

512th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, November 12, 2020 – 10:00 a.m.
Metro COG Conference Room
AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the October 8, 2020 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. 76th Avenue Corridor Study Action Item
6. Northwest Metro Transportation Plan Action Item
7. Fargo Transportation Plan RFP Action Item
8. Section 5339(b) Transit Grant Application Action Item
9. Metro Profile Information Item
10. Agency Updates Discussion Item
 - a. City of Fargo
 - b. City of Moorhead
 - c. City of West Fargo
 - d. City of Dilworth
 - e. City of Horace
 - f. Cass County
 - g. Clay County
 - h. Other Member Jurisdictions
11. Additional Business Information Item
12. Adjourn

REMINDER: The next TTC meeting is scheduled for **Thursday, December 10, 2020** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for consent agenda and regular agenda items on the November 12 agenda via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:
https://us02web.zoom.us/webinar/register/WN_kxY6vYOMQ_GiWgNO2iF4lQ

Red Action Items require roll call votes.

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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**511th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, October 8, 2020 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Peyton	Mastera	City of Dilworth Administration
Aaron	Nelson	Fargo City Planning
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace Planning
Tim	Solberg	City of West Fargo Planning
Brit	Stevens	NDSU – Transportation Manager
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Kim	Lipetsky	Fargo Cass Public Health
Jaclynn	Maahs	Concordia College
Joe	Raso	GFMEDC
Justin	Sorum	Clay County Engineering
Lori	Van Beek	City of Moorhead, MATBUS
Mark	Wolter	Freight Representative, Midnite Express

Others Present:

Adam	Altenburg	Metro COG
Angela	Bolstad	Stantec
Baird	Bream	Cambridge Systematics / NDDOT
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Brenda	Derrig	City of Fargo Engineering
Dan	Farnsworth	Metro COG
Matthew	Huettl	HDR
Amy	Kronbeck	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Jim	Mertz	Bolton & Menk
Stewart	Milakovic	NDDOT
Bobbi	Retzlaff	FHWA
Steven	Strack	Houston Engineering
Jamie	Wark	SRF Consulting

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on October 8, 2020 by Chair Gray. A quorum was present.

2. Approve the 511th TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 511th TTC Meeting Agenda.

Motion: Approve the 511th TTC Meeting Agenda.

Mr. Sahr moved, seconded by Ms. Huston

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE September 10, 2020 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the September 10, 2020 TTC Meeting Minutes.

Motion: Approve the September 10, 2020 TTC Minutes.

Mr. Sahr moved, seconded by Mr. Benson

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

No MOTION

5. Transit Authority Study Final Report

Mr. Maddox presented the final report for the Transit Authority Study.

Ms. Gray reiterated that if the Transit Director position were to be placed within Metro COG, she does not believe it would be structured in a manner that Metro COG would end up having a supervisory role of this position or of any aspect of MATBUS. The relationship would likely be more for the purpose of facilitating a multi-jurisdictional arrangement, since Metro COG already serves a multi-jurisdictional role. Since Metro COG functions as a Council of Governments as well as an MPO, this recommendation is feasible. Mr. Atkins asked how an administrative position would fall under "planning" as Metro COG's CPG funding is for planning activities only. Ms. Gray restated that Metro COG is a Council of Governments as well as the Metro Planning Organization, and in fact the original role of the organization was as a COG – a planning agency that has the ability to address the needs of multiple jurisdictions. Mr. Maddox said that the position would not utilize CPG funding, and another means of funding for this position would need to be secured (local funds, federal funding, etc.).

Ms. Pierce from MnDOT said 5310 pass-through funding may be a potential funding source.

Mr. Solberg said that he is worried if the Transit Authority is North Dakota-based, that it would lose out on the Minnesota funding opportunities. Mr. Maddox said that Minnesota does have a robust transit funding program, which has helped MATBUS tremendously. He added that funding conversations with the North Dakota government, in addition to future lobbying could help with this deficit.

Motion: Recommend Policy Board approval of the MATBUS Transit Authority Study – Metro COG staff and local jurisdictions continue in the coordination role

Ms. Bommelman moved, seconded by Mr. Solberg

MOTION, PASSED. 16-0

Motion carried unanimously.

6. FM Greenway Recreation Master Plan Update

Ms. Gray reminded the committee that this master plan had recommended approval by the TTC to the Policy Board. However, there was concern over wording in the document. The concerns included references to attraction of visitors and tourists from outside the metro area in the financial section of the plan, and the recommendation of Metro COG as the governing agency in both the governance and implementation sections of the plan. The document was revised to reframe the discussion about attracting visitors to the area, and the governance and implementation sections of the plan were revised to necessitate further discussions before any governance decisions are finalized. She noted that these decisions may take years, and that Metro COG will work to facilitate these discussions if desired, and that the agency will always maintain a planning role as it pertains to any transportation infrastructure such as bike trails and connections to other transportation facilities in the community.

Mr. Benson noted that he liked the changes made in the verbiage. He reiterated that North Dakota is not trying to “steal” tourism revenue dollars from Minnesota, as was misconstrued in the previous wording.

Mr. Zacher noted that there are conversations that will need to continue. He also said that there is a possibility that Metro COG would need to hire additional staff to address the responsibilities that may arise out of the TMA designation, as well as staff to fulfill this oversight responsibility, and if Metro COG is ready for that responsibility. Ms. Gray said that Metro COG is currently not equipped for this level of multi-jurisdictional coordination, but that the agency does not want to be a barrier to carrying out the wishes of the community, and that we are open to discussions to figure out what would need to be done to provide these services if we are asked to do so in the future.

Motion: Recommend approval of the revised FM Diversion Recreation Plan, subject to the attached revised language being incorporated into the final document, and recommend that the Policy Board direct Metro COG to continue serving as a regional planning resource by working with local jurisdictions and the FM Diversion Authority to assist in early-stage

greenway planning/coordination and identification of governance entities.

Mr. Benson moved, seconded by Mr. Sahr

MOTION, PASSED. 16-0

Motion carried unanimously.

7. NDDOT Transportation Connection – October Update

Mr. Bream presented an update to the NDDOT Transportation Connection, the Statewide Transportation Plan.

8. Agency Updates

Metro COG – 2022-2024 TIP – Metro COG requests local jurisdictions to please notify Metro COG of any project cost updates; TAP Grant Applications – MN/ND solicitations are open.

Fargo – GTC interior construction finished, exterior slated for Spring 2021. Core Neighborhoods Master Plan preview, Plan Code Diagnostic Study and Zoning code updates. Future Water Tower and planned art project.

Moorhead – Underpass on-going, Comp Plan scope of work approved

West Fargo – Sheyenne Street bids, Drain 45 Phase I (TAP Grant project) bids

Dilworth – No updates

Horace – No updates

Cass County – 2021 Budget approved, Comp Plan 2021-2025 update approval, seeking movement of County Roads from 55 to 65 MPH.

Clay County – Scope of Work approved for Clay County Comp/Transportation plan with Metro COG, new planning tech started Monday

NDDOT – MPO Directors Meeting 10/22, conversation has occurred about potentially inviting member jurisdictions to attend the meeting

MnDOT – HSIP Solicitation trunk highways open, snow fence funding application submitted through freight program

NDSU – No updates

9. Additional Business

No additional business

10. Adjourn

The 511th Regular Meeting of the TTC was adjourned on October 8, 2020 at 12:04 p.m.

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL
BE HELD November 12, 2020, 10:00 A.M.**

Respectfully Submitted,

Savanna Leach
Executive Assistant



To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: November 6, 2020
Re: **76th Ave Corridor Study – Final Report**

Metro COG, the City of Fargo, and the City of Horace have been engaged in a study to envision the future of the 76th Avenue South Corridor with their consultant Stantec. The purpose of this effort was to plan the functionality, roadway characteristics, amenities, and context of the roadway in advance of development pressure which has already started to manifest at both the west and east ends of the corridor.

The 76th Avenue Corridor has long been planned as an arterial roadway of importance as it is on a section-line as well as through planning efforts that have highlighted the importance of the corridor due to its potential for intraregional connections with I-29r and other arterial facilities, the planned crossing of the Sheyenne and FM Diversions, and the potential for a future Red River crossing.

The Study focuses on identifying contextual options and roadway alternatives that can be used in future decision making on the functionality and purpose of the corridor. Two alternatives were included, one looking at an option that focuses primarily on mobility, and the other a more traditional context that focuses more heavily on access to adjacent land uses.

Some new concepts, such as linear parks/greenways, were included in the study. The study also looked closely at the need for phased implementation of the improvements, given that there are definitely short term needs for connectivity within the corridor, but no short or mid-term need to construct the type of corridor that will ultimately be needed based on the full-build scenario utilized in the Southwest Metropolitan Transportation Plan. It is important to note, that the timeframe for the ultimate vision of the corridor is well beyond the traditional 25 year planning horizon of most of Metro COG's studies; nevertheless, the plan is expected to serve as a guide to short and mid-term phasing in a manner that facilitates implementation of the long term vision.

A final draft of the plan can be found on Metro COG's website at:
<http://www.fmmetrocog.org/projects-rfps/76th-avenue-south-corridor-study>.

Requested Action: Favorable recommendation to the Policy Board for approval of the 76th Avenue Corridor Study.



To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: November 6, 2020
Re: **Northwest Metro Transportation Plan**

Since the spring of 2019, Metro COG has been working with the City of Fargo, City of West Fargo, and Cass County on the Northwest Metro Transportation Plan. This joint plan seeks to provide a long-range blueprint for future expansion needs of the regional transportation network within the northwestern growth area of the Fargo-Moorhead metropolitan area.

The Northwest Metro Transportation Plan seeks to identify transportation needs for future development within the study area, including recommendations for future street capacity, traffic controls, and multimodal facilities, along with high-level planning estimates for infrastructure costs associated with future transportation facilities.

The Northwest Metro Transportation Plan can be viewed on Metro COG's website:

<http://www.fmmetrocog.org/projects-rfps/nwmetro-transportation-plan>

Requested Action: Recommend Policy Board approval of the Northwest Metro Transportation Plan pending final approval by the Fargo City Commission and West Fargo City Commission.



To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: November 6, 2020
Re: **Fargo Transportation Plan - RFP**

Metro COG worked with the City of Fargo to program a study for 2021 in the 2021-2022 Unified Planning Work Program (UPWP) to create a Transportation Plan for Fargo. The goal of this planning effort is to unify the policies and goals of the various planning efforts that have occurred in the recent past into one cohesive document as well as to provide a singular vision for transportation improvements amongst all City of Fargo departments.

The Fargo Transportation Plan will ultimately be a highly illustrative "playbook" for how to plan, design and implement transportation projects in certain contextual areas of the city. The Plan will forward the goals of such plans as: GO2030 – Fargo's Comprehensive Plan, MetroGROW – Metro COG's Metropolitan Transportation Plan, the Fargo West Fargo Parking and Access Study, other transportation studies that have been conducted by Metro COG, and a multitude of other departmental transportation policies that deal with infrastructure.

Metro COG has programmed \$112,000 in federal CPG funding in its UPWP, which requires a 20% match to be provided by the City of Fargo (\$28,000). The City of Fargo has chosen to provide an additional \$10,000 in local funds to supplement the project, bringing the total project budget for the Fargo Transportation Plan to \$150,000. Because of the nature of this RFP, The City of Fargo and Metro COG are looking for a multi-disciplinary team that can reconcile the differing concerns and priorities of City of Fargo departments.

Upon release of this RFP, Metro COG and the City of Fargo will work to identify a consultant to complete this planning effort, and after identification, will bring the selection of the consultant along with a contract for services to the TTC and Policy Board for approval. Metro COG is hoping to be able to complete the consultant selection/approval process and start the project no later than February 2021.

Attached to this memorandum is a draft version of the Fargo Transportation Plan RFP, which details an outline of the tasks that are to be completed as part of this planning effort. As of the writing of this memorandum, comments on the RFP are still being received by Metro COG. There may be minor changes to the RFP that will be made to the document between the time the packet is released and the meeting is held. A revised version will be provided to the TTC before the meeting.

Requested Action: Favorable recommendation to the Policy Board for approval of the Fargo Transportation Plan Request for Proposals (RFP).

**FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS**

REQUEST FOR PROPOSALS (RFP)

PROJECT NO. 2021-216

Fargo Transportation Plan

October, 2020

APPROVED:

**Cindy Gray
Metro COG, Executive Director**



REQUEST FOR PROPOSALS (RFP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) requests proposals from qualified consultants for the following project:

Fargo Transportation Plan

Qualifications based selection criteria will be used to analyze proposals from responding consultants. The most qualified candidates may be invited to present an oral interview. Upon completion of oral interviews and technical rankings, Metro COG will enter into negotiations with the top ranked firm. **Sealed cost proposals shall be submitted with the RFP.** The cost proposal of the top ranked firm will be opened during contract negotiations. Those firms not selected for direct negotiations will have their unopened cost proposals returned. Metro COG reserves the right to reject any or all submittals. This project will be funded, in part with federal transportation funds and has a not-to-exceed budget of **\$150,000**.

Interested firms can request a full copy of the RFP by telephoning 701.532.5100, or by e-mail: metrocog@fmmetrocog.org. Copies will be posted on the North Dakota Department of Transportation QBS website (<https://www.dot.nd.gov>) and are also available for download in .pdf format at www.fmmetrocog.org.

All applicants must be prequalified with the North Dakota Department of Transportation (NDDOT). If not prequalified with the NDDOT, applicants will be required to submit a completed Standard Form 330 (Exhibit D) with their submittal of information.

All proposals received by **4:30 pm (Central Time) on Wednesday March 18, 2020** at Metro COG's office will be given equal consideration. Proposals received after 4:30 pm (Central Time) on **Wednesday March 18, 2020** will not be considered. Respondents must submit seven (7) print copies and one (1) PDF copy of the proposal. The full length of each proposal shall not exceed twenty (20) double sided pages for a total of forty (40) pages; including any supporting material, charts, or tables.

Hard copies of technical and cost proposals shall be shipped to ensure timely delivery to the contact defined below:

Michael Maddox
Fargo-Moorhead Metropolitan Council of Governments
Case Plaza, Suite 232
One 2nd Street North
Fargo, ND 58102
maddox@fmmetrocog.org
701-532-5104

Fax versions will not be accepted as substitutes for the hard copies. Once submitted, the proposals will become property of Metro COG.

The document can be made available in alternative formats for persons with disabilities by contacting Savanna Leach, Executive Assistant at 701.532.5100 or leach@fmmetrocog.org.

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Note: Throughout this RFP, Metro COG may be referred to as 'Client' and the consulting firm may be referred to as 'Consultant', 'Contractor', or 'Firm'.

I AGENCY OVERVIEW

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota Metropolitan Area. As the designated MPO for the Fargo-Moorhead Metropolitan Area, Metro COG is responsible under federal law for maintaining a continuous, comprehensive, and coordinated transportation planning process.

Metro COG is responsible, in cooperation with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) and our local planning partners, for carrying out the metropolitan transportation planning process and other planning needs of a regional nature. Metro COG represents eleven cities and two counties that comprise the Metro COG region in these efforts.

II BACKGROUND INFORMATION

The City of Fargo adopted its Comprehensive Plan, Go 2030, in 2012. The Plan addressed and articulated a vision for many of the functions of the City of Fargo, but particularly focused on how to manage growth. Go 2030 put forward new concepts, such as:

- Signature Streets – Such streets would include streetscape enhancements, landscaping, benches, pedestrian scaled lighting, and other amenities. This element of the plan identified the possible conversion of one-way pair systems. This recommendation was implemented shortly after the Plan's adoption by turning NP Avenue and 1st Avenue N into two-way roadways.
- Active Living Streets – Active living streets would have infrastructure to support pedestrians, experienced cyclists, recreational cyclists, transit, and automobiles. A network of active living street would enable Fargo residents to walk or bike to their destinations safely and comfortably.
- Catalyst Areas – Walkable mixed-use centers that are well-designed, high density development that increases walkability, access to amenities, and provides other sustainable benefits of density. These areas would be distinguished from other areas in the city because of an increase in density and multi-use nature.

In recent years, the City of Fargo Planning & Development and Engineering Departments have been discussing internal policies that are directly related to requests from the development community as well as discussing how to unify many of the standards, practices, policies, and visions the city has developed within multiple plans and studies. Examples of such discussions include:

- Private Drives – The planning department has received interest in certain development types that would rely upon private roadway networks. One of the goals of GO 2030 is to allow a higher degree of density to occur in certain areas and to allow developers to propose more diverse housing options such as: row houses, condos, townhomes, or the like. Often developers want to utilize private drives to create complexes of these types of housing units. However, this conflicts with the placement of utilities, that would usually be located within the right-of-way of a public road. The City of Fargo would like the consultant to evaluate this conflict, engage in discussions with departments, gather best practices, and provide a recommended policy.
- Walkable Catalyst Areas vs. Roadway Maintenance and Operations – As mentioned above, one of the goals of GO 2030 is to create walkable, dense nodes at strategic locations throughout the community. The development pattern desired at these locations could be characterized as: increased density, multi-use, zero-setbacks, large sidewalks, etc. These characteristics are normally seen in urban centers. The conflict lies in that roadways in newer parts of the city are developed with wide right-of-ways so that these areas can be used to place utilities and used for snow storage. Also, roadway density is not as high as it is in the urban center, creating large non-pedestrian scale blocks, which minimizes roadway infrastructure as well as the special assessments placed on properties. In Downtown Fargo, Public Works has to haul snow after major snow events due to the lack of storage. Utilities in the urban core are located under streets, which makes repairing and replacing this infrastructure more difficult and costly. The City of Fargo is looking for ways that they can meet their desired development outcomes while also making it possible for Public Works to easily maintain the system.
- System Connectivity – Both the City of Fargo and Metro COG are committed to creating a highly connected transportation system, with alternate routes that also have high connectivity, in order to carry out desired travel throughout the city. However, developers are looking to maximize the amount of housing units that are within developments, and minimize infrastructure by incorporating many cul-de-sacs and other streets that lack connectivity into proposed developments. The Planning and Engineering Departments are looking for guidance of how to balance these points of view by developing both an internal policy and also by proposing a collector network philosophy that should be instituted across developments in Fargo's growth areas.
- Bicycle & Pedestrian System – Metro COG's Metropolitan Transportation Plan and Fargo's Go2030 Plan both look at ways to implement bicycle and pedestrian infrastructure that can be used as a viable means of transportation. Currently, multi-use paths are constructed alongside arterial roadways (these are called side-paths). Side-paths are not universally preferred as the best alternative. The City has implemented other types of bicycle facilities, and Metro COG, working with the City, has completed corridor studies that

recommend a variety of bicycle facilities that have not yet been implemented.

The City of Fargo is interested in implementing a regional greenway system (City-Wide Trail Loop – Go 2030) that is integrated directly into development patterns. Currently, a rudimentary system is being developed along Cass County drains. It is desired that the consultant should develop an internal policy and mechanism for implementing such a system as well as envisioning and visualizing what such a system would look like. Metro COG's MTP, Bicycle & Pedestrian Plan (including the 2020 update, which will be underway at the same time as this project), Bikeway Gaps Analysis, 76th Avenue Corridor Study, and 17th Ave S Corridor Study as well as Fargo's Greenway Plan and Go 2030 could be good references to this subject.

- Complete Streets Policy – Fargo's Go 2030 Plan recognizes the need for multi-modal transportation options to be integrated into the roadway network. The issue at hand is what facilities should be integrated into what types of roadways and how best to do so.

Metro COG has also addressed some transportation concerns in its long-range plans that have been conducted over the course of the last five to ten years. Below are some of these plans and how they might contribute to this planning effort:

- Southwest Metropolitan Transportation Plan
- Metro GROW: 2045 MTP
- Northwest Metropolitan Transportation Plan
- Fargo West Fargo Parking and Access Plan
- 76th Avenue Corridor Study
- 17th Avenue S Corridor Study

All of these studies contain individual implementations of certain types of infrastructure. The consultant should reference these plans, and others, in order to look at the types of conversations and thoughts that are currently being had on roadway and bike/ped infrastructure.

III PROJECT OBJECTIVE

The objective of this study is to provide a highly illustrated “playbook” for the use of Fargo staff, policy-makers and the development community in a format that simplifies the review and decision-making process relative to the city's multi-modal transportation

infrastructure. The playbook should strive to unify the plans, policies, and research that have been done to date by the City of Fargo into a comprehensive document that would serve to direct decision making on transportation related matters. This document should encompass and forward the vision of the community that has been developed through other planning efforts. The consultant would likely be required to talk through differences in departmental preferences, provide an experienced point of view on best practices, and develop concepts and recommendations that consider the concerns of multiple City of Fargo Departments. Ultimately, the draft and final document is expected to culminate in a playbook that the City of Fargo and its regional partners can use as an illustrated guide for policy implementation and decision making.

IV SCOPE OF WORK AND PERFORMANCE TASKS

Outlined below is a rough outline of a scope of work that will guide development of the Fargo Transportation Plan. Metro COG has included the following scope of work to provide interested Consultants insight into project intent, context, coordination, responsibilities, and other elements to help facilitate proposal development.

This outline is not necessarily all-inclusive. The Consultant may include in the proposal any additional performance tasks or the modification of the tasks listed below that will integrate approaches, with special emphasis on the use of innovative techniques, to successfully complete the project. This scope of work should be used as a rough guide. The consultant is encouraged to modify the scope of work to differentiate its expertise and project approach. Metro COG and the City of Fargo encourage the proposing team to be comprised of multi-disciplinary members in fields related to land use, transportation, landscape architecture, transit, and any other such fields that could address the individual focus areas of this planning effort. Practical experience in implementation of relevant transportation infrastructure is also a desirable characteristic of the selected team.

Task 1 – Project Management and Coordination

The Consultant will be required to manage the study and coordinate with any subconsultants, as well as bearing responsibility for all documentation and equipment needs. The Consultant will identify a project lead from their team to act as the direct point of contact for Metro COG's project manager.

The Consultant will be required to hold bi-monthly progress meetings with Metro COG and a City of Fargo representative as well as prepare summaries of all meetings. The Consultant should expect other meetings with Metro COG, City of Fargo, or other entities on an as-needed basis. These meetings with Metro COG can occur via phone.

Additionally, the Consultant should expect to prepare monthly progress reports (to be included in the monthly reimbursement request), submit adequate documentation of any and all travel and expense receipts, and prepare and submit invoices on a monthly

basis. When submitting progress reports, the Consultant will be required to outline the following:

- Performed work during the reporting period
- Upcoming tasks
- Upcoming milestones
- Status of scope and schedule
- Any issues to be aware of

All invoices, travel and expense receipts, and progress reports, are due to Metro COG's project manager in a timely manner each month to ensure invoices are internally reviewed and approved, and approved by the Metro COG Policy Board during the same month. Unresolved issues may delay the processing and payment of invoices.

Task 2 – Data Collection and Existing Conditions

The Consultant is expected to work collaboratively with City and Metro COG staff to gather and categorize applicable transportation policies and practices that have been in use or recommended as part of past plans. In addition, this task should include identification of elements of the land development code and subdivision regulations that relate to transportation infrastructure. This information will be used in later tasks to develop a framework for the plan. This may include all areas that impact the transportation network including: land use, functional classification, access, right-of-way, on-street parking, transit, methods of intersection control, bicycle facilities, sidewalks, utilities, conceptual plans for roadway connectivity in growth areas, etc.

Task 3 – Policy Guidance

Under this task, the consultant will work with the City of Fargo to identify a list of transportation-related city policies that should be included in the plan. A draft outline for the Plan should be crafted as part of this task to ensure the appropriate flow of decision-making. Once this has been agreed upon, the process of preparing draft Internal City of Fargo policies dealing with specific topic areas will begin. Such areas include, but are not limited to:

- Roadway Connectivity
- Cul-de-sacs
- Complete Streets
- Access management
- Curb management (on-street parking, loading and delivery, rideshare space, transit facilities)
- Forms of intersection traffic control
- Right-of-way
- Functional Classification – designating alternate, more fine-grained, City designations
- Private Drives vs. Public Streets

- Development of Catalyst Areas (GO 2030)
- Livable Corridors
- Utility Placement within ROW

In order to develop these tasks, the consultant will be required to work with numerous City of Fargo Departments as well as Metro COG in order to gain consensus and come up with policy language that addresses concerns from different departments with the City of Fargo. This effort will require multiple meetings and working sessions to gain understanding of the decision-making process, of issues that currently exist with certain infrastructure decisions, and identification of priorities.

Task 4 – Public Engagement

This study will require minimal public engagement efforts as it is more of an internal document. However, it is still important to gauge the concerns of the public and the development community in regards to possible policy changes.

