



**WEDNESDAY, FEBRUARY 9<sup>TH</sup>, 2022 – 1:30 P.M.**  
**East Grand Forks City Hall Training Room/Zoom**

**PLEASE NOTE:** Due to ongoing public health concerns related to COVID-19 the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at [info@theforksmpo.org](mailto:info@theforksmpo.org). The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item your comments addresses.

**MEMBERS**

Peterson/Kadrmaz \_\_\_\_\_  
 Ellis \_\_\_\_\_  
 Bail/Emery \_\_\_\_\_  
 Brooks/Halford \_\_\_\_\_  
 Riesinger \_\_\_\_\_

Mason/Hopkins \_\_\_\_\_  
 Zacher/Johnson \_\_\_\_\_  
 Kuharenko/Williams \_\_\_\_\_  
 Bergman \_\_\_\_\_

West \_\_\_\_\_  
 Magnuson \_\_\_\_\_  
 Sanders \_\_\_\_\_  
 Christianson \_\_\_\_\_

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE JANUARY 12, 2021, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF FUTURE BRIDGE TRAFFIC IMPACT STUDY FINAL REPORT ..... KOUBA
6. MATTER OF FY2022 TO FY2025 TIP AMENDMENT .....HAUGEN

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7. MATTER OF FY2023 TO FY2026 TRANSIT CANDIDATE PROJECTS ..... KOUBA
8. MATTER OF ADOPTION OF PM1 (SAFETY) TARGETS .....HAUGEN
9. MATTER OF EXECUTIVE DIRECTOR POSITION .....HAUGEN
10. MATTER OF MN-60506 OR ND-0000GF02 BRIDGE..... KOUBA
11. MATTER OF AGENCY UPDATES ..... KOUBA
12. OTHER BUSINESS
  - a. 2021 Annual Work Program Project Update
  - b. 2022 Flood Forecast
13. ADJOURNMENT

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

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, January 12<sup>th</sup>, 2022**

**CALL TO ORDER**

Earl Haugen, Chairman, called the January 12<sup>th</sup>, 2022, meeting of the MPO Technical Advisory Committee to order at 1:35 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present via Zoom: Jane Williams, Grand Forks Engineering; Wayne Zacher, NDDOT-Local Government; Stephanie Halford, Grand Forks Planning; Jon Mason, MnDOT-District 2; Jason Peterson, NDDOT-Grand Forks; and Ryan Riesinger, Airport Authority. Steve Emery, East Grand Forks Engineering was present in person.

Absent: Brad Bail, Nick West, Nancy Ellis, David Kuharenko, Ryan Brooks, Jesse Kadrmas, Michael Johnson, Lane Magnuson, Nels Christianson, Dale Bergman, and Patrick Hopkins.

Guest(s) present: Kristen Sperry, FHWA-ND; Anna Pierce, MnDOT-Central Office; Tim Burkhardt, Alliant Engineering; and Hannah Johnson, Alliant Engineering.

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

**DETERMINATION OF A QUORUM**

Haugen declared a quorum was present.

**MATTER OF APPROVAL OF THE DECEMBER 12<sup>TH</sup> MINUTES OF THE  
TECHNICAL ADVISORY COMMITTEE**

***MOVED BY EMERY, SECONDED BY PETERSON, TO APPROVE THE DECEMBER  
12<sup>TH</sup>, 2021 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS SUBMITTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF UPDATE ON FUTURE BRIDGE TRAFFIC IMPACT STUDY**

Haugen reported that included in the packet is a presentation that Mr. Burkhardt will go through. He stated that it has a lot of information about the open house that was held, as well as other information on the study.

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Burkhardt stated that this is the last update on the study from him. He said that they are at the point of having the draft report finished, and their contract ends at the end of the month, however he would be glad to join a meeting at any time in the future for questions or discussion on the draft plan, but this is the last formal presentation.

Burkhardt referred to the information in the packet, and commented that the agenda is fairly simple, and it mostly talks about the public open house from last month, the study report, and next steps.

Burkhardt said that Hannah Johnson is here, and she was heavily involved with the open house, as well as the evaluation work that they did, as an additional source of information as needed.

Burkhardt referred to the slide listing the Tasks and Deliverables status and pointed out that you will see that most have moved to the left-hand column showing they have been completed and that the only things left, including this meeting, is the final meeting of the Ad Hoc Group which will also happen this month, and then the draft report will be finalized by the end of the month and be posted to the website.

Burkhardt referred to the next few slides and commented that they give a recap on the Public Open House; but before we go over that he would like to give a little recap of public involvement overall for the study as they have tallied the figures for the online portion, and there are some good numbers that he wanted to make sure you all saw, just in general to see that, and certainly this study in particular and the history of the bridge study there is a familiar refrain of people saying they didn't know or they weren't involved which is always a hazard of the work we do, but for all of us just to see what we did get, which he thinks is pretty substantial involvement, so you can see the numbers from our project specific website on social pinpoint, the total visits were 15,208, the unique users were 3933, email sign-ups were 89, and document downloads were 462.

Burkhardt said that he is proud of the involvement; and we did more on-line than we would have liked due to covid, however we are seeing that people do like doing things on-line so it is probably here to stay.

Burkhardt referred to slides on the Public Open House and commented that the purpose of them was to share the evaluation results, share an image of what a new bridge could look like, make sure we have a clear message about pedestrian safety and traffic calming strategies around schools, which we knew was a priority and give input on all three alternatives.

Burkhardt referred to a slide that explained what they did in terms of public notification and input opportunities and went over it briefly. He commented that the next slide shows participation statistics, specifically that in person participation had a low attendance, adding that 5 of the 20 people that signed in were Ad Hoc Group members, City Employees, and/or elected officials. He said, however, that on-line showed good attendance with 6,059 visits and 1,769 unique users. He pointed out that we also received 13 in-person and 360 on-line responses on the survey that was offered.

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Burkhardt stated that again, the next slide discusses in person versus on-line comments, and we will kind of combine these together; some comments they heard in-person were just wanting more information on our traffic forecasting, how we got the numbers we are sharing; understanding the evaluation criteria; and always a recurring theme of interest in a bridge farther south. He said they did get a couple of comments on economic development, regarding what the benefits were, and, again as you may recall that was very high level and we did not do an economic development study, but more assumed that improved access across the river was supportive of economic development; and then not surprisingly, in terms of a single alternative a lot of comments around 32<sup>nd</sup> Avenue traffic increases and school crossing safety, as well as concerns from residents about traffic and driveway access. He said that on-line comments, you will see a summary of on the following slides, and, just a note here he will tell you how many respondents they had; most people who got on-line did respond to the survey, but not everybody responded to everything.

Burkhardt referred to the next few slides and stated that they didn't ask people a lot of questions on-line, just kept it simple. He went over the questions and responses (see slide presentation included in file) as follows:

Q1 – How well do you feel each alternative meets the project purpose and need? He pointed out that 64% of respondents feel that the no new bridge option does not meet project purpose and need; responses were split as to how well the Elks Drive corridor meets the purpose and need; and 62% of respondents feel that the 32<sup>nd</sup> Avenue Bridge alternative meets the project purpose and need well or very well.

Q2 – What would you change, if anything, to improve the performance of each new bridge option? He explained that they asked this question intentionally this way to try to turn people's complaints into something constructive or something concrete. He said that it wasn't surprising that they didn't get a lot of specific answers to those questions, but you will see that for Elks Drive they had about 24 that had a suggestion including improving traffic control at intersections, increasing the elevation of the bridge and some type of modification to the bridge approach as it comes into Grand Forks.

Halford said, you mentioned not all questions got answered, is this one of the questions that didn't get answered, questions like this that ask for suggestions. Burkhardt responded yes; if you look at the numbers; Elks Drive they had 73 responses and 24 gave actual suggestions, and 32<sup>nd</sup> they had 103 and 37 gave suggestions. He added that the 73 and 103 are out of that roughly 300-360 that participated in the survey at all, so a smaller number responded in detail to this question. Halford said that that answered her question, she was just wondering if this was one of them. Burkhardt stated that he that was kind of a vague thing to say, this is a better answer to that, and again they had just these three questions, so the first one, again, was pretty well answered, the second not so much.

Q3 – Which alternative do you prefer? Burkhardt stated this question had about 368 responses and was a pretty easy question to answer. He pointed out that 56 percent of respondents responded 32<sup>nd</sup> Avenue, 17 percent said Elks Drive, and 27% said no bridge

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would be the best alternative. He commented that that does mirror what we saw before; pretty clear difference between 32<sup>nd</sup> and Elks, but not surprisingly we saw in the comments that people aren't signing up for a bridge as 27 percent say no new bridge, but we should probably asterisk that because some mean no new bridge at this location, but they are quick to identify a different location that isn't in their backyard.

Q4 – Do you have any comments or questions on the bridge alternatives or the study? Burkhardt said that this is an open-ended question that asks for other comments or questions. He stated that there were 160 responses to this. He commented that they do have the responses documented in detail in a spreadsheet, and they still have an email or two that are still coming in. He pointed out what that there are “themes” they see from these responses and stated that it is worth taking a minute to read through them. He said that the most common theme was about concerns of increased traffic in neighborhoods, especially around schools, and some questions on what the benefit of a bridge is for Grand Forks, so that has been the theme throughout certainly the traffic in the neighborhoods and they have done their best just to share what that is and that it is an increase, but it is still within traffic engineering standards.

Burkhardt commented that the second theme is a desire for a bridge farther south, and, again that isn't a new theme, and not surprisingly it is easy to want that so it gets out of your neighborhood. He stated that that is balanced by enthusiasm about a new connection across the river, not the most number of responses, but we know there is a certain number of people that say build it now, build it yesterday.

Burkhardt said there were questions about where the money would come from and how does it fall to each city.

Burkhardt stated there were flooding questions, what is the impact to the flood protection system or trying to understand how the bridge height impacts flooding.

Burkhardt said that the last item was concerns about the impacts to the Greenway.

Burkhardt referred to the next slide and commented that they do like to do a word cloud, which is sometimes more revealing than other things, and if you will look at this one the larger the word the more it appeared in comments that we received.

Burkhardt stated that the next slide shows some demographic questions we asked, and he doesn't think there is anything too revealing here.

Burkhardt said that the other question they ask is how people heard about the event, and the table shows the responses received.

Haugen commented that the only thing to note on the in-person event was that the morning of the event the weather wasn't very nice, but by the evening it had improved, however he knows that it

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did have an effect, including that the consultants couldn't attend in person, so that may have been why attendance was lower.

Burkhardt stated that the last slides show that the Draft report will be shared with the Technical Advisory Committee and the Ad Hoc Group for review and comment. He pointed out that most materials have been shared previously in the form of technical memos but there was some new material added including an executive summary, public involvement summary, and evaluation summary. He said that the final report will be posted to the project website by January 31<sup>st</sup>.

Burkhardt said that the last steps will be to summarize the public open house feedback, hold the final Ad Hoc Group meeting, and then finalize the report and post it to the website.

Haugen stated that we would ask that comments on the draft report be submitted by noon on January 26<sup>th</sup>, the sooner the better so we can incorporate them into the final document. He added that it is looking like the Ad Hoc Group will be meeting on Monday, January 17<sup>th</sup> at 11:00.

