



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**WEDNESDAY, MAY 11<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 \_\_\_\_\_  
 Ellis \_\_\_\_\_  
 Bail/Emery \_\_\_\_\_  
 Brooks/Halford \_\_\_\_\_  
 Riesinger \_\_\_\_\_

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

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

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE APRIL 13, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF FINAL APPROVAL OF THE 2050 GRAND FORKS LAND USE PLAN ..... KOUBA
6. MATTER OF APPROVAL OF 2050 STREET & HIGHWAY PLAN CONSULTANT CONTRACT ..... KOUBA

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- 7. MATTER OF DISCUSSION OF NORTH DAKOTA  
SIDE FY2023-2026 T.I.P. .... KOUBA
  
- 8. OTHER BUSINESS
  - a. 2021/2022 Annual Work Program Project Update
  - b. Agency Updates
  
- 9. 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, April 13<sup>th</sup>, 2022**

**CALL TO ORDER**

Teri Kouba, Chairman, called the April 13<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 via Zoom: Wayne Zacher, NDDOT-Local Planning; David Kuharenko, Grand Forks Engineering, Stephanie Halford, Grand Forks Planning; Jason Peterson, NDDOT-Local District; George Palo, NDDOT-Local District; Rich Sanders, Polk County Engineer; Nancy Ellis, East Grand Forks Planning; Jon Mason, MnDOT-District 2; and Steve Emery, East Grand Forks Engineering.

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; Anna Pierce, MnDOT-Central Office; Scott Harmstead, SRF Consulting; and Jacob Snyder, Polk County Environmental Services Planning And Zoning.

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 MARCH 9, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

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

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF DRAFT MINNESOTA SIDE 2023-2026 TIP**

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.

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Kouba explained that this is just the Minnesota side; and we are mostly looking at the various work that is going to be done in 2023 to 2026 for Minnesota.

Kouba referred to the tables included in the packet and said that there some changes needed to our current document. She explained that there are some slight differences in the amounts that the State had versus the TIP.

Kouba reported that she met with Mr. Mason and others from Minnesota this morning to make sure that our TIP and the Minnesota STIP match. She pointed out that the only other changes were the Rehab of the Point Bridge project and the operation and purchase of a bus for Transit in 2026.

Kouba stated that staff is looking for a recommendation to the MPO Executive Policy Board to approve the Minnesota Side TIP, with the updated numbers.

***MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2023-2026 TIP WITH THE CHANGES AND UPDATED TIP NUMBERS, AS DISCUSSED.***

Sanders said the one question he has for the City is that they still show the roundabout at Rhinehart and Bygland, is that still the intention or are they putting in a different project in that location. Emery responded that the intention is still to put in a roundabout at that location.

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

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF PRELIMINARY APPROVAL OF 2050 GRAND FORKS LAND USE PLAN**

Kouba reported that we have Scott Harmstead from SRF Consulting Group here today to give a brief update on the 2050 Grand Forks Land Use Plan.

Harmstead referred to a power point presentation (a copy of which is included in the file and available upon request), and went over it briefly.

Presentation ensued.

Harmstead stated that he thinks everyone is familiar with the Land Use Plans, and their purpose as part of what the MPO does so he won't spend too much time on that, but this is an important element that we are talking about with decision makers on the City side and the public as well.

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Harmstead commented that engagement for this was a bit difficult with COVID at the outset, and they had to change their tactics a little bit, but at the end of the day they had a lot of different ways that they got input; they did have a Land Use Subcommittee, which is kind of the working group that they vetted everything through and they also had a public workshop early on in the process. He stated that they also had really good focus groups that they met with twice, two series of meetings with them where they really helped to vet the goals and objectives that ended up in the plan. He said that they also have a really good online map that provided some good input, and they held some public in-person input events including attending the Potato Bowl in the Park, and there was a project survey that was very successful and a workshop in March.

Harmstead stated that as far as the contents of the plan; just an overview of that; the first chapter talks about livability principles, really that is the core themes of the plan but it also talks about connections to some of the federal initiatives, FHWA and just general federal initiatives that we want to make sure we are in alignment with.

Harmstead referred to a slide listing the livability principles, and commented that as far as the livability principles go, this is what the chapter layout looks like, all these different elements and then within that we have some discussion of some of the key elements.

