



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**WEDNESDAY, APRIL 13<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**

Palo/Peterson _____	Mason/Hopkins _____	West _____
Ellis _____	Zacher/Johnson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams _____	Sanders _____
Brooks/Halford _____	Bergman _____	Christianson _____
Riesinger _____		

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE MARCH 9, 2021, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF DRAFT MN SIDE FY2023-2026 TIP ..... KOUBA
  - a. Public Hearing
  - b. Committee Action
6. MATTER OF PRELIMINARY APPROVAL OF 2050 GRAND FORKS LAND USE PLAN .....KOUBA

**TECHNICAL ADVISORY COMMITTEE  
APRIL 13<sup>TH</sup>, 2022 MEETING  
PAGE 2**

- 7. MATTER OF FY22-25 TIP ADMINISTRATIVE MODIFICATION ..... KOUBA
- 8. MATTER OF TDP UPDATE..... KOUBA
- 9. MATTER OF MPO EXECUTIVE DIRECTOR..... KOUBA
- 10. OTHER BUSINESS
  - a. 2021/2022 Annual Work Program Project Update
  - b. Agency Updates
- 11. ADJOURNMENT

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

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

**CALL TO ORDER**

Teri Kouba, Chairman, called the March 9<sup>th</sup>, 2022, meeting of the MPO Technical Advisory Committee to order at 1:31 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: David Kuharenko, Grand Forks Engineering and Steve Emery, East Grand Forks Engineering.

Members present via Zoom: Stephanie Halford, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Jon Mason, MnDOT-District 2; Wayne Zacher, NDDOT-Local Government; Jason Peterson, NDDOT-Local District; George Palo, NDDOT-Local District; and Rich Sanders, Polk County Engineer.

Absent: Brad Bail, Jane Williams, Ryan Brooks, Michael Johnson, Lane Magnuson, Nels Christianson, Ryan Riesinger, Dale Bergman, Nick West, and Patrick Hopkins.

Guest(s) present: Kristen Sperry, FHWA-ND and Troy Schroeder, NWRDC.

Staff: Teri Kouba, GF/EGF MPO Interim Executive Director and Peggy McNelis, GF/EGF MPO Office Manager.

**DETERMINATION OF A QUORUM**

Kouba declared a quorum was present.

**MATTER OF APPROVAL OF THE FEBRUARY 9, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE FEBRUARY 9<sup>TH</sup>, 2022 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF FY2022-2025 TIP AMENDMENT #3**

Kouba reported that a public hearing was scheduled for today's meeting. She stated that comments were received until noon today and none were submitted either written or orally, and if there is no one here today to speak on this item she will close the public hearing.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

Kouba explained that NDDOT applied for a RAISE grant and were awarded the funds and they are setting up a Traffic Operation Center, as well as studying the I-29 Corridor between the South Dakota Border and the Canadian Border to set up a Smart Corridor so we are looking for a recommendation to the MPO Board that they approve this amendment to our FY2022-2025 TIP.

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2022 TIP AMENDMENT #3, AS PRESENTED.***

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Kuharenko, Ellis, and Sanders.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Brooks, Bail, Johnson, Christianson, Hopkins, Williams, Bergman, Riesinger, and Magnuson.***

**MATTER OF ANNUAL LISTING OF OBLIGATIONS**

Kouba reported that each year the MPO is required to prepare a document that identifies for each project an estimate of cost and the various funding revenue sources to cover those costs. She said that we are looking at the obligations, which are the Federal Government's commitment to provide funds towards a project, and this happens after the TIP approval

Kouba stated that with this document we explain what we are looking at and we are setting up amounts and purchases and things of that nature.

Kouba said that anything beginning in the phase of federal funding transportation projects, federal funds must be obligated so this means the money is set aside for that particular project. She added that the report further details the split in funding between two states and provides some projects that were delayed or changed in scope to create a significant difference in programming funds and obligating funds.

Kouba commented that we also have identified if there are any bike and ped facilities that are a part of the project, and this activity is part of our work program, so we are looking for a recommendation that the MPO Board approve this item.

Kuharenko referred to the map on Page 4 of the document and stated that he has a modification that needs to be done to it. He pointed out that ND 11 and ND 13 should be switched.

Halford asked what it means under the bike/ped provisions "no information on this project was provided". Kouba responded that they weren't provided any information as to whether there were any bike/ped accommodations with the project.

Sperry referred to the table on Page 11 and asked if the NDDOT was going to provide updated information for the various groups for the PE and ROW funds. She asked if Mr. Zacher had any updated information so they would know how much was actually funded. Zacher responded that

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

whatever numbers are shown is what they had. He said that the obligations were on the individual projects, he didn't specifically update this table. He added that also because it wasn't a TIP amendment, this is just the obligations, so he went with whatever was authorized for each of the projects.

***MOVED BY KUHARENKO, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2021 ANNUAL LISTING OF OBLIGATIONS, SUBJECT TO CORRECTING THE MAP ON PAGE 4 BY SWITCHING ND 11 AND ND 13.***

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Kuharenko, Ellis, and Sanders.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Brooks, Bail, Johnson, Christianson, Hopkins, Williams, Bergman, Riesinger, and Magnuson.***

**MATTER OF ATAC SCOPES OF WORK**

a. Travel Demand Model Update Scope Of Work

Kouba reported that this scope of work is to update our Travel Demand Model. She stated that we have done in this past and it will include street segments or links in the network, as well as to update intersection nodes in the network. She said that we will also need assistance in distributing future population growth into the appropriate transportation analysis zone (TAZ).

Kouba commented that the MPO has also purchased data for a third-party source to identify the existing population information, as well as employment information.

Kouba said that ATAC included an option to include transit node information as well, and we will need a recommendation from this body on whether or not you feel this would be something we should include or not.

Kuharenko commented that he actually thinks that adding those additional passes in there for the transit and bike and ped element would be beneficial, especially when we are looking at a cost difference of approximately \$6,000; that is information that he can see potentially being used both for future bike/ped plans or transit plans as well, and getting into some of those discussions as to where people are traveling, how people are getting there, and looking at the origin destinations as well so he would be in favor of adding that additional work. Ellis stated that she agrees.

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT SCOPE OF WORK FOR THE ATAC TRAVEL DEMAND MODEL UPATE TO INCLUDE THE TRANSIT MODE OPTIONAL TASKS, AT A COST OF \$49,936.00.***

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Kuharenko, Ellis, and Sanders.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Brooks, Bail, Johnson, Christianson, Hopkins, Williams, Bergman, Riesinger, and Magnuson.***

**b. Traffic Counting Program Scope Of Work**

Kouba reported that this is the Scope of Work for the ATAC Traffic Counting Program. She said that it is just for the support of that program so when signals are replaced or a new signal is installed and work needs to be done to install or reset the video cameras for traffic counting, this scope of work will provide that support.

Kouba stated that this scope of work addresses the next three years of upkeep of the system, so we are looking at \$66,000 spread over three years so about 33% each year.

Kuharenko commented that he is curious, in the past when we've seen this come through, we've had a list of intersections that they are going to look at, do you have an idea as to which intersections they are going to be looking at and is that something we can get added to this. Kouba responded that this is strictly for the support, and it is something new that just started in 2021, and this is for three years. She stated that this is just for the support work; they are still working on the scope of work for specific intersection maintenance and currently they have listed 30 intersections to be looked at, but we don't have the specific intersection list yet.

Kouba stated that they are just separating out the support portion of the program from the integration of the intersections specifically.

Ellis commented that she doesn't mind doing this, but will we receive that list of intersections and will we be able to approve that, or review and make recommendations. Kouba responded that you will, it will be a separate scope of work and it is still being worked on, but you will be getting it soon.

***MOVED BY SANDERS, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE DRAFT SCOPE OF WORK FOR THE ATAC TRAFFIC COUNTING PROGRAM, AS PRESENTED, AT A COST OF \$66,000.00.***

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Kuharenko, Ellis, and Sanders.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Brooks, Bail, Johnson, Christianson, Hopkins, Williams, Bergman, Riesinger, and Magnuson.***

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

**MATTER OF 2050 STREET/HIGHWAY PLAN UPDATE RFP**

Kouba reported that this is the biggest element of our Metropolitan Transportation Plan, and we are planning on it taking about a year and a half to complete, with a proposed completion date of December 31, 2023 in order to be able to get federal approval of our Metropolitan Transportation Plan by the end of January 2024.

Kouba stated that the scope of work identifies that the consultant will be working with ATAC and MPO staff to get the Traffic Demand Model updated for future traffic issues that may arise. She added that the consultant will be working on the existing conditions, existing and committed network, fiscal constraint, goals and performance measures, project timing, and public engagement.

Kouba commented that there are two recommended focus areas for the RFP, more of a focus review of the areas. She stated that part of the Street and Highway plan is to review existing committed projects and review plans that have new projects to see where they fit within the existing committed projects. She added that we also do a review of the community and leadership focus that is needed to gain a full regional understanding; to accomplish this the MPO will be asking the consultants to this in both cities.

Kouba said that in East Grand Forks leadership is shifting their interest to bettering their Industrial Park transportation network. She added that that has not had any review of priorities in a very long time, and there were no needed projects listed in the current Street and Highway Plan, so in order to know what might be needed in the near and mid-term for projects the MPO and the City of East Grand Forks would like the consultant to do a mid-level review of projects needed throughout the Industrial Park for prioritization for the Street and Highway Plan update.

Kouba stated that in Grand Forks there are some high-level studies of the intersections along I-29 being done by the City and the NDDOT. She said that the MPO would ask the consultant to review what projects are coming from these studies to reprioritize projects from other studies that have been done in that area, or what need to be studied in the future. She said that there is also a new Career Impact Academy about to be built and a mid-level review of any projects needed to be prioritized because of activity of the Career Impact Academy; the need to see the projects at a regional level, and to connect the projects impacts to the regional network is needed as well. She stated that both of these focus on review; focus review areas will include bicycle, pedestrian, and transit needs as well as vehicles.

Kouba commented that a focus on safety is priority because of the multi-level safety needs that can be included in other projects, or while development is happening, so we are looking at working on that as well.

Kuharenko said that, regarding the focus area for Grand Forks, what information do we have on that Career Impact Academy. Kouba asked in what regard. Kuharenko responded he is wondering when it is actually going to be built, do we have any information on traffic, he isn't aware of any traffic studies that have been done on that, does the MPO have any information

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

beyond that there is that concept of a Career Impact Academy. Kouba responded that if there are going to be projects done we do know that there have been some safety issues for bike and pedestrian in relation to cars, and that is something else that she is sure there have been projects going to be brought up because of that, but they aren't sure what everyone is studying so they aren't sure what projects are coming out of everyone's studies that are going to come in and have a domino effect on the rest of the system. Kuharenko said, then, that there isn't any information that the MPO has on the Career Impact Academy. He added that he would make a couple of recommendations in this area, and part of it has to do that in looking at this area in general, with the interchanges, he would probably have it noted here as to the Fufeng Development; and as a consideration that we are looking at all of those I-29 Interchanges, and looking at the number of those past studies; he would also encourage, whether as part of this focus area, or potentially as an optional task, relooking at that Merrifield Interchange, he knows that they ended up having that as part of the I-29 Corridor Study as well as a potential river crossing at Merrifield. He stated that he knows there have been a couple of topics that have been out there, he knows that the intercity bridge has been a point of discussion, and he also wants to make sure that if there is further discussion as to a potential bypass, that that might be something that would be worthwhile as part of this focus area.

Peterson commented that going back to the previous question, do you know the proposed location of the Career Impact Academy. Kouba responded that it is near Gateway, between North 43<sup>rd</sup> Street and North 42<sup>nd</sup> Street, it is where the old Holiday Inn used to be; that is the location that everyone has been talking about so far. Peterson said, then, with that, and along with what Mr. Kuharenko was talking about with the proposed Fufeng Development, the DOT is interested in the impacts to some pretty major corridors of theirs, which are Gateway Drive/US#2, I-29, and US#81; and not just the truck traffic that may be generated by that but also the rail activity which may be impacting Highway #2 fairly heavily, so there are some scenarios that the DOT is concerned with as far as future development and what those impacts would be as far as traffic to our corridors.

Kuharenko stated that bouncing off of Mr. Peterson's comments, one of the things he knows he has mentioned in the past regarding this RFP, he would recommend as part of the Unified Planning Work Program for FY2023-2024, probably in 2024, hopefully that is around the time when this potential Fufeng Development is operational and maybe this Career Impact Academy is operational, we can hopefully have a study on this area to get that detailed information, what the actuals are out there and what the actual impacts are, that would be a worthwhile thing to have, and depending on the scope of work for that we would probably have to discuss that further because he agrees with Mr. Peterson that depending on where the traffic is going, where it is coming from and going to, it could greatly impact some major roadways going through Grand Forks and East Grand Forks.