Halford said that she thinks Mr. Burkhardt did a very good job of presenting the information and she enjoyed his presentations, thank you. Burkhardt thanked her and said that he appreciates her comment. Haugen thanked Mr. Burkhardt, Hanna Johnson, and Mike Kondzielka for their work on this study. Burkhardt thanked everyone and said that he does appreciate your time and feedback in helping make this a good study and good outcome and he looks forward to working with you again, or if you are at the Ad Hoc meeting he will see you next Monday.

Information only.

**MATTER OF APPROVAL OF DRAFT RFP FOR BIKE/PED ELEMENT UPDATE**

Haugen reported that this item was tabled at last month's meeting. He said that a draft was e-mailed out to the Technical Advisory Committee members earlier than the rest of the agenda packet so that you could see how the comments were incorporated. He added that included in the draft, Anna Pierce in particular, had commented on two drafts, however he only received one of them initially so follow-up he did receive the comments from the earlier draft so those have been incorporated into the document and he know that Ms. Pierce did release some follow-up just to the Technical Advisory Committee yesterday, but the three main issues were sort of fleshing out better the writing of the Advisory Committee to help steer the work, and hopefully you are able to see that in the draft, how that was reshaped; and then there was more discussion about the at-grade railroad crossing, that is particularly a Grand Forks side issue, although it is also germane on the East Grand Forks side as well; and then lastly the neighborhood communication, particularly about direct mailings, which did not change a whole lot from what was in the earlier draft, again the draft contained mention of direct mailings being an option, but it was intending to still leave it up to the consulting firm to identify what methods they thought were best to get engagement on it and not to nail them down to a specific alternative, so that is the way it was drafted. He said that other than that things remained as they were. He added that there was a request to include, from our work program, just a reminder of what the 2050 timeline

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is to achieve all of this, and the bottom line is under current timelines, January 31 of 2024 is when we need to have a 2050 MTP delivered to our State and Federal partners.

Haugen commented that as everyone knows we just finished the East Grand Forks Land Use Plan, we are at the tail-end of the Grand Forks Land Use Plan document, the TDP is underway and scheduled to be concluded at the end of 2022, and now with this Bike/Ped update being tabled from last month this will be adjusted to be completed in the first quarter of 2023.

Haugen stated that the timeline is dependent on the MPO Executive Policy Board approving to release this RFP yet this month, the proposals will be due at the end of February, with interviews and selection taking place the first couple of weeks of March, and then March 16<sup>th</sup> is when the Board is scheduled to have their regular meeting, that would potentially be the time to agree with a recommended consultant and contract cost and scope of work, and then it normally takes a few days for us to get all the paperwork into NDDOT for concurrence on the process, so the notice to proceed is identified in here as March 22<sup>nd</sup>, and as you can see the final report submittal would February of 2023.

Haugen commented that the background, scope of work, the most significant change was Ms. Pierce providing a write-up of tasks 1 through 10, so it is pretty much her work being repeated here in the document. He said that the Stakeholders, the advisory roster was reshaped and formed and identified as you see in the draft, with a mixture of people mostly serving from the Greenway Trail and Bike/Ped Advisory User Group that meets on almost a monthly basis, and some other organization throughout the community that represent some strong advocacy for bike/ped movement, and then of course staff supporting it from the various departments and agencies that are partners with the MPO.

Williams referred to the scope of work and commented that they are requesting that #7 the optional facility type guidelines be eliminated. Haugen responded that we had that discussion last month and the agreement last month was to keep it in place, so are you trying again to take it out. Williams responded they were. Haugen stated that, again, he would just point out to you that we have a federal requirement to do something in regard to complete streets, whether it be a policy or not; last month we had agreed that we would leave it up to the process to flesh out how it is. Williams said that one of the problems with it is that it is not just bicycles and pedestrians its buses, trucks, cars, people walking there are all sorts of stuff and if it is limited within your bicycle and pedestrian facilities that won't address everything, that is one concern, there are other concerns, so they are requesting it be eliminated. Haugen asked if this was a motion to that effect. Williams responded that she makes a motion to do that. Haugen asked if this was a motion to approve the RFP with this one elimination or just to start the process of a motion to just eliminate this one part. Williams responded that she doesn't know whether anyone else has any comments, so she is willing to make a motion just to eliminate this on its own and still have another motion for final approval.

***MOVED BY WILLIAMS, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY***



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***AMEND THE RFP TO ELIMINATE THE OPTION FOR COMPLETE STREET  
LANGUAGE OUT OF TASK #7 IN THE RFP SCOPE OF WORK.***

Haugen asked, if we eliminate this from here then what is the suggested approach that we comply with the requirement. Williams stated that she believes that would be a topic for another time. Haugen asked if it should be put in the RFP for the MTP. Williams responded that she is not suggesting it be put anywhere at this time she believes it is an entire discussion upon itself and not part of the motion. Haugen commented that we are discussing it yes, it is part of the discussion. Halford said it is her understanding that it doesn't have to be on complete streets, it can be something else, that is just one of the options, isn't that the understanding of it. Haugen responded that it has to address either a policy that is a complete street policy or something that addresses what would be a like document of complete streets. Halford asked if the bike and ped plan itself doesn't act as that as an option. Haugen responded that it is possible that the Bike and Ped Plan does act as that option, that is part of what we discussed last month, he thought, to just let the process flesh that out instead of saying absolutely not a discussion point, and that was the decision of the Technical Advisory Committee as he understood it last month, was to let the process determine the outcome instead of us preventing that from being a discussion point through the process.

Halford asked if as we go through the process if the bike and ped plan can be viewed as one of the options we can use instead can it be amended later on if that is something that we want to do. Haugen responded that certainly it can be amended, all documents can be amended, but if we were to actually go through, it might require an amendment of the scope with the consultant then to draft up a complete street policy if that is the result instead of just relying on how the document is, that would be the approach. He added that right now it is basically saying that there is this requirement to somehow address this umbrella of things called complete streets, it has not defined the outcome yet, but it allows the process to define the outcome with the motion that has been made and seconded it would eliminate the verbiage of complete streets.

Halford said, just to clarify, and maybe help the Technical Advisory Committee, she worked with Engineering on drafting their Complete Streets for the Grand Forks side, very much so for the language and everything about Complete Streets, her fear with this is that we aren't ready to do an umbrella for both cities and she would hate if people are still kind of wishy washy, afraid to go down that route, if you push too hard it will take us a couple of steps back and it took them so long to get to where they are now, to get a Complete Streets policy in place, that pushing too hard might take us back when they aren't ready. Haugen said it is probably unfair to ask our State and Federal Partners if the motion is adopted how would you react. Mason responded that he can chime in, and if Ms. Pierce has additional information let him know, but they were just chatting on the side, but we are specifically talking about the optional task to develop MPO planning area Complete Streets Policy, the other part about the guidelines for selecting pedestrainf and bicycle facilities remains, correct. Haugen responded that that is correct. Mason said that Mr. Haugen would probably know more about New Bill and some of the information with the Complete Streets Policy but, and this is where Ms. Pierce can step in, but they are under the understanding that it might be better to treat that as a separate MPO document, or at least begin the conversations to pursue that as a possibility as kind of a stand-alone document and process in itself. Pierce agreed that what Mr. Mason said makes the most sense, if there isn't an

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existing MPO Complete Streets Policy in place to have that as a separate item and then items from that can always be amended into the bike/ped portion of the MTP. Haugen thanked the Minnesota side representatives for their input and asked if the North Dakota side representatives would like to chime in as well. Zacher responded that from his understanding, and he isn't sure on the Bike and Ped side, but from the construction standpoint each of their projects needs to consider going down the Complete Streets and how Complete Streets can be incorporated into a construction project, whether that belongs in this document or considered, he doesn't know but he does know it is coming. Sperry commented that she would agree with what the Minnesota and North Dakota DOTs are saying; they haven't been given any additional guidance for all of the new pots of money, what those requirements will be so she can't say whether taking Complete Streets out would hinder specific pots of money because they haven't received any further guidance on whether you need to have a complete streets plan or a policy in order to use those funds. Halford asked if there was any kind of timeline on when you might hear anything on this. Sperry responded that her guess is as good as hers. Haugen commented that we do have to commit at least 2.5% of our budget towards this umbrella thing called Complete Streets. Halford asked how much money that would be. Haugen responded that it would be 2.5% of roughly \$700,000. He added that you will see under the work program agenda item we've got planning emphasis, and it has an area called Complete Streets so the two buzz words Federal Highway and the Bipartisan Infrastructure Law are using is "Complete Streets" but then there is either a Complete Street Policy or Complete Street Plan, or if the Bike/Ped Plan can serve that roll.

Zacher commented that he is just wondering; if we start talking bike lane as part of the Bike and Ped Plan then you are looking at the streets as well so then to him it would make sense to leave it in there as an option and let the process run its course. Haugen thanked him and asked if there was any further discussion.

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Williams, and Riesinger.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Kadrmas, Brooks, Bail, Johnson, Christianson, Ellis, Hopkins, Sanders, Bergman, Kuharenko, and Magnuson.***

***MOVED BY HALFORD, SECONDED BY WILLIAMS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE RFP FOR THE BICYCLE/PEDESTRIAN ELEMENT UPDATE SUBJECT TO IMPLEMENTING THE ELIMINATION OF THE OPTION FOR COMPLETE STREET LANGUAGE OUT OF TASK #7 IN THE RFP SCOPE OF WORK.***

Halford said that she would also like to go on record to say that she likes the idea that in the future there is a separate document, maybe there is a Complete Streets document, and that is something that gets amended in. Haugen responded that as we get more guidance from our State and Federal Partners of what the 2.5% all means and what the requirements are by the 2050 Adoption timeline we will adjust accordingly.

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*Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Williams, and Riesinger.*

*Voting Nay: None.*

*Abstaining: None.*

*Absent: Kadrmas, Brooks, Bail, Johnson, Christianson, Ellis, Hopkins, Sanders, Bergman, Kuharenko, and Magnuson.*

Haugen commented that because the RFP talked a lot about railroad crossings; yesterday morning Ms. Kouba participated on a Minnesota Rail Crossing Plan call, and so you will get from us, in an email later this afternoon, a link to the Minnesota study website, and part of what they are talking about is railroad crossings and improvements necessary, and some of the discussion was on bike and ped movement across at grade crossings, and so he forwarded this on to Mr. Zacher and he was wondering if him or Jim S??? had reacted to it on the North Dakota side. Zacher responded that he saw the email and he didn't know if Mr. S??? responded or not but he hasn't heard anything so he will follow up to see if he has a response to it. Haugen stated that this is just alerting everyone that, at least on the Minnesota side, there is an effort on railroad crossings and one of the items is bike/ped movement across those crossings and they said it was a federal requirement to do this document so we assume something on the North Dakota side is in the works already or will be soon so stay tuned on the North Dakota side but later this afternoon you will get an email about the Minnesota work going on and the ways you can comment.

Sperry stated that she did receive an email this morning from Rebecca Geyer that the North Dakota Agency just put out a North Dakota Highway-Rail Grade Crossing State Action Plan and it was sent out in draft form and comments are being accepted until February 8<sup>th</sup>. She said that the link is: <https://www.dot.nd.gov/dotnet/news/Public/View/9069>. Williams said that she would be interested to see how the situation is addressed when everyone agrees there needs to be a facility and a specific railroad company will not allow you to do it.

