

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, September 12th, 2007 – 1:30 p.m.
Grand Forks City Hall Conference Room A-102**

CALL TO ORDER

Earl Haugen, Chairman, called the September 12th, 2007, meeting of the MPO Technical Advisory Committee to order at 1:36 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: John Thompson, Grand Forks Assistant City Engineer; Jane Williams, Grand Forks Traffic Engineer; Nancy Ellis, East Grand Forks Planner; Charles Durrenberger (Proxy for Brad Gengler), Grand Forks Planner, Senior; Dave Leftwich (Proxy for Paul Benning – via conference call), NDDOT-Bismarck; Dean Wieland, East Grand Forks Consulting Engineer; Dale Bergman, Transportation Superintendent; and Les Noehre, NDDOT-Grand Forks.

Guests present were: Mark Johnson, FHWA-Bismarck; Cindy Carlsson, MNDOT-Central Office; and Tim Mitchell, FHWA-St. Paul.

Staff present were: Earl Haugen, MPO Executive Director; Teri Nelson, MPO Planner; and Peggy McNelis, MPO Executive Assistant.

DETERMINATION OF A QUORUM

Haugen reported that Dale Bergman, Transportation Superintendent was on his way, however, until he arrives a quorum is not present, therefore, he would like to suspend the agenda and discuss Agenda Item V first.

Haugen declared a quorum was present at 1:46 p.m. .

INTRODUCTIONS

Haugen introduced Teri Nelson, the MPO's new Planner, and stated that Ms. Nelson started her new position on August 20th, and is a recent graduate of UND, with strong GIS skills. He asked that everyone please introduce themselves as well.

SUSPEND AGENDA

MATTER OF FY2008 MPO ANNUAL UNIFIED WORK PROGRAM

Haugen referred to information in the packet, the staff report and a list of work activities for

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2008, and explained that this list was established a year ago, and as we have done in the past, the year before we start the second year of the work program we ask if there are any additions, deletions, or revisions that need to be made to the list, and then we also ensure that the funding level is appropriate, and we did receive notification on Monday that our funding is available to complete the dollar amounts identified.

Haugen referred to the staff report, and pointed out that while we aren't seeking approval today, over the next month he would like for everyone to identify whether or not these projects are still viable, and if not, or if there is another project you would like considered, to let him know. He added that in the staff report he also discusses that last year we anticipated that we might have a recommended project on 47th Avenue, for an interchange, which would have required we do a justification report, but since our current plan recommendation does not include an interchange project be done at this location, those monies programmed for it could be used elsewhere.

Haugen pointed out that he also indicated in the staff report that our ITS Regional Architecture, which was originally finalized in 2005 utilizing the assistance of A.T.A.C., needs to be updated. He stated that this update will need to be programmed for funding, however, it won't utilize all of the funding that will be made available by the deletion of the 47th Avenue Interchange project, so that will allow us the opportunity to fund another study if we want.

Haugen referred to the list, and went over the projects listed, and again asked that everyone please look it over and let him know of any changes they would like considered. He added that if you are going to submit a request that you have the approval of your respective City Council.

Wieland referred to the list, and asked if the Minnesota/4th Avenue Study would include the entire length of the corridor. Haugen responded that it would entail the area between the Point Bridge and the on-off ramp at DeMers. Wieland asked if they would be revisiting what was studied in 1994. Haugen responded that they would, adding that they would be looking at what can and can't be done with the granitoid pavement that remains along the corridor. He commented that the reason the MPO Executive Policy Board requested that this be revisited is because they feel that the rough ride along that corridor may be the reason many people don't use it, and instead use the DeMers Avenue corridor, and they would like to try to reduce the DeMers traffic if possible.

Haugen reported that the corridor study, as written in the work program, does not really deal with traffic operations, but instead will look at what can be done with the historic pavement in order to improve the corridor. He gave a brief overview on the agreement reached with the neighborhood and the Historical Study during the previous study, explaining that it entailed replacing the granitoid with stamped concrete and retaining the sandstone curbing. He stated, however, that one of the reasons this never got implemented was because the local costs would have been special assessed to the neighborhood, and it was felt that they would protest those assessments out, which would mean a much greater cost to the City, so nothing was done at that time. He added, however that the neighborhood has changed considerably since that time,

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including the loss of leadership of the neighborhood association, so it is felt that this should be looked at again.

Haugen reiterated that if anyone has any additional projects they would like considered, please let him know. He added that they hope to finalize the 2008 project list at the October 2007 Technical Advisory Committee meeting.

RESUME AGENDA

MATTER OF APPROVAL OF THE AUGUST 8TH, 2007 MINUTES

MOVED BY WIELAND, SECONDED BY DURRENBERGER, TO APPROVE THE AUGUST 8TH, 2007, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.

MOTION CARRIED UNANIMOUSLY.

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MATTER OF 2009-2012 T.I.P. PROJECT SOLICITATION

- a. North Dakota Transportation Enhancement Program
- b. North Dakota And Minnesota Safe Routes To School Program
- c. All Other Programs

Haugen referred to the packets, and explained that he did include the schedule for North Dakota, but there are still some issues that need to be dealt with on the Minnesota side before a schedule can be compiled.