- Stakeholder Meetings – This is likely the most important element of public engagement for this planning effort. A stakeholder engagement strategy will be required, in which the City of Fargo and Metro COG, working with the consultant, will develop a list of stakeholders that can address the policy implications of this plan. The consultant will work with the City of Fargo to identify a list of developers and others interested parties as well as develop a method of successfully gaining feedback from these parties.
- Public Meeting – The consultant should conduct at least one public engagement meeting, which would be at the end of the project. The consultant may propose additional public meetings that they may deem necessary to develop the plan.
- Committee and Commission Updates and Input Meetings – Since the Public Works Project Evaluation Committee (PWPEC) and the Fargo Planning Commission have first-hand knowledge of the issues that are repeatedly discussed and debated relative to development or redevelopment projects, these bodies will be instrumental in guiding the progress on the project. Work sessions with each of these bodies is expected at important stages of the project.
- Project Approval Meetings – The Consultant will be responsible for conducting a brown-bag meeting where all city departments and interested parties are invited to learn about the plan. The consultant will also be required to make presentations in front of the Fargo Planning Commission, Fargo City Commission, Metro COG TTC, and Metro COG Policy Board in order to bring the final plan through the approval process.

Currently during the COVID-19 Pandemic, Metro COG has instituted a virtual-only public engagement policy until such time that the Pandemic has subsided. The consultant should propose and bring to the project innovate techniques in order to conduct outreach efforts in a virtual setting. This should include notification via traditional and

social media sources. The consultant will be responsible for these efforts, including boosting posts to targeted audiences.

Task 5 – Visioning and Planning

Rather than a “task”, this section is meant to convey community context in which the Fargo Transportation Plan will be prepared. To understand and address the specific areas of transportation policy and guidance desired in the Plan, it is important that the Fargo Transportation Plan acknowledge GO2030 – the City’s Comprehensive Plan – and the concepts addressed within it. The Core Neighborhoods Plan, which is currently in progress, also identifies issues of concerns and goals relevant to transportation. The City of Fargo is also currently conducting a diagnostic of their Land Development Code, in through with they hope to align community goals and visions with their codified regulations. The consultant is expected to directly interface with this project, coordinate with the project’s consultants, and integrate the findings into this plan in a textual and graphical manner which illustrates the impact of transportation investments on ability to achieve the desired outcomes. This should culminate in a prioritization of transportation infrastructure improvements and the areas they should be directed to have maximal impact in achieving the City’s stated goals.

In addition, the Metropolitan Transportation Plan contains policies and goals that support both GO2030 and the Core Neighborhoods Plan. Various sub-area plans and corridor studies, as mentioned earlier, also provide insight into the city’s growth.

Given this context, on a city-wide scale, the Fargo Transportation Plan is expected to provide maps and supporting text that show future land use, federal functional classification, and a more fine-grained city-wide functional classification. Other city-wide maps that relate to other transportation infrastructure may also be of value in leading users of the plan from the broad planning/visioning perspective into the more fine-grained details of infrastructure policy.

The Fargo Moorhead region has experienced very faced-paced growth, which has resulted in a significant expansion of the built environment. A lot of planning effort has gone into visioning how Fargo can grow in a livable manner, while still maintaining the ability to easily traverse the larger community. The consultant will need to envision ways to implement this policy direction and specifically identify areas and ways this can be completed.

Task 6 – Transportation Infrastructure Policy and Guidance – The Playbook

In recent years, the City of Fargo has implemented varying types of roadway infrastructure, especially intersection treatments. The City of Fargo would like the Transportation Plan to provide clear guidance on when to implement certain design features, designate a local functional classification network, have realistic descriptions on the purpose and functionality of roadway types, set expectations for system users (make sure that infrastructure is developed in a cohesive manner with similar characteristics), incorporate visions for corridors to be used when reconstruction occurs,

and identify and illustrate concepts that can be implemented by the situations to which they are best suited. City maps, diagrams and illustrations are expected to take this guidance from the macro scale to the micro scale, transitioning from city-wide designations, to specific applications appropriate on certain types of facilities.

The City of Fargo would also like guidance on preferred cross sections of roadways of different capacities, characteristics of roadways in each of the identified functional classifications, and ROW requirements. This is not intended to be traffic analysis focused, identifying future roadway capacity needs. This guidance should particularly focus on roadway operations including: access management, what metrics should be used to analyze capacity expansion of a particular roadway, how parking could be integrated in different roadway types, and infrastructure that can be particularly useful in creating transit friendly corridors. Management and maintenance of corridors should also be considered.

Task 7 - Draft Plan

Upon completion of the previous tasks, the Consultant shall provide a draft plan for review by the SRC and the public. The plan shall consist of text, maps and graphics needed to complete the playbook identified as the Fargo Transportation Plan.

If deemed helpful, the Plan could include an illustrative pamphlet or executive summary that highlights the most relevant policies relative to new growth areas and redevelopment areas. The plan shall include an appendix. All meeting summaries and technical analysis shall be included in the appendix of the report.

Task 8 - Final Plan

Once comments on the draft plan have been received and addressed, the Consultant shall assemble the final plan. The final plan shall be in PDF format. The consultant shall deliver 10 copies of the final plan as well as a digital version upon completion of the process and approval by all applicable bodies. It is expected that this planning effort be confined to a 12-month process (from the notice to proceed through final adoption).

V IMPLEMENTATION SCHEDULE

1) Consultant Selection

Advertise for Consultant Proposals	approximately 2/21/2020
Due Date for Proposal Submittals (by 4:30pm)	3/18/2020
Review Proposals/Identify Finalists	3/19/2020 - 3/25/2020
Interview Finalists	between 3/30/2020 – 4/6/2020
Metro COG Board Approval/Consultant Notice	4/16/2020
Contract Negotiations	4/20/2020 – 4/24/2020
Signed Contract	Immediately after contract negotiations
Notice to Proceed	One day following a signed contract

2) Project Development (Major Milestones)

Project Kick-off	May, 2020
Corridor Study Development	May, 2020 - February, 2021
Final Draft of Corridor Study	March, 2021
Final Completion of Study	April, 2021
Presentations to committees and boards	May, 2021 – June, 2021
All invoices for project to be received by Metro COG	June, 2021

VI EVALUATION AND SELECTION PROCESS

Selection Committee. The Client will establish a selection committee to select a Consultant. The committee will likely consist of staff from Metro COG, the City of Fargo, the City of Horace, and other applicable stakeholders

The Consultant selection process will be administered under the following criteria:

- 20% - Understanding of study objectives and local/regional issues
- 20% - Proposed approach, work plan, and management techniques
- 20% - Experience with similar projects
- 20% - Expertise of the technical and professional staff assigned to the project
- 20% - Current workload and ability to meet deadlines

The Selection Committee, at the discretion of the Client and under the guidance of NDDOT policy, will entertain formal oral presentations for the top candidates to provide additional information for the evaluation process. The oral presentations will be followed by a question and answer period during which the committee may question the prospective Consultants about their proposed approaches.

A Consultant will be selected on **April 16th, 2020** based on an evaluation of the proposals submitted, the recommendation of the Selection Committee and approval by the Metro COG Policy Board.

The Client reserves the right to reject any or all proposals or to waive minor irregularities in said proposal, and reserves the right to negotiate minor deviations to the proposal with the successful Consultant. The Client reserves the right to award a contract to the firm or individual that presents the proposal, which, in the sole judgement of the Client, best accomplishes the desired results.

The RFP does not commit the Client to award a contract, to pay any costs incurred in the preparation of the contract in response to this request or to procure or contract for services or supplies. The Client reserves the right to withdraw this RFP at any time without prior notice.

All proposals, whether selected or rejected, shall become the property of the Client.

VII PROPOSAL CONTENT

The purpose of the proposal is to demonstrate the qualifications, competence, and capacity of the Consultant seeking to provide comprehensive services specified herein for the Client, in conformity with the requirements of the RFP. The proposal should demonstrate qualifications of the firm and its staff to undertake this project. It should also specify the proposed approach that best meets the RFP requirements. The proposal must address each of the service specifications under the Scope of Work and Performance Tasks.

The Client is asking the Consultant to supply the following information. Please include all requested information in the proposal to the fullest extent practical.

- 1) Contact Information.** Name, telephone number, email address, mailing address and other contact information for the Consultant's Project Manager.
- 2) Introduction and Executive Summary.** This section shall document the Consultant name, business address (including telephone, FAX, email address(es)), year established, type of ownership and parent company (if any), project manager name and qualifications, and any major facts, features, recommendations or conclusions that may differentiate this proposal from others, if any.
- 3) Work Plan and Project Methodology.** Proposals shall include the following, at minimum:
 - a) A detailed work plan identifying the major tasks to be accomplished relative to the requested study tasks and expected product as outlined in this RFP;
 - b) A timeline for completion of the requested services, including all public participation opportunities and stakeholder meetings, identifying milestones for development of the project and completion of individual tasks.
 - c) List of projects with similar size, scope, type, and complexity that the proposed project team has successfully completed in the past.
 - d) List of the proposed principal(s) who will be responsible for the work, proposed Project Manager and project team members (with resumes).
 - e) A breakout of hours for each member of the team by major task area, and an overall indication of the level of effort (percentage of overall project team hours) allocated to each task. Note that specific budget information is to be submitted in a sealed cost proposal as described below in Section VIII. General Proposal Requirements.
 - f) A list of any subcontracted agencies, the tasks they will be assigned, the percent of work to be performed, and the staff that will be assigned.
 - g) List of client references for similar projects described within the RFP.
 - h) Required Disadvantaged Business Enterprise (DBE) and/or Minority Business Enterprise (MBE) Firms participation documentation, if applicable.
 - i) Ability of firm to meet required time schedules based on current and known

future workload of the staff assigned to the project.

- 4) Signature.** Proposals shall be signed in ink by an authorized member of the firm/project team.
- 5) Attachments.** Review, complete, and submit the completed versions of the following RFP Attachments with the proposal:

Exhibit A - Cost Proposal Form (as identified in VIII 1)
Exhibit B – Debarment of Suspension Certification
Exhibit C – Certification of Restriction on Lobbying
Exhibit D - Standard Form 330 (if required – see page 2)

VIII Submittal Information

Hard copies of technical and cost proposals should be shipped to ensure timely delivery to the contact as defined below:

Dan Farnsworth
Transportation Planner
Fargo-Moorhead Metropolitan Council of Governments
Case Plaza, Suite 232
One 2nd Street North
Fargo, ND 58102-4807
farnsworth@fmmetrocog.org

Proposals shall be received by **4:30 pm (Central Time) on Wednesday March 18, 2020** at the Metro COG office. Minority, women-owned and disadvantaged business enterprises are encouraged to participate. Respondents must submit seven (7) hard copies and one Adobe Acrobat (.pdf) copy of the proposal. The full length of each proposal should not exceed twenty (20) double sided pages for a total of forty (40) pages; including any supporting material, charts or tables.

IX GENERAL RFP REQUIREMENTS

- 1) Sealed Cost Proposal.** All proposals must be clearly identified and marked with the appropriate project name; inclusive of a separately sealed cost proposal per the requirements of this RFP. Cost proposals shall be based on an hourly “not to exceed” amount and shall follow the general format as provided within Exhibit A of this RFP. Metro COG may decide, in its sole discretion, to negotiate a price for the project after the selection committee completes its final ranking. Negotiation will begin with the Consultant identified as the most qualified per requirements of this RFP, as determined in the evaluation/selection process. If Metro COG is unable to negotiate a contract for services negotiations will be terminated and negotiations will begin with the next most qualified Consultant. This process will continue until a satisfactory contract has been negotiated.