Kouba commented that that is definitely the kind of study, as well as a lot of other studies we are going to be learning about as options throughout this planning study as well, so we will have to start prioritizing all these studies. She said that she can make those inclusions into it before she sends the final document to the Executive Policy Board.



**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

Halford referred to Pages 17 and 18, just speaking on the whole communication part of the RFP, where it talks about a monthly progress report that will be given to the MPO; she would like that to be shared either with the Subcommittee that is formed for the Street and Highway, or it be an update in the monthly Technical Advisory Committee packet. She added that on Page 18, under Local Government Presentation, she thinks one local government presentation seems a little light; for being a document and study that we are going through for a little over a year and a half, one presentation to local government doesn't seem like enough, and that is being suggested at the draft time, so she thinks that a kick-off meeting to Planning and Zoning and City Council, it doesn't have to be anything grand or anything like that, a ten minute via virtual would be completely fine, just a kick-off for the project, one at the half way point, and then of course at the draft timeline for any final comments on the document. Kouba responded that she can rework that. She added that she would definitely want to focus those just on the local level; both City Councils and Planning Commissions, and then keep it at one for Bismarck and Minnesota DOT. Halford responded that she can't speak on all those other groups, but that would be fine on a local level.

Halford asked about the monthly update; would it be an agenda item in the Technical Advisory Committee packet. Kouba responded that it would probably end up being an agenda item because the Technical Advisory Committee ends up being the Steering Committee anyway. Halford stated that that would be fine. Kouba added that as part of an update she will make that clearer in the document.

Sanders commented that he thinks when you are going to present this to the City of Grand Forks you should invite Grand Forks County and when you are going to present it to East Grand Forks you should invite Polk County since it does involve both Counties when you are talking about Merrifield. Kuharenko asked if, to that point, would it be better to invite County Commissioners or to actually bring it to their meeting. Kouba responded that we can do a kick-off meeting and definitely ask them how they wish to be updated and how often. Sanders commented that he would guess you will only have two commissioners interested in this, and those are the two that live over by East Grand Forks so if you invited the County Board to an East Grand Forks meeting it would probably work just fine. Kouba said that at least one of the Commissioners is on our Executive Policy Board, so they will be updated on this and they can pass on the information. She added that she can ask him at that meeting how they wish to go forward as well.

Zacher stated that as far as the traffic for the Career Impact Academy and the Fufeng Development, he would think that they would be required to submit a traffic analysis to the City and/or the DOT, more likely the City, as far as what kind of traffic, where they are going, where they are coming from, so Mr. Kuharenko should be getting most of that anyway he would think, and you will probably have it before the MPO has that information. Kuharenko responded that he knows that they are in the midst of kind of a traffic study with Bolton and Menke regarding the Fufeng Group Development; he hasn't heard much on the Career Impact Academy yet, so they are all pieces that they can look into, and if you want more, Christian is their main point person on the Fufeng Development, so if you are interested he can talk with him and maybe get you included on the communication list if you aren't already on it. Zacher responded that he

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

doesn't know if he necessarily needs to be included, the District might be more interested than he is, but just from a Street and Highway perspective of the MTP is kind of where he was going with this; if we are adding it as a focus area a traffic impact study should be part of their permitting process, at least he knows in other areas like the Amazon facility in Fargo, they had to go through a traffic impact analysis as part of their permitting.

Kuharenko said that that makes sense. He said that, correct him if he is wrong, but kind of the main purpose of this focus area is to kind of reign all of these different studies from all these different organizations together as part of this, and it is looking at not just the individual studies but also how they function together, and the nice thing is that as part of that we will hopefully determine where some of those holes are as well, that we can use to call out more specific areas in a future study that we need to focus on. Kouba agreed and added that it will also help us determine what we need to focus on in those areas specifically as well.

Mason commented that maybe just add a presentation to the MnDOT group at the end of the process as well.

***MOVED BY KUHARENKO, SECONDED BY HALFORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE REQUEST FOR PROPOSALS (RFP) FOR THE 2050 STREET AND HIGHWAY PLAN UPDATE, SUBJECT TO INCLUSION OF REVISIONS AND EDITS DISCUSSED.***

***Voting Aye: Peterson, Emery, Halford, Mason, Zacher, Kuharenko, Ellis, and Sanders.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Brooks, Bail, Johnson, Christianson, Hopkins, Williams, Bergman, Riesinger, and Magnuson.***

**MATTER OF BIKE/PED RFP UPDATE**

Kouba reported that this is just an update on what is happening with the Bike/Ped Element. She stated that they received three proposals, and the Selection Committee is set to do interviews on March 11<sup>th</sup>, and they will bring forward one of those consultants to the MPO Executive Policy Board for approval of a contract. She added that they received proposals from Bolten and Menke, SRF Consulting Group, and WSB.

Zacher said that, as we talked a few months ago, Federal Highway and the Feds are pushing more the Complete Street process, he did get an email today from his Division Head; and the DOT is in the process of developing a Complete Streets Guideline or Policy or Manual, so it is coming and he wanted to throw it out there. He stated that because this RFP did remove the Complete Streets portion of discussion from the RFP, he wanted to point out that it is coming. He said that he understands that they didn't necessarily want to push it out to the cities and force it down their throats at this time, but, again, he just wanted to remind everyone that it is coming.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

Kouba commented that we will have to see how to work that into our Metropolitan Transportation Plan at the end.

**OTHER BUSINESS**

A. 2021 Annual Work Program Project Update

Kouba said that we have finished most of our 2021 projects and are working on our 2022 projects.

Kouba went over the project list as follows:

- 1) 2050 Grand Forks Land Use Plan Update – we are just about done with the 2050 GF LUP Update, they just held the final public open house last night and we are starting to work our way through the adoption process, so we hope to have it done in May.
- 2) Pavement Management - she still hasn't heard anything new on the pavement condition, so her next priority will be to get them on track again.
- 3) Transit Development Plan – we are starting to work with the Steering Committee; working on goals as well as to put together some types of future projects and things like that. She said that we want to be able to report to the public as well as to get public input on as to what they like about the ideas we are putting together and to start to prioritize things.

Halford asked if there were any other projects that aren't listed here that will be popping up later on this year, and if so can we start getting that stuff so we can have a kind of heads up if something is coming down the pipeline. Kouba responded that this is our complete 2021/2022 Work Program. She said that in 2023 we will be focusing on completing our Metropolitan Transportation Plan Update, so finishing up whatever elements are not done for that plan, so that will be our focus in 2023. Halford said then that there aren't any other big projects on the horizon. Kouba responded that there aren't. She added that hopefully in the future we will put forward everything that is in our Unified Work Program in this format so you will know what is in our work program.

Information only.

B. Agency Updates

Sperry commented that she doesn't really have an update, she just wanted to say, she doesn't know how many of you attended the NDDOT Transportation Conference, but Ms. Kouba spoke on behalf of the MPO Director's along with Cindy Gray and did an amazing job; she just wanted to congratulate her for doing an awesome job with her presentation.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, March 9<sup>th</sup>, 2022**

**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY HALFORD, TO ADJOURN THE MARCH 9<sup>TH</sup>, 2022  
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:20 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
April 13, 2022  
**MPO Executive Board:**  
April 20, 2022

**RECOMMENDED ACTION: Recommend the approval of the draft FY2023-2026 MN side TIP to the Executive Board,**

**TAC RECOMMENDED ACTION:**

Matter of the Draft FY2023-2026 MN side TIP.

**Background:**

Annually, the MPO, working in cooperation with State DOTs and Transit Operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four-year period and identifies all the transportation projects scheduled to have federal transportation funding during the four-year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the documenting of the draft TIP.

The Minnesota side of the draft TIP has been cooperatively developed. The North Dakota side is still pending this cooperative process. The public hearing is scheduled for April 13<sup>th</sup> TAC meeting. Written comments are due by noon April 13<sup>th</sup>.

The new year of programming has two additional projects to the yearly transit operating projects. The first is a replacement bus for transit. The second is rehabilitation work on the Point Bridge. The work on the Point Bridge is using the City sub-target funds the City of East Grand Forks receives every four years.

The TAC and MPO Executive Board will be requested to adopt the MN side draft TIP for FY2023-2026.

**Findings and Analysis**

- The projects listed are consistent with the MPO's Metropolitan Transportation Plan.
- The projects listed are consistent with the draft MN ATIP, still being finalized.
- The projects have identified funding and therefore the TIP is fiscally constrained.

**Support Materials:**

- Copy of Draft FY2023-2026 MN side TIP submitted to Public Comment
- Copy of Public Notice



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2023 to 2026 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 April 13th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The draft TIP lists all transportation improvement project programmed to be completed between the years of 2023 to 2026 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP 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 April 13th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

Minnesota Side  
Draft TRANSPORTATION  
IMPROVEMENT PROGRAM  
FY 2023-2026

PREPARED BY: Grand Forks – East Grand Forks MPO

ADOPTON: August XX, 2022

PO Box 5200, Grand Forks, ND 58206

visit our webpage at: [www.theforksmpo.org](http://www.theforksmpo.org)

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## METROPOLITAN PLANNING ORGANIZATION MEMBERSHIP

### **Bob Rost**

REPRESENTING:  
GRAND FORKS COUNTY  
COMMISSION

### **Warren Strandell**

REPRESENTING:  
POLK COUNTY COMMISSION

### **Jeannie Mock**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

### **Marc DeMers**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

### **Ken Vein**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

### **Clarence Vetter**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

### **Al Grasser**

REPRESENTING:  
GRAND FORKS PLANNING  
& ZONING COMMISSION

### **Michael Powers**

REPRESENTING:  
EAST GRAND FORKS PLANNING  
& ZONING COMMISSION

### **MPO STAFF**

, Executive Director

Teri Kouba, Senior Planner

Peggy McNelis, Office Manager



**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization for the Grand Forks, North Dakota, and East Grand Forks, Minnesota, metropolitan region hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

GF-EGF MPO  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**A RESOLUTION APPROVING FY 2023 - FY 2026  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

**WHEREAS**, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization; and

**WHEREAS**, projects must be included in the TIP in accordance with 23 CFR 450.326 (f) (1); and

**WHEREAS**, local transit projects utilizing Federal Transit Administration Section 5307 funds must be listed in a Program of Projects (49 U.S.C. 5307 c); and

**WHEREAS**, local projects of regional significance without federal funding are included; and

**WHEREAS**, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated as the urban policy body with responsibility for performing urban transportation planning and required reviews; and

**WHEREAS**, the Grand Forks-East Grand Forks Metropolitan Planning Organization is designated by the Governors of North Dakota and Minnesota as the body responsible for making transportation planning decisions in the Grand Forks-East Grand Forks Metropolitan Area; and

**WHEREAS**, Presidential Executive Order 12372 gave state government the flexibility to design their own review process and select federal programs and activities to be subject to the process. Wherein, North Dakota Executive Order 1984-1 establishes the North Dakota Federal Program Review process and exempts the Transportation Improvement Program (TIP) from said process; and

**WHEREAS**, the projects contained in the TIP are located in an area where both the North Dakota and Minnesota State Implementation plans for Air Quality are not required to contain any transportation control measures. Therefore, the conformity procedures do not apply to these projects; and

**WHEREAS**, projects contained in the TIP were developed in cooperation with the North Dakota and Minnesota Departments of Transportation, the local public transit operators and the MPO; and

**WHEREAS**, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP **on August , 2022**.

**NOW, THEREFORE, BE IT RESOLVED**, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2023 to FY 2026 program period as being consistent with the Metropolitan Transportation Plan and the area’s plans and program included therein.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeannie Mock, Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
, Executive Director

**A RESOLUTION CONFIRMING THE  
METROPOLITAN TRANSPORTATION PLAN  
AS BEING CURRENTLY HELD VALID**

**WHEREAS**, the **23 U.S.C. 134** requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

**WHEREAS**, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

**WHEREAS**, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted January, 2019); and

**WHEREAS**, the Technical Advisory Committee of the Grand Forks - East Grand Forks MPO has recommended that this Metropolitan Transportation Plan be considered currently held valid and consistent with current transportation and land use considerations.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Grand Forks-East Grand Forks Metropolitan Planning Organization certifies that the Metropolitan Transportation Plan for the Grand Forks-East Grand Forks Urbanized Area is currently held valid and consistent with current transportation and land use considerations.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeannie Mock  
Chair

\_\_\_\_\_  
,  
Executive Director

# **Table of Contents**

	<b><u>Page</u></b>
Transportation Improvement Program .....	1
Introduction .....	1
Minnesota Area Draft Project Listings .....	2
Appendix A: NWATP Draft ATIP .....	11
Appendix B: MPO Study Area Map .....	13

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# 1 | INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Grand Forks-East Grand Forks MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Grand Forks-East Grand Forks Metropolitan Planning Organization is the MPO for the Grand Forks-East Grand Forks MPA. As such, it is the responsibility of the Forks MPO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the Forks MPO's Metropolitan Transportation Plan (MTP).

