wildlife habitat, pursuant to a conservation plan, as an eligible project under TIFIA.
- Applicants must have an “investment-grade rating” to satisfy the creditworthiness test. Current law simply requires a “rating” from two rating agencies
- Raises the dollar threshold for securing multiple credit rating agency opinions from \$75 million to \$150 million
- Requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest
- Provides for a separate loan maturity date for capital assets with an estimated life of more than 50 years
- Extends the authorization of the State Infrastructure Bank program through fiscal year 2026

Highway Competitive Grant Programs

Nationally Significant Freight and Highway Projects (INFRA Grants)

\$8 billion over five years

- Expands the eligibility to projects for wildlife crossings, projects connected to border crossings that increase throughput at the border, marine highway projects, projects to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species
- 30% of the awards may be used for freight intermodal or freight rail projects, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- Non-federal funds may be obligated early and be credited towards the non-federal share
- Sets aside \$150 million per year for a state incentives pilot program. A priority shall be given to applications offering a greater non-federal share of the cost relative to other applications in the program. Applications under the pilot cannot exceed 50% federal share. Applicants may not use other federal resources as non-federal share except that TIFIA loans may be used as non-federal share if the loan is paid with non-federal sources. 10% is reserved for small projects. 25% is reserved for rural projects

NEW National Infrastructure Project Assistance

\$5 billion over five years

- The program provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements

Local and Regional Project Assistance (RAISE, BUILD, TIGER)

\$7.5 billion over five years

- The bill retains the limits on grant sizes but increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%. The federal cost share would be kept at a maximum of 80%, except that it could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area

NEW Bridge Investment Grants

\$12.5 billion over five years

- The program would provide grants to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species

NEW Grants for Charging and Fueling Infrastructure

\$2.5 billion over five years

- The program would provide grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors

NEW Rural Surface Transportation

\$2 billion over five years

- This program provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least \$25 million and the Federal share shall be at least 80% and up to 100% for projects on the Appalachian Development Highway System

NEW Congestion Relief

\$250 million over five years

- The programs would provide competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary may allow the use of tolls on interstate highways in not more than 10 urbanized areas

NEW Healthy Streets

\$500 million (subject to future appropriations)

- The Secretary shall establish a discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users

NEW Safe Streets for all Users

\$5 billion over five years

- Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives

NEW Strengthening Mobility and Revolutionizing Transportation (SMART)

\$500 million over five years

- This grant program funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

NEW Truck Emissions at Ports

\$400 million over five years

- This grant program funds projects that reduce emissions at ports, including through the advancement of port electrification

NEW National Culvert Removal, Replacement, and Restoration

\$1 billion over five years

- This program provides grants for projects to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements

NEW Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

\$7.3 billion over five years (formula); \$1.4 billion (grants)

- Establishes a formula and competitive grant program to help states improve the resiliency of transportation infrastructure. Each state must use 2% of its formula funds for planning
- States may not use more than 40% for construction of new capacity and may not use more than 10% for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Highway, transit, and ports projects are eligible
- Grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects

NEW Reconnecting Communities Pilot

\$1 billion over five years

- Provides funding for projects to restore community connectivity. The Secretary may award construction grants to the owner of a facility to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.
- MPOs are eligible for both planning and construction grants.

Metropolitan Transportation Planning (Sec. 30002)

- Makes same changes to MPO planning that was done in the highway section

Planning Programs (Sec. 30004)

- Allows for increased federal share for planning funds under FTA if the Secretary determines it is in the interests of the Government or activities carried out in an urbanized or rural area with lower population density or low average income levels

Fixed Guideway Capital Investment Grants (Sec. 30005)

- \$8 billion guaranteed over five years, \$15 billion is authorized subject to future appropriations
- The bill raised Small Start thresholds to no more than \$150 million in CIG funds from \$100 million and total net capital cost of less than \$400 million from \$300 million
- The bill expands the use of warrants for project justification to include projects with more than \$100 million in CIG funding
- Requires FTA to determine that the CIG applicant has made progress toward meeting the applicant's Transit Asset Management performance targets
- The bill removes the Program of Interrelated Projects subsection and adds a new subsection on Bundling (future and immediate) of projects
- The bill makes NEPA costs eligible to be included in net capital costs of the project

Formula Grants for Rural Areas (Sec. 30006)

- Rural formula funding has grown by \$1.4 billion from \$3.2 billion in FAST to \$4.6 billion in the IIJA. The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%

State of Good Repair Grants (Sec 30016)