- 2) Consultant Annual Audit Information for Indirect Cost.** Consulting firms proposing to do work for Metro COG must have a current audit rate no older than 15 months from the close of the firm's Fiscal Year. Documentation of this audit rate must be provided with the sealed cost proposal. Firms that do not meet this requirement will not qualify to propose or contract for Metro COG projects until the requirement is met. Firms that have submitted all the necessary information to Metro COG and are waiting for the completion of the audit will be qualified to submit proposals for work. Information submitted by a firm that is incomplete will not qualify. Firms that do not have a current cognizant Federal Acquisition Regulations (FARs) audit of indirect cost rates must provide this audit prior to the interview. **This documentation should be attached with the sealed cost proposal.**
- 3) Debarment of Suspension Certification and Certification of Restriction on Lobbying.** Respondents must attach signed copies of Exhibit B – Debarment of Suspension Certification and Exhibit C – Certification of Restriction on Lobbying within the sealed cost proposal, as well as Exhibit D - Standard Form 330.
- 4) Respondent Qualifications.** Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the requested services within this RFP. Each respondent may also be required to show that similar work has been performed in a satisfactory manner and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent whom is engaged in any work that would impair his or her ability to perform or finance this work.
- 5) Disadvantaged Business Enterprise.** Pursuant to Department of Transportation policy and 49 CFR Part 23, Metro COG supports the participation of DBE/MBE businesses in the performance of contracts financed with federal funds under this RFP. Consultants shall make an effort to involve DBE/MBE businesses in this project. If the Consultant is a DBE/MBE, a statement indicating that the business is certified DBE/MBE in North Dakota or Minnesota shall be included within the proposal. If the Consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the Subconsultant's certification shall be included. The percent of the total proposed cost to be completed by the DBE/MBE shall be shown within the proposal. Respondents should substantiate (within proposal) efforts made to include DBE/MBE businesses.
- 6) US DOT Policy Statement on Bicycle and Pedestrian Accommodations.** Consultants are advised to review and consider the *US DOT Policy Statement on Bicycle and Pedestrian Accommodation* issued in March of 2010 when developing written proposals.
- 7) North Dakota Department of Transportation Consultant Administration Services Procedure Manual.** Applicants to this Request for Proposal are required to follow procedures contained in the *NDDOT Consultant Administration Services Procedure Manual*, which includes prequalification of Consultants. Copies of the

Manual may be found on the Metro COG website www.fmmetrocog.org or the NDDOT website at www.dot.nd.gov.

X CONTRACTUAL INFORMATION

- 1) The Client 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. The Client will not pay for any information contained in proposals obtained from participating firms.
- 2) The Client reserves the right to request clarification on any information submitted and additionally reserves the right to request additional information of one (1) or more applicants.
- 3) Any proposal may be withdrawn up until the proposal submission deadline. Any proposals not withdrawn shall constitute an irrevocable offer for services set forth within the RFP for a period of ninety (90) days or until one or more of the proposals have been approved by the Metro COG Policy Board.
- 4) If, through any cause, the Consultant shall fail to fulfill in a timely and proper manner the obligations agreed to, the Client 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.
- 5) Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the Client and shall contain, as a minimum, applicable provisions of the Request for Proposals. The Client reserves the right to reject any agreement that does not conform to the Request for Proposal and any Metro COG requirements for agreements and contracts.
- 6) The Consultant shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of Metro COG.

XI PAYMENTS

The selected Consultant will submit invoices for work completed to the Client. Payments shall be made to the Consultant by the Client in accordance with the contract after all required services, and items identified in the scope of work and performance tasks, have been completed to the satisfaction of the Client.

XII FEDERAL AND STATE FUNDS

The services requested within this RFP will be partially funded with funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). As such, the

services requested by this RFP will be subject to federal and state requirements and regulations.

The services performed under any resulting agreement shall comply with all applicable federal, state, and local laws and regulations. In addition, this contract will be subject to the relevant requirements of 2 CFR 200.

XIII TITLE VI ASSURANCES

Prospective Consultants should be aware of the following contractual ("Contractor") requirements regarding compliance with Title VI should they be selected pursuant to this RFP:

- 1) **Compliance with Regulations.** The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations).
- 2) **Nondiscrimination.** The Consultant, with regard to the work performed by it, shall not discriminate on the grounds of race, color, national origin, sex, age, disability/handicap, or income status**, in the selection and retention of Subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- 3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations, either by competitive bidding or negotiation, made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential Subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations to Metro COG and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability/handicap, or income status**.
- 4) **Information and Reports.** The Consultant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Metro COG or the North Dakota Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to Metro COG, or the North Dakota Department of Transportation, as appropriate, and shall set forth what efforts it has made to obtain the information.
- 5) **Sanctions for Noncompliance.** In the event of the Consultant's noncompliance

with the nondiscrimination provisions as outlined herein, the Client and the North Dakota Department of Transportation shall impose such sanctions as it or the Federal Highway Administration / Federal Transit Administration may determine to be appropriate, including but not limited to:

- 6) Withholding of payments to the Consultant under the contract until the Consultant complies; or
- 7) Cancellation, termination, or suspension of the contract, in whole or in part.
- 8) **Incorporation of Title VI Provisions.** The Consultant shall include the provisions of Section XII, paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

The Consultant shall take such action with respect to any subcontract or procurement as Metro COG or the U.S. Department of Transportation, Federal Highway Administration, may direct as a means of enforcing such provisions, including sanctions for noncompliance provided, however, that in the event a Consultant becomes involved in, or is threatened with, litigation by a Subconsultant or supplier as a result of such direction, the Consultant may request Metro COG enter into such litigation to protect the interests of Metro COG; and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

** The Act governs race, color, and national origin. Related Nondiscrimination Authorities govern sex, 23 U.S.C. 324; age, 42 U.S.C. 6101; disability/handicap, 29 U.S.C. 790; and low income, E.O. 12898.

XIV TERMINATION PROVISIONS

The Client reserves the right to cancel any contract for cause upon written notice to the Consultant. Cause for cancellation will be documented failure(s) of the Consultant to provide services in the quantity or quality required. Notice of such cancellation will be given with sufficient time to allow for the orderly withdrawal of the Consultant without additional harm to the participants or the Client.

The Client may cancel or reduce the amount of service to be rendered if there is, in the opinion of the Client, a significant increase in local costs; or if there is insufficient state or federal funding available for the service, thereby terminating the contract or reducing the compensation to be paid under the contract. In such event, the Client will notify the Consultant in writing ninety (90) days in advance of the date such actions are to be implemented.

In the event of any termination, the Client shall pay the agreed rate only for services delivered up to the date of termination. The Client has no obligation to the Consultant, of any kind, after the date of termination. Consultant shall deliver all records, equipment

and materials to the Client within 24 hours of the date of termination.

XV LIMITATION ON CONSULTANT

All reports and pertinent data or materials are the sole property of the Client and its state and federal planning partners and may not be used, reproduced or released in any form without the explicit, written permission of the Client.

The Consultant should expect to have access only to the public reports and public files of local governmental agencies and the Client in preparing the proposal or reports. No compilation, tabulation or analysis of data, definition of opinion, etc., should be anticipated by the Consultant from the agencies, unless volunteered by a responsible official in those agencies.

XVI CONFLICT OF INTEREST

No Consultant, Subconsultant, or member of any firm proposed to be employed in the preparation of this proposal shall have a past, ongoing, or potential involvement which could be deemed a conflict of interest under North Dakota Century Code or other law. During the term of this Agreement, the Consultant shall not accept any employment or engage in any consulting work that would create a conflict of interest with the Client or in any way compromise the services to be performed under this agreement. The Consultant shall immediately notify the Client of any and all potential violations of this paragraph upon becoming aware of the potential violation.

XVII INSURANCE

The Consultant shall provide evidence of insurance as stated in the contract prior to execution of the contract.

XVIII RISK MANAGEMENT

The Consultant agrees to defend, indemnify, and hold harmless the Client and the state of North Dakota, its agencies, officers and employees (State), from and against claims based on the vicarious liability of the Client and the State or its agents, but not against claims based on the Client's and the State's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by Consultant to the Client and the State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for the Client and the State is necessary. Consultant also agrees to defend, indemnify, and hold the Client and the State harmless for all costs, expenses and attorneys' fees incurred if the Client or the State prevails in an action against Consultant in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of this Agreement.

The Consultant shall secure and keep in force during the term of this agreement, from

insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota, the following insurance coverage:

1. Commercial general liability and automobile liability insurance - minimum limits of liability required are \$250,000 per person and \$1,000,000 per occurrence.
2. Workforce Safety insurance meeting all statutory limits.
3. The Client and the State of North Dakota, its agencies, officers, and employees (State) shall be endorsed as an additional insured on the commercial general liability and automobile liability policies.
4. Said endorsements shall contain a "Waiver of Subrogation" in favor of the Client and the state of North Dakota.
5. The policies and endorsements may not be canceled or modified without thirty (30) days prior written notice to the undersigned Client and the State Risk Management Department.

The Consultant shall furnish a certificate of insurance evidencing the requirements in 1, 3, and 4, above to the Client prior to commencement of this agreement.

The Client and the State reserve the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time. Any attorney who represents the State under this contract must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under N.D.C.C. Section 54-12-08.

When a portion of the work under the Agreement is sublet, the Consultant shall obtain insurance protection (as outlined above) to provide liability coverage to protect the Consultant, the Client and the State as a result of work undertaken by the Subconsultant. In addition, the Consultant shall ensure that any and all parties performing work under the Agreement are covered by public liability insurance as outlined above. All Subconsultants performing work under the Agreement are required to maintain the same scope of insurance required of the Consultant. The Consultant shall be held responsible for ensuring compliance with those requirements by all Subconsultants.

Consultant's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance or self-retention maintained by the Client or State. Any insurance, self-insurance or self-retention maintained by the Client or the State shall be excess of the Consultant's insurance and shall not contribute with it. The insolvency or bankruptcy of the insured Consultant shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured Consultant from meeting the retention limit under the policy. Any deductible amount or other obligations under the policy(ies) shall be the sole responsibility of the Consultant. This insurance may be in a policy or policies of insurance, primary and excess, including the

so-called umbrella or catastrophe form and be placed with insurers rated "A-" or better by A.M. Best Company, Inc. The Client and the State will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the Consultant in excess of the minimum requirements set forth above.

Exhibit A – Cost Proposal Form

Cost Proposal Form – Include completed cost form (see below) in a separate sealed envelope – labeled “**Sealed Cost Form – Vendor Name**” and submit with concurrently with the technical proposal as part of the overall RFP response. The cost estimate should be based on a not to exceed basis and may be further negotiated by Metro COG upon identification of the most qualified Consultant. Changes in the final contract amount and contract extensions are not anticipated.

REQUIRED BUDGET FORMAT

Summary of Estimated Project Cost

1.	Direct Labor	Hours	x	Rate	=	Project Cost	Total
	Name, Title, Function	0.00	x	0.00	=	0.00	0.00
			x		=	0.00	0.00
			x		=	0.00	0.00
				Subtotal	=	0.00	0.00
2.	Overhead/Indirect Cost (expressed as indirect rate x direct labor)					0.00	0.00
3.	Subconsultant Costs					0.00	0.00
4.	Materials and Supplies Costs					0.00	0.00
5.	Travel Costs					0.00	0.00
6.	Fixed Fee					0.00	0.00
7.	Miscellaneous Costs					0.00	0.00
Total Cost					=	0.00	0.00

Exhibit B - Debarment of Suspension Certification

Background and Applicability

In conjunction with the Office of Management and Budget and other affected Federal agencies, DOT published an update to 49 CFR Part 29 on November 26, 2003. This government-wide regulation implements Executive Order 12549, Debarment and Suspension, Executive Order 12689, Debarment and Suspension, and 31 U.S.C. 6101 note (Section 2455, Public Law 103-255, 108 Stat. 3327).

The provisions of Part 29 apply to all grantee contracts and subcontracts at any level expected to equal or exceed \$25,000 as well as any contract or subcontract (at any level) for federally-required auditing services (49 CFR 29.220(b)). This represents a change from prior practice in that the dollar threshold for application of these rules has been lowered from \$100,000 to \$25,000. These are contracts and subcontracts referred to in the regulation as "covered transactions."

Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. They do this by (a) Checking the Excluded Parties List System, (b) Collecting a certification from that person, or (c) Adding a clause or condition to the contract or subcontract. This represents a change from prior practice in that certification is still acceptable but is no longer required (49 CFR 29.300).

Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

Instructions for Certification: By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

Suspension and Debarment

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined in 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the recipient. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the recipient, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this order. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

Contractor

Signature of Authorized Official _____

Date ____ / ____ / ____

Name & Title of Contractor's Authorized Official

Exhibit C - Certification of Restriction on Lobbying

I, _____ hereby certify on
(Name and Title of Grantee Official)

behalf of _____ that:
(Name of Bidder / Company Name)

- 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, and 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.
- If any funds other than Federal appropriated funds have been paid or will be paid to any person 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 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.
- The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, 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 was 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 31 U.S. Code 1352 (as amended by the Lobbying Disclosure Act of 1995). 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.

The undersigned 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. Section 3801, et seq., are applicable thereto.

Name of Bidder / Company Name

Type or print name

Signature of authorized representative _____

Date ____ / ____ / ____

(Title of authorized official)

Exhibit D - Standard Form 330

SEE FOLLOWING PAGES

To: Transportation Technical Committee (TTC)
From: Dan Farnsworth, Metro COG Transportation Planner
Date: November 6, 2020
Re: **Section 5339(b) Transit Grant Application**

In September the North Dakota Department of Transportation (NDDOT) began solicitation for a special FTA Section 5339 transit grant. This grant opportunity has approximately \$15 Million in federal aid for ADA public transportation vehicles in North Dakota. This grant opportunity is in addition to the regular Section 5339 grant application which will be due in December. Awarded projects are funded with up to 85% Federal funds and a required 15% local match.