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## ABOUT FORKS MPO

The Federal Surface Transportation Assistance Act of 1973 requires the formation of a MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based upon a continuous, comprehensive, and cooperative (3-C) planning process for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) prioritize their transportation investments in a coordinated way consistent with regional needs, as outlined in a long-range metropolitan transportation plan. The core of a MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the FHWA. The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In Forks MPO's case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive.

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). The Forks MPO's MPA boundary was most recently expanded in 2013 and approved by NDDOT. The MPA is currently comprised of approximately 26 square miles, across 2 states, 2 counties, and 2 cities. The MPA boundary is effectively Forks MPO's "study area" or area of influence respective to the metropolitan transportation planning program. These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
				2023	2024	2025	2026							
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		Operations				
FUNDING SOURCE							Capital							
FUNDING SOURCE							P.E.							
FUNDING SOURCE							R.O.W.							
FUNDING SOURCE							CONSTR.							
FUNDING SOURCE							TOTAL							
East Grand Forks #MN1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000										
	East Grand Forks	Operations		Estimated fare is \$4,640 <b>Other is MN Transit Formula Funds</b>					Operations	569,170				
	Fixed-Route Transit Service	Entitlement	TRF-0018-23B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				569,170	123,600	0	352,740	88,190	CONSTR.	NA				
FTA 5307							TOTAL	568,170						
East Grand Forks #MN2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$16,390										
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations	147,400				
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-23A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				147,400	0	0	111,360	19,650	CONSTR.	NA				
State Transit Funds							TOTAL	147,400						
East Grand Forks #MN3			Intentionally left blank	REMARKS:										
				Operations	0.00									
				Capital	0.00									
				P.E.	NA									
TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA								
					CONSTR.	NA								
							TOTAL	0.00						

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022-2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE							
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026					
										Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
East Grand Forks #MN4	East Grand Forks	2nd Ave NE	BNSF RR Replace Existing Signal System at MSAS 119, 2nd Ave, East Grand Forks, Polk County  Project # 60-00137	REMARKS:  Other is MN Office of Freight Funds														
	MnDOT	Minor Arterial							Operations	0								
	RR Xing	Discretionary							Capital	0								
										NA								
										NA								
				300,000	270,000	0	30,000	0		CONSTR.	300,000							
				District Managed Program					TOTAL	300,000								
East Grand Forks #MN5	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout  Project # 119-119-013	REMARKS:  Other costs are non-construction costs Other Revenue is MN State Aid														
	East Grand Forks	Minor Arterial							Other									
	Reconstruction	Discretionary							Operations									
				1,493,000	860,000		633,000	0.00		CONSTR.	1,493,000							
				NWATP City Sub-target					TOTAL	1,493,000								
East Grand Forks #MN6			Intentionally left blank	REMARKS:														
									Operations	0.00								
									Capital	0.00								
										NA								
										NA								
										CONSTR.	0.00							
										TOTAL	0.00							



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL				
										ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations		2023	2024	2025	2026
										PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE
FUNDING SOURCE					TOTAL									
East Grand Forks #MN7	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (Costs for fixed-route service are estimates).  TRF-0018-24B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000  Estimated fare is \$4,779 <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations							Operations	586,245				
	Fixed-Route Transit Service	Entitlement							TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
				586,245	127,308	0	363,322	90,836						
					FTA 5307					TOTAL	586,245			
East Grand Forks #MN8	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2024 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-24A	REMARKS: Contract demand response service Estimated fare is \$16,880  <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations							Operations	151,820				
	Paratransit Service for Disabled Persons	Entitlement							TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
				151,820	0	0	114,701	20,240						
					State Transit Funds					TOTAL	151,820			
East Grand Forks #MN9	East Grand Forks	N/A	Purchase Class 400 replacement vehicle  TRS-0018-24C	REMARKS:  <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Capital							Operations	0				
	Fixed-Route Transit Service	Entitlement							TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
				182,000	145,600		18,200	18,200						
					FHWA STPBG Program Flexed					TOTAL	182,000			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT #	TOTAL	FEDERAL	STATE	OTHER	LOCAL	2023	2024	2025	2026		
	FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL			
East Grand Forks #MN10	East Grand Forks	DeMers Ave	On DeMers Ave (USB2) at 2nd St NW & 4th St NW, Signal System Rreplacement/ADA Improvements	REMARKS:										
	MnDOT	Principal Arterial			Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL				
	Signal Replacement	Discretionary	Project # 6001-68	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
				1,200,000	632,000	158,000	0	410,000		1,200,000				
				Statewide Performance Program							1,200,000			
East Grand Forks #MN11			Intentionally left blank	REMARKS:										
					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
East Grand Forks #MN12			Intentionally left blank	REMARKS:										
					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE								
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026						
										Operations									
									Capital										
									P.E.										
									R.O.W.										
									CONSTR.										
									TOTAL										
East Grand Forks #MN16	East Grand Forks	N/A	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2026 to December 31, 2026 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000															
	East Grand Forks	Operations		Estimated fare is \$5,069										621,948					
	Fixed-Route Transit Service	Entitlement		TRF-0018-26B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0					
					621,947	135,061		385,449	96,368	CONSTR.				N/A					
									FTA 5307					TOTAL					621,948
East Grand Forks #MN17	Eagst Grand Forks	N/A	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2026 to December 31, 2026. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$17,908															
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>										161,066					
	Paratransit Service for Disabled Persons	Entitlement		TRF-0018-26A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0					
					161,066	0	0	121,686	21,472	CONSTR.				N/A					
									State Transit Funds					TOTAL				161,066	
East Grand Forks #MN18	East Grand Forks	N/A	Purchase Class 400 replacement vehicle	REMARKS:															
	East Grand Forks	Capital		<b>Other is MN Transit Formula Funds</b>										0					
	Fixed-Route Transit Service	Entitlement		TRS-0018-26A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				193,000					
					193,000	154,400		19,300	19,300	CONSTR.				N/A					
									FHWA STPBG Program Flexed					TOTAL				193,000	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
				FUNDING SOURCE					Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #MN19	East Grand Forks	Point Bridge	Rehab the Point Bridge #60506 over the Red River of the North, includes mill and overly of bridge approach on 1st St SE in East Grand Forks	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid										
	East Grand Forks	Minor Arterial							Operations				0	
	Bridge Repair	Discretionary	119-113-008	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital				0	
				1,150,000	860,000	0	290,000	0	P.E.				N/A	
				NWATP City Sub-target					R.O.W.				N/A	
									CONSTR.				1,150,000	
									TOTAL				1,150,000	
East Grand Forks #MN20			Intentionally left blank	REMARKS:										
									Operations					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #MN21			Intentionally left blank	REMARKS:										
									Operations					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
										CONSTR.				
									FUNDING SOURCE					
									TOTAL					
			<b>East Grand Forks TOTALS</b>						Other	0				
									Operations	716,570	738,065.1	760,207	783,014	
									Capital	0	182,000.0	0	193,000	
									P.E.	0	0.0	NA	NA	
				<b>TOTAL</b>	<b>7,333,855</b>	<b>3,293,496</b>	<b>158,000</b>	<b>2,913,921</b>	<b>880,462</b>	R.O.W.	0	0.0	NA	NA
									CONSTR.	1,793,000	1,200,000	0	1,150,000	
									<b>TOTAL</b>	<b>2,509,570</b>	<b>2,120,065</b>	<b>760,207</b>	<b>2,126,014</b>	

**Appendix A:  
Northwest ATP  
Draft ATIP**

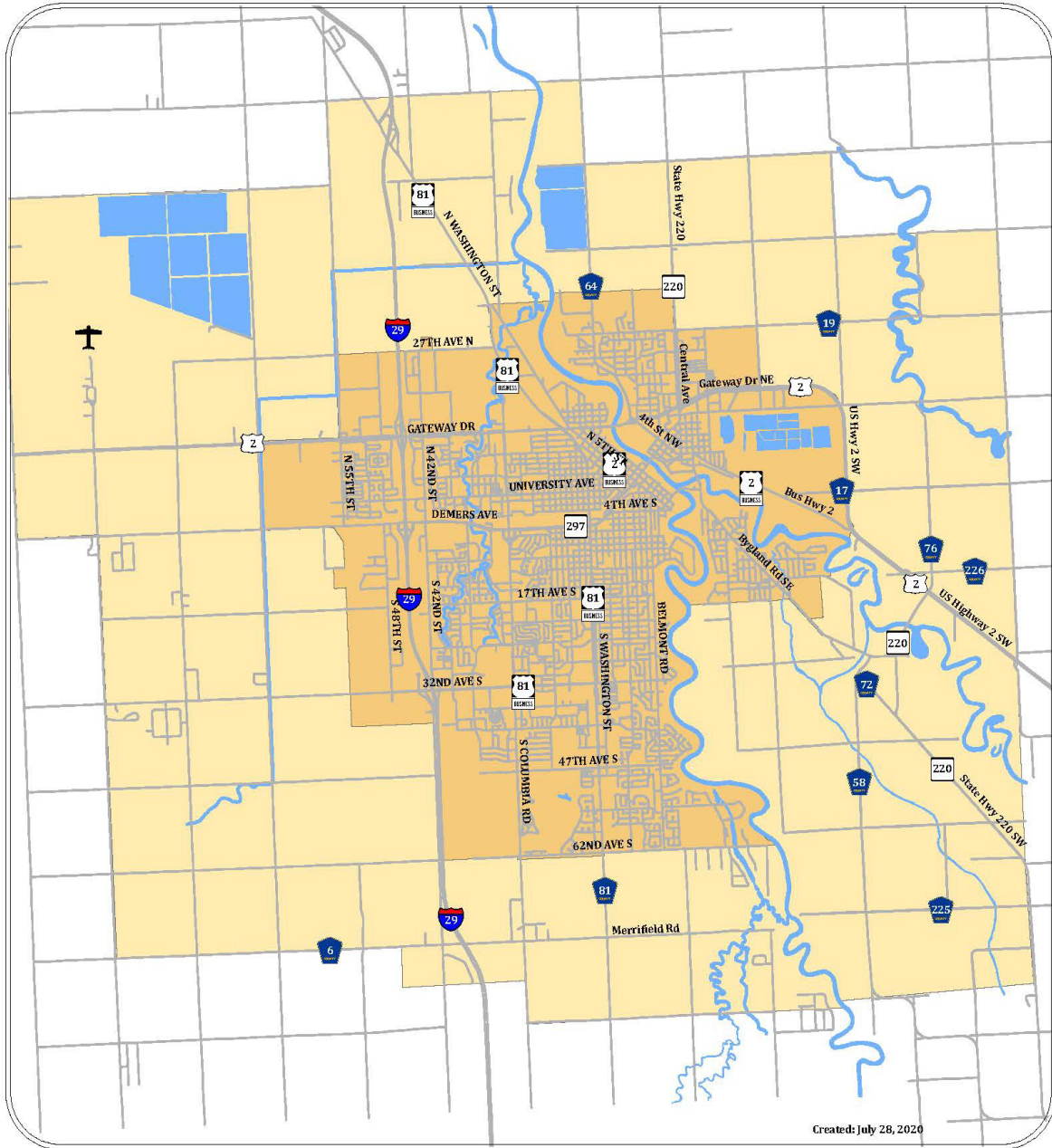
**DRAFT**  
 2023-2026 ATIP  
 LOCAL PROJECTS  
 ATP 2