Harmstead said that at the core of these Land Use Plans, as you all know, is the Future Land Use Map, which helps to drive and provide the key input to the next step, the Transportation Plan.

Harmstead referred to a slide showing the Future Land Use Categories that we have in the Future Land Use Map, and explained that it really doesn't change much from 2045, they kind of stuck with what the same categories.

Harmstead referred to a slide showing three Future Land Use Maps. He said that they are all the same map, just different ways of looking at it. He went over each briefly.

Harmstead referred to the LU Change (Activation Areas) map and commented that what he thinks is most unique about this plan, when you compare it to the 2045 plan, is that they were asked to look more closely within the City, not just the fringe, and they identified what they are calling "Activation Corridors and Activation Sites" so there are some starred things like the old rail yard along DeMers or Columbia Mall; and then some corridors like a portion of South Washington, University Avenue, South 42<sup>nd</sup>, where you have some community islands, 32<sup>nd</sup> Avenue South. He stated that the idea behind these Activation Corridors and Areas is these are areas where we see some redevelopment potential going into the future, whether it is just undeveloped land or properties that are aging and could potentially be redeveloped in the next 30 years, so just providing enhanced focus concentration on those areas to help guide that redevelopment over time.

Harmstead referred to the Growth Tier slide and commented that they did look at the growth tiers. He pointed out that the dark brown is the immediate Tier 1, the orange is Tier 2, and the light orange or tan is Tier 3. He explained that in the middle it shows the changes from the 2045

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Plan. He said that there were some significant additions to Tier 1, the reason being is that the population projection went up significantly when they got the census information from the 2020 census.

Harmstead said that they also looked at, from the City of Grand Forks, you especially should recognize the strategic Infrastructure Growth Areas that the City has identified for a number of years now. He stated that they mention that those would be incorporated into Tier 1 as well. He explained that a lot of them are meant to support industrial development.

Presentation continued.

Harmstead referred to a slide showing a comparison between the 2045 and 2050 Plans. He stated that it shows some of the differences, and with that said the 2045 Plan does have some different colors for some of the designation, for example industrial on that one is gray, and agriculture is just white, so that is part of the biggest difference but if you look closely there is definitely more industrial and more residential to the south on the 2050 map versus the 2045 map.

Harmstead commented that the 2050 map also identifies the flood protection, whether it is the English Coulee or along the south side of the community.

Harmstead referred to the next slide and stated that it is a breakdown for you, a comparison again between 2045 and 2050 in terms of the Tiers. He said that you will see that the numbers are higher, again, with 2050 and they also added the infill column that looks at undeveloped property within the City of Grand Forks or that are County islands. He pointed out that the number of developable acreage is pretty small in comparison to the Tier 1 but it is still significant enough to take some growth in the future.

Harmstead referred to the Activation Areas slide and commented that these are the specific corridors that they identified.

Harmstead referred to the Goals and Objectives slide and said that he won't go point-by-point through all of them, but just to say that they have covered housing; transportation; public health, which is new and some of that was definitely spurred by COVID and how does Land Use respond to COVID, but it is also looking at other things like access to healthy food and recreation; Economic Development and General Development.

Harmstead referred to the Case Studies slide and commented that another thing that is unique and had to do with the need to look closer at infill opportunities was how do we quantify the impact or cost of fringe development versus infill. He said that that is a really difficult situation; as they waded into that it is difficult to do that easily and it is very context sensitive to the community you are looking at so for Grand Forks what they decided to do was to look at two different examples of infill development that has happened more recently, those are shown on the right on the slide, and then they looked at one fringe development that had good data behind it and that was Prairiewood Estates, all four phases of it, so they were able to understand some of

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the differences as far as infrastructure costs, and also some of the situations that encouraged infill development because in some cases infill can be very cost prohibitive because the infrastructure might be deteriorating at such a point that cost to improve that infrastructure is cost prohibitive to development. He stated that one of the keys of infill is that is usually happens because the dollars make sense to actually do the project and that was the case with Blackmore Flats and Lumber Exchange.

Harmstead said that they broke down and did some further analysis, they teamed with Praxis Strategies and they helped provide some deeper analysis and insight to some of those costs, especially as you breakdown housing type, lot size; on the commercial side this looks at how over time the tax revenue per acre of commercial development has declined, generally speaking.

Harmstead commented that the whole idea behind all of this analysis is to help support staff, on the City side, and maybe even the MPO and to help better evaluate infill development and fringe development, to give a bigger picture of the cost of those.