All applicants with projects within Metro COG's planning area are required to submit their applications to Metro COG for review and prioritization (if necessary). The only applicant that submitted an application was Handi-Wheels. Handi-Wheels is a non-profit transportation service which provides assessable transportation to individuals with disabilities, persons who are elderly, and individuals who live within the limits of a poverty income.

Handi-Wheels is requesting two replacement vehicles:

- Replacement of a 2001 passenger van
 - Total cost: \$45,898
 - Requested Federal amount: \$39,013
 - Matching funds: \$6,885
- Replacement of a 2008 13-passenger left-equipped cutaway vehicle
 - Total cost: \$80,525
 - Requested Federal amount: \$67,525
 - Matching funds: \$13,000

Attached is the Section 5339(b) application.

Requested Action: **Recommend approval to the Policy Board of the Section 5339(b) Grant Application as attached and as described above.**



FY2021 - Section 5339(b) Bus Grant Program	
Agency Name	Handi-Wheels Transportation
Agency Contact	Kerri Spiering Phone: 701-232-3231
DUNS #	041053369

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

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

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

Please Note:

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

GENERAL INFORMATION

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

Handi-Wheels Transportation is a 501(c)(3) private, non-profit specialized transportation service. It is Handi-Wheels mission to provide a safe, reliable means of accessible and affordable transportation service to individuals who have a disability, persons who are elderly, and individuals who live within the limits of a poverty income. Handi-Wheels is a door-to-door, dial-a-ride, demand response, paratransit service that provides service to individuals who cannot ride other public transportation. In addition, Handi-Wheels provides transportation to access medical care and ensure inclusion in our community. Our goal is to return to pre-COVID ridership numbers otherwise no specific plans are in place to expand our service area.

Handi-Wheels provides service Monday through Friday 7:00 am to 5:00 pm. One-way rides are \$20 while roundtrip rides are \$40. Rides service Fargo and West Fargo in Cass County. Passengers can call and schedule rides Monday through Friday during office hours 9:00 am to 5:00 pm by calling 701-232-3231.

Currently, Handi-Wheels owns and/or operates 3 lift-equipped buses and 1 walk-on-only bus. We work closely with medical facilities and social service agencies such as Sanford Health, Essentia Health, Family Healthcare Center, Southeast Human Services and Cass County Social Services to provide services to the greatest number of passengers in need in our community.

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

This grant would have a huge impact on the transit service provided by Handi-Wheels and the transit options we provide our passengers. The need for the vehicles identified in this grant application fits with our mission to provide a safe, reliable means of accessible and affordable transportation service to individuals who have a disability, persons who are elderly, and individuals who live below the poverty line. Handi-Wheels current vehicles are aging, three of them have logged over 100,000 miles, and all of them need to be replaced. The proposed vehicles would enable us to upgrade and enhance our transit service to meet the needs of our passengers. The replacement vehicles will allow Handi-Wheels to provide a safe, well-maintained fleet to provide transportation to our passengers.

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

☐ Increase

☒ Decrease Our ridership has decreased by over 50% since this time last year due to the COVID-19 pandemic.

VEHICLE PROJECT REQUESTS

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

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

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

Year: 2020

Make/Model: Chrysler Voyager Low Floor Van

Seating Capacity: 3-5

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

☒ Replacement Vehicle

☐ Expansion Vehicle

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

a. Vehicle Information Number (VIN): 1FDWE35L31HA42385

b. Vehicle Year: 2001

c. Make/Model: Ford/350

d. Current Mileage: 45,882

e. Vehicle In Service Date: 10/30/20

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

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

N/A

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

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: Ask Handi-Wheels

Contract Award/Order Date: Ask someone

Vehicle Deliver Date: Use timeline below

Final Payment Submitted to DOT: Ask someone

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

Total Vehicle Cost (include federal and local amounts): \$45,898

Federal Funds Requested Amount: \$39,013

Local Match Amount: \$6,885

Source(s) of Local Match: Grants and private donations

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

Need to coordinate with MATBUS

VEHICLE PROJECT REQUESTS

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

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

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

Year: 2019

Make/Model: 2019 Ford E-450 6.8L, Champion Challenger

Seating Capacity: 15

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: gas

5. What type of vehicle are you requesting?

☒ Replacement Vehicle

☐ Expansion Vehicle

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

a. Vehicle Information Number (VIN): 1GBJG31K281170596

b. Vehicle Year: 2008

c. Make/Model: Chevy/450

d. Current Mileage: 154,449

e. Vehicle In Service Date: 10/30/20

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

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

N/A

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

Request For Procurement (RFP)/Invitation For Bid (IFB) Issue Date: **Ask Handi-Wheels**

Contract Award/Order Date: **Ask someone**

Vehicle Deliver Date: **Use timeline below**

Final Payment Submitted to DOT: **Ask someone**

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

Total Vehicle Cost (include federal and local amounts): \$80,525

Federal Funds Requested Amount: \$67,252

Local Match Amount: \$13,000

Source(s) of Local Match: Medicaid Reimbursement

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

Need to coordinate with MATBUS

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$63,000 - \$78,300	6 - 9
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - \$47,083 – \$61,780	3 - 6
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$107,000 – 109,000	6 - 9
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$38,045 - \$38,125	1 - 4
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$109,410	6 - 9
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Local Match & Total Funding Request

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

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

Farebox revenue cannot be used as Local Match.

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

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

Ranking	Project	Federal Cost of Project	Local Match Needed	Sources of Local Match
1	2019 F-450, Champion Challenger	\$67,252	\$13,000	Medicaid Reimbursement
2	2020 Chrysler Voyager Low Floor Van	\$39,013	\$6,885	Grants and private donation
3				
4				
5				

Application Checklist and Signature Page

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

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

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

I hereby certify that as a person authorized to sign for

Transit Agency Name

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

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

Signature of Authorized Representative

Date

Transportation Connection

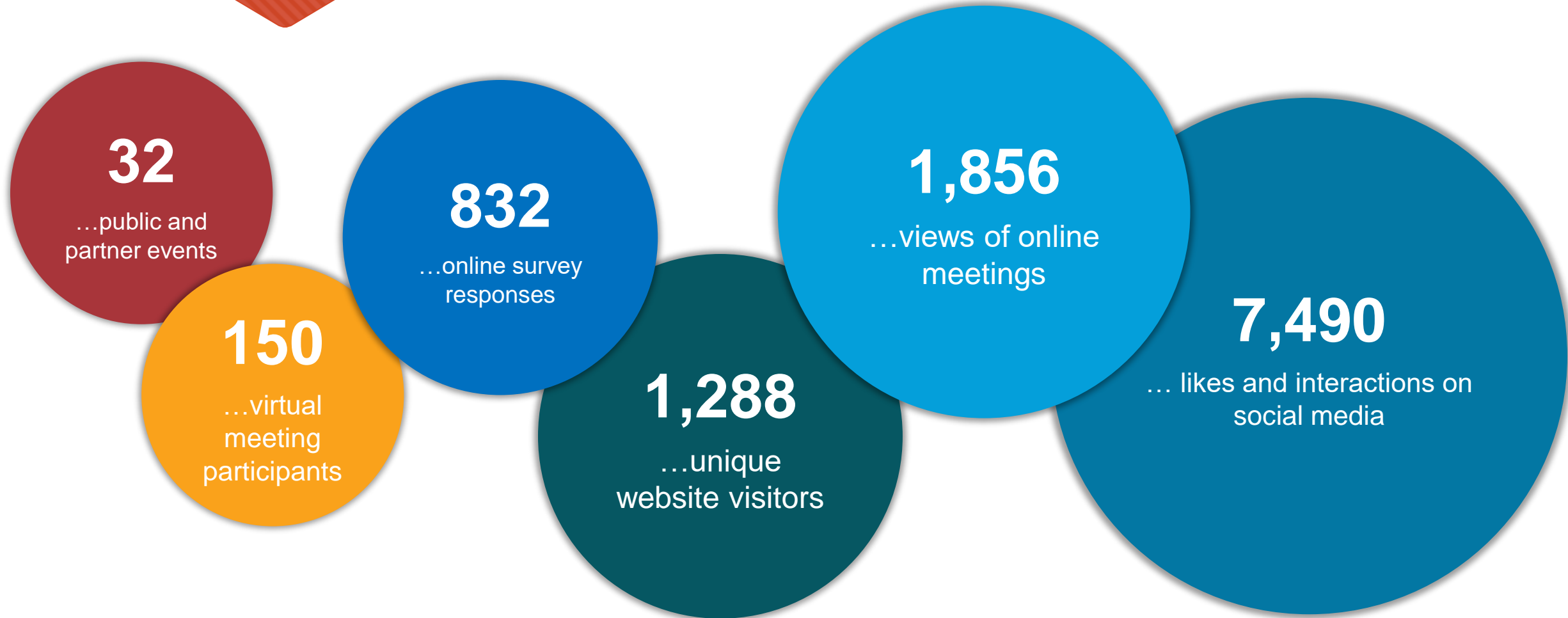
MPO Update

November 2020

Plan Development Progress

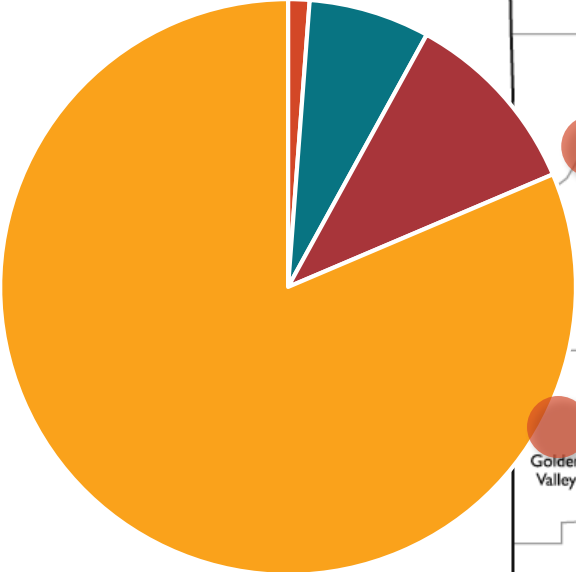
- **Partner and public outreach**
 - Introductory and follow-up meetings with tribal authorities
- **Launched Funding & Performance Tool**
 - Presented at Director's Advisory Council and shared with DAC members for distribution
- **Social media blitz**
- **Internal brainstorming for Plan framework**