	A	F	G	H	K	L	M	P	S	Y	AA	AE	AH	AI	AQ	AS	AY
9	Prime SP #	Rte_Sys	Projnum	#Year	Agency2	MPO	Description (TECHNICAL DESCRIPTION)	Length	Program	Secondary Work Type 1	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Dist C AC Payback	FTA	Other
13	60-00137	HIGHWAY MSAS 119	60-00137	2023	MNDOT	Grand Forks-E Grand Forks MPO	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 119, 2ND AVE NE, EAST GRAND FORKS, POLK COUNTY	0.0	SR-SAFETY RAIL	R.R X-ING IMPROVEMENTS	RRS	300,000	-	270,000	-	-	30,000
21	119-119-013	HIGHWAY MSAS 119, HIGHWAY MSAS 129	119-119-013	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	IN EAST GRAND FORKS, ON BYGLAND ROAD, MINOR ARTERIAL, MSAS 119 & ON RHINEHART DRIVE, MAJOR COLLECTOR, MSAS 129, CONSTRUCT ROUNDABOUT AT INTERSECTION (CAPPED \$860,000)	0.3	RC-RECONSTRUCTION	ROUNDABOUT	STBGP 5K-200K	1,493,000	860,000	-	-	-	633,000
25	TRF-0018-23A	TRANSIT	TRF-0018-23A	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	147,400	-	-	-	-	147,400
26	TRF-0018-23B	TRANSIT	TRF-0018-23B	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	569,170	-	-	-	123,600	445,570
57	TRF-0018-24A	TRANSIT	TRF-0018-24A	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	151,820	-	-	-	-	151,820
58	TRF-0018-24B	TRANSIT	TRF-0018-24B	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	586,240	-	-	-	127,310	458,930
59	TRS-0018-24C	TRANSIT	TRS-0018-24C	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	182,000	-	145,600	-	-	36,400
71	6001-68	HIGHWAY US 2B	6001-68	2024	MNDOT	Grand Forks-E Grand Forks MPO	**PRS**: US 2B, IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	0.2	TM-TRAFFIC MANAGEMENT	TRAFFIC SIGNAL REVISION	NHPP	1,200,000	632,000	-	-	-	410,000
93	TRF-0018-25A	TRANSIT	TRF-0018-25A	2025	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	156,380	-	-	-	-	156,380
94	TRF-0018-25B	TRANSIT	TRF-0018-25B	2025	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	603,830	-	-	-	131,130	472,700
111	TRF-0018-26A	TRANSIT	TRS-0018-26A	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT OPERATIONS	STP5K-200K	193,000.00	-	154,400	-	-	38,600
112	TRF-0018-26A	TRANSIT	TRF-0018-26A	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LOCAL NON-PAR	161,070.00	-	-	-	-	161,070
113	TRF-0018-26B	TRANSIT	TRF-0018-26B	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTAS307 (B9)	621,945.00	-	-	-	135,000	486,945
123	119-113-008	HIGHWAY MSAS 113	119-113-008	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	IN GRAND FORKS AND EAST GRAND FORKS, ON 1ST ST NE, MINOR ARTERIAL, MSAS 113, REHAB THE POINT BRIDGE #60506 OVER THE RED RIVER OF THE NORTH (CAPPED \$860,000) (FINAL DESCRIPTION TBD)	0.0	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	STBGP 5K-200K	1,150,000.00	860,000	-	-	-	290,000




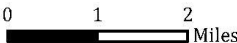
Appendix B:  
MPO Study Area Map

# Grand Forks- East Grand Forks Metropolitan Planning Organization Planning Area



 Adjusted Federal Aid Urbanized Area	 Interstate	 US Business Highway	 County Highway
 MPO Planning Area	 US Highway	 State Highway	 Water








FIGURE 1-1: FORKS MPO PLANNING BOUNDARIES



**MPO Staff Report**  
**Technical Advisory Committee:**  
April 13, 2022  
**MPO Executive Board:**  
April 20, 2022

**RECOMMENDED ACTION: Preliminary Approval the Draft 2050 Grand Forks Land Use Plan**

**TAC RECOMMENDED ACTION:**

Matter of Preliminary Approval of the Draft 2050 Grand Forks Land Use Plan.

**Background:**

SRF Engineering has been working with the City and MPO on updating the 2045 City Land Use plan to be updated to become the 2050 Plan. Each of the past monthly meetings, we have kept the TAC and Board informed of the activities; we did this primarily by highlighting the activity within the monthly work summary and stressing the website (<https://www.gf2050plan.com/>).

The Land Use Sub-Committee met for the last time on February 9<sup>th</sup>. The Committee reviewed a draft of the complete 2050 Grand Forks Land Use Plan. They had the opportunity to give comments at that time or by February 18<sup>th</sup>.

A public open house was held on March 8<sup>th</sup> in the Grand Forks City Council Chambers. A presentation was given with time for questions before and after the presentation. The public was asked to have comments on the Draft 2050 Land Use Plan by March 18<sup>th</sup>.

Comments from the Sub-Committee and the Public have been incorporated into this draft document.

This draft will go through a two-step adopting process by the City of Grand Forks. The scheduled final adoption by the City of Grand Forks is May 16<sup>th</sup>.

**Findings and Analysis**

- Staff recommends preliminary approval of 2050 Grand Forks Land Use Plan

**Support Materials:**

- Presentation
- Comment Response
- Final plan available on the website: <https://www.gf2050plan.com/>

# Grand Forks Land Use Plan



# Welcome to Your Plan

## What is the 2050 Land Use Plan?

- Blueprint for growth with a 30-year timeline
- Anticipates growth and responds to trends
- Guides development within the city and its extraterritorial area
- Expresses a vision for development type and character
- Encapsulates the city's economic development strategy
- Ties to the region's long-range transportation plan



# Public and Stakeholder Engagement

- Land Use Subcommittee
- Public Workshop
- Focus Groups
- Online Map Input
- Project Survey
- Pop-up Event at Potato Days



**GRAND FORKS**  
2050 LAND USE PLAN

**MAP IT!**

- Identify one or two areas with **issues or limitations** to positive growth/development. What is the challenge?
- Identify one or two areas that seem **conductive for growth/development**. What type of development are you picturing?

**INSTRUCTIONS**

- Add your ideas to the map by clicking on "Add Comments" to place icons using the menu bar below.
- Describe your comment in the text box that pops up.

Welcome Share 0

The screenshot shows a web-based map interface for the Grand Forks 2050 Land Use Plan. The map displays the city's layout with major roads and the Red River. Numerous yellow and green pins are scattered across the map, representing user input. The interface includes a search bar, zoom controls, and a 'Share' button.

# Contents

1. Livability Principles (core themes)
2. Goals and Objectives
3. Land Use
4. Activation Areas
5. Supportive Elements
6. Case Studies
7. Growth Plan
8. Implementation



# Livability Principles



Provide more transportation choices



Promote equitable, affordable housing



Enhance economic competitiveness



Support existing communities



Coordinate policies and leverage investment



Value communities and neighborhoods





# Future Land Use Categories

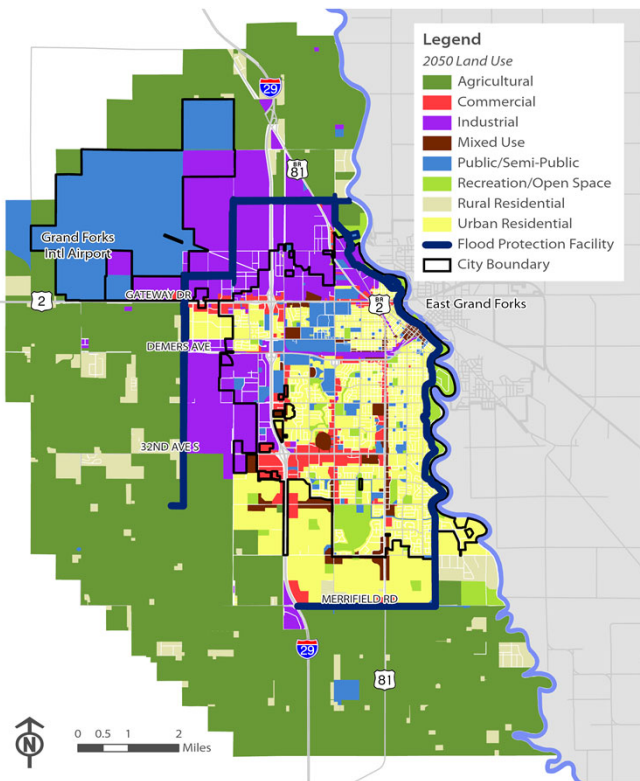
## Future Land Use Categories

- Agricultural
- Rural Residential
- Urban Residential
- Commercial
- Industrial
- Mixed Use
- Public/Semi-Public
- Recreation/Open Space

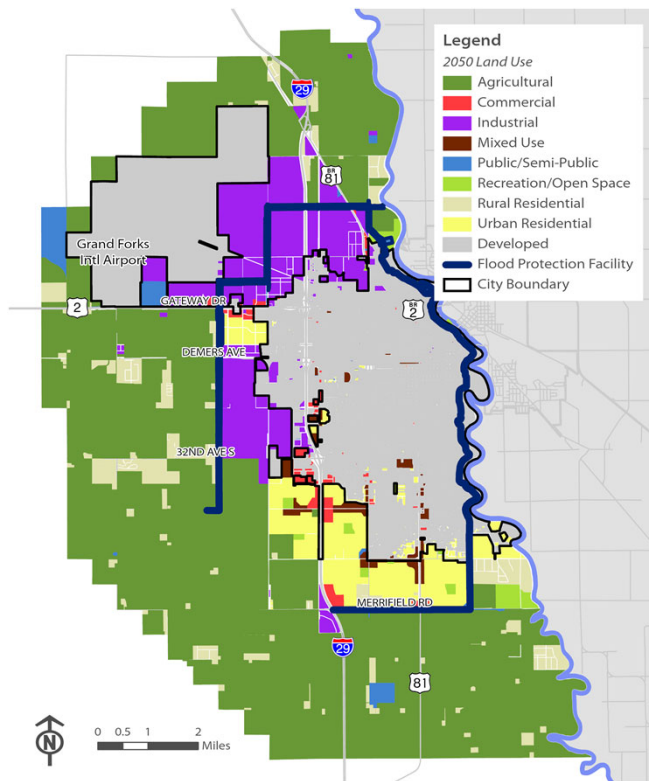


# Future Land Use Map

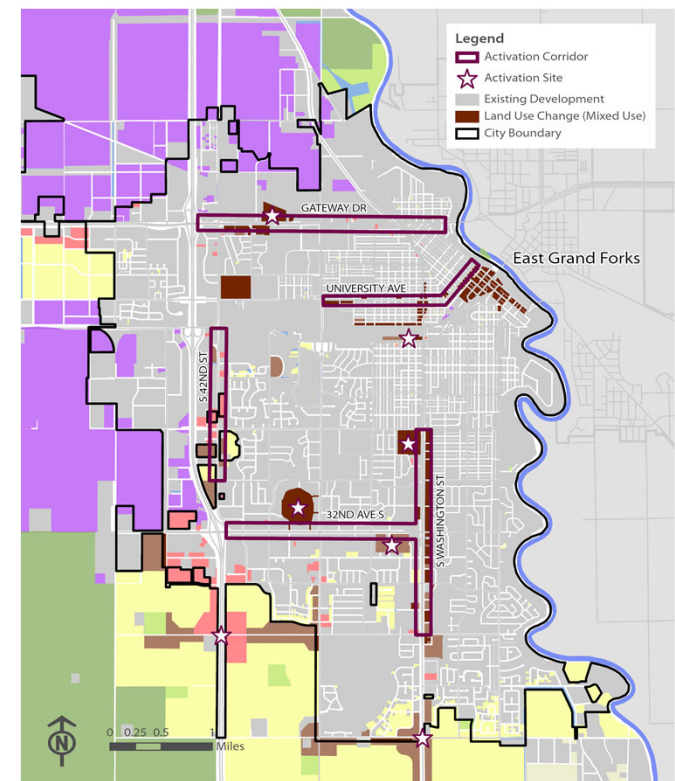
## All Areas (Primary Map)