Harmstead referred to the Next Steps slide and went over the next steps for the project.

Sanders said that based on the maps you showed at the beginning of the presentation there is no change in development where the Merrifield Bridge Crossing would be located or where the 32<sup>nd</sup> Avenue Bridge Crossing would be located. Harmstead responded that, maybe starting with the 32<sup>nd</sup> Avenue location, that is already developed primarily so there was not change in that area, and then with Merrifield there was no change, it all stayed the same between 2045 and 2050.

Kouba thanked Mr. Harmstead for the presentation and said that if no one has any more questions staff is asking for preliminary approval of the Draft 2050 Land Use Plan, and once the City of Grand Forks adopts the final we will bring it for final approval by the MPO as well.

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

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

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF FY2022-2025 TIP ADMINISTRATIVE MODIFICATION**

Kouba reported that this is an administrative modification to our FY2022-2025 TIP. She explained that staff received information from the State of Minnesota about an increase in the cost of bus purchases, and the City of East Grand Forks was going to be purchasing a bus in 2022, so with those cost increases we need to make an administrative modification to our TIP to

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increase the cost of that bus purchase from \$169,000 to \$188,000, with a cost share split of \$159,800 Federal, \$9,400.00 State of Minnesota, and \$18,800 Local.

Ellis asked if action was needed on this item. Kouba responded that she didn't think action was needed as it is an administrative modification. She stated that if the Technical Advisory Committee wants to take action they can but it isn't necessary. Mason commented that he would recommend that action be taken. He explained that as part of their work flow with the State Transportation Improvement Program, having the MPO take action on the administrative modification prior to MnDOT entering it into its system, and getting it approved would be beneficial.

***MOVED BY ELLIS, SECONDED BY HALFORD, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2022-2025 TIP ADMINISTRATIVE MODIFICATION, AS PRESENTED.***

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

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF TDP UPDATE**

Kouba reported that the RFP was released back in 2021, and we entered into a contract in July 2021 with Kimley-Horn to do the update.

Kouba stated that from July to October Kimley-Horn was gathering a lot of information and data and we went forward with a lot of existing condition information and looked at the financial baseline and forecasts. She said that in October they did the first round of public engagement opportunities and are looking at doing a second round now.

Kouba referred to a power point slide of the Existing Conditions Analysis Content and went over it briefly, explaining that it shows what our existing conditions report consists of including the CAT System overview and performance indicators that we always have; we look at our peer agencies and we do route analysis and transit asset management. She added that we asked that Kimley-Horn look at the transit hubs, not just the Downtown Metro Transit Center, but also what we have at the Grand Cities Mall and what has changed with the UND Campus Memorial Union now that it is completely finished. She said that there is also some existing plan integration, not just from the MPO standpoint but we also asked that Kimley-Horn look at City of Grand Forks and City of East Grand Forks plans as well, and she knows that Grand Forks has had a lot more City planning efforts done, and planning initiatives that we want to make sure we capture in this plan so we have an answer to any questions that might be asked through those planning efforts.



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She stated that we always look at demographics, especially who is more willing to use transit or who have the most need to use transit, and we started looking at our funding baseline analysis.

Kouba commented that we looked at the performances, the fixed route, and the Dial-A-Ride between 2013 and 2019 and we do see a trend of reduced ridership. She said that in 2018 we did have a change to our fixed route routes in that they were totally overhauled, and after that we did have a nice jump in ridership but again that was in 2019 and then 2020 came along and that gave us some interesting results after that. She stated that they did find that our highest ranked routes for performance were 5, 7, and 3. She explained that Route 7 is from the Downtown to Grand Cities Mall to Columbia Mall; Route 5 is from the Downtown to the Gateway Walmart; and Route 3 is from the Downtown to Altru Hospital. She added that Route 3 is also connected to Routes 4 and 6, which are routes that are in East Grand Forks.

Kouba said that ridership for Dial-A-Ride; we had a dip in 2016 but were seeing an increase in ridership until 2020.

Kouba referred to the System Performance Takeaways slide and commented that in terms of System Reliability and Safety we found that just from data they all operate safely compared to national trends and we achieved an overall reliability, especially in time, when we did those route changes; we were able to build in some timing buffers for people to be able to rely on the timing at bus stops.