Engagement Reach



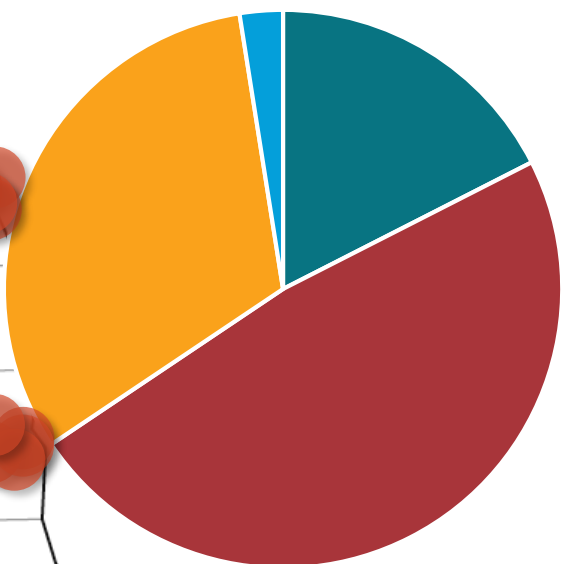
Demographic Overview

Residency

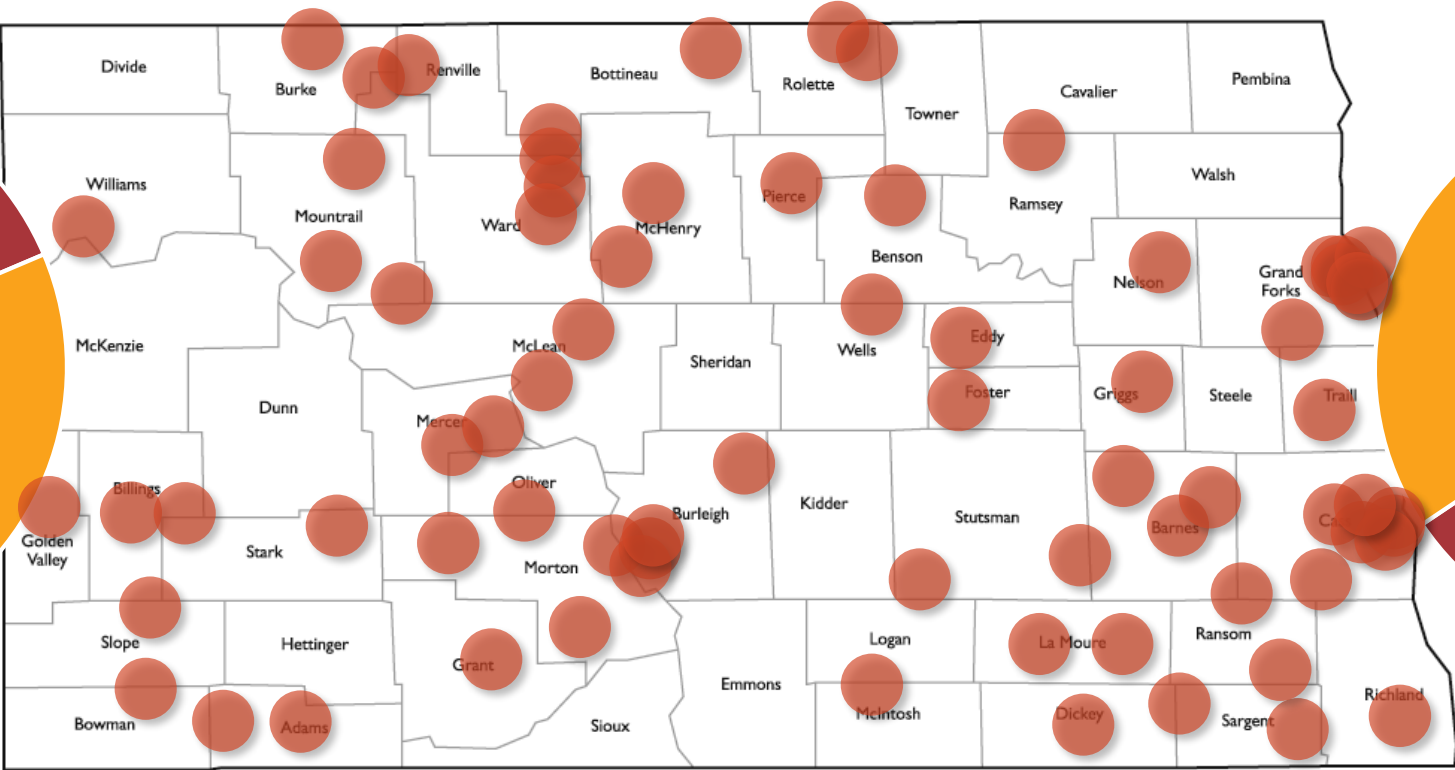


- Less than 1 Year
- 1-5 Years
- 6-10 Years
- More than 10 Years

Age

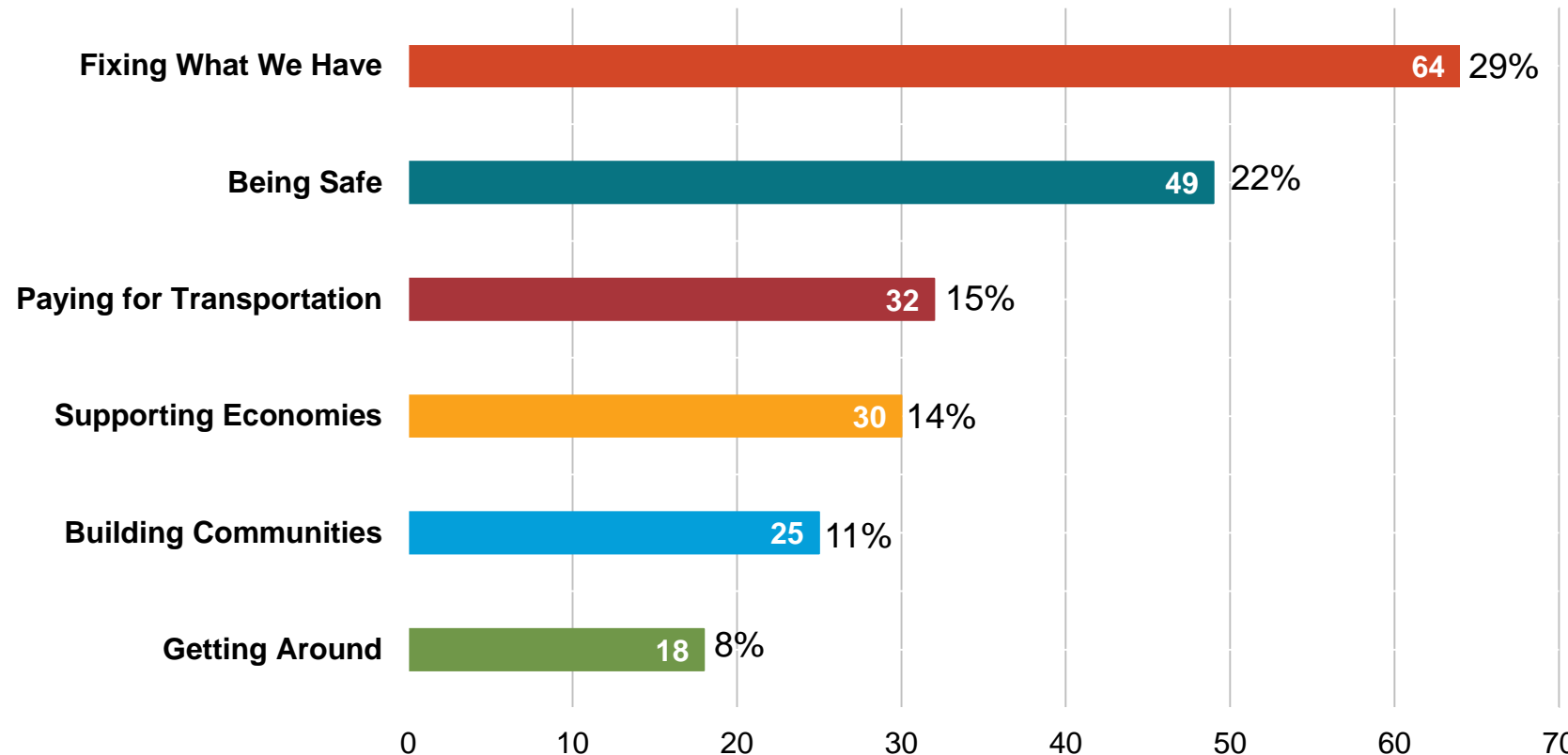


- Under 19
- 20-34
- 45-54
- 55-70
- Over 70



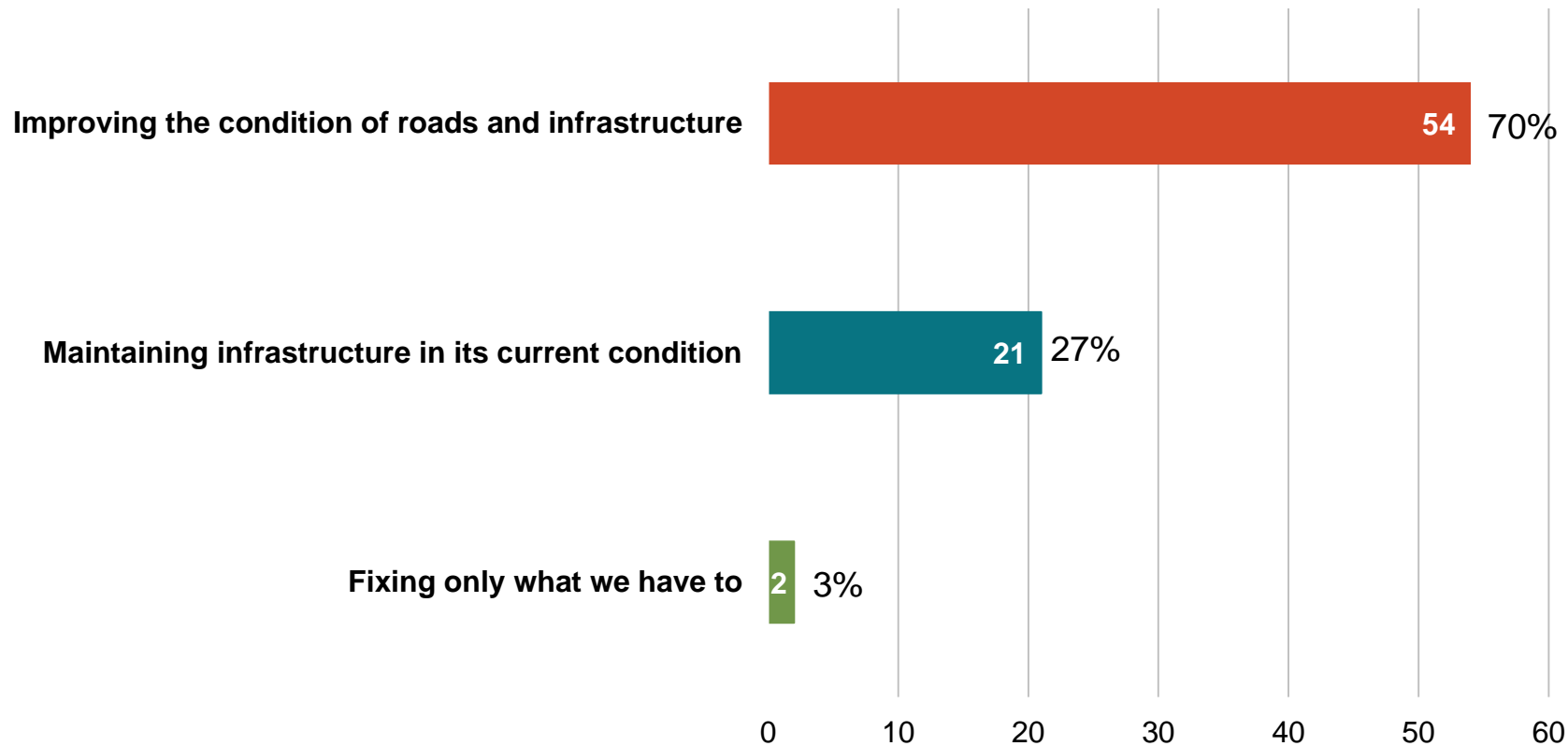
What Are Our Top Issues?