## Undeveloped Areas Only

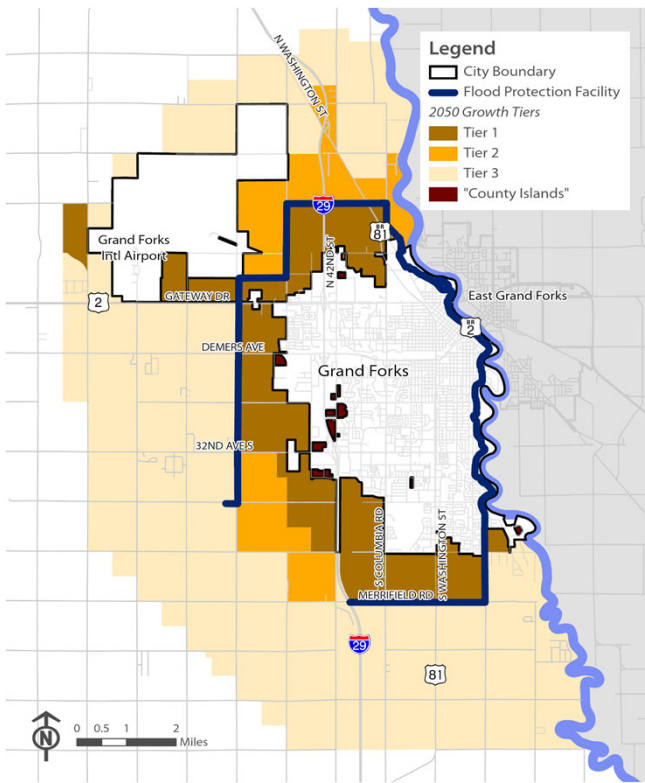


## LU Change (Activation Areas)

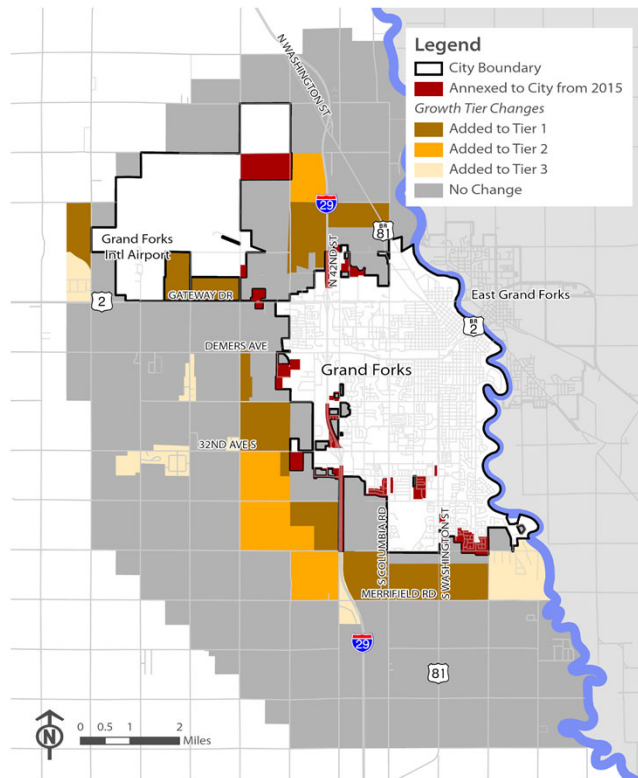


# Growth Tiers

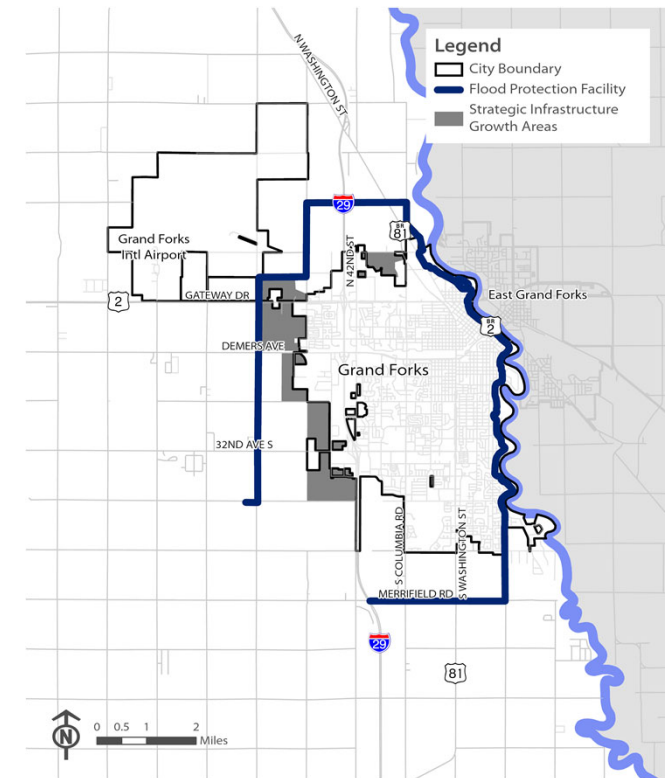
## 2050 Growth Tiers



## Growth Tier Changes



## SIG Areas

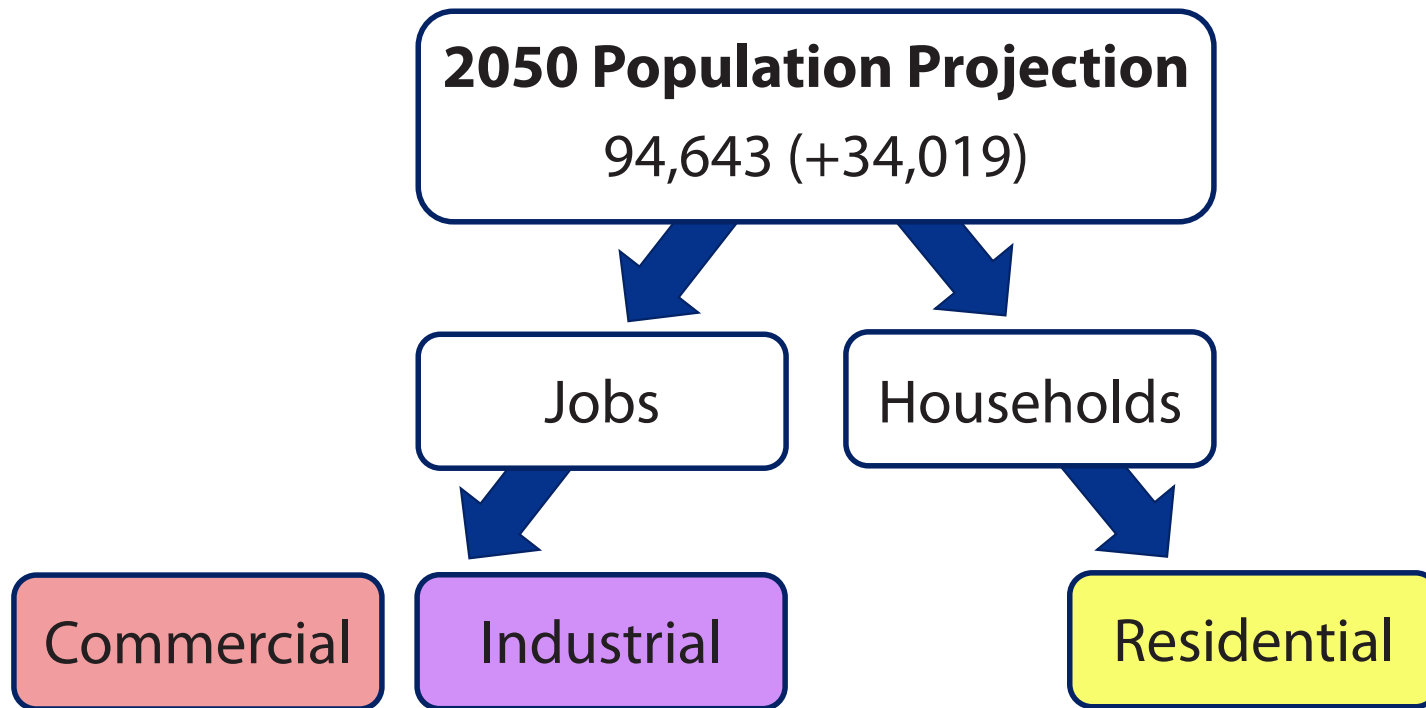


# Growth Tiers

- 1** PRIORITY GROWTH AREA 6,788 developable acres – sized to contain all projected growth through 2050
- 2** URBAN RESERVE 7,145 undeveloped acres – can accommodate additional growth if needed
- 3** RURAL RESERVE 26,963 undeveloped acres – reserved for rural and agricultural uses



# Growth Analysis



# 2045 | 2050 Plan Comparison

## \*Developable Acres

Land Use Category	2045 Plan		2050 Plan		
	All	Tier 1	All	Tier 1	Infill
Residential (Urban)	2,675	2,010	3,361	2,993	327
Residential (Suburban/Rural)	754	6	692	7	1
Commercial	520	512	476	286	189
Industrial	2,819	1,780	5,261	3,007	713
Mixed Use	1,304	1,034	498	303	195
Recreation/Open Space	51	5	228	126	3
Public/Semi-Public	47	40	205	65	48



# Activation Areas

## Corridors

- Gateway Drive
- University Avenue
- S 42<sup>nd</sup> Street
- 32<sup>nd</sup> Avenue S
- S Washington Street

### Community Voices



In addition to University Avenue, survey respondents identified Dyke Avenue, a parallel corridor, as a revitalization opportunity. Multiple commenters expressed the need for supportive commercial in this area, including restaurants or cafes within walking distance of the UND medical center. Other comments noted that Dyke Avenue and other parallel corridors could provide supplemental bicycle and pedestrian facilities.



*Dyke Avenue looking west toward UND. Aging properties and vacant space show this area's revitalization potential. (Image source: Google Earth)*



# Goals and Objectives

## Topical Areas (Supportive Elements)

1. Housing
2. Transportation
3. Public Health
4. Economic Development
5. General Development



### Public Health

**Goal 1.** Consider public health as an integral aspect of land use planning and development.

- Objective A Support the expansion of physical and behavioral health facilities as components of a healthy community.
- Objective B Ensure that all residents have access to healthy and fresh food, medical services, educational facilities, and opportunities for physical exercise outside of the home.
- Objective C Through flexibility in land use controls, support the adaptation of live and work patterns to the impact of infectious disease that results in a locally declared emergency.

**Safety related to the transportation system** is a key issue in Grand Forks that can be considered as an element of public health. Since Goal 1 above refers to public health in connection with the built environment, transportation safety and prevention is addressed from a policy perspective within the Grand Forks-East Grand Forks Metropolitan Transportation Plan.

Objective 1.C. above refers to **infectious disease that results in a locally declared emergency**. The COVID-19 pandemic was a recent example.



Image source: Google Earth





# Case Studies

## Fringe Development

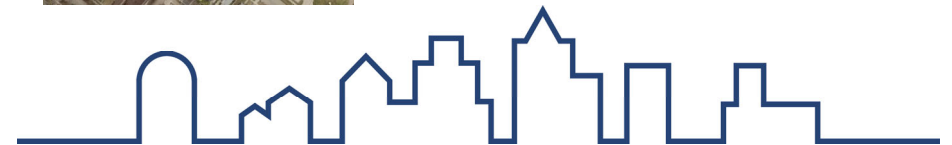


- Prairiewood Estates (4 Phases)
- Total Development Cost: \$8.3 million
- Annual property tax revenue: \$693,366
- Revenue per acre: \$17,455

## Infill



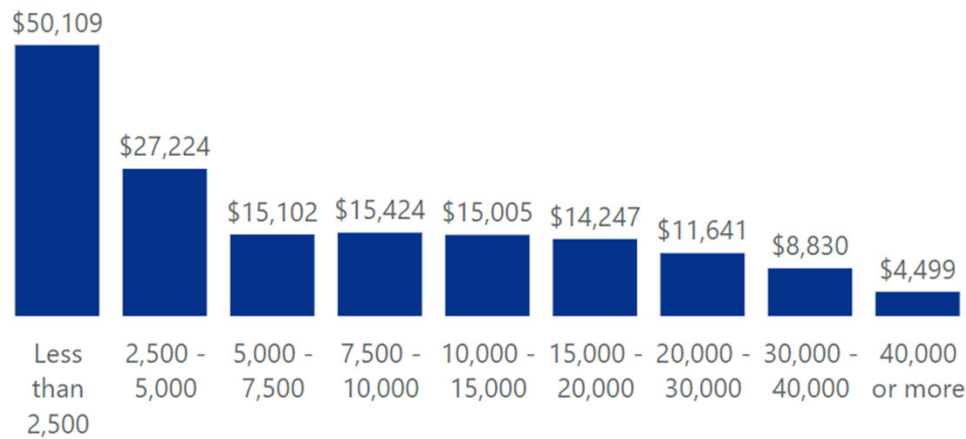
- Blackmore Flats
  - \$27,720 per acre
- Lumber Exchange
  - \$35,200 per acre