Kouba stated that they looked at fares; their farebox recovery from 2013 to present has been trending down; of course between 2019 and 2020 everything has really gone down because of COVID. She said that they also found that the 31 day passes or working day passes were becoming popular. She added that they did compare to peer agencies, and some of the peer agencies were changed from the previous plan as they wanted to make sure they had a reduced number of peers but also wanted to make sure that those agencies were experiencing the same things we were; increase in cost, lower ridership, as well as making sure that the population they had is very similar and on task with what Grand Forks/East Grand Forks has, and that they had similar community things like a university or college campus within the city.

Kouba referred to a slide of Peer Analysis and pointed out that Grand Forks is the dotted line on the tables. She stated that we on par with most of our peers, showing a slight decrease, but we didn't decrease as some in 2020. She referred to the table on the right and explained that it shows performance measures and targets that can be federally looked at to receive additional funding for Cities Area Transit, and she found that they are pretty consistent across the board.

Kouba referred to the next slide and commented that the productivity of the routes are looking the same as our peers. She then referred to the next slide and stated that it shows the cost per mile and the cost per trip and it shows that the cost is going up for us and our peers.

Kouba referred to the Peer Fare Comparison slide and explained that previously we only looked at single ride full fare as well as reduced fares but this time we also included what available passes and fares were included as well. She said that Grand Forks has 10-day, 14-day, 31-day

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and 1-day passes. She stated that we see that most of our peers have at least a monthly pass of some sort; some have a mix of different levels of those 30-day passes so that might be something we can look at in the future.

Kouba referred to the Key Takeaway slide and pointed out that we have a reliable and safe transit system, and we are basically on point with our peers, fares are similar, but we do see some things that we can look at to help improve performance.

Kouba referred to the Financial Baseline slide and commented that they evaluated the resources, the revenues, as well as the expenses that we have for both the fixed route and the dial-a-ride services. She said that there are still CARES and ARPA dollars available to both transit agencies, and they are also trying to get a handle on the new transportation bill and their funding sources.

Kouba commented that in terms of revenue, you can see that \$4 million is pretty much what we need to spend for operating and capital costs. She said, however, that with the new law we are looking at possibly having a 5% growth in revenues from the federal sources. She added that in the past we have only had about a 2% growth, or 2.5% growth from the States, and we also made assumptions in the past for a 2% growth for the local share as well, so they will probably keep that growth of revenues at that 2% overall, just because we are going to stay very conservative, especially since we don't have a very good handle on how much additional funding we may be getting from the federal apportionments.

Kouba referred to the next group of slides on engagement opportunities and stated that in October they did surveys of the riders, as well as the general public, so the survey was available online. She added that there was also an interactive map available as well. She said that they also sent out surveys for the decision makers, so City Council members, Planning and Zoning Commission members and the MPO Executive Policy Board members received the survey in order for us to gather input as to what they are hearing from the public and to try to get more operators to take the survey as well but they have been a very busy group of people so it makes sense we didn't receive many responses from them. She added that there were focus groups that were comprised of representatives from businesses, community services and riders.

Kouba referred to the next few slides on the results from the Public Surveys, and went over those results briefly.

Kouba commented that they have begun the second phase of the update; Engagement Phase 2. She said that the plan was to have Kimley-Horn ride the buses and helping implement the surveys. She stated that the survey is still available online, but the paper surveys are with Kimley-Horn and they won't be up in this area until next week when they will do all of the work that they were planning to do this week.

Kouba referred to the Draft Cities Area Transit Goals slide and stated that they will also be presenting goals. She said that they came up with more concise goals and goal statements so they are more relatable to people. She added that they want the document to be citizen friendly

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so that they understand what is happening, so that the decision makers can understand clearly what is needed for transit and so that is the purpose of these goals. She said that these goals will be able to incorporate the livability principles as well as the federal planning factors, livability planning factors.

Kouba reported that the service improvement ideas that they are presenting right now are basically some incorporation of micro-transit in the northern part of the area, as well as improvements to the routes so we aren't going in just one direction but are making sure to go in both directions along the same route, and adding a route through the Industrial Park area.

Kouba referred to a slide give an overview of micro-transit and stated that they offered up what was considered micro-transit so people didn't misunderstand what it is. She explained that rides can be requested on-demand or in advance for pick-up and drop-off at certain locations within a defined zone, so it only works on one area and it is only offered from the start of transit service to the end of transit service, so you can't call for it after transit service has ended for the day.