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



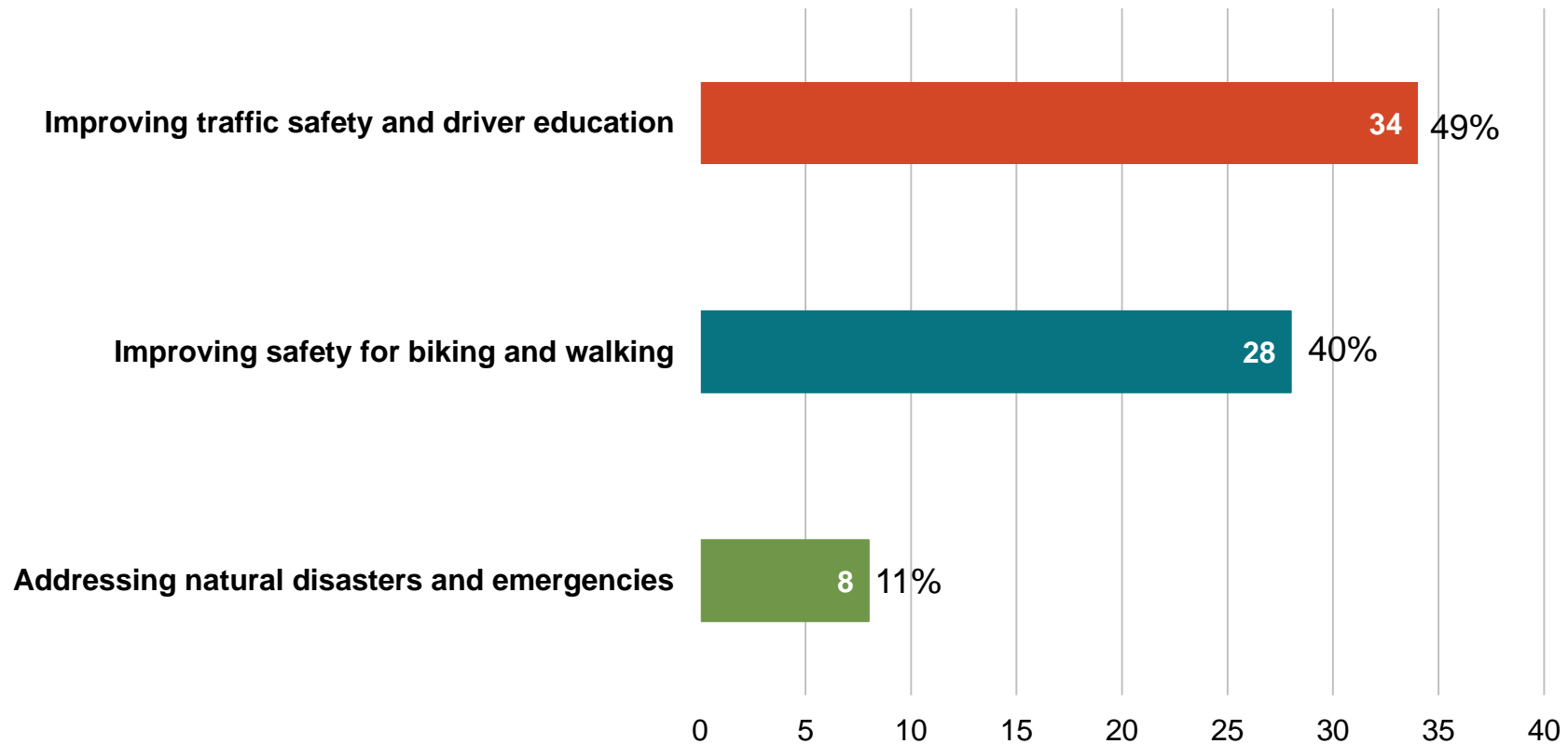
Fixing What We Have

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



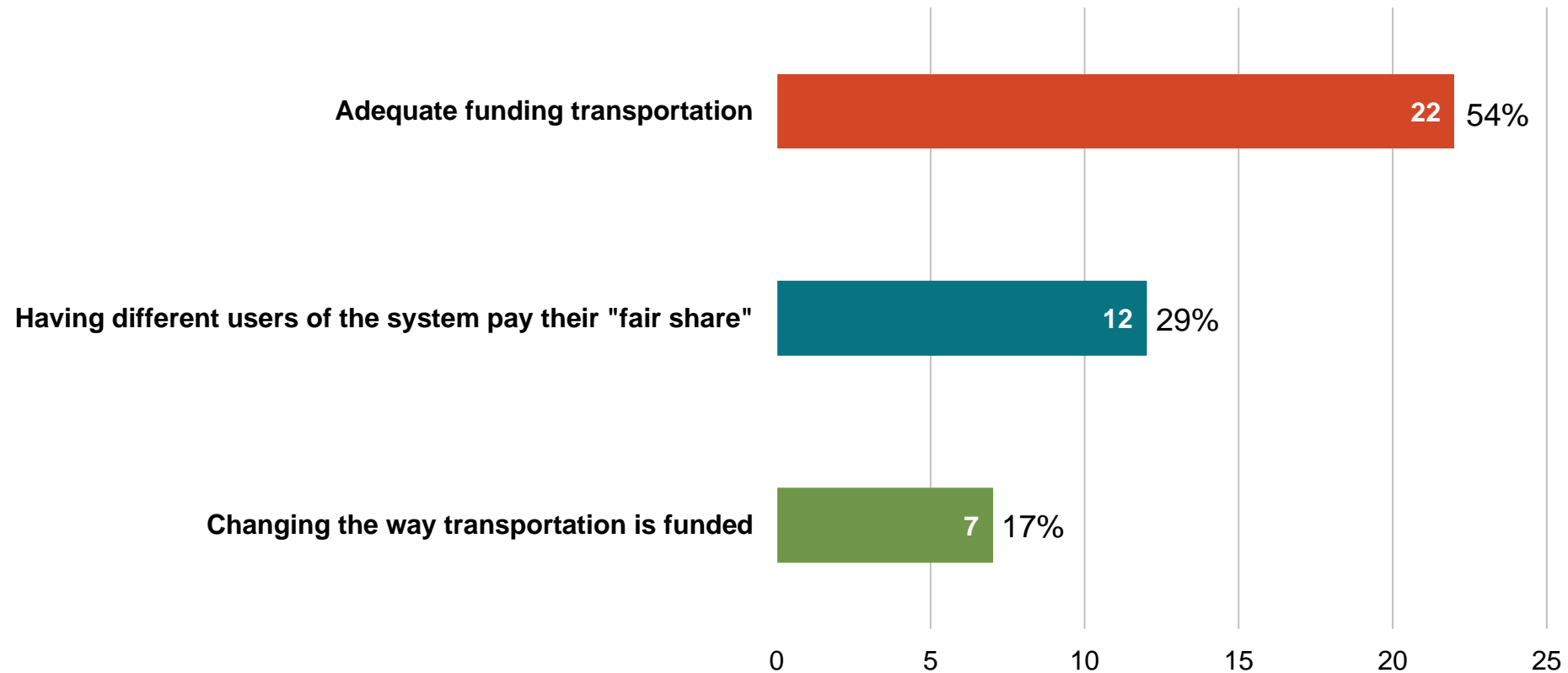
Being Safe

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

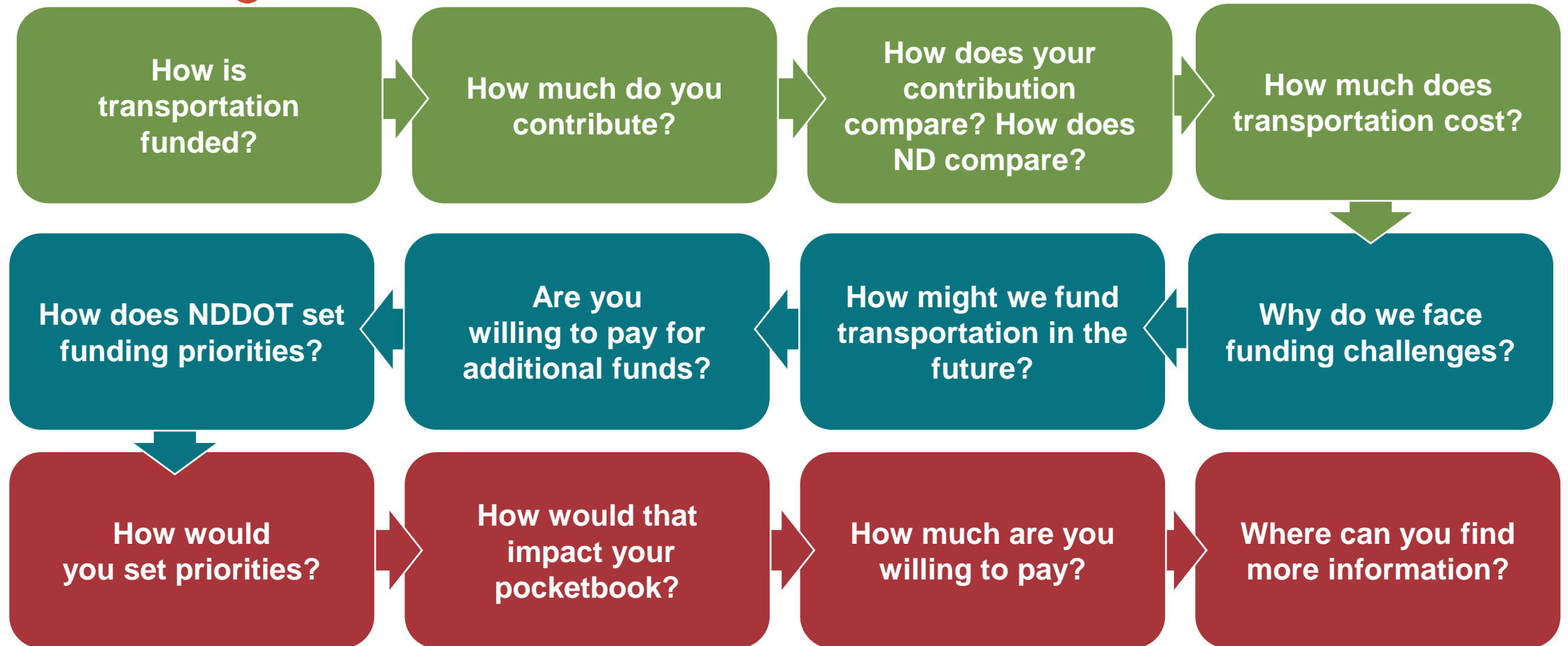


Paying for Transportation

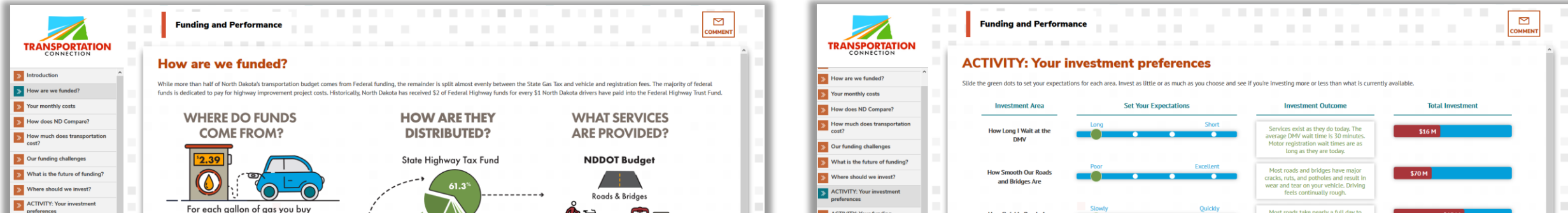
You selected “Paying for Transportation.” Please check the issue that matters the most to you.