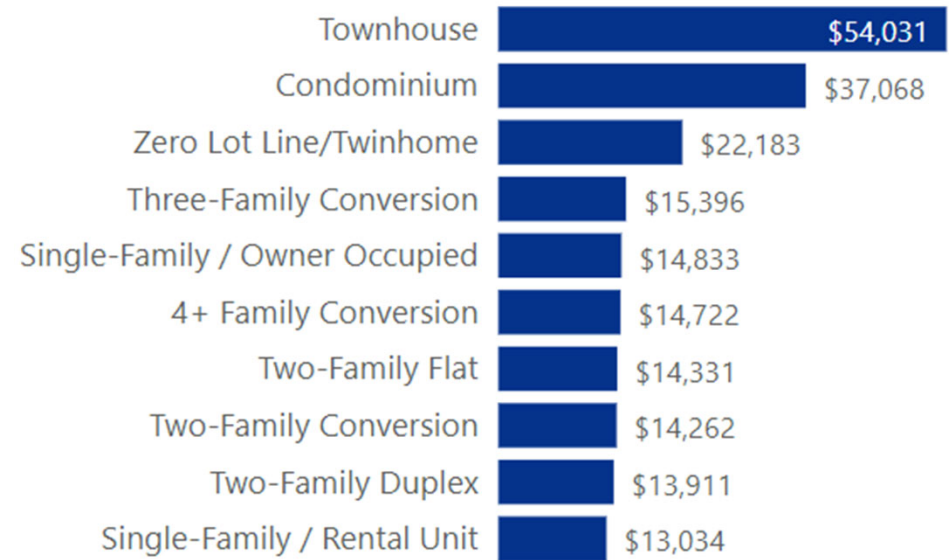
# Case Studies – Residential

## Tax Value per Acre

### By Lot Size

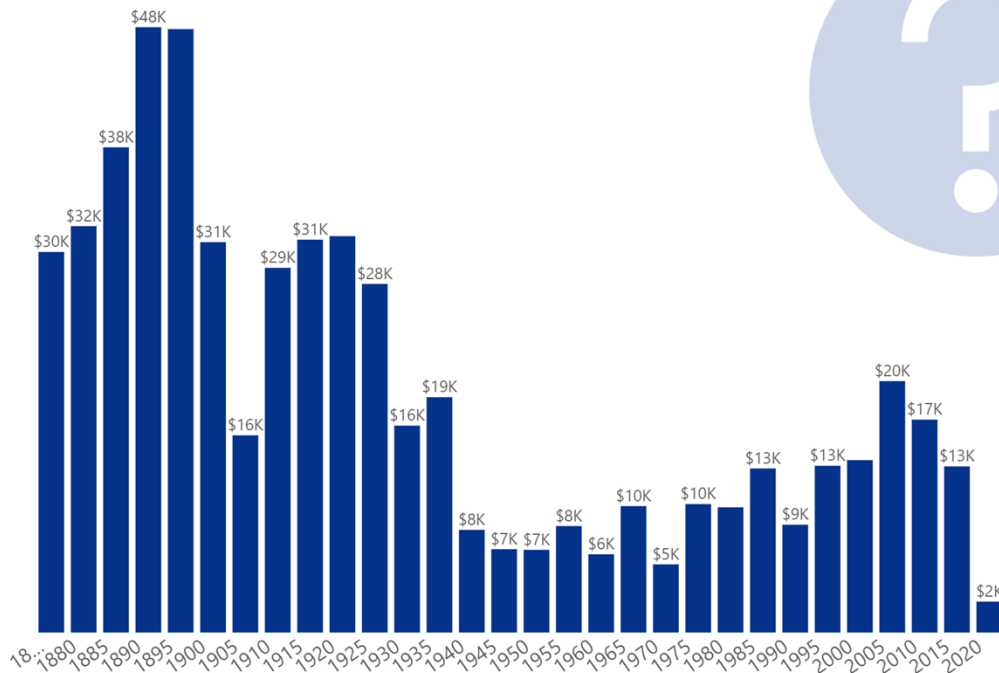


### By Housing Type



# Case Studies – Commercial

Tax Value by Year Built



- Why does older real estate perform so well?
- How did planning change in the mid-to-late 1900s?
- How should this inform future development?



# Next Steps

P&Z Commission	City Council	MPO TAC	MPO Exec. Policy Board
April 6	April 18	April 13	April 20
May 4	May 16	May 11	May 18

## Scott Harmstead

- Phone: 701-354-2405
- Email: [sharmstead@srfconsulting.com](mailto:sharmstead@srfconsulting.com)

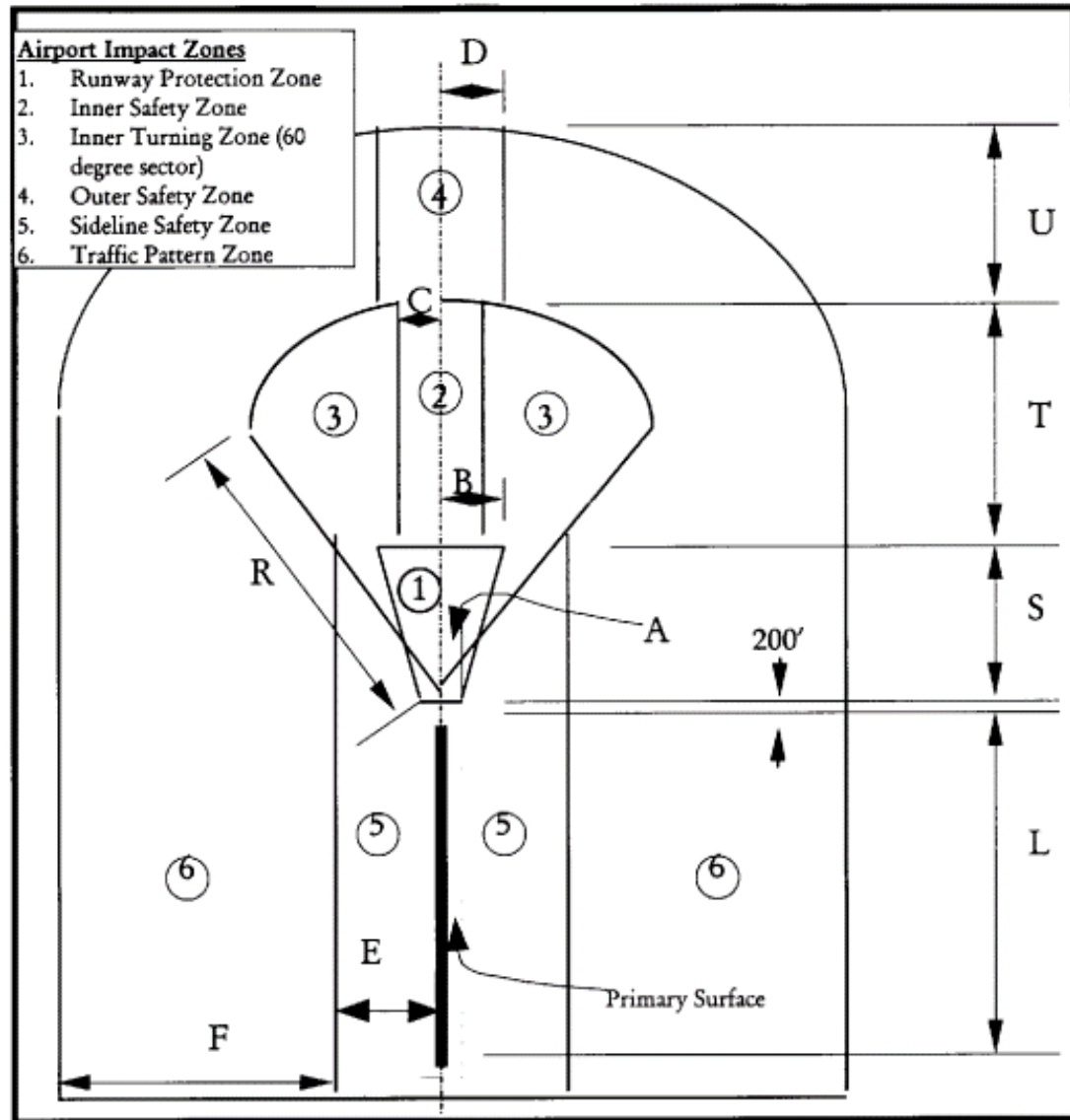


Page	Section	Commenter	Comment	SRF Response
59	Airport Jurisdiction	Earl Haugen	thanks yet think some mislabeled; is parcel ownship needed?	Adjusted township labels. Removed parcel ownership layer
76	Case Studies Summary	Earl Haugen	thanks for making some updates. the writing that after 13 years pays for itself is ingenuous. Don't make as strong a statement about the infill were it maybe pays more than itself from year one. Not sure it really added too much value.	Removed this statement. Several people noted.
78	2000-2020 Population Change	Earl Haugen		Added figure and narrative text to beginning of Chapter 7 to provide context for the population adjustment/forecast
83-88	Land Capacity Analysis (Tables 7-11)	Earl Haugen	you probably mean net acres excluding street right of way, etc. If Tier I is meant to fill the needs of all developemnt out to 2050 than why would there be undeveloped acres? Almost 3,000 acres difference for Tier i between tables - seems like something isn't addin up	Clarified Table 8 provides gross acres (total developed and undeveloped land) and Tables 9-14 provide gross avialable acres (total undeveloped land). Net acreages with gross area reduction are only calculated in the growth capacity analysys spreadsheet.
31	Future Land Use and Developed Areas	Earl Haugen	Fig 5 ignores redevelopment and/or activations sites and corridors. So how does this plan drive making these activated? Much more growth could be contained within existing service areas? How does this achieve livability/ladders of opprtunity?	Figure 5 shows gross undeveloped acres (see above response). More growth can occur through redevelopment, but we do not want to give the impression that everywhere we show mixed use will automatically be redeveloped. However, I've added a table with redevelopment potential to Chapter 7.
88	Planning for the Interim - 2030	Earl Haugen	again, assumes no redevelopemnt/activation corridors and corridors. How do we achieve this when the plan is indicating greenfield is the way?	Chapter 4 (Activation Areas) and Chapter 6 (Case Studies) support infill development. Added Table 15 and discussion, which quantifies redevelopment impact.
86	Employment capacity (tier 2)	Earl Haugen	my comment was the employment growth as being way too high yet I am reading you comment that it meets the capacity for growth projections. I am probably mroe confused now; help me	Updates to Chapter 7 and tech memo. Projected household and employment growth match up pretty well with capacity of Tier 1. Overall industrial capacity exceeds employment projections, but we discussed erring on the side of oversupplying industrial land to provide locational flexibility for firms and promote GF economic development goals (grow the primary sector).
86	Employment capacity (tier 2)	Earl Haugen	Also, how much of land along US 2, particularly northside is really available for development? car salvage, etc.	No change.
102	Airport-Land Use Compatiblity/Implementation, Action Item GD5	Earl Haugen	this figure does reflect horizontal and concical restrictions; so appreciate updating to partner status yet is much more reliance on city for regulation. Not just City Code Chapter XVIII but also Chapter XX	??
87	Growth Analysis	David Sweeney	acreage comparison - 2045 vs 2050	added table and discussion to the plan that we shared with steering committee
91	Implementation	Scott Harmstead	Remove "What are the Barriers to Implementation?"	accepted
93	Implementation	Stephanie Halford	H4 - Change timeline to ongoing. Change lead department to Planning. Change supporting department to Community Development	accepted
93	Implementation	Stephanie Halford	H5 - Change supporting department to Planning	accepted

Page	Section	Commenter	Comment	SRF Response
94	Implementation	Stephanie Halford	T2 - Add Planning to supportive departments	accepted
96	Implementation	Stephanie Halford	T6 - Should engineering be the lead department?	Recommend keeping planning as the lead department with engineering as the supportive department for ROW planning. Left as is.
97	Implementation	Stephanie Halford	LP1 - Should engineering be the lead department?	Recommend keeping planning as the lead department in evaluating developments based on access to park and trail amenities. Left as is.
97	Implementation	Stephanie Halford	LP2 - change supportive departments to Engineering and Health Department	accepted
99	Implementation	Stephanie Halford	ED2 - change supportive department to Community Development	accepted
101	Implementation	Stephanie Halford	GD2 - change supportive department to Park District and School District	accepted
101	Implementation	Stephanie Halford	GD3 - change supportive department to engineering	accepted
102	Implementation	Stephanie Halford	GD4 - add Cities Area Transit (CAT) to supportive department	accepted
102	Implementation	Stephanie Halford	GD5 - Its been mentioned we should switch these. But since its our code and especially our chapter of code maybe this should be worded instead?	switched airport authority to lead agency; planning supportive
103	Implementation	Stephanie Halford	GD6 - What are your thoughts on this one? This goes along with the scorecard	Can provide a separate table that could be used in application review to input various infrastructure costs and expected revenue. <b>Left as is</b>
103	Implementation	Stephanie Halford	GD7 - Add Community Development to supportive department	accepted
104	Implementation	Stephanie Halford	GD8 - change supporting departments to County and Townships	accepted
104	Implementation	Stephanie Halford	GD9 - Thoughts on this one?	changed timeline to ongoing; left rest as is
105	Implementation	Stephanie Halford	GD10 - change supporting depts to County and Townships	accepted
105	Implementation	Stephanie Halford	GD11 - change supporting dept to Community Development	accepted
106	Implementation	Stephanie Halford	GD13 - thoughts on this one?	left as is
108	Implementation	Stephanie Halford	GD16 - add Engineering, School District, and Community Development to supportive depts	accepted
108	Implementation	Stephanie Halford	GD 17 - andd Park District to supportive depts	accepted
Various	Case studies		dollar amounts - added year for dollar amounts provided. Assumed that costs were reported for year of expenditure (various). All tax revenues from 2021	added notes to tables throughout
Various	Road Labels		Update road labels on all maps. Merrifield Rd, 47th Ave S, 64th Ave S	
	Airport Land Use Compatibility Zones	Dave Kuharenko/various	Include map/table in the LUP	Relocated map and table from the community profile. Removed acreage/density ranges from the table. It seems like there needs to be more discussion here (limiting density to 1 DU/40 does not seem practical or appropriate). Revised the table the focus on compatible/incompatible land use types.