- \$23 billion over five years - \$21 billion Formula; \$1.5 billion Competitive
- The bill provides significant increase to the State of Good Repair Program which is a priority of the Administration and industry
- The bill adds new competitive grant program for Rail Vehicle Replacement

Grants for Buses and Bus Facilities (Sec. 30018)

- \$5.16 billion over five years - \$3.16 billion Formula; \$2 billion Competitive
- The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan
- The bill requires that five percent of competitive grant funds related to zero emission vehicles or infrastructure be used to address workforce development training or certification that a smaller percentage is needed
- **FTA Low or No Emission (LONO) Competitive Grants \$5.6 billion over five years**
- Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities

New Funding - Appropriations

The IJA includes a new All Stations Accessibility Program that is funded at \$1.75 billion over five years to assist legacy rail fixed guideway public transportation systems with increasing the number of existing rail stations that meet or exceed the construction standards of the Americans with Disabilities Act of 1990.

Rail

Amtrak Northeast Corridor

\$6 billion over five years

(Also includes an additional \$6.57 billion General Fund authorization subject to future appropriations.)

- The bill language specifies that the funding is only available “for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure”
- Amounts under the program may be used by Amtrak to fund, in whole or in part, the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects. The money may be treated as the non-federal share of NEC projects selected for award under the Federal-State Partnership for Intercity Passenger Rail grants program (see below)
- Funds are available until expended

Amtrak National Network

\$16 billion over five years

(Also includes an additional \$12.65 billion General Fund authorization subject to future appropriations.)

- The general purpose for this appropriation is the same as for the NEC section
- Set-asides from the money include \$3 million per year for the State-Supported Route Committee, \$3 million per year for interstate rail compact grants, and \$50 million per year for the FRA’s rail restoration and enhancement grant There is also a requirement that some of the money be used to carry out the daily long-distance service study included in the bill
- Funds are available until expended

Federal-State Partnership for Intercity Passenger Rail

\$36 billion over five years

(Also includes an additional \$7.5 billion General Fund authorization subject to future appropriations.)

- Not more than \$24 billion of the amounts made available over the five years shall be for projects for the Northeast Corridor
- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR
- The program establishes a “phased funding agreement” process, similar to letters of intent or the current FTA full funding grant agreement, that makes not-legally-binding promises for funding that has not yet been made
- These funds are available until expended
- The types of projects that can be funded by the \$36 billion have been drastically expanded to now include:
 - Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair

- Projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary
- Projects to expand or establish new intercity passenger rail service
- Groups of related projects described in the above three bullets
- Planning, environmental studies, and final designs for a project or group of projects described in the above four bullets

NEW Railroad Crossing Elimination

\$3 billion over five years

This program makes grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Of each fiscal year's funding, at least 20% must go to projects in rural or tribal areas

CRISI (Rail Grants)

\$5 billion over five years

The bill expands eligible entities to include an association representing one or more railroads and Tribes. It expands the list of eligible projects – measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others

Airports

Facilities and Equipment

\$5 billion over five years

This program is for the FAA for the following projects: Replacing terminal and enroute air traffic control facilities; Improving air route traffic control center and combined control facility buildings; Improving air traffic control enroute radar facilities; Improving air traffic control tower and terminal radar approach control facilities; National airspace system facilities OSHA and environmental standards compliance; Landing and navigational aids; Fuel storage tank replacement and management; Unstaffed infrastructure sustainment; Real property disposition; Electrical power system sustain and support; Energy maintenance and compliance; Hazardous materials management and environmental cleanup; Facility security risk management; Mobile asset management program, and Administrative expenses, including salaries and expenses, administration, and oversight

Airport Infrastructure Program (AIP)

\$15 billion over five years

- Funds are for airport related activities under current law
- Of the \$3 billion per year, \$2.48 billion will be for primary airports and certain cargo airports
- Reduced apportionments under law shall not apply
- Apportionment to airports follow current law, but there is no maximum apportionment
- Any remaining funds will be distributed to all primary airports based on passenger enplanements
- \$500 million of the annual \$3 billion shall be for general aviation airports and commercial service airports that are not primary airports
- \$20 million of the \$3 billion shall be for competitive grants to sponsors of airports in the contract tower program and contract tower cost share program

- None of the funding made available may be used to pay for airport debt service
- Obligation of funds shall not be subject to any limitations on obligations under and previous appropriations bills
- The bill applies the current federal share

NEW Airport Terminal

\$5 billion over five years

- Funding for competitive grants shall be divided as follows:
 - 55% for large hubs
 - 15% for medium hubs
 - 20% for small hubs
 - 10% for non-hub and non-primary airports
- In awarding grants for terminal development projects, the Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower
- The Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition
- 80% federal share for large and medium hubs. 95% federal share for small and non-hub, and non-primary airports
- The Secretary shall provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and the Secretary shall prioritize projects that have received partial awards

Broadband

The bipartisan infrastructure plan invests \$65 billion to address broadband infrastructure.