Haugen commented that Minnesota has already begun solicitation for their safe routes to school program, with a submittal deadline of November 16th, therefore the MPO's deadline is November 7th. He said that during this same process on the North Dakota side we will have the solicitation for Transportation Enhancement projects and the Safe Routes to School projects at the same time, with a deadline for submittal of November 7th.

Haugen reported that the reason Minnesota does not have a schedule set is because their HSIP Program hasn't identified how it will process submittals, therefore the ATP and the MPO are waiting for that to be resolved before a schedule can be set, however he does anticipate that they will most likely be due in January of 2008.

Haugen distributed a copy of a letter from the NDDOT, and explained that they are soliciting projects for the Urban Program. He pointed out that Grand Forks is receiving a 5.5% increase in federal funds for 2008, going from just under \$2.5 million to \$2.63 million. He then referred to the statement in italics in the middle of the letter, and asked if Mr. Leftwich would give a brief overview on what it is stating. Leftwich said that he did not have a copy of that letter at the moment, and asked that the statement be read: "Due to funding constrictions, there is a

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possibility that not all projects will receive the requested amount of federal aid. Requested projects, will be reviewed closely to justify the use of federal aid on them. The amount of federal aid funding available in 2009 and beyond is difficult to predict. It is evident that sustaining the current level of federal funding will be very difficult in the future.” Leftwich asked what the question is. Haugen responded that the question is what will be closely reviewed in the future to justify federal funds. Leftwich responded that this will mainly affect the Urban Regional Projects because they are funded with state monies, therefore the NDDOT will look at them more closely to determine where the needs are on the regional system. He said that he doesn’t see this affecting the local urban projects.

Haugen asked if they would be working with Les Noehre on the regional projects, and whether or not there would be different criteria used to select or justify projects than in the past. Leftwich responded that they would be working with Mr. Noehre, and added that he doesn’t think there will be any different criteria used, however they aren’t sure how much funding they will get, so there may be a need to scale some of the regional projects back. He added that one thing is that with the current rate of inflation slowing down some, but with the project concept costs increasing, that is something they will be requesting everyone take a hard look at, costs.

Haugen asked if they want the MPO to inflate projects, or are they going to do it themselves again this year. Leftwich responded that they would prefer the MPO give them the current costs, and they will take care of inflation.

Haugen reported that the deadline for submittal of the Urban Program and Transit Requests to the MPO is December 5th. He stated that these projects do need to go through the City’s approval process prior to submitting them to the MPO, and so take that into consideration as well. He said that he would also like to emphasize that with the regional projects we try to ensure that what the City Council approves is in line with what the District Engineer approves of so we don’t have to do revisions like we did last year. Noehre agreed, adding that, as in the past, his priorities have to be in by December 1st, so if the City or MPO has any Transportation Enhancement projects they would like considered, send them to him for review and prioritization.

Haugen asked if any projects located off the interstate would require local match. Noehre responded that he would think they would.

Durrenberger asked if they would keep the Minnesota projects in base dollars or inflate them, or is that something the ATP would do. Haugen responded that because of the ATP’s policy of the four cities rotating funding, East Grand Forks will receive their next round of funding in 2010 and that has already been adjusted, and is capped at a set federal amount, so the only real program that East Grand Forks would directly be applying for would be the Transportation Enhancement Program. He added that, as he recalls, the ATP only solicits two years at a time, and then skips a year, but he will have to revisit the ATP Policy Book to see if this is the year we skip solicitations, but all other projects have been adjusted.

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Haugen concluded by saying that what they do know on the Minnesota side is that the Safe Routes to School applications need to be submitted to the MPO by November 7th, and if you have any Transportation Enhancement projects in mind it wouldn't hurt to start working on them as he doesn't think the application process will change. He stated that the North Dakota Transportation Enhancement solicitation process is currently underway, and in the letter distributed you will also see the Urban Program is also underway. He added that the deadline for the Transportation Enhancement and Safe Routes to School applications is November 7th, and December 5th for the Urban and Regional projects and transit.

Haugen stated that it is hoped that by April 11th, 2008, we will have a draft document ready, and a final document in July.

Haugen asked if the North Dakota HSIP is part of these applications as well, or is there a separate application form. Leftwich responded that there really isn't a form, just a format and description.

OTHER BUSINESS

1. Open House On Recommended Preliminary Street/Highway Plan

Haugen commented that everyone should have received an e-mail concerning the scheduling of an open house on the recommended preliminary plan, which has been set for Tuesday, September 25th, from 6:30 p.m. to 9:00 p.m.. He added, however, that the location has not yet been determined, so he will forward that on as soon as a location is chosen. He stated that the formal city request will be at their October meeting, with final approval in November.

2. Consultant Selection For Collector/Collector Intersection Traffic Control Strategy Study

Haugen reported that they hope to have a consultant on board to perform the Collector/Collector Intersection Traffic Control Strategy Study by the end of this week. He added that Ms. Nelson is already in the process of collecting turning movement data at these intersections.

ADJOURNMENT

***MOVED BY DURRENBERGER, SECONDED BY THOMPSON, TO ADJOURN THE
SEPTEMBER 12TH, 2007, MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT
2:10 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Executive Assistant