Page	Section	Commenter	Comment	SRF Response
	Airport Impact Areas	Dave Kuharenko	Review airport compatibility zones A-D against airport impact zones 1-6 provided by FAA	The airport impact zones are a recommended tool for small airports that don't have sufficient flight volumes to generate reliable noise exposure contours (less than 700 jets or 90,000 propeller operations/year). GFK is larger than this. FAA recommends a noise exposure study and ANOZ for larger airports. The Airport Land Use Compatibility Plan shows noise exposure contours for 2006 and projected contours for 2025. It might be useful to update these projections based on current flight patterns and the airport expansion. The LUP does not discuss the FAA's airport impact zones, since the ANOZ is more appropriate for GFK.

### Airport Impact Zones





**MPO Staff Report**  
**Technical Advisory Committee:**  
April 13, 2022  
**MPO Executive Board:**  
April 20, 2022

**RECOMMENDED ACTION: Recommend the approval of the Administrative Modification to the FY2022-2025 MN side TIP to the Executive Board,**

**TAC RECOMMENDED ACTION:**

Matter of the Administrative Modification to the FY2022-2025 MN side TIP.

**Background:**

After the MPO adopts a four-year TIP, administrative modifications may need to be processed when a project has minor revisions, which can be made by the Forks MPO staff after proper notification and verification that the changes fall into this category.

MnDOT recently put out an RFP for Bus Purchases for the State of Minnesota. With the rising costs the new contract has higher cost than what was previously estimated in the MPO FY2022-2025 TIP. Now that the new contract is finalized MnDOT has put out notification of the change in cost and Federal Funding Source for the Class 400 low floor bus that the City of East Grand Forks was to purchase in 2022.

MPO staff has reviewed the cost difference to be 11%. This difference is less than the 25% or greater that is needed for a TIP Amendment. The change in Federal funding source also does not rise this change to the level of a TIP Amendment.

**Findings and Analysis**

- Cost increase is less than 25%.
- No Federal funding to Non-Federal funding source change is occurring.
- Staff recommends approval of administrative modifications.

**Support Materials:**

- MnDOT notification and information sheet.
- MPO FY2022 administrative modification.



## 2022 Vehicle Project Information - Important Actions are needed soon.

---

From: Vegar, Voni (DOT) (voni.vegar@state.mn.us)  
To: nellis@ci.east-grand-forks.mn.us  
Cc: teri.kouba@theforksmmpo.org; noel.shughart@state.mn.us  
Date: Tuesday, April 5, 2022, 04:41 PM CDT

---

Nancy,

The Minnesota Department of Transportation (MnDOT) has approved the funding specified on the attached project award letter for the 2022 Replacement Vehicle for the City of East Grand Forks.

This project award will require either a STIP amendment or modification due to the increase cost and funding source change of what is currently in the 22-25 STIP. **It is important due to timing of this process that you work with your MPO immediately to get the process started.**

Currently in the 22-25 STIP **SP# TRS-0018-22A** will be removed and replaced with **TRF-0018-22E** with an increase in project cost and funding source change to Sect 5339, as indicated on your project notification letter : Sect 5339: \$188,000 State:\$9,400 Local Share:\$18,800, project description will remain the same.

These STIP amendments/modifications must be done prior to the FTA approval of the transfer of Sect 5339 funds.

I have attached a draft copy of a newly developed guidance document which should help you move forward with your grant application and obligation of the funds that have been allocated to your agency.

Lastly, as indicated in the guidance, you will be required to attach a copy of the letter from MnDOT to the FTA regarding the Sub-allocation of the funds, a copy will be forth coming for your use.

Please carefully review all of the attached documents and contact me if you have any questions or concerns about the information provided in this e-mail.

-

I will be happy to assist you in your efforts to move these projects forward.

Thank You!!!

## Voni Vegar

Small Urban Transit Grant Manager

Office of Transit and Active Transportation

### Minnesota Department of Transportation

1123 Mesaba Avenue

Duluth, MN 55811

O: 218.725.2841

<http://www.dot.state.mn.us/transit/>



Draft Small Urban Guidance for the Obligation of FTA Section 5339 Funds 12-16-19.docx  
21.3kB



Project Notification - 2022 City of East Grand Forks Class 400 Vehicle with Pricing Increase.pdf  
168.8kB

4/4/2022

## NOTICE OF PROJECTS SELECTED FOR FUNDING

This organization has been selected to receive funding from the MnDOT Office of Transit and Active Transportation for the following projects:

Organization: City of East Grand Forks  
Nancy Ellis  
600 DeMers Avenue  
East Grand Forks, MN  
56721-1840

BlackCAT ID	Detailed Project Description	Project Year	State Project Number	Total Budget	Federal Funds	State Share	Local Share
BCG0004431	One Class 400 Gas Low-Floor Bus	2022	TRF-0018-22E	\$188,000	\$159,800	\$9,400	\$18,800

Federal Funds Source: Section 5339- Bus and Bus Facilities Formula Funds

Funding Notes: Project Cost increase due to Increase Vehicle Prices; Revised Federal Funding Source, Revised Federal and State Funding Shares

<b>Organization Totals</b>		<b>\$188,000</b>	<b>\$159,800</b>	<b>\$9,400</b>	<b>\$18,800</b>
----------------------------	--	------------------	------------------	----------------	-----------------

The funding for the projects listed above are based upon estimates made at the time of project selection, and may be subject to changes prior to executing the grant agreement associated with the project funding. Minor changes in project description or funding amounts will be noted in the grant agreement. If you have questions about the information provided, please contact your MnDOT Project Manager.

***\*Funding Information for Small Urban Organizations:***

**STBGP Funds**

*Request to transfer STBGP funds must be submitted to MnDOT Office of Transportation System Management (OTSM) as soon as possible. STP funds are only available until June 30th of each year and funds that are not transferred from FHWA to FTA will be lost.*

**Section 5339 Funds**

*Section 5339 Funds: MnDOT will submit a letter to the FTA to suballocation funds for these projects and you will receive a copy of that letter to attach to your grant application.*

**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)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022	2023	2024	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
East Grand Forks #MN1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (Costs for fixed-route service are estimates).  TRF-0018-22B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000 <b>The Federal and Local revenues may be replaced by CARES</b> Estimated fare is \$4,500 <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	552.59				
	Fixed-Route Transit Service	Entitlement		552.59	120.00	0.00	342.47	85.62	CONSTR.	NA				
				FTA 5307					TOTAL	552.59				
East Grand Forks #MN2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-22A	REMARKS: Contract demand response service Estimated fare is \$15,900 <b>The Local revenues may be replaced by CARES</b> <b>Other is MN Transit Formula Funds</b>										
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	143.10				
	Paratransit Service for Disabled Persons	Entitlement		143.10	0.00	0.00	108.12	19.08	CONSTR.	NA				
				State Transit Funds					TOTAL	143.10				
East Grand Forks #MN3	East Grand Forks	NA	Purchase Class 400 replacement vehicle for Demand Response  TRF-0018-22E TRS-0018-22TA	REMARKS <b>FTA 5339- Bus and Bus Facilities Formula Funds will be used instead of FHWA STPBG</b>										
	East Grand Forks	Capital		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0				
	Paratransit Service for Disabled Persons	Entitlement		188,000	159,800		9,400	18,800	CONSTR.	188,000				
				FHWA STPBG Program flexed					TOTAL	188,000				



**MPO Staff Report**  
**Technical Advisory Committee:**  
April 13, 2022  
**MPO Executive Board:**  
April 20, 2022

**RECOMMENDED ACTION: Informational**

**TAC RECOMMENDED ACTION:**

Matter of Informational Update of the Transit Development Plan.

**Background:**

The Transit Development Plan (TDP) update will analyze a wide range of service, route evaluation, capital, and financial alternatives. The consultant shall evaluate the existing transit systems in place, gauge opportunities for improved transit coordination in the region, identify the most efficient approach to meet the needs of the public, and carefully consider where transit resources should be devoted over the planning period. The final product will guide the provision of services over the next 10-year period within the financial revenues projected and include an implementation plan to accomplish TDP recommendations.

In October, the plan had its first public input opportunity. Kimley-Horn (the consultant) along with their sub-consultant were out at UND, Northland, the Transit Metro Center, and on buses getting riders thoughts on the transit service for Grand Forks and East Grand Forks. This was also done with an online survey and comment map. There was also a survey sent to decision makers to get what they are hearing and thinking about transit. The Operators were also given a chance to let us know what they are seeing and hearing.

Beyond the input the Kimely-Horn team has been working to analyze data from CAT and looked at peer transit agencies for comparison. A base financial analysis was done as a foundation to estimate future costs and revenue.

These efforts were used to find efficiencies, in coming up with goal ideas, improving services, and future capital needs. Before presenting a draft of service ideas and capital improvements needed in the future, we are presenting the public an opportunity to look at the complete list of ideas. Then give us their likes, dislikes, changes, or improvements to be included in the draft document.

A meeting will be held on April 14<sup>th</sup> at East Grand Forks City Hall Training Room from 5pm to 6pm. This meeting will be recorded for viewing later if people wish. At this meeting new ideas for the future of Cities Area Transit service will be presented for questions. Another meeting will be held on April 22<sup>nd</sup> for people to return and give their input on what they like, dislike, would change, or add to the ideas from the previous meeting.

**Findings and Analysis**

- Informational.

**Support Materials:**

- Presentation



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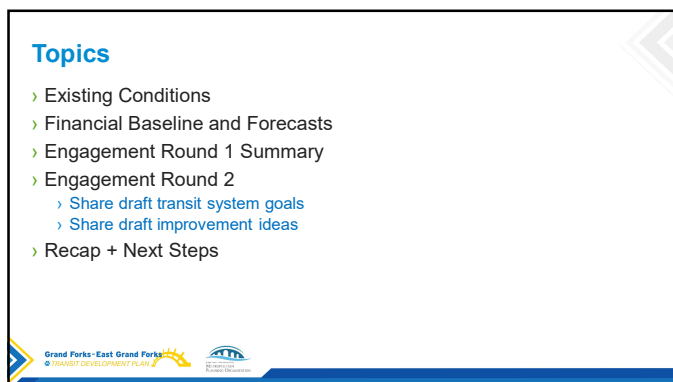
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### Existing Conditions Analysis Content

- › CAT System Overview and Performance Indicators
- › Peer Agency Comparison
- › Route Analysis
- › Transit Asset Management
- › Transit Hub Analysis
- › Existing Plan Integration
- › Demographics and Transit Propensity
- › Transit Funding Baseline Analysis



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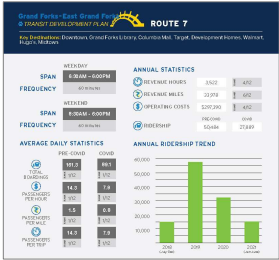
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### System Performance Takeaways

- › Fixed Route Performance
  - › Between 2013 and 2019, ridership decreased 38%.
  - › Decreases in ridership during the pandemic mirror national trends.
- › Route rankings
  - › **Ranked #1** – Route 7 is the highest ridership route.
  - › **Ranked #2** – Route 5 is another very high ridership route.
  - › **Ranked #3** – Route 3 has the most service of any route in the system



SPAN	ANNUAL STATISTICS
SPAN: 6:00AM - 6:00PM	REVENUE HOURS: 3,822
FREQUENCY: 15MIN	REVENUE MILES: 23,974
ATTEND: 1	OPERATING COSTS: 1,452
SPAN: 6:00AM - 6:00PM	REVENUE: 496
FREQUENCY: 15MIN	Costs: 23,89

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### System Performance Takeaways

- › Demand Response Performance
  - › From 2013 to 2019, there was a 24% increase in CAT demand response ridership, compared to less than 9% nationally.
  - › Ridership decreased by 42% from 2019 to 2020 due to impacts from the COVID-19 pandemic.

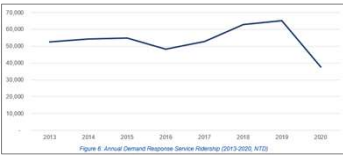


Figure 6: Annual Demand Response Service Ridership (2013-2020, ATR)

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### Financial Baseline

- › Evaluated CAT's city, state, and federal funding sources and CAT's expense profiles for labor, operations & maintenance, and capital costs.
- › CAT is successfully balancing expenses and costs with revenue.
- › The fixed route system costs \$2.5 million to operate and demand response costs \$450,000 annually.
- › Remaining CARES and ARPA stimulus funding and forthcoming IJJA funding will factor in to the TDP financial forecasts.