Haugen said that under Other Business there is discussion on continued work on the North Dakota side for their freight plan and there is a request for documentation of population and traffic in the MPO area that we just received. He added that he doesn't know if that is related to the same document Ms. Sperry is talking about or not.

**MATTER OF TIP CANDIDATE PROJECTS ON MINNESOTA SIDE**

Haugen reported that last month we discussed candidate projects on the North Dakota side and moved them forward, this month we are talking about the Minnesota side.

Haugen stated that we did receive one project, and it is no surprise since we have been discussing it as a joint effort with the City of Grand Forks, and that is to do work on the Point Bridge. He added that 2026 is the normal cycle under the existing ATP programs for the City's Subtarget to be available to the MPO in its rotation every fourth year, and in our Transportation Plan and last month, Grand Forks followed through with submitting an application for funding on their 50% share of the cost of the bridge, so East Grand Forks is following up this month with their 50% cost share of the bridge plus some asphalt work on their side.

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Haugen commented that in the packet is the ATP application that identifies the Minnesota 50% cost share only, not the total cost because that shows on the North Dakota side. He stated that the map shows where the asphalt work will be done only on the Minnesota side, and it is consistent with our Transportation Plan and since it is the only project it would be given priority ranking so staff recommends that the Technical Advisory Committee also agree it is consistent and give it top priority. He said that we do make note that with the new Infrastructure Bill there is a whole new program dedicated specifically for bridges that perhaps since this is a bridge project, it might be a good project to be funded out of that program instead of the City Subtarget, but we will have to wait to see how it all shakes out but we do want to make everybody aware of the possibility that not only is there a new bridge program distributed by formula but there is also a competitive program as well, but for now we are assuming that those funds are not available and we are identify candidate projects based as if it were last year, same programs same funding amounts.

***MOVED BY HALFORD, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE MINNESOTA SIDE CANDIDATE PROJECT FOR THE FY2022-2025 TIP AS BEING CONSISTENT WITH THE METROPOLITAN TRANSPORTATION PLAN AND TO GIVE IT PRIORITY RANKING.***

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

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Kadrmas, Bergman, West, Brooks, Emery, Johnson, Christianson, Hopkins, Riesinger, Sanders, and Magnuson.***

**MATTER OF FY2022 WORK PROGRAM**

Haugen reported that included in the packet is the detailed table showing all of the activities we are doing in 2022; we amended this last October to increase the Bike/Ped amount because of some August redistribution of funds that came available on the Minnesota side, and we placed them there, otherwise all of our current identified dollars are attached to a project activity that is either underway or will be underway in the near future. He added that they do note that just as the Bipartisan Infrastructure Law Bill increased funds for construction and transit, etc., it also increases funds for planning and we are anticipating an additional 30% of CPG funds becoming available in 2022 to us, but we are waiting as is everyone else is, to have that amount actually appropriated.

Halford said, then, that the current 2022 work program you have up doesn't include that 30% increase in funding included yet, correct. Haugen responded that this is correct.

Haugen stated that we aren't anticipating doing a Work Program Amendment until we have a better handle on the dollar amounts, and if we are going to get the full 30% then there will be an

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, January 12<sup>th</sup>, 2022**

opportunity to have discussions about adding on to the Work Program activities or not, so stay tuned.

Haugen commented that we do have a two year Work Program, 2021-2022, in place and we are just transitioning over to 2022, and things were identified and anticipated already, so we are underway in 2022 Work Program activities.

Haugen stated that as he mentioned earlier, we just received; this used to be something that was an annual routine part of the Federal partnership, and that is that they would announce different emphasis areas, but it has been fairly relaxed the last several years, however it is back on board where they do say here are our planning emphasis areas, and as you can see in the letter there are a number of them. He said that some of these we have discussed at past Technical Advisory Committee meetings so they should be all that new to you. He stated that the one that is the most recent to him would be the emphasis on some strategic highway network, and on the North Dakota side we do have some segments of that, but they are our highest roadway facilities on the North Dakota side to begin with, so they aren't like some remote unique obscure highway, they are Interstate and US#2.

Haugen said that he knows that February 1<sup>st</sup> we will hear more from the Minnesota side on what these planning emphasis areas mean, and at some point North Dakota may follow suit, or concur, but many of these things we already have been working on and have incorporated them already into our documents and will continue to do so.

Information only.

**MATTER OF MPO EXECUTIVE DIRECTOR POSITION**

Haugen reported that as many of you are aware he has announced his retirement. He said that his last scheduled work day is February 25<sup>th</sup>.

Haugen stated that there is an agenda item on next Wednesdays Executive Board meeting regarding the Executive Director position, and the potential is that they will release a job announcement and begin the process of replacement, so stay tuned for further announcements, but as of now he will be here until February 25<sup>th</sup>, but during the month of February you will see Ms. Kouba taking on more duties, etc. including running the Technical Advisory Committee meeting and staffing the Executive Policy Board meetings, and up until they announce a replacement, or how they fill the vacancy, she will be someone to include on your email communications and start sharing the continuity after February for MPO activities.

Haugen said that he wants to thank the current members of the Technical Advisory Committee as well as the past members, and there have been quite a few through the process; wore out many people he supposes. He stated that he is thankful for the rest that stuck in there for the recent near past. He added that he has no real great plans, still going to stick around as his wife is still continuing to do her job and her work, just maybe more time at the lake, so thank you all.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
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Congratulations were shared by the Technical Advisory Committee members present.

**OTHER BUSINESS**

A. 2021 Annual Work Program Project Update

Haugen reported that the monthly update was included in the packet. He said that we discussed many of these projects; there is a website for the Grand Forks Land Use Plan if you want to get the latest and greatest on that, but the only thing we haven't spent a lot of time discussing, and he will ask Ms. Kouba to just briefly describe where the Pavement Management Update is.

Kouba said that she talked with ICON or GoodPointe and they hit a bit of a snag with the collection as well as being able to process the collection, but they have figured it out and they are now hoping to have everything at least processed and to start to get the PCIs into ICON by the end of the month, so she looks forward to passing on more information in the near future.

Haugen added that you do notice that they do have a contract or obligation to be done by the end of March 2022 so they aren't past due on any project delivery yet.

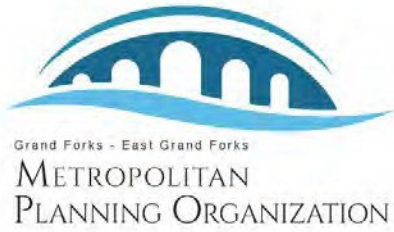
Information only.

**ADJOURNMENT**

***MOVED BY EMERY, SECONDED BY HALFORD, TO ADJOURN THE JANUARY 12<sup>TH</sup>,  
2022 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:54 P.M.***

Respectfully submitted by,

Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION: Update on Future Bridge Traffic Impact Study**

**TAC RECOMMENDED ACTION:**

Matter of the Update on Future Bridge Traffic Impact Study.

**Background:** The Executive Policy Board met on January 26<sup>th</sup>. The draft report was made available to the TAC, Ad Hoc Group, and MPO Board at the same time with a deadline for comments to be received by noon Jan. 26<sup>th</sup>. This meeting was also after the Ad Hoc Group met on January 17<sup>th</sup>. The Board was verbally given the comments that the Ad Hoc Group added to the final report at their January meeting. The report that they were given was 99% finished and the comments would not affect final report, the Board decided to approve the final report once the comments were included.

To understand the next steps needed to move forward with a bridge the Board requested staff to invite FHWA North Dakota and Minnesota, as well as both State DOT representatives to their March 16<sup>th</sup> meeting. These invites have been sent out.

**Findings and Analysis:**

- Final Study Document can be found at [www.forks2forksbridge.com/info](http://www.forks2forksbridge.com/info)

**Support Materials:**

- None



**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION:** Recommend the FY2022 TIP Amendments to the MPO Executive Board Meeting subject to the public hearing.

**TAC RECOMMENDED ACTION:**

Matter of the 2022 TIP Amendment.

**Background:** After the MPO adopts a four year TIP, amendments may need to be process when a project cost estimate changes significantly or the scope of the project changes or federal programs have announced funding awards.

Since the TIP adoption in August, and an amendment in November, NDDOT released their STIP. Some additional projects were inserted into the STIP without being vetted through the MPO TIP process. In order for these projects to continue the possibility to benefit from federal transportation funds, the TIP needs to be amended.

One project is a chip seal on US2. The length is about 15 miles long with the easterly 3 miles located within the MPO Study Area. The second project is a district wide pavement markings on US and State highways within all of the NDDOT – Grand Forks District. Within the MPO Study Area, only I29 will have its pavement markings updated.

A slight administrative modification is being done on the transportation alternative project that is along 32<sup>nd</sup> Ave S. The total amount in the TIP is being revised downward to remove the noted preliminary engineering costs. This will have the TIP total cost match what is in the STIP.

Additional projects in the outer years (2023-25) of the TIP have differences when compared to the STIP. These differences will be reconciled during the preparation of the next TIP and STIP.

A public hearing is scheduled for February 9<sup>th</sup>; written comments are allowed up until noon that same date.

**Findings and Analysis:**

- Additional projects have been identified.
- The proposed project amendments are consistent with the Metropolitan Transportation Plan.
- A Public Hearing is scheduled for February 9<sup>th</sup> at the TAC meeting; written comments are being accepted until 12:00 pm on February 9<sup>th</sup>.
- These amended projects do add funds so its impact to the TIP remains fiscally constrained.



**Support Materials:**

- Copy of Public Hearing Notice.
- Copy of Proposed Amendments with Updated Changes



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendments to the MPO 2022 to 2025 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting is held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on February 9th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

A copy of the proposed amendments is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the proposed amendment can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on February 9th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