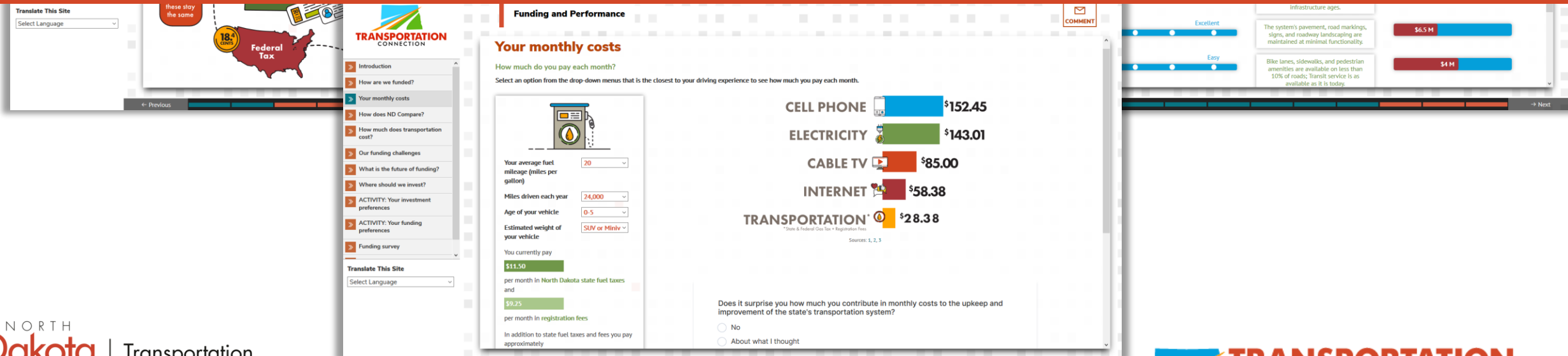
Telling The Story



Interactive Funding Web Tool

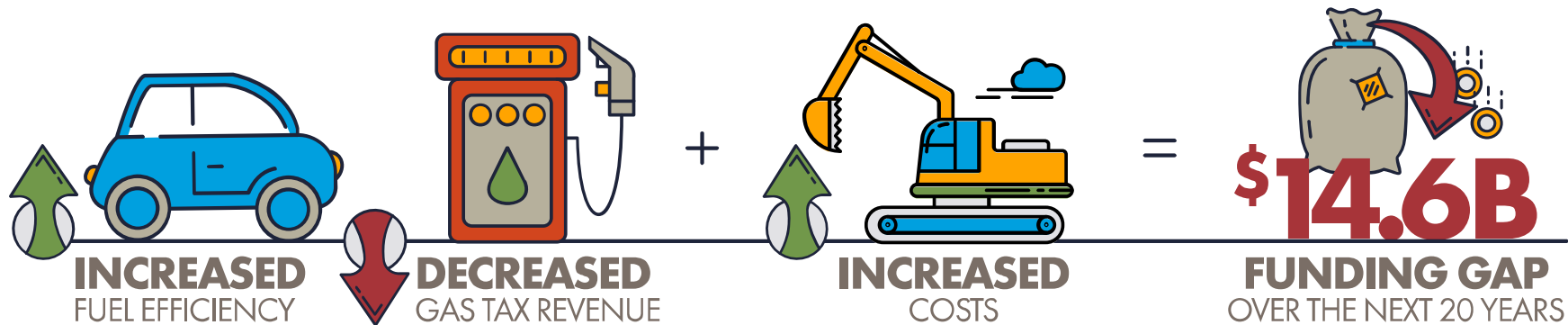


<https://transportationconnection.org/funding/>



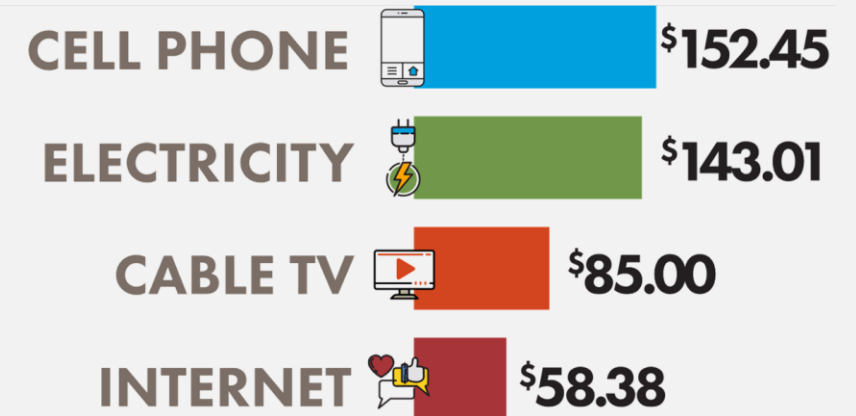
Funding Questions

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



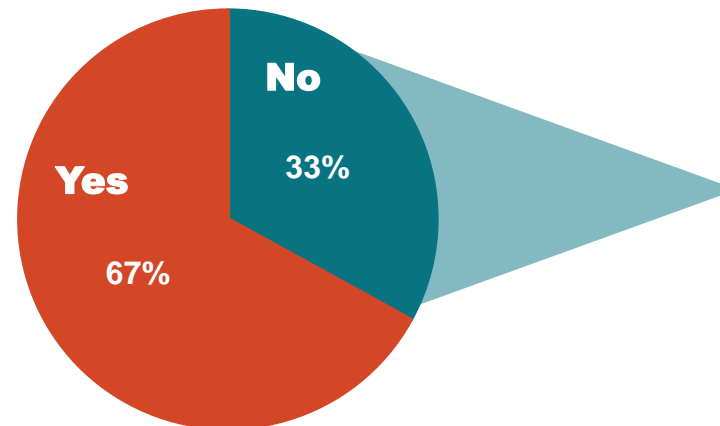
Initial Input – *What Do We Pay for Transportation?*

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

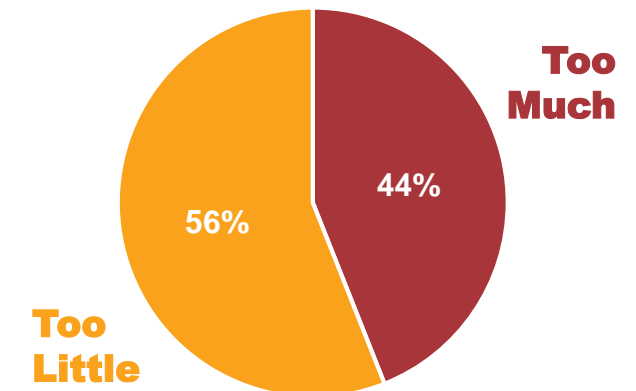


TRANSPORTATION* 
* State & Federal Gas Tax + Registration Fees

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

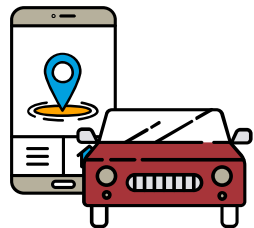
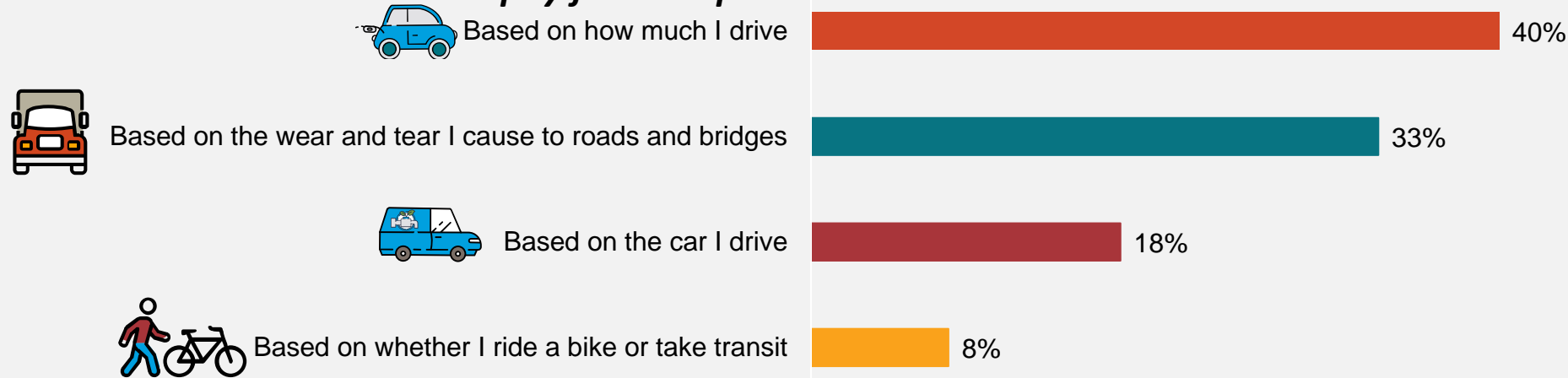


*If you said "No."
Do you think you
pay too much or
too little?*



Initial Input – *How Should We Pay for Transportation?*

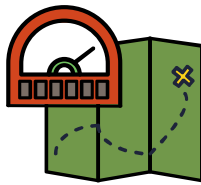
How should we pay for transportation?



RIDE SHARE
SALES TAXES



COMMERCIAL
VEHICLE FEES

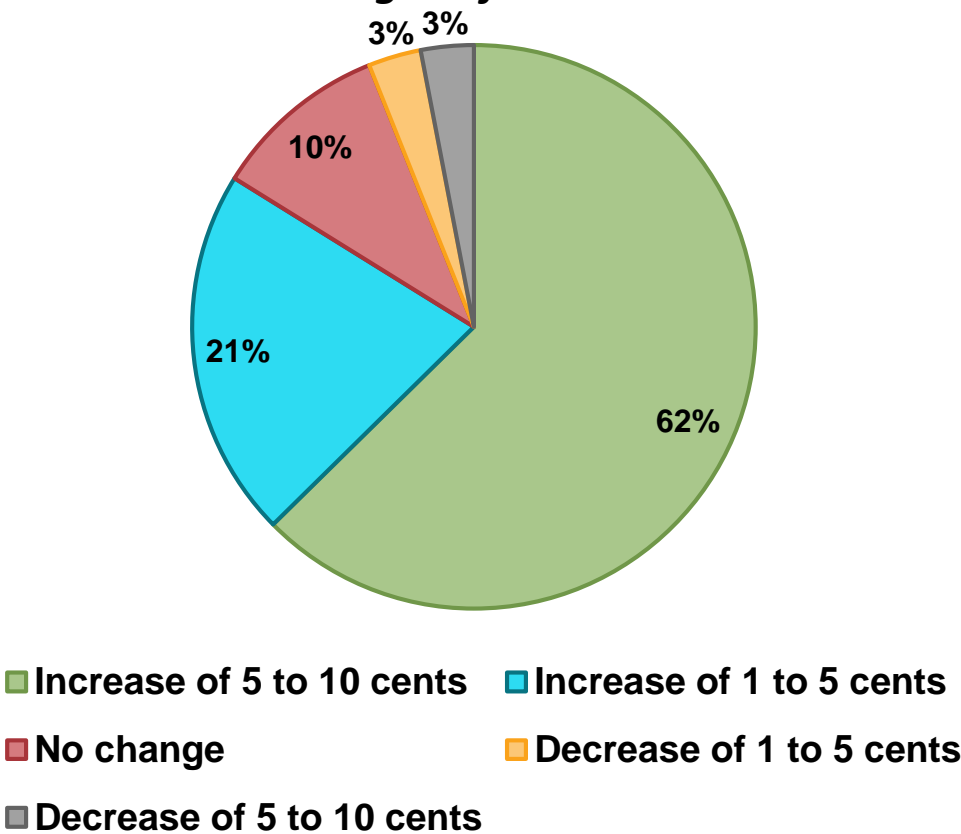


MILEAGE
BASED FEES

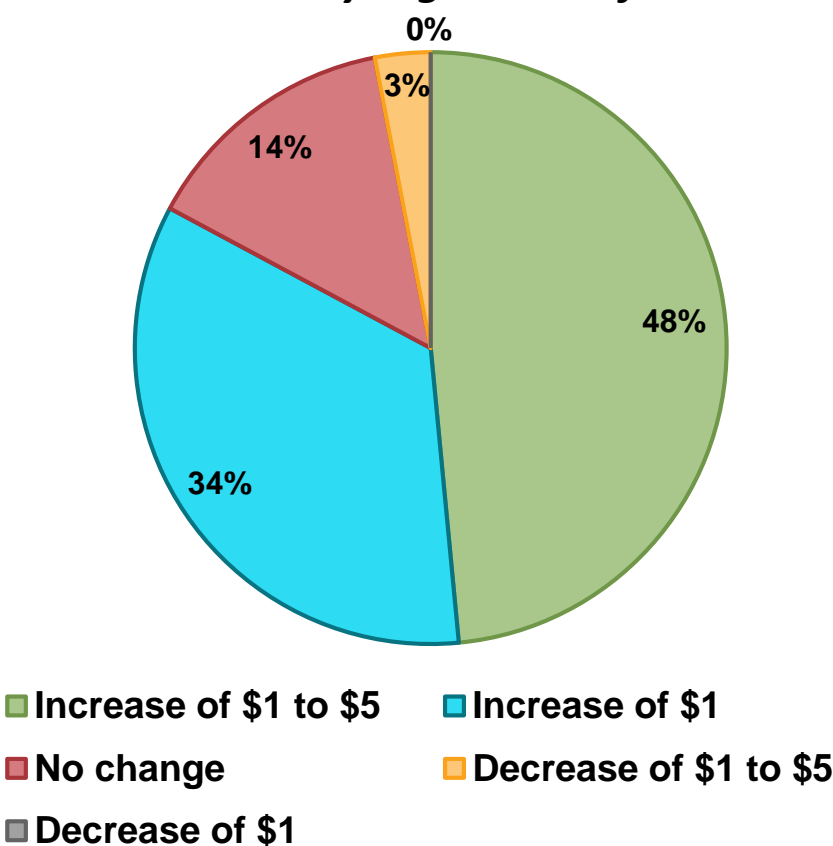
Initial Input – *Support for Transportation Funding?*

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

Would you support a change in fuel taxes?



Would you support a change in monthly registration fees?



Developing Transportation Connection

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



Next Steps

- **November**

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

- **December**

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

- **January**

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

- **Ongoing**

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

Questions?

How Can You Reach Us?



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



www.facebook.com/TransportationConnection/



www.twitter.com/ndlrtp



www.instagram.com/transportationconnection/

ND Dept of Transportation

<https://www.surveymonkey.com/r/NDLRTP-Dem>
Stewart Milakovic | smilakovic@nd.gov


Project Team

Evan Enarson | eenarson@camsys.com

Appendix

Scenario Planning Survey Findings

Public Input on Future Scenarios



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

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

Translate This Site

Select Language

TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE


COMMENT

WHAT WILL 2045 LOOK LIKE?

Technology and innovations in transportation are changing rapidly.

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

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



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

TRANSPORTATION CONNECTION


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

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- » Smart and Connected - Input

Translate This Site

Select Language

← Previous



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

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- » Ghost Towns - Input
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Translate This Site



Select Language

TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE

COMMENT

RURAL RENAISSANCE

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



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

Characteristics of a Rural Renaissance

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

← Previous

→ Next

Rural Renaissance

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

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

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

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

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

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

Maintenance of roads at the local level.

Make sure that snow removal practices are top of the line

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

Cities and Centers

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

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

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

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

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

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

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

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

Ghost Towns

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

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

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

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

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

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

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

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

Smart and Connected

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

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

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

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

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

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

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

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