16

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### Financial Baseline – CAT System Revenue Profile

East Grand Forks			
	Revenue	% City	% of System
Local	\$119,000	15%	3%
State	\$502,000	62%	12%
Federal	\$191,000	24%	4%
<b>Subtotal</b>	<b>\$812,000</b>		<b>19%</b>

Grand Forks			
	Revenue	% City	% of System
Local	\$1,428,000	41%	33%
State	\$249,000	7%	6%
Federal	\$1,770,000	51%	42%
<b>Subtotal</b>	<b>\$3,445,000</b>		<b>81%</b>
<b>Total</b>	<b>\$4,257,000</b>		<b>100%</b>

Note: State funding for East Grand Forks includes MN State Transit Formal Funds.



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### Financial Baseline – CAT System Expense Profile

Fixed Route			
Account*	Cost Center	Total	
400,401, 402	Labor	\$1,785,326	
410, 415, 420-460	O & M	\$728,056	
		<b>\$2,513,056</b>	Subtotal – Operations
700	Capital	\$1,053,650	Subtotal – Capital

Demand Response			
Account*	Item	Total	
400-402	Labor	\$292,206	
410, 415, 430-460	O & M	\$169,326	
		<b>\$461,532</b>	Subtotal – Operations
700	Capital	\$179,683	Subtotal – Capital
		<b>\$641,215</b>	Total – Dial-a-Ride
		<b>\$4,208,247</b>	<b>Total</b>

\* Grand Forks Budget Performance Reports (2018-2021).



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### Financial Forecast Input Assumptions

- › Federal
  - › Section 5307 apportionments under Bipartisan Infrastructure Law (BIL) projected to grow by about 5%
  - › Propose using 4% for the project financial forecasts to be applied across the life of the 10-year project
- › State
  - › MnDOT
    - › ~2% growth over the past five years
    - › Propose using 3% growth based on impacts of BIL and state revenue projections
  - › NDDOT
    - › ~1.4% growth over the past five years
    - › Propose using a 1.5% growth rate based on some increase from BIL
- › Local
  - › Propose a 2% growth rate for both Grand Forks and East Grand Forks to provide local match for increased federal funds
  - › Local growth rate may need to be higher if there are gaps in local match needs



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### Round 1 Engagement

**Purpose:** Gather feedback from the public and stakeholders on their experiences using Cities Area Transit and what is/is not working well currently

<b>Public Survey</b> 208 responses	<b>Interactive Map</b> 16 comments
<b>Decision-maker Survey</b> 7 responses	<b>Focus Group Discussions</b> 3 meetings; 17 participants total
<b>Operator Survey</b> 2 responses	



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### Opportunities for Improvement

- › Need more shelters to protect from cold/wind
- › Improvements needed to CAT prowler app
- › Need service at the Industrial Park
- › EGF bus system is confusing/hard to find the bus stops
- › Align bus schedules with class and work start times
- › Need better transit information (e.g., easy to read maps, education on how to ride bus)
- › Have service on Sundays (for church/groceries) and more service on weeknights and weekends (e.g. UND doesn't have weekend service)
- › Have buses come more often, reduce travel times
- › Have more direct routes



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### Decision-maker Survey

Based on what you have heard from those you represent and your opinion, what are the **strengths** of the current Grand Forks - East Grand Forks transit system?

- › Availability of service – relatively widespread service
- › Bus drivers are nice, courteous, and professional
- › Buses are nice
- › Timeliness
- › Buses eventually get you where you need to go
- › Ability to expand service



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Based on what you have heard from those you represent and your opinion, what **improvements** can be made to the Grand Forks - East Grand Forks transit system?

- › Later hours of operation
- › Need for micro transit or on-demand service
- › Need for better travel times and increased frequency
- › Improvements shelters
- › Need for service/more service to important destinations (e.g., Industrial Park)
- › More stops needed by schools



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### Focus Group Discussions

- › Three meetings; 17 participants total
  - › Community Organizations
  - › Riders
  - › Businesses
- › Common feedback:
  - › Service needed to Industrial Park and shopping destinations
  - › Fares are reasonable
  - › Need to align service with school and work start/end times
  - › Need for later services hours
  - › Drivers are friendly and buses are clean
  - › Increase route frequencies
  - › Upgrade/better advertise CAT Prowler app



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### Business Community Survey

- › Designed after feedback from business focus group
- › Survey shared broadly with businesses between mid February and mid March
- › Received 50 responses from 24 businesses
  - › 40% were small businesses (less than 25 employees), 36% were large employers (251 or more employees)

Business Name	
Altru Health System	LM Wind Power
American Crystal Sugar	MMW Hospitality, DBA Ground Round Grill
Bonzer's on Fourth, Inc. Budget Auto and RV Inc.	Northstar Insulation, Inc. Odra
Cirrus Aircraft	Probitas Promotions
Dakota Supply Group	Ramada Inn
Forks Freightliner	Retrax Holdings, LLC
Gerrells Sports Center	River Cinema
Grand Forks Clinic	RJ Zavoral & Sons, Inc.
Hood Packaging	Schroeder Middle School
JR Simplot	Spectra Health
Knights Inn	Technology Applications Group



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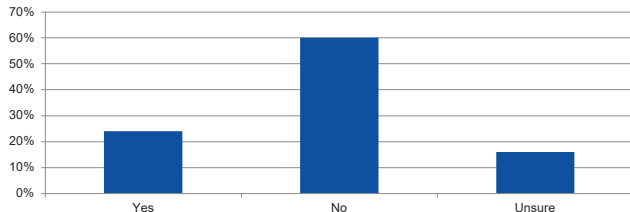
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### Does your company have easy access to transit?



Response	Percentage
Yes	25%
No	60%
Unsure	15%



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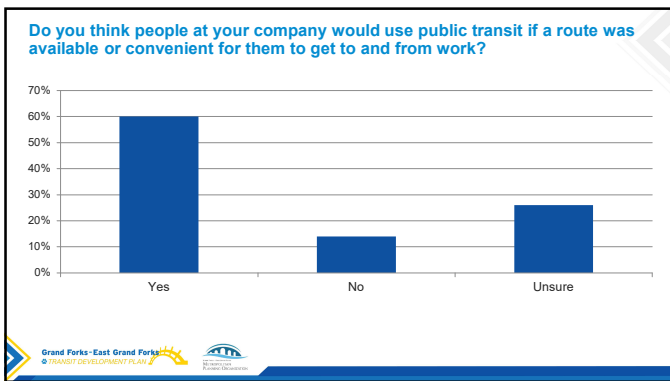
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**Next Steps for Engagement Round 1 Feedback**

- › Based on initial feedback, we have developed service improvement ideas
  - › Route changes (improve efficiency or ease of access)
  - › Service span changes (different route hours of operation)
  - › Service type changes (incorporation of microtransit options)

Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

32

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### Engagement Phase 2

- › Broad outreach
  - › Public open house – Week of April 11 (hybrid & recorded)
  - › Pop-ups - Week of April 11 (in-person)
- › Targeted outreach
  - › Businesses and community organizations
  - › Focus groups—Week of April 18
- › Tools
  - › Website update
  - › Interactive map
  - › Draft Improvements Handout
  - › Display Boards
  - › Public survey or prioritization activity
- › Communications
  - › Email Update
  - › Social Media
  - › Newspaper Ad



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### Draft Cities Area Transit Goals

-  **Community Connectivity**  
Connect people to important community destinations by transit.
-  **Accessibility**  
Provide transit service that is accessible to all riders.
-  **Multimodal Connectivity**  
Connect transit service to active transportation infrastructure.
-  **Environmental Sustainability & Resiliency**  
Invest in fleet and infrastructure improvements that promote environmental sustainability and resiliency.
-  **Service Quality**  
Provide high-quality transit service that attracts and retains riders.
-  **Equity**  
Advance equity through transit access.
-  **Fiscal Sustainability & Efficient System Management.**  
Operate a safe, efficient, and fiscally-sustainable transit system.



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Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

## Draft Service Ideas

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### Service Improvements Ideas Overview

- › Service type changes (incorporation of microtransit options)
- › Route changes (improve efficiency or ease of access)
- › Service changes (different route hours of operation or frequency)

Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

37

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### Microtransit Overview

**What is microtransit?**  
Microtransit is on-demand shared transportation that utilizes technology to operate efficiently and effectively. Rides can be requested on-demand or in advance for pick-up and drop-off at certain locations within a defined zone.

**What are the benefits of microtransit?**

- Flexible:** schedule rides where you need, when you need
- Convenient:** schedule ahead or in real time. Book via app, online, or over the phone
- Efficient:** rides with similar routes or destinations are matched to minimize wait and travel time
- Connections:** connect to destinations within the on-demand transit zone

How does microtransit work?

REQUEST BY APP/PHONE/WEB → DYNAMIC ROUTING → RIDER PICKUP → EFFICIENT SHARING → SEAMLESS DROPOFFS

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### Service Ideas Grand Forks

- › Consolidate Routes 1 and 5, run five times per hour
- › Turn Route 2 into a microtransit zone
- › Make Route 7 more direct by splitting it into two routes
- › Simplify Routes 8 & 9 so they run on the same path
- › Simplify Route 10 and operate it in both directions
- › Add a new north-south route in western Grand Forks, including service to the industrial park

Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

39

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### Service Ideas East Grand Forks

- › Consolidate Routes 4 & 6 into one route
- › Discontinue Route 12 permanently (currently discontinued)
- › Provide microtransit to all of East Grand Forks



Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

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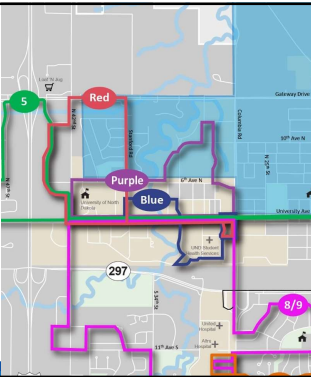
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### UND Service

- › Update routes to improve service to residential areas and new campus buildings
- › Introduce microtransit service zone that replaces the night route
- › Maintain service from the 5 and 8/9



Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

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### You're invited!

- › Info Session:
  - › Thursday, April 14, 2022 5-6pm
  - › East Grand Forks City Hall & online
  - › Will focus on sharing project information and service improvement ideas
- › Input Group:
  - › Thursday, April 21, 2022 5PM-6PM
  - › East Grand Forks City Hall & online
  - › Will focus on hearing feedback on the service improvement ideas



Survey and Map available at [CatTransitPlan.com](http://CatTransitPlan.com)

Grand Forks - East Grand Forks  
TRANSIT DEVELOPMENT PLAN

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# **MPO Staff Report**

## **Technical Advisory Committee:**

**April 13, 2022**

**RECOMMENDED ACTION: Informational**

**TAC RECOMMENDED ACTION:**

Matter of MPO Executive Director.

### **Background:**

The MPO Board and staff would like to congratulate Stephanie Halford on accepting the Executive Director position. The new Director and staff look forward to working more closely with partners toward a bright regional future.

### **Findings and Analysis**

- Informational

### **Support Materials:**



## MPO Unified Planning Work Program 2021-2022

Project	Task	% Complete	Original Completion Date	Projected Completion Date
Grand Forks Land Use Plan Update	Website is: <a href="http://www.gf2050plan.com">www.gf2050plan.com</a>	95%	31-Dec-21	29-Jul-22
East Grand Forks Land Use Plan Update	website is: <a href="http://www.egfplan.org">www.egfplan.org</a> <b>COMPLETED</b>	100%	30-Jun-21	31-Dec-21
Future Bridge Traffic Impact Study	Website established: <a href="http://www.forks2forksbridge.com/info">www.forks2forksbridge.com/info</a> <b>COMPLETED</b>	100%	31-Dec-20	2/29/2022
Pavement Management System Update	There has been a delay in getting the analysis completed. The goal is to get the work done by May. Then have the draft report adopted in June with July being the clean up month for getting printed documents and information to close the contract.	80%	31-Dec-21	29-Jul-22
Transit Development Program TDP	Service ideas and new goals have been pulled together. Starting the week of April 11th surveys will be out. On April 14th there will be a meeting to inform and educate people on the ideas. On April 21st there will be another meeting to get peoples comments and input.	50%	31-Mar-22	31-Dec-22
Bicycle & Pedestrian Element Update	Contract was given to Bolton & Menk. Information is starting to be gathered.	5%	31-Mar-23	
Street & Highway Plan/ MTP Update	RFP has been released. Proposals due April 15th.	4%	29-Dec-23	
Aerial Photo	<b>COMPLETED</b>	100%	30-Nov-21	30-Nov-21
Traffic Count Program	On-going	100%	On-going	