For further information, contact Ms. Teri Kouba at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Teri Kouba of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Teri Kouba of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

| URBAN AREA                     | PROJECT LOCATION    | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING   |         |       |       |        | STAGING        | ANNUAL  | FUTURE EXPENDITURES |      |      |       |  |  |  |  |
|--------------------------------|---------------------|----------------|---|--|---------|-------|-------|--------|----------------|---------|---------------------|------|------|-------|--|--|--|--|
|                                | RESPONSIBLE AGENCY  | CLASSIFICATION |   |  |         |       |       |        |                | ELEMENT | 2022                | 2023 | 2024 | 2025  |  |  |  |  |
| PROJECT NUMBER                 | PROJECT TYPE        | FUNDING STATUS |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL  | Operations     |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        |                | Capital |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | P.E.           |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | R.O.W.         |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | CONSTR.        |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | TOTAL          |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | FUNDING SOURCE |         |                     |      |      | TOTAL |  |  |  |  |
| Grand Forks #ND9<br>PCN 22909  | Grand Forks         | US Bus2        | complete a chip seal on US Bus2 (N. 5th St) between DeMe and Gateway Dr   | REMARKS:   |         |       |       |        |                |         |                     |      |      |       |  |  |  |  |
|                                | NDDOT               | Minor Arterial |   |  |         |       |       |        | Operations     |         |                     |      |      |       |  |  |  |  |
|                                | Rehabilitation      | Discretionary  |   |  |         |       |       |        | Capital        |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        | P.E.           |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL  | R.O.W.         |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | 100.00   | 81.00   | 9.00  | 0.00  | 10.00  | CONSTR.        | 100.00  |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | Urban Regional Secondary Roads Program   |         |       |       |        | TOTAL          | 100.00  |                     |      |      |       |  |  |  |  |
| Grand Forks #ND10<br>PCN 23194 | Grand Forks         | 32nd Ave S     | convert a gravel surfaced multi-use trail into a hard surfaced multi-use trail between S. 48th St and Heartland Dr. | REMARKS: Recent award of funds due to newly available funding Amended April 2021 Modified January 2022 to remove PE from Total |         |       |       |        |                |         |                     |      |      |       |  |  |  |  |
|                                | Grand Forks         | Minor Arterial |   |  |         |       |       |        | Operations     |         |                     |      |      |       |  |  |  |  |
|                                | New Construction    | Discretionary  |   |  |         |       |       |        | Capital        |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        |                | P.E.    | 90.00               |      |      |       |  |  |  |  |
|                                |                     |                |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL  | R.O.W.         |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | 302.00   |         |       |       | 156.00 | CONSTR.        | 302.00  |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | Transportation Alternative Program   |         |       |       |        | TOTAL          | 392.00  |                     |      |      |       |  |  |  |  |
| Grand Forks #ND11<br>PCN 23192 | Grand Forks         |                | perform maintenance work on the bike/ped underpass structure on S. Washington St. (US 81B) near 24th Ave S.         | REMARKS: Inspection of structure identified need to have this project New project  |         |       |       |        |                |         |                     |      |      |       |  |  |  |  |
|                                | NDDOT               |                |   |  |         |       |       |        | Operations     |         |                     |      |      |       |  |  |  |  |
|                                | Preventative Maint. |                |   |  |         |       |       |        | Capital        |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   |  |         |       |       |        |                | P.E.    |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL  | R.O.W.         |         |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | 50.00  | 40.50   | 4.50  |       | 5.00   | CONSTR.        | 50.00   |                     |      |      |       |  |  |  |  |
|                                |                     |                |   | Urban Regional Secondary Program   |         |       |       |        | TOTAL          | 50.00   |                     |      |      |       |  |  |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

| URBAN AREA                      | PROJECT LOCATION       | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING   |          |        |       |       | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |  |
|---------------------------------|------------------------|--------------------|--|--|----------|--------|-------|-------|------------|----------------|---------------------|------|------|--|
|                                 | RESPONSIBLE AGENCY     | CLASSIFICATION     |  |  |          |        |       |       |            | 2022           | 2023                | 2024 | 2025 |  |
| PROJECT NUMBER                  | PROJECT TYPE           | FUNDING STATUS     |  | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | Operations |                |                     |      |      |  |
|                                 |                        |                    |  | FUNDING SOURCE   |          |        |       |       | CONSTR.    |                |                     |      |      |  |
| Grand Forks #ND14a<br>PCN 23323 | Grand Forks            | I29                | convert lighting to LED I29 interchange with 32nd Ave S.                                   | REMARKS:<br><br>AMENDED Nov 2021 to add project  |          |        |       |       |            |                |                     |      |      |  |
|                                 | NDDOT                  | Interstate         |  |  |          |        |       |       | Operations |                |                     |      |      |  |
|                                 | Rehabilitation         | Discretionary      |  |  |          |        |       |       | Capital    |                |                     |      |      |  |
|                                 |                        |                    |  | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | P.E.       |                |                     |      |      |  |
|                                 |                        |                    |  | 10.00  | 8.00     | 2.00   |       |       | R.O.W.     |                |                     |      |      |  |
|                                 |                        |                    |  | Urban Regional Primary Program   |          |        |       |       | CONSTR.    | 10.00          |                     |      |      |  |
|                                 |                        |                    |  |  |          |        |       |       | TOTAL      | 10.00          |                     |      |      |  |
| Grand Forks #ND14b<br>PCN 23442 | Grand Forks            | US #2              | Chip Seal treatment on US#2 in both directions between N. 69th St and GF County Highway #2 | REMARKS:<br>Larger project with only eastern 3 miles within MPO Area<br><br>Amended February 2022 to add project |          |        |       |       |            |                |                     |      |      |  |
|                                 | NDDOT                  | Principle Arterial |  |  |          |        |       |       | Operations |                |                     |      |      |  |
|                                 | Preventive Maintenance | Discretionary      |  |  |          |        |       |       | Capital    |                |                     |      |      |  |
|                                 |                        |                    |  | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | P.E.       |                |                     |      |      |  |
|                                 |                        |                    |  | 282.24   | 225.79   | 56.45  |       |       | R.O.W.     |                |                     |      |      |  |
|                                 |                        |                    |  |  |          |        |       |       | CONSTR.    | 282.24         |                     |      |      |  |
|                                 |                        |                    |  |  |          |        |       |       | TOTAL      | 282.24         |                     |      |      |  |
| Grand Forks #ND14c<br>PCN       | Grand Forks            | District wide      | Pavement marking on various US/ND highways within NDDOT - Grand Forks District             | REMARKS:<br>Within MPO Area, being done on I29 only<br><br>Amended February 2022 to add project                  |          |        |       |       |            |                |                     |      |      |  |
|                                 | NDDOT                  | varies             |  |  |          |        |       |       | Operations |                |                     |      |      |  |
|                                 | Pavement Markings      | Discretionary      |  |  |          |        |       |       | Capital    |                |                     |      |      |  |
|                                 |                        |                    |  | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | P.E.       |                |                     |      |      |  |
|                                 |                        |                    |  | 1,386.25   | 1,109.00 | 277.25 |       |       | R.O.W.     |                |                     |      |      |  |
|                                 |                        |                    |  |  |          |        |       |       | CONSTR.    | 1,386.25       |                     |      |      |  |
|                                 |                        |                    |  |  |          |        |       |       | TOTAL      | 1,386.25       |                     |      |      |  |



**MPO Staff Report**  
**Technical Advisory Committee:**  
**January 12, 2021**  
**MPO Executive Board:**  
**January 19, 2021**

**RECOMMENDED ACTION: Consider MN Side Candidate Project for the FY2023-2026 TIP as Being Consistent with the Metropolitan Transportation Plan and Give Priority Ranking**

**TAC RECOMMENDED ACTION:**

Matter of MN Side Candidate Projects for 2023-2026 TIP.

**Background:** The MnDOT formally solicited candidate projects for the 2023-26 TIP/STIP. The MPO working with East Grand Forks Transit have looked at the needs of East Grand Forks Transit. The deadline for the MPO to provide transit candidate projects to MnDOT is March 1st. In order for the MPO to give local agencies as much time as possible yet still allow MPO staff to “vet” the candidate projects, the project submittal deadline to the MPO was February 2nd.

Three additions were submitted by the City of East Grand Forks for FY2026. The transit capital candidate project is for a low floor bus. The other two is for operating funding for the Fixed Route and Dial-A-Ride services.

The Transit Development Element of the Metropolitan Transportation Plan is currently being updated and should be finished by December. Once the plan is finished there will be a firm plan for needs going into the future. The current plan has asset management and providing service as a top priority. The projects fulfill this priority.

**Findings and Analysis:**

- The MPO must annually prepare a Transportation Improvement Program
- TIP eligible projects with the MPO Area must be submitted to the MPO for its consideration
- The projects submitted are being considered as being consistent with the Metropolitan Transportation Plan.

**Support Materials:**

- Transit Projects for FY2023-2026





**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION:** Approval of proposed Safety Targets for CY 2022

Matter of the Approval of Proposed Safety Targets for CY 2022.

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

- I. Proposed MPO's Safety Targets for CY 2022
- II. Presents a comparison between targets set for CY 2020 and the actual attained results

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

MPOs establish Performance Targets for the following measures:

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

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

The Federal Highway Administration (FHWA) suggests that a methodology that could be used to set targets is a trend line analysis of using a number of sets of 5 year rolling averages. The FHWA example indicated a reasonable number of sets as being 5.<sup>1</sup>

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

- Serious Injury Analysis
- Calculation of the 5-Years Rolling Average
- Vehicle Miles Traveled (VMT) (327 000 000)

## ANALYSIS AND FINDINGS OF FACT:

### I. Proposed MPO's Safety Targets for CY 2022

Safety Targets for CY 2022 are proposed by MPO staff by using the FHWA suggested 5 sets of 5-Years Rolling Average Methodology. For CY 2021, the MPO decided to continue to use the prior year targets; therefore, it adopted the CY 2020 Targets and indicated it would review this each year to determine whether to recommend an adjustment. The table below shows the past adopted Safety Targets including what was proposed by MPO staff for CY 2021, it includes a proposed CY 2022 target, and includes the targets set by both states.

| Safety Measures+E2:J7EE2:J8  | MNDOT'S STATE TARGETS |                 |                 |                 |                 | NDDOT'S STATE TARGETS |                    |                    |                    |                    |
|--|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------------|--------------------|--------------------|
|  | Minnesota, 2018       | Minnesota, 2019 | Minnesota, 2020 | Minnesota, 2021 | Minnesota, 2022 | North Dakota, 2018    | North Dakota, 2019 | North Dakota, 2020 | North Dakota, 2021 | North Dakota, 2022 |
| 1. Number of Traffic Fatalities  | 375.0                 | 372.2           | 375.4           | 352.4           | 352.4           | 138                   | 127                | 108.3              | 102                | 96.4               |
| 2. Number of Fatalities (Per 100 M VMT)  | 0.62                  | 0.622           | 0.626           | 0.582           | 0.582           | 1.34                  | 1.27               | 1.106              | 1.103              | 1.094              |
| 3. Number of Crash Related Serious Injuries                                      | 1,935                 | 1,711           | 1,714           | 1,579.8         | 1,463.4         | 516                   | 486.2              | 413.9              | 382.1              | 359.7              |
| 4. Number of Serious Injuries(Per 100 M VMT)                                     | 3.19                  | 2.854           | 2.854           | 2.606           | 2.47            | 5.09                  | 4.848              | 4.23               | 4.046              | 4.089              |
| 5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries | 348                   | 267.5           | 317             | 281.2           | 258.4           | 34                    | 34.6               | 33.4               | 30.4               | 29.8               |

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



| Grand Forks- East Grand Forks MPO's Targets |                         |                         |                       |  |                       |
|---|-------------------------|-------------------------|-----------------------|--|-----------------------|
| MPO Planning Area, 2018                     | MPO Planning Area, 2019 | MPO Planning Area, 2020 | PROPOSED Y2021 TARGET | MPO Planning Area, 2021 use same as 2020 | PROPOSED Y2022 TARGET |
| 3 or Fewer                                  | 3 or Fewer              | 1.8 or Fewer            | 1.76 or Fewer         | 1.8 or Fewer                             | 1.96 or fewer         |
| 0.673 MVMT                                  | 0.599 MVMT              | 0.574                   | 0.538                 | 0.574                                    | 0.856                 |
| 18 or Fewer                                 | 15 or Fewer             | 16.56 or Fewer          | 15.32                 | 16.56 or Fewer                           | 13.68 or fewer        |
| 5.933 MVMT or Lower                         | 5.296 MVMT or Lower     | 5.0642                  | 4.685                 | 5.0642                                   | 3.425                 |
| 3 or Fewer                                  | 4 or Fewer              | 3 or Fewer              | 2.96 or Fewer         | 3 or Fewer                               | 2.84 or fewer         |