Kouba referred to slides showing service ideas for Grand Forks, East Grand Forks, and UND and went over those ideas briefly.

Kouba stated that tomorrow, April 14<sup>th</sup>, they are holding an information session to educate people about all the possible service changes. She said that they will then hold an input session on April 21<sup>st</sup> to get feedback on what they like and/or don't like about those changes so that before we implement them into our plan we have an idea of what people are more willing to do or are more willing to listen to into the future. She added that they will also be doing some other focus groups at that time.

Kouba referred to the Schedule and Next Steps slide and said that, just to summarize, they are sharing ideas and getting input from the public on them before we implement them into the plan. She said that it is their plan to have a final draft in September.

Information only.

**MATTER OF MPO EXECUTIVE DIRECTOR**

Kouba reported that as you know we were holding interviews last month, and the Executive Policy Board held a special meeting on April 4<sup>th</sup> and announced that they had hired Stephanie Halford as the new Executive Director, so we Congratulate Ms. Halford on being chosen as the new Executive Director.

Halford thanked everyone and stated that she is very excited for the future. Pierce asked when she will officially start. Halford responded that May 16<sup>th</sup> will be her official first day.

Information only.

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**OTHER BUSINESS**

A. 2021/2022 Annual Work Program Project Update

Kouba said that we have our Unified Work Program Project update. She commented that, as you know we are closing in on the end of the Grand Forks 2050 Land Use Plan update, and you were just updated on the Transit Plan. She said that we have Bolton-Menk starting to gather information for our Bike/Ped Plan update, and we should have proposals on April 15<sup>th</sup> for our Street and Highway Plan.

Kouba commented that she does have an update for our Pavement Management System update, and there has been a few more delays. She said that she knows that GoodPointe was looking at possibly coming up here to do some re-shoots of some areas, but she hasn't heard if they were able to do that considering our weather lately. She stated that because of these delays we are looking at extending their contract, a time only extension, no change to the budget, so the Executive Policy Board can approve that at their next meeting. She said that we are looking at extending the contract to have the work completed by May, adopting the update in June, and project completion in July.

Kouba stated that we also heard that MnDOT is having an Active Transportation Planning Assistance solicitation. She said that there are some informational webinars, one was today at 2:00 and another will be on April 25<sup>th</sup> at 10:00 a.m. and solicitation is due by June. She asked if either Mr. Mason or Ms. Pierce have any additional information about this. Pierce responded that you can reach out to Jake Rueter ([Jacob.rueter@state.mn.us](mailto:Jacob.rueter@state.mn.us)) or Michael Petesch ([Michael.metesch@state.mn.us](mailto:Michael.metesch@state.mn.us)) for additional information. She also said that you can also find more information at: <https://www.dot.state.mn/active-transportation-program/>. Mason commented that that would be his suggestion as well. He said that you mentioned that it was planning assistance, and yes it is but it isn't infrastructure at this time, it could be, in the future, a Infrastructure Active Transportation Program, but what is currently being solicited is the planning assistance only.

Information only.

B. Agency Updates

Zacher stated that he emailed Ms. Kouba earlier this week; and he is wondering if you are working this Friday being it is a State holiday. Kouba responded that she would be in the office Friday as it isn't a holiday for the MPO. Zacher said he wasn't sure, and he wasn't sure there would be mail that day for the consultants to be able to meet the proposal deadline, to give them those last couple of hours or so to get them in, so he just offered that up, so just let him know as soon as you can if you don't the number of consultant submittals we need for interviews. He commented that the last two RFPs Bismarck sent out; they had a dual study with their MTP and their Travel Demand Model with socio-economic component on it, they only received on proposal back, and then they just sent their Transit Development Plan out, and those are due, and

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they didn't get any back, so two big studies and they got one proposal so, again, it may be a factor of looking at other avenues for posting other than just through the NDDOT. He said that Rachel did send out an email to, he assumes consultants, and one consultant said that they were dinged for location on a previous study so they were gun-shy, and another said that they didn't know anything about the TDP, so it is just about getting the word out about upcoming studies. Kouba said that we will keep an eye on that; she said it hasn't been too bad this time around, but she knows that in the past it has been an issue here as well. Zacher commented that he doesn't know if it is a matter of market saturation because they had four or five RFPs go out in a short timeframe, so that may play a roll in it as well. Halford asked if any consultants have reached out with questions. Zacher responded that his understanding was, at least on this one, Teri, you said that you had two reach out. Kouba responded that she has had two that set up times to talk to her, and there was another that asked a couple of questions via email, so if we can get all three of those so hopefully we will have at least enough for interviews.