Grants to states for deployment: \$42.45 billion

- This funding supports a formula-based grant program to states, territories and the District of Columbia for the purposes of broadband deployment
- The program does not favor particular technologies or providers
- Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second
- The funding includes 10% set-aside for high-cost areas and each state and territory receives an initial minimum allocation, a portion of which could be used for technical assistance and supporting or establishing a state broadband office
- To increase affordability, all funding recipients must offer a low-cost plan
- States would be required to have plans to address all of their unserved areas before they are able to fund deployment projects in underserved areas. After both unserved and underserved areas are addressed, states may use funds for anchor institution projects

Private Activity Bonds (PABs): \$600 million

- Based off the Rural Broadband Financing Flexibility Act (S.1676) this provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband
- Additional Support for Rural Areas: \$2 billion
- The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas

“Middle Mile”: \$1 billion

- This provision would create a grant program for the construction, improvement, or acquisition of middle-mile infrastructure. Eligible entities include telecommunications companies, technology companies, electric utilities, utility cooperative, etc. The “middle mile” refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to serve areas, reducing capital expenditures, and lowering operating costs

Tribal Grants: \$2 billion

- This provision will provide additional funding to the Tribal Broadband Connectivity Program, which was established by the December COVID-19 relief package and is administered by NTIA. Grants from this program will be made available to eligible Native American, Alaska Native and Native Hawaiian entities for broadband deployment as well as for digital inclusion, workforce development, telehealth, and distance learning

Inclusion: \$2.75 billion

- Includes the Digital Equity Act. This legislation establishes two NTIA-administered grant programs (formula-based and competitive) to promote digital inclusion and equity for communities that lack the skills, technologies and support needed to take advantage of broadband connections. It also tasks NTIA with evaluating digital inclusion projects and providing policymakers at the local, state, and federal levels with detailed information about which projects are most effective

Affordability: \$14.2 billion

- This provision creates a sustainable Affordable Connectivity Benefit to ensure low-income families can access the internet.
- The program provides a \$30 per month voucher for low-income families to use toward any internet service plan of their choosing.
- It builds on the Emergency Broadband Benefit, making the benefit permanent and expanding eligibility to help more low-income households, while also making it more sustainable for taxpayers

Water Infrastructure

Drinking Water and Wastewater Infrastructure Act (DWWIA). Includes the bipartisan, Senate passed Drinking Water and Wastewater Infrastructure Act of 2021, which authorized over \$35 billion in water infrastructure investments over 5 years. The bipartisan infrastructure bill also authorizes an additional \$13.825 billion over 5 years for the Drinking Water and Clean Water State Revolving Funds (SRFs).

- \$23.426B split evenly between the Drinking Water and Clean Water SRFs. Federal capitalization grants for state drinking and wastewater infrastructure investments
- \$15B to address lead service lines. Funds will be allocated to the Drinking Water State Revolving Fund (DWSRF) to replace lead service lines, with 49% of the funding distributed by the states as forgivable loans or grants
- \$10B to address per- and polyfluoroalkyl substances (PFAS). Funding is directed through a grant program for small and disadvantaged communities, as modified by DWWIA, with additional flexibility (\$5B); the emerging contaminants program with a focus on PFAS in the Drinking Water SRF (\$4B); and the Clean Water SRF to address emerging contaminants (\$1B)
- \$2.5B to fully fund all currently authorized Indian Water Rights Settlements. Provides \$2.5 billion for the Department of Interior to complete all currently authorized Indian water rights settlements. The legislation also allows these funds to meet funding requirements for settlements for grant programs administered by the Bureau of Reclamation or Bureau of Indian Affairs
- \$1.8B to Indian Health Service Sanitation Facilities Construction. \$1.8 billion from the Water Working Group will be added to \$1.7 billion from the Resiliency Working Group, for a combined total of \$3.5 billion in IHS sanitation facilities. This will help connect communities and residences to drinking and sewer water systems
- \$1.274B on Tax Treatment for Water/Sewer Utilities. Prior tax law treated donations of funds or other resources from governments, civic groups, or developers to facilitate construction or remediation of water or sewer infrastructure as non-taxable to water and sewer utility companies. Current law requires these “contributions to capital” be counted as taxable revenue. This proposal restores the deduction