**A comparison between targets set for CY 2020 and the Actual attained results**

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

The Table below shows the results of the 5 year rolling average for 2016-2020 with the CY 2020 Targets adopted. It also includes the previous years' data. The evaluation of performance is only to review the most current 5 year rolling average to the target.

| SAFETY PERFORMANCE MEASURES  | MPO Targets,<br>2018 | MPO Actuals,<br>2018 | MPO Targets,<br>2019 | MPO Actuals,<br>2019 | MPO Targets,<br>2020 | MPO Actuals,<br>2020 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| 1. Number of Traffic Fatalities  | 3 or Fewer           | 1.8                  | 3 or Fewer           | 2                    | 1.8 or Fewer         | 2                    |
| 2. Number of Fatalities (Per 100 M VMT)  | 0.673                | 0.55                 | 0.599                | 0.611                | 0.574                | 0.61                 |
| 3. Number of Crash Related Serious Injuries                                      | 18 or Fewer          | 13                   | 15 or Fewer          | 12.8                 | 16.56 or Fewer       | 12.8                 |
| 4. Number of Serious Injuries(Per 100 M VMT)                                     | 5.933 or Lower       | 3.976                | 5.296 or Lower       | 3.91                 | 5.0642               | 3.91                 |
| 5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries | 3 or Fewer           | 2                    | 4 or Fewer           | 2.6                  | 3 or Fewer           | 2.6                  |

**SUPPORT MATERIALS:**

| GRAND FORKS-EAST GRAND FORKS MPO<br>SAFETY PERFORMANCE MANAGEMENT (SAFETY PM-1) 2016-2020 |           |                           |  |   |           |                           |
|---|-----------|---------------------------|--|---|-----------|---------------------------|
| North Dakota + Minnesota  |           |                           |  |   |           |                           |
| All Crashes   |           |                           |  | Non-Motorized   |           |                           |
| Year  | Fatal (K) | Incapacitating Injury (A) |  | Year  | Fatal (K) | Incapacitating Injury (A) |
| 2007  | 2         | 20                        |  | 2007  | 0         | 2                         |
| 2008  | 3         | 13                        |  | 2008  | 0         | 3                         |
| 2009  | 1         | 8                         |  | 2009  | 0         | 1                         |
| 2010  | 4         | 18                        |  | 2010  | 0         | 3                         |
| 2011  | 1         | 16                        |  | 2011  | 0         | 5                         |
| 2012  | 2         | 24                        |  | 2012  | 0         | 0                         |
| 2013  | 3         | 18                        |  | 2013  | 0         | 4                         |
| 2014  | 3         | 19                        |  | 2014  | 0         | 5                         |
| 2015  | 0         | 20                        |  | 2015  | 0         | 2                         |
| 2016  | 0         | 3                         |  | 2016  | 0         | 2                         |
| 2017  | 2         | 13                        |  | 2017  | 0         | 4                         |
| 2018  | 4         | 10                        |  | 2018  | 1         | 1                         |
| 2019  | 4         | 18                        |  | 2019  | 2         | 1                         |
| 2020  | 4         | 12                        |  | 2020  | 0         | 2                         |
| 5-Year Averages (All Crashes)   |           |                           |  | 5-Year Averages (Non-Motorized Fatalities & Serious Injuries) |           |                           |
| Year  | Fatal     | A                         |  | Year  | Fatal + A |                           |
| 2007-2011   | 2.2       | 15.00                     |  | 2007-2011   | 2.8000    |                           |
| 2008-2012   | 2.2       | 15.80                     |  | 2008-2012   | 2.4000    |                           |
| 2009-2013   | 2.2       | 16.80                     |  | 2009-2013   | 2.6000    |                           |
| 2010-2014   | 2.6       | 19.00                     |  | 2010-2014   | 3.4000    |                           |
| 2011-2015   | 1.8       | 19.40                     |  | 2011-2015   | 3.2000    |                           |
| 2012-2016   | 1.6       | 16.80                     |  | 2012-2016   | 2.6000    |                           |
| 2013-2017   | 1.6       | 14.60                     |  | 2013-2017   | 3.4000    |                           |
| 2014-2018   | 1.8       | 13.00                     |  | 2014-2018   | 3.0000    |                           |
| 2015-2019   | 2.0       | 12.80                     |  | 2015-2019   | 2.6000    |                           |
| 2016-2020   | 2.0       | 11.20                     |  | 2016-2020   | 2.6000    |                           |
| Crash Rates per 100 Million Vehicle Miles Traveled (MVMt)                                 |           |                           |  |   |           |                           |
| Year  | Fatal     | A                         |  |   |           |                           |
| 2007-2011   | 0.67278   | 4.58716                   |  |   |           |                           |
| 2008-2012   | 0.67278   | 4.83180                   |  |   |           |                           |
| 2009-2013   | 0.67278   | 5.13761                   |  |   |           |                           |
| 2010-2014   | 0.79511   | 5.81040                   |  |   |           |                           |
| 2011-2015   | 0.55046   | 5.93272                   |  |   |           |                           |
| 2012-2016   | 0.48930   | 5.13761                   |  |   |           |                           |
| 2013-2017   | 0.48930   | 4.46483                   |  |   |           |                           |
| 2014-2018   | 0.55046   | 3.97554                   |  |   |           |                           |
| 2015-2019   | 0.61162   | 3.91437                   |  |   |           |                           |
| 2016-2020   | 0.85600   | 3.42500                   |  |   |           |                           |

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





**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION: Select Two (2) Local Members (1 from each City) to Represent the TAC in the Selection Committee for the Next MPO Executive Director**

**TAC RECOMMENDED ACTION:**

Matter of the Next MPO Executive Director Selection

**Background:** The current MPO Executive Director is going to retire at the end of February. The MPO Board has authorized the release of the vacancy. Job posting have been done in various local, state and national organizations. The last date to submit an application is February 28<sup>th</sup>.

The MPO Board has formed a Selection Committee to assist in the selection of the next Executive Director. The composition is set to be four (4) total members: 2 from the MPO Board and 2 from the TAC. This Committee will function similarly to the selection committees perform with RFPs. They will review applications, interview a select few, and forward a recommendation to the MPO Board. This Committee is being supported by both MPO Staff and City of Grand Forks Human Resource staff.

The Board is requesting that the TAC select its two members. As noted, one should be from each city. The members selected will have to be able to dedicate some time and effort in the month of March. The Board specifically discussed the significance of the TAC involvement plus the necessity of the perspective being local.

**Findings and Analysis:**

- MPO Executive Director is retiring at the end of February.
- The replacement process has begun with job postings.
- The MPO Board will use a four (4) member Selection Committee to vet the applicants and forward a recommended applicant.
- Two TAC members are requested to be selected to participate in the hiring process.

**Support Materials:**

- Job Posting

# EXECUTIVE DIRECTOR

Grand Forks-East Grand Forks Metropolitan Planning Organization – A Bi-State MPO For the Cities of Grand Forks, North Dakota and East Grand Forks, Minnesota



January 28, 2022

Job #

Title: Executive Director

Salary: 2022 salary range is \$96,600 to \$145,000

Applicant closing date: February 28, 2022

## **OBJECTIVE:**

The Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO), a Bi-State MPO that is responsible for carrying out the transportation planning and programming process for the Cities of Grand Forks, North Dakota and East Grand Forks, Minnesota, seeks an Executive Director to perform overall program management for the organization, including the administrative functions of the MPO work program and direct supervision of professional and administrative staff members. The Executive Director is employed by the GF-EGF MPO; the City of Grand Forks is assisting with the hiring process.

The Executive Director is responsible for carrying out a wide array of transportation tasks that are contained in the annual work program including public involvement, preparation of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and air quality efforts within the urban area. The Executive Director is also involved in developing and fostering collaborative relationships with member communities and partner agencies and providing assistance and professional recommendations on fiscal matters including the preparation of the GF-EGF MPO's annual budget, policy considerations, strategic planning, local and regional transportation initiatives, and legislative issues and activities. The Executive Director must display excellent communication skills and frequently speak in both public and virtual formats and ensure that all federal and state requirements are met for continued MPO certification by federal funding agencies to enable transit operators, local government, and state agencies to maintain eligibility for federal funds. The Executive Director is expected to exercise a high degree of independent thinking, creativity and initiative, as well as demonstrate interpersonal and consensus building skills.

## **EXPERIENCE AND TRAINING GUIDELINES:**

Any combination of education, experience and training that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

### **Education:**

A Bachelor's degree in public administration, planning, urban studies, business administration, political science, or closely related field.

### **Experience:**

Seven years of increasingly responsible urban and/or transportation planning experience, including three years of administrative and supervisory responsibility

**Training:**

An equivalent combination of education and/or experience from an accredited college or university with major course work in urban planning, transportation planning, public administration or a related field.

APPLY: [HERE](#)

[www.theforksmpo.org](http://www.theforksmpo.org)



**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION: Informational**

**TAC RECOMMENDED ACTION:**

Matter of Name of bridge on 1<sup>st</sup> St in MN & Minnesota Ave in ND.

**Background:**

In order for FHWA to prove TIP and STIP consistency they require that project descriptions be exact between the two documents. While trying to get to an agreement on the descriptions the preventative maintenance project being done on the Point Bridge it has come to our attention that there is a sign naming the bridge on the Minnesota side but not on the North Dakota side. The sign does not necessarily reflect the local name or an agreement on the name. This is creating some confusion since any related material on the bridge doesn't call out a specific name for the bridge.

**Findings and Analysis**

- It is a desire of the MPO to have a path to clarifying this discrepancy.

**Support Materials:**

- Emails on TIP/STIP consistency and bridge name
- Recent Bridge Report



## Re: Point Bridge rehab project- proposed FY 2026

---

From: Earl Haugen (earl.haugen@theforksmmpo.org)  
To: teri.kouba@theforksmmpo.org; jon.mason@state.mn.us  
Cc: anna.m.pierce@state.mn.us; wzacher@nd.gov  
Date: Saturday, January 22, 2022, 04:27 PM CST

---

thanks in reaching out and suggesting a description. I know MnDOT is working to improve this coordination between TIP/STIP descriptions. I will let others figure out how the description should be. I think this is a great start with only questioning quite specific numbers.

We too are a bit confused why the Minnesota side placed that sign. We will follow-up to see if there is an agreed to official name. NDDOT will have to answer the bridge number question

Earl Haugen

---

On Friday, January 21, 2022, 09:19:01 AM CST, Mason, Jonathon (DOT) <jon.mason@state.mn.us> wrote:

Hello,

I would like to offer a draft TIP/STIP description for the proposed FY 2026 Point Bridge project to allow time for any needed discussions or edits. I've been instructed that FHWA has established a requirement that MPO TIP Descriptions and the STIP Descriptions must be exactly the same in order for FHWA to verify TIP/STIP consistency.

Below is an initial draft project description for MPO consideration to coordinate with both cities and states to ensure TIP and STIPs consistency:

"In Grand Forks and East Grand Forks, Rehab the Point Bridge #60506 over the Red River of the North, includes mill and overlay of the bridge approach on 1st Street SE (MSAS 113) in East Grand Forks"

I see on roadside imagery there is a sign on the bridge titled "Minnesota Ave Bridge". Is that the official name of the bridge? Does the NDDOT code this bridge as #60506 as well?