Kouba stated that it is her intention to get all the information out to the Selection Committee tomorrow afternoon, so those on the Selection Committee, if you haven't put in a time that you are available, please do so so that she can set the interview time when she sends out all the other information.

Information only.

**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY HALFORD, TO ADJOURN THE APRIL 13<sup>TH</sup>, 2022  
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:34 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 11, 2022  
**MPO Executive Board:**  
May 18, 2022

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

**TAC RECOMMENDED ACTION:**

Matter of Final Approval of the 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>.

On April 6<sup>th</sup> the Grand Forks Planning & Zoning recommended the approval of the 2050 Land Use Plan and the adoption of the ordinance change to include it in the Grand Forks Comprehensive Plan. On April 18<sup>th</sup> the City Council held the first reading of adopting the ordinance change. No comments for changes were made by any members of the Commission or the Council. The document remains unchanged from when it was first presented.

On May 4<sup>th</sup> it will go through the Planning & Zoning Commission for final approval. The scheduled final adoption by the City of Grand Forks is May 16<sup>th</sup>.

**Findings and Analysis**

- Staff recommends approval of 2050 Grand Forks Land Use Plan

**Support Materials:**

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

# EXECUTIVE SUMMARY

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## PLAN ELEMENTS

### City Profile

The City Profile shares a range of existing conditions data that helps to tell the story of Grand Fork's history and current conditions. The City Profile helps to set the stage for the 2050 Land Use Plan and can be found in **Appendix A**.

### Chapter 1. Livability Principles

Chapter 1 shares how the Partnership for Sustainable Communities' Livability Principles are woven throughout many elements of the Land Use Plan. There are six principles, which are listed below.



Provide more transportation choices



Support existing communities



Promote equitable, affordable housing



Coordinate policies and leverage investment



Enhance economic competitiveness



Value communities and neighborhoods

### Chapter 2. Goals and Objectives

The goals and objectives define and drive the overall vision and direction of the Land Use Plan. They are based on community engagement, land use subcommittee input, and other relevant City and related agency directives and plans. The goals and objective set the tone for key plan strategies, such as the future land use map and implementation actions.

### Chapter 3. Land Use

The Land Use chapter showcases the future land use map that guides land use development to 2050. The future land use categories are detailed, in addition to consistent existing and potential future City zoning.

### Chapter 4. Activation Areas

Activation areas are unique element that overlays the future land use map. The intention is to highlight several infill and fringe areas and specific locations that have the potential for "activation", or, in other words, areas targeted for reinvestment, recreation, and revitalization. The chapter provides conceptual ideas of how some areas discussed during the development of the land use plan may be activated.

### Chapter 5. Supportive Elements

This chapter provides context to the Goals and Objectives, and elements that support future land use development. It also captures much of the community, land use subcommittee, and other stakeholder input around the supportive elements. The five supportive elements are listed below.



- Transportation
- Housing
- Public Health
- Economic Development
- General Development

## Chapter 6. Fringe and Infill Development in Context

A task of the 2050 Land Use Plan was to provide a clearer understanding of the issues that should be taken into account when considering development proposals on the fringe of the City versus infill. The Land Use Plan takes the approach of providing case studies of fringe development and infill development. The chapter provides a dive into infrastructure cost and revenue considerations for each type of development. The intent is to provide a starting point in helping the city and other stakeholders to quantify development cost and revenue expectations.

## Chapter 7. Growth Plan

As the title of the chapter infers, the focus is on quantifying projected city growth to 2050 and explaining the mechanisms the city will employ to guide growth. The key mechanism is the growth tier system, which is detailed in the chapter.

## Chapter 8. Implementation

This chapter is composed of tables that detail implementation actions intended to ensure that the Land Use Plan is a living, actionable document. The implementation actions are framed around the below element areas.

- Housing
- Transportation
- Public Health
- Economic Development
- General Development

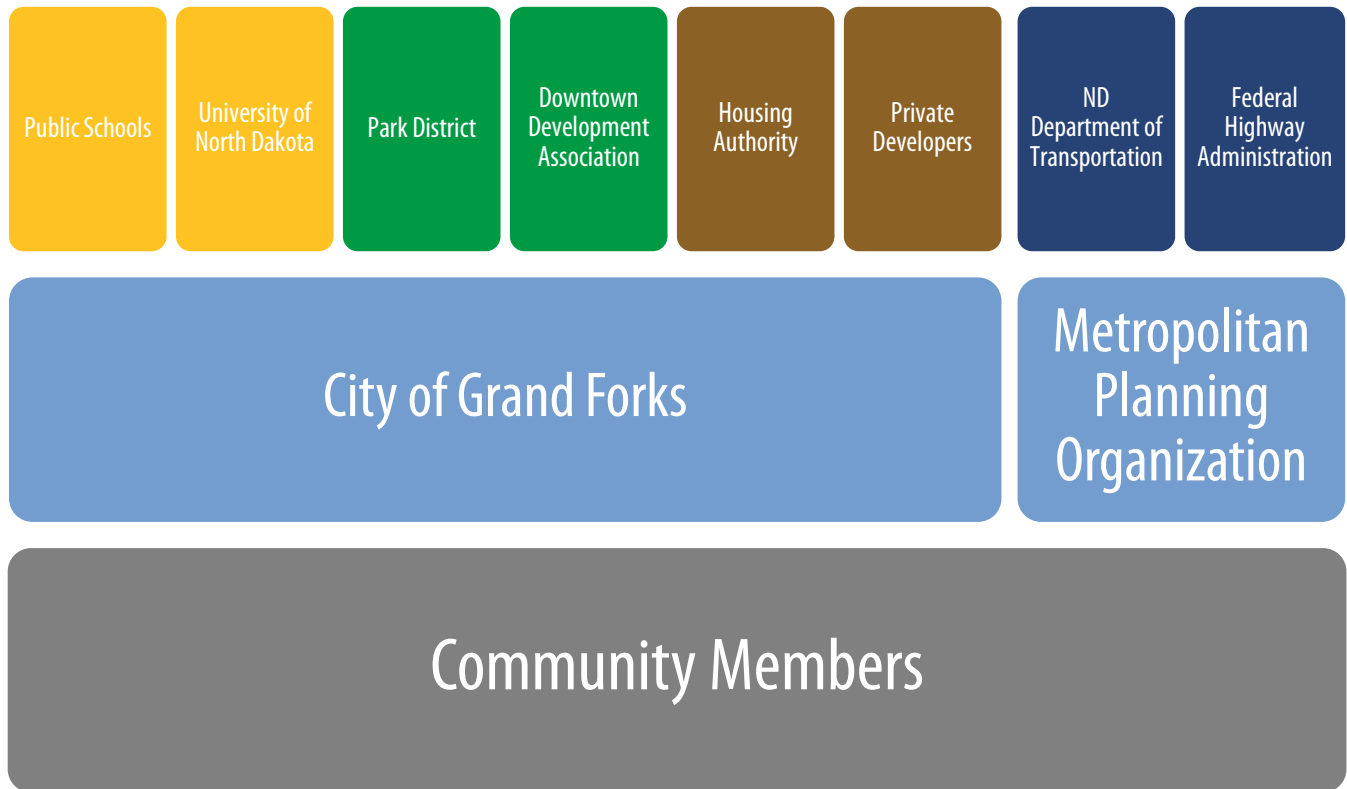
## USING THE PLAN

City leaders, elected officials, staff and the community should look to the 2050 Land Use Plan as the guide for important land use and development-related policies and decisions. The city will use the plan and its supplements to:

- **Connection to Other Plans:** Provide a framework and common goals for other city plans, especially other plans that together make up the city's comprehensive plan: the MPO's Metropolitan Transportation Plan and the Downtown Action Plan.
- **Basis for Regulations:** Inform changes to city regulations, especially with respect to the city's Land Development Code and zoning map amendments.
- **Development Character:** Provide a vision for desired development character.
- **Development Costs and Benefits:** To help stakeholders evaluate the costs and benefits of various development strategies.
- **Budgeting Decisions:** Inform the city's resource and budgeting decisions, especially related to land use and development.
- **Measuring Stick:** Evaluate and measure progress toward achieving citywide goals.

## STAKEHOLDERS