Thanks,  
Jon

---

**From:** Steve Emery <Steve.Emery@widseth.com>  
**Sent:** Monday, January 10, 2022 4:19 PM  
**To:** Mason, Jonathon (DOT) <jon.mason@state.mn.us>  
**Cc:** Teri Kouba <teri.kouba@theforksmmpo.org>; earl.haugen@theforksmmpo.org  
**Subject:** RE: January 12, 2022, Technical Advisory Committee Meeting

Jonathon:

Please review and let me know if I picked up your comments correctly.

Thank you,

**Steve Emery, PE**  
Civil Engineer, Office Manager, VP  
218-773-5626  
1600 Central Avenue NE  
East Grand Forks, MN 56721-1570

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---

**Re: Bridge name**

---

From: Earl Haugen (earl.haugen@theforksmo.org)

To: steve.emery@widseth.com; jstordahl@egf.mn; brad.bail@widseth.com

Cc: dkuharenko@grandforksgov.com; teri.kouba@theforksmo.org; wzacher@nd.gov; jon.mason@state.mn.us

Date: Friday, January 28, 2022, 12:02 PM CST

---

Thanks. The Minnesota side references a North Dakota side street name. Yet the North Dakota can't quite reciprocate and reference 1st St

Perhaps we need a "name the bridge" contest?

Or do we want to defer to the wisdom from the MN side and all agree to call it the "Minnesota Ave Bridge"? What actions, official or otherwise, would need to happen?

Earl Haugen

---

On Friday, January 28, 2022, 11:00:36 AM CST, Brad Bail <brad.bail@widseth.com> wrote:

In the Minnesota bridge inventory it is named the Minnesota Ave bridge (MN bridge number 60506), in the North Dakota bridge inventory it carries the traffic on Minnesota Ave, with no callout for a name of the bridge (ND bridge number 0000GF02).

Before the Louis Murray bridge was built the previous bridge was known to the EGF locals as the point bridge as well.

On the original plans it just calls it out as "Intercity Bridge".

The sign would have come from MNDot.

Hope that helps!

**Brad Bail, PE**

Civil Engineer, VP

218-773-5621

1600 Central Avenue NE

East Grand Forks, MN 56721-1570

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**From:** Earl Haugen <earl.haugen@theforksmo.org>

**Sent:** Friday, January 28, 2022 9:21 AM

**To:** Steve Emery <Steve.Emery@widseth.com>; Jason Stordahl <jstordahl@egf.mn>; Brad Bail

<Brad.Bail@widseth.com>

**Cc:** David Kuharenko <dkuharenko@grandforksgov.com>; teri.kouba@theforksmo.org; Wayne A. Zacher <wzacher@nd.gov>; Mason Jonathon (DOT) <jon.mason@state.mn.us>

**Subject:** Bridge name

As we vet the candidate project of rehab/repaint the local bridge between Grand Forks and East Grand Forks, a question has risen as to its title or name. Most common used is the "Point" bridge and is how it is referenced almost exclusively in local plans. Prior federal aid projects used this name as well.

Yet the question rises because of a sign on the Minnesota side. see attached photo. Hence need for clarification.

The priority is to ensure the STIP project description matches the TIP project description. With this a joint bridge, meaning two STIP project descriptions.

How did the sign get to be? What is the title or name of this bridge?

Earl Haugen

## MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 60506

1ST ST SE over RED RIVER OF THE NORTH

Date: 02/01/2022

| + GENERAL +   | + ROADWAY ON BRIDGE +   | + INSPECTION +  |
|---|---|---|
| Agency Br. No. Crew<br>District 2 Maint. Area<br>County 60 - POLK<br>City EAST GRAND FORKS<br>Township<br>Desc. Loc. 0.2 MI W OF 3RD AVE SE<br>Sect., Twp., Range 02 - 151N - 50W<br>Latitude 47d 55m 18.70s<br>Longitude 97d 01m 15.20s<br>Custodian CITY<br>Owner CITY<br>Insp Responsibility CITY OF EAST GRAND<br>Year Built 1967<br>Date Opened to Traffic<br>MN Year Remodeled<br>FHWA Year Reconstructed<br>Bridge Plan Location MUNICIPAL<br>Potential ABC N.A.   | Facility MSAS 113<br>Functional Class URB/MINOR ART<br>ADT (YEAR) 7,400 (2017)<br>HCADT<br>National Highway System N<br>Route Sys/Nbr (TIS) MSAS 113<br>Ref. Point (TIS) 000+00.000<br>Detour Length 1 mi.<br>Lanes 2 Lanes ON Bridge<br>Control Section (TH Only)<br>Function MAINLINE<br>Type 2 WAY TRAF<br>Bridge Match ID 1<br>Roadway Key 1-ON | Deficient Status ADEQ<br>Local Planning Index 76<br>Last Routine Insp Date 10-28-2020<br>Routine Insp Frequency 24<br>Inspector Name CITY E GRAND FRKS<br>Status P-LOAD POSTED  |
|   |   | <b>+ NBI CONDITION RATINGS +</b>  |
|   |   | Deck 6<br>Superstructure 7<br>Substructure 6<br>Channel 6<br>Culvert N  |
|   |   | <b>+ NBI APPRAISAL RATINGS +</b>  |
|   |   | Structure Evaluation 6<br>Deck Geometry 4<br>Underclearances N<br>Waterway Adequacy 8<br>Approach Alignment 5   |
|   |   | <b>+ SAFETY FEATURES +</b>  |
|   |   | Bridge Railing 1-MEETS STANDARDS<br>GR Transition 1-MEETS STANDARDS<br>Appr. Guardrail 1-MEETS STANDARDS<br>GR Termini N-NOT REQUIRED   |
|   |   | <b>+ SPECIAL INSPECTIONS +</b>  |
|   |   | Frac. Critical N<br>Underwater Y 60 mo 08/2020<br>Pinned Asbly. N   |
|   |   | <b>+ WATERWAY +</b>   |
|   |   | Drainage Area<br>Waterway Opening 32000 sq ft<br>Navigation Control NO PRMT REQD<br>Pier Protection<br>Nav. Vert./Horz. Clr.<br>Nav. Vert. Lift Bridge Clear.<br>MN Scour Code I-LOW RISK<br>Scour Evaluation Year 2009 |
|   |   | <b>+ CAPACITY RATINGS +</b>   |
|   |   | Design Load HS 20<br>Operating Rating RF 0.98 (HL-93)<br>Inventory Rating RF 0.76 (HL-93)<br>Posting VEH: 40 SEMI: DBL:<br>Rating Date 12-20-2019<br>Overweight Permit Codes<br>A: 1 B: 2 C: 2                          |
| <b>+ STRUCTURE +</b>  | <b>+ RDWY DIMENSIONS ON BRIDGE +</b>  |   |
| Service On HWY;PED<br>Service Under STREAM<br>Main Span Type CSTL BEAM SPAN<br>Main Span Detail<br>Appr. Span Type STEEL BM SPAN<br>Appr. Span Detail<br>Skew 30L<br>Culvert Type<br>Barrel Length<br>Number of Spans<br>MAIN: 2 APPR: 11 TOTAL: 13<br>Main Span Length 121.3 ft<br>Structure Length 838.4 ft<br>Deck Width 33.5 ft<br>Deck Material C-I-P CONCRETE<br>Wear Surf Type LOW SLUMP CONC<br>Wear Surf Install Year 1982<br>Wear Course/Fill Depth 0.25 ft<br>Deck Membrane NONE<br>Deck Rebars NONE<br>Deck Rebars Install Year<br>Structure Area 28,086 sq ft<br>Roadway Area 23,476 sq ft<br>Sidewalk Width - L/R 3.5 ft<br>Curb Height - L/R 0.67 ft 0.67 ft<br>Rail Codes - L/R 01 01 | If Divided NB-EB SB-WB<br>Roadway Width 28.0 ft<br>Vertical Clearance<br>Max. Vert. Clear.<br>Horizontal Clear. 27.9 ft<br>Appr. Surface Width 28.0 ft<br>Bridge Roadway Width 28.0 ft<br>Median Width on Bridge NA   |   |
|   | <b>+ MISC. BRIDGE DATA +</b>  |   |
|   | Structure Flared NO<br>Parallel Structure NONE<br>Field Conn. ID<br>Cantilever ID FRICTION<br>Foundations<br>Abut. CONC - FTG PILE<br>Pier CONC - FTG PILE<br>Historic Status NOT ELIGIBLE<br>On - Off System ON  |   |
|   | <b>+ PAINT +</b>  |   |
|   | Year Painted 2006<br>Painted Area<br>Primer Type 3309-LEAD, IRON OXIDE<br>Finish Type LEAD SILICA CHROMATE  |   |
|   | <b>+ BRIDGE SIGNS +</b>   |   |
|   | Posted Load SHV<br>Traffic NOT REQUIRED<br>Horizontal NOT REQUIRED<br>Vertical NOT APPLICABLE   |   |

02/01/2022

Crew: **MINNESOTA BRIDGE INSPECTION REPORT**

Insp Responsibility: CITY OF EAST GRAND FORKS

**BRIDGE 60506 1ST ST SE OVER RED RIVER OF THE NORTH****INSP. DATE: 10-28-2020**

County: POLK

Location: 0.2 MI W OF 3RD AVE SE

Length: 838.4 ft

City: EAST GRAND FORKS

Route (TIS): MSAS 113 Ref Pt (TIS): 000+00.000

Deck Width: 33.5 ft

Township:

Control Section: Maint. Area:

Rdwy. Area 23,476 sq ft

Section: 02 Township: 151N Range: 50W

Local Agency Bridge Nbr:

Paint Area

Main Span Type: CSTL BEAM SPAN

Culvert : N/A

NBI Deck: 6 Super: 7 Sub: 6 Chan: 6 Culv: N Open, Posted, Closed: LOAD POSTED Postings: 40 - -

Appraisal Ratings - Approach: 5 Waterway: 8 MN Scour Code: I-LOW RISK Def. Stat: ADEQ Suff. Rate: 74.0

Required Bridge Signs - Load Posting: SHV Traffic: NOT REQUIRED

Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

| ELEM<br>NBR  | ELEMENT NAME                    | INSP. DATE | QUANTITY  | QTY<br>CS 1 | QTY<br>CS 2 | QTY<br>CS 3 | QTY<br>CS 4 |
|--|---------------------------------|------------|-----------|-------------|-------------|-------------|-------------|
| 800  | CRITICAL DEFS OR SAFETY HAZARDS | 10-28-2020 | 1 EA      | 1           | 0           | 0           | 0           |
|  |                                 | 10-17-2018 | 1 EA      | 1           | 0           | 0           | 0           |
| Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION.<br>10-17-18 None observed.<br>10-28-20 None observed.   |                                 |            |           |             |             |             |             |
| 12   | REINFORCED CONCRETE DECK        | 10-28-2020 | 28,086 SF | 27,916      | 140         | 30          | 0           |
|  |                                 | 10-17-2018 | 28,086 SF | 27,916      | 140         | 30          | 0           |
| Notes: [2016-2017] No Change<br>10-17-18 The underside of the deck at approach relief joints has a lot of corrosion, causing concrete to spall away.<br>10-28-20 Spalling is present no changed enough to modify the condition states.   |                                 |            |           |             |             |             |             |
| 510  | WEARING SURFACE                 | 10-28-2020 | 23,476 SF | 23,256      | 150         | 70          | 0           |
|  |                                 | 10-17-2018 | 23,476 SF | 23,266      | 150         | 60          | 0           |
| Notes: Top of Concrete Deck with Epoxy Reinforcement Notes: 2015 Minor spalling showing.<br>[2017] No Change<br>10-17-18 Numerous small cracks, some open spalls. Some of the spalls have been patched with bit.<br>10-28-20 More minor spalls have been patched with bit.   |                                 |            |           |             |             |             |             |
| 302  | COMPRESSION DECK JOINT          | 10-28-2020 | 360 LF    | 325         | 35          | 0           | 0           |
|  |                                 | 10-17-2018 | 360 LF    | 325         | 35          | 0           | 0           |
| Notes: No Changes 2015 - 2017<br>10-17-18 Sidewalk covers are rusting thru, Sidewalk cover joint loose SE side. Some dirt in joints, spalls on SW side. 15' pulled loose at center of Br., 10' W. side joint, & 8' by very W. end.<br>10-28-20 Joints need to be cleaned, Sidewalk cover joint still loose.  |                                 |            |           |             |             |             |             |
| 305  | ASSEMBLY DECK JOINT             | 10-28-2020 | 72 LF     | 72          | 0           | 0           | 0           |
|  |                                 | 10-17-2018 | 72 LF     | 72          | 0           | 0           | 0           |
| Notes: No Changes 2015 - 2017<br>10-17-18 Good condition, some dirt.<br>10-28-20 No change   |                                 |            |           |             |             |             |             |
| 816  | APPROACH RELIEF JOINT           | 10-28-2020 | 36 LF     | 0           | 0           | 36          | 0           |
|  |                                 | 10-17-2018 | 36 LF     | 0           | 0           | 36          | 0           |
| Notes: No Changes 2015 - 2017<br>10-17-18 Relief joints have a lot of leakage. E. App. end there are 4 areas underside where water seeping thru has caused the steel on the edges of relief joint to rust & has section loss.. The expansion by rusting has caused the concrete to spall by the NE. corner. 5' x 1' x 2" deep. W. app. end there are 3 areas where the metal edges of the relief joint where rust is expanding and causing concrete to spall at bottoms. Each area has 5' long rusted joint. Spalling S. - 3' x 1.5' x 2", M. 3' x 1' x 2", N. - 3' x 1' x 3" with exposed rebar.<br>10-28-20 no changes to warrant conditions state change. |                                 |            |           |             |             |             |             |
| 330  | METAL BRIDGE RAILING            | 10-28-2020 | 1,676 LF  | 1,651       | 23          | 2           | 0           |
|  |                                 | 10-17-2018 | 1,676 LF  | 1,651       | 23          | 2           | 0           |
| Notes: [2016] Migrator assumed concrete/metal combination type rail.<br>Some spalling starting to appear on rail support<br>2006 The minor spalling on rail support has no exposed rebar.<br>[2008] Some exposed rebar.<br>[2015] Minor vehicle damage with repairs<br>[2016-2017] No Change<br>10-17-18 From 2015 vehicle damage, one rail post pulled loose. At W. end, railings on both sides do not match the railings   |                                 |            |           |             |             |             |             |

at app. relief joint.  
10-28-20 no change noted.

|                              |            |          |       |     |   |   |
|------------------------------|------------|----------|-------|-----|---|---|
| 515 STEEL PROTECTIVE COATING | 10-28-2020 | 4,800 SF | 4,200 | 600 | 0 | 0 |
|                              | 10-17-2018 | 4,800 SF | 4,300 | 500 | 0 | 0 |

Notes: [2016] Estimated quantity from length  
[2017] No Change  
10-17-18 Paint system mostly in good condition. Some fading of paint and a few rust areas.  
10-28-20 Increase in surface rust showing.

|                                    |            |          |       |    |   |   |
|------------------------------------|------------|----------|-------|----|---|---|
| 331 REINFORCED CONC BRIDGE RAILING | 10-28-2020 | 1,676 LF | 1,648 | 20 | 8 | 0 |
|                                    | 10-17-2018 | 1,676 LF | 1,648 | 20 | 8 | 0 |

Notes: [2016] Migrator assumed concrete/metal combination type rail.  
Some spalling starting to appear on rail support  
2006 The minor spalling on rail support has no exposed rebar.  
[2008] Some exposed rebar.  
[2015] Minor vehicle damage with repairs  
[2016-2017] No Change.  
10-17-18 Spall at base of railing post SE. end 1' x 1' x 2" deep. Bottom of railing shows deterioration and spalls. Exposed rebar backside of SW. Br. rail 6LF (const. defect).  
Areas of minor pop outs, spalls and small areas of exposed rebar. (2) 6" x 2" deep.  
10-28-20 No change noted

|                          |            |          |       |   |   |   |
|--------------------------|------------|----------|-------|---|---|---|
| 107 STEEL GIRDER OR BEAM | 10-28-2020 | 3,352 LF | 3,350 | 0 | 2 | 0 |
|                          | 10-17-2018 | 3,352 LF | 3,350 | 0 | 2 | 0 |

Notes: 2015 -2017 No problems noted.

Pack Rust Notes: 2006 This item was changed back to Condition State 1 after discussion with painting contractor. What appeared as pack rust was just a build up of rust in the area of the connections. No swelling or spreading noted.  
10-17-18 2 SF area of delamination at SE beam corner. Remainder in good condition.  
10-28-20 No change

|                              |            |          |       |     |   |   |
|------------------------------|------------|----------|-------|-----|---|---|
| 515 STEEL PROTECTIVE COATING | 10-28-2020 | 9,500 SF | 8,950 | 550 | 0 | 0 |
|                              | 10-17-2018 | 9,500 SF | 9,000 | 500 | 0 | 0 |

Notes: [2016] Estimated quantity based on length  
[2017] No Change  
10-17-18 Some areas of fading of finish coat. Several areas where edges of beams are beginning to rust.  
10-28-20 More surface rust showing on painted surfaces

|                  |            |       |   |   |   |   |
|------------------|------------|-------|---|---|---|---|
| 202 STEEL COLUMN | 10-28-2020 | 13 EA | 6 | 0 | 7 | 0 |
|                  | 10-17-2018 | 13 EA | 6 | 0 | 7 | 0 |

Notes: [2011] Debris caught in columns after spring flood. City Crews with the assistance of MNDOT removed debris.  
[2015 - 2017] No problems noted.  
10-17-18 S. end, rust is forming at tops of some piles where they meet caps. From E. to W. , first 6 then the 8th steel column. some other areas of corrosion beginning.  
10-28-20 No change

|                              |            |          |       |     |    |   |
|------------------------------|------------|----------|-------|-----|----|---|
| 515 STEEL PROTECTIVE COATING | 10-28-2020 | 6,500 SF | 6,000 | 486 | 14 | 0 |
|                              | 10-17-2018 | 6,500 SF | 6,000 | 486 | 14 | 0 |

Notes: [2016] Estimated quantity based on length of each  
[2017] No Change.  
10-17-18 Some areas rusting on top at pier caps, also other areas of corrosion beginning.  
10-28-20 Need to review bridge with snoopers, not available this year due to Covid difficult to get good look at from ground.  
Did not note changes that would change condition states.

|                    |            |        |     |   |    |   |
|--------------------|------------|--------|-----|---|----|---|
| 231 STEEL PIER CAP | 10-28-2020 | 468 LF | 428 | 0 | 40 | 0 |
|                    | 10-17-2018 | 468 LF | 428 | 0 | 40 | 0 |

Notes: No Changes 2015 - 2017  
10-17-18 S. end, rust is forming at tops of some piles where they meet caps. From E. to W. , first 6 then the 8th steel column. some other areas of corrosion beginning.  
10-28-20 Need snoopers to get better look at these items, not available this season due to Covid. No changes noted from ground view.

|                              |            |          |       |     |   |   |
|------------------------------|------------|----------|-------|-----|---|---|
| 515 STEEL PROTECTIVE COATING | 10-28-2020 | 1,200 SF | 1,100 | 100 | 0 | 0 |
|                              | 10-17-2018 | 1,200 SF | 1,100 | 100 | 0 | 0 |

Notes: [2016] Estimated quantity based on length  
[2017] No Change  
10-17-18 Some areas of fading paint and rust beginning to form.  
10-28-20 No change noted.

|  |                                  |                          |                  |            |          |          |        |
|--|----------------------------------|--------------------------|------------------|------------|----------|----------|--------|
| 205  | REINFORCED CONCRETE COLUMN       | 10-28-2020<br>10-17-2018 | 6 EA<br>6 EA     | 6<br>6     | 0<br>0   | 0<br>0   | 0<br>0 |
| Notes: [2016 UW] Good condition with no defect of structural significance.<br>[2017] No Change<br>10-17-18 E. concrete column has 5 LF of hairline cracks. Overall good condition.<br>10-28-20 No change noted.<br>[2020] Underwater Inspection: No significant defects were observed below the waterline of Piers 6 and 7. No change from previous inspection.  |                                  |                          |                  |            |          |          |        |
| 210  | REINFORCED CONCRETE PIER WALL    | 10-28-2020<br>10-17-2018 | 108 LF<br>108 LF | 108<br>108 | 0<br>0   | 0<br>0   | 0<br>0 |
| Notes: No Changes 2015 - 2017<br>10-17-18 Pier walls continue to be in good condition.<br>10-28-20 No change   |                                  |                          |                  |            |          |          |        |
| 215  | REINFORCED CONCRETE ABUTMENT     | 10-28-2020<br>10-17-2018 | 72 LF<br>72 LF   | 26<br>26   | 21<br>21 | 25<br>25 | 0<br>0 |
| Notes: No Changes 2015 - 2017<br>10-17-18 3' x 2' spall at Ne abut corner. 3' x 2' x 2" deep spall at NW abut. cor. 1' x 8' x 2" deep spall @ NE end of abut. 8 vertical cracks on E. abut (4' long ea.) 5' crack at SW abut. corner, 5' crack at center of W. abut., 3' crack at NW abut. cor. Rust causing concrete delamination to backside at E. abut. cap. By SE beam ends and 2nd beam in. 18" x 1' x 6" deep spall at SE abut. cor.<br>10-28-20 No changes noted. The spalls mentioned appear to be about the same as before. |                                  |                          |                  |            |          |          |        |
| 234  | REINFORCED CONCRETE PIER CAP     | 10-28-2020<br>10-17-2018 | 108 LF<br>108 LF | 88<br>88   | 20<br>20 | 0<br>0   | 0<br>0 |
| Notes: Some spalling of concrete near a swivel joint.<br>No Changes 2015 - 2017<br>10-17-18 Some areas of deterioration. None that would justify a CS 3 rating - GFL.<br>10-28-20 Need snoopers to get better look at these items, not available this season due to Covid.   |                                  |                          |                  |            |          |          |        |
| 311  | EXPANSION BEARING                | 10-28-2020<br>10-17-2018 | 60 EA<br>60 EA   | 60<br>60   | 0<br>0   | 0<br>0   | 0<br>0 |
| Notes: 10-17-18 Movable bearings at all of the piers, except center pier is fixed. Need to have snoopers truck inspections performed, there are areas that can not be inspected from ground.<br>10-28-20 From ground appear good. but need snoopers to get better look at these items, not available this season due to Covid.   |                                  |                          |                  |            |          |          |        |
| 313  | FIXED BEARING                    | 10-28-2020<br>10-17-2018 | 12 EA<br>12 EA   | 10<br>10   | 2<br>2   | 0<br>0   | 0<br>0 |
| Notes: 10-17-18 Fixed bearings at both abutments, and center pier #7. Rust and corrosion on 2 bearings at W. abut.<br>10-28-20 No change noted   |                                  |                          |                  |            |          |          |        |
| 850  | STEEL HINGE ASSEMBLY             | 10-28-2020<br>10-17-2018 | 11 EA<br>11 EA   | 10<br>10   | 1<br>1   | 0<br>0   | 0<br>0 |
| Notes: No Changes 2015 -2017<br>10-17-18 The sides of hinge assembly, 3rd from W., are rusting.<br>10-28-20 Need snoopers to get better look at these items, not available this season due to Covid. No change from ground view.   |                                  |                          |                  |            |          |          |        |
| 883  | CONCRETE SHEAR CRACKING          | 10-28-2020<br>10-17-2018 | 1 EA<br>1 EA     | 1<br>1     | 0<br>0   | 0<br>0   | 0<br>0 |
| Notes: Use this element to monitor the presence of shear cracking on concrete elements. Pay particular attention to the concrete pier caps.<br>[2017] No Change.<br>10-17-18 None observed.<br>10-28-20 None observed.   |                                  |                          |                  |            |          |          |        |
| 885  | SCOUR                            | 10-28-2020<br>10-17-2018 | 1 EA<br>1 EA     | 1<br>1     | 0<br>0   | 0<br>0   | 0<br>0 |
| 890  | LOAD PST OR VERTICAL CLR SIGNING | 10-28-2020               | 1 EA             | 1          | 0        | 0        | 0      |
| Notes: 10-28-20 10-28-20 Load rating signs installed both ends R12-5a sign with 40 ton rating.   |                                  |                          |                  |            |          |          |        |
| 891  | OTHER BRIDGE SIGNING             | 10-28-2020<br>10-17-2018 | 1 EA<br>1 EA     | 1<br>1     | 0<br>0   | 0<br>0   | 0<br>0 |
| Notes: 10-17-18 E. end, there are delin. signs at ends of both guard rails, also 2 no walking signs. W. end, no walking sign at NW. corner.  |                                  |                          |                  |            |          |          |        |

|     |                           |            |      |   |   |   |   |
|-----|---------------------------|------------|------|---|---|---|---|
| 892 | SLOPES & SLOPE PROTECTION | 10-28-2020 | 1 EA | 0 | 1 | 0 | 0 |
|     |                           | 10-17-2018 | 1 EA | 0 | 1 | 0 | 0 |

Notes: Use this element to rate the condition of slopes and slope protection.

[2017] No Change

10-17-18 W. river bank, no riprap, appears to be vegetated & stable. 12" dia. tree trunk behind steel column, 4th from W. E. abut. slope is dirt only, no erosion. At NW cor. of pier 3 from W. ,erosion gully 3' x 2' x 20'. A lot of small trees & brush on W. slope, should be cleared away.

10-28-20 West end trees and brush growing under and along side of bridge. Trees are tall enough that they are beginning hang over bridge. Need to be removed.

|     |           |            |      |   |   |   |   |
|-----|-----------|------------|------|---|---|---|---|
| 893 | GUARDRAIL | 10-28-2020 | 1 EA | 1 | 0 | 0 | 0 |
|     |           | 10-17-2018 | 1 EA | 1 | 0 | 0 | 0 |

Notes: 2015 Vehicle damage on north east side. City to make repairs.

[2016-2017] No CHange

10-17-18 Good condition, repairs have been made.

10-28-20 Good condition

|     |                          |            |      |   |   |   |   |
|-----|--------------------------|------------|------|---|---|---|---|
| 894 | DECK & APPROACH DRAINAGE | 10-28-2020 | 1 EA | 1 | 0 | 0 | 0 |
|     |                          | 10-17-2018 | 1 EA | 1 | 0 | 0 | 0 |

Notes: No Changes 2015 - 2017

10-17-18 No problems noted.

10-28-20 Some of the drains contain debris and should be cleaned.

|     |                          |            |      |   |   |   |   |
|-----|--------------------------|------------|------|---|---|---|---|
| 895 | SIDEWALK, CURB, & MEDIAN | 10-28-2020 | 1 EA | 0 | 1 | 0 | 0 |
|     |                          | 10-17-2018 | 1 EA | 0 | 1 | 0 | 0 |

Notes: Sidewalk on south side only.

No Changes 2015- 2017

10-17-18 SE. cor., a triangle section of sidewalk is missing. (6' x 3'). Spalls on sidewalk edge of all comp. joint. Various spalls & hairline cracks. 10' spall S. side, sidewalk edge to center of bridge. At SE. Br. cor. crack 1' x 2" deep. Numerous spalls along sidewalk & curb edge. ( some could be snowplow damage). At NE. corner 15' of damaged curb at Br. end.

Plow and impact damage. Some areas of exposed rebar.

10-28-20 No changes noted.

|     |                     |            |      |   |   |   |   |
|-----|---------------------|------------|------|---|---|---|---|
| 899 | MISCELLANEOUS ITEMS | 10-28-2020 | 1 EA | 1 | 0 | 0 | 0 |
|     |                     | 10-17-2018 | 1 EA | 1 | 0 | 0 | 0 |

Notes: 10-17-18 7 light poles, N. side Br. good cond.

10-17-18 Steel diaphragms are in good condition.

10-28-20 No changes.

|     |                   |            |      |   |   |   |   |
|-----|-------------------|------------|------|---|---|---|---|
| 900 | PROTECTED SPECIES | 10-28-2020 | 1 EA | 0 | 0 | 1 | 0 |
|     |                   | 10-17-2018 | 1 EA | 0 | 0 | 1 | 0 |

Notes: [2017] Some swallow nests primarily on the East side of the bridge.

10-17-18 Swallow nests under Bridge.

10-28-20 Swallow nests noted.

General \*2000 A number of the hold down bars from the bents are missing. It appears that vandels have removed them. Steel members adjacent to drains have developed pack rust. There is some spalling of concrete near the exterior face of decking at a swivel joint. Also have some spalling appearing on a rail support. [2001] Same as above [2003] Need Painting Badly, Hold downs replaced 2003.

2006 Bridge had rehab done this summer, lead based paint was removed and the entire steel portions of the bridge were repainted, including railings. Replacement galvanized light poles also installed on bridge. Talked with painting contractors, asked if they saw anything out of the ordinary, or had to do any repairs to the steel structure before painting. They noted no major problems. They did note that areas that have drainage on them were in worst shape as far as the paint.

[2007] NDDot was doing a bridge inspection in early October and I was able to be with them. they had a hydra platform truck and were able to get to parts of the bridge that I normally have a hard time seeing. they noted, and took pictures of some issues on the bridge. Copies of email that were sent to the NDDot bridge personnel, their response, along with photos are on file.

No Changes 2015-2017

10-17-18 There are large areas of the bridge that are not accessible from a walk thru inspection. Need to do underwater & snooper truck inspections at appropriate intervals - GFL.

10-28-20 snooper truck not available this year due to Covid. Underwater inspection was done this summer

Deck: [6] 10-17-18 The underside of the deck at approach relief joints has a lot of corrosion, causing concrete to spall away. On wearing surface numerous small cracks, some open spalls. Some of the spalls have been patched with bit.

10-28-20 Spalls have been patched with bit.

Transitions: [1] East side of bridge has guard rail West side not required

Apr: [1] East side of bridge has guard rail West side not required  
Guardrail:



- Superstructure: [7] 10-17-18 Beams - 2 SF area of delamination at SE beam corner. Remainder in good condition. Bearings have some rust forming, overall good condition.  
10-28-20 No significant changes noted
- Substructure: [6] 10-17-18 Steel columns - S. end, rust is forming at tops of some piles where they meet caps. From E. to W. , first 6 then the 8th steel column. some other areas of corrosion beginning.  
Conc columns & pier walls - Good overall condition. Remainder of elements in good condition.  
Abuts - Have numerous cracks & spalling at both ends. Some are getting large. Down rated element to 6.  
10-28-20 No significant changes noted.  
[2020] Underwater Inspection: NBI has been reviewed and confirmed with the underwater portion of bridge inspected.
- Channel: [6] 10-17-18 W. river bank, no riprap, appears to be vegetated & stable. 12" dia. tree trunk behind steel column, 4th from W. E. abut. slope is dirt only, no erosion. At NW cor. of pier 3 from W. , erosion gully 3' x 2' x 20'. A lot of small trees & brush on W. slope, should be cleared away.  
10-28-20 West side trees and brush need to be removed, as they are starting to interfere with bridge elements.  
[2020] Underwater Inspection: Accumulations of timber debris were observed around the substructure units. The west shoreline exhibited heavy erosion. The east shoreline exhibited minor erosion.
- Waterway [8] 10-17-18 Conditions remain the same  
Adeq: 10-28-20 No change
- Appr Roadway [5] Bridge is curved, with the roadway not allowing drivers line of sight when west bound.  
Alignment: 10-17-18 Conditions remain the same.  
10-28-20 No change



**MPO Staff Report**  
**Technical Advisory Committee:**  
February 9, 2022  
**MPO Executive Board:**  
February 16, 2022

**RECOMMENDED ACTION: Informational**

**TAC RECOMMENDED ACTION:**

Matter of Agency Updates.

**Background:**

The MPO has worked to keep Regional Partners and the public updated on where we are at with the various planning and programming responsibilities we have. We work to coordinate with partners to meet their changing project needs. In order to meet the needs we at the MPO need to know about those changes as soon as possible.

The MPO asks that TAC members use this opportunity to inform the MPO and other partners on what is happening in your department.

**Findings and Analysis**

- Information

**Support Materials:**

- None



Grand Forks - East Grand Forks

# METROPOLITAN PLANNING ORGANIZATION

## **MPO Staff Report** **MPO TAC: February 9, 2022** **MPO Executive Board: February 16, 2022**

**RECOMMENDED ACTION: Discuss Flood Forecast**

Matter of Discussion On Flood Forecast.

**Background:** Since the flood event of 1997, a couple of floods caused two of the three bridges to be closed to traffic. The MPO has agreed to have, as an agenda item at TAC meetings, discussion on possible flood caused closures. The intent of this discussion is for the respective agencies to begin preparation, if necessary.

There is chance for a moderate flood for our area. Following pages contain info as of January 28th. There are subject to change as weather changes.

### **Findings and Analysis:**

- The MPO agreed to have as an agenda item possible closures due to floods.

### **Support Materials:**

- Contact Page

Weekly Chance of Exceeding River Stage at Red River of the North at East Grand Forks (EGFM5)  
 Forecast for the period 01/31/2022 - 05/01/2022  
 This is a conditional simulation based on the conditions as of 01/24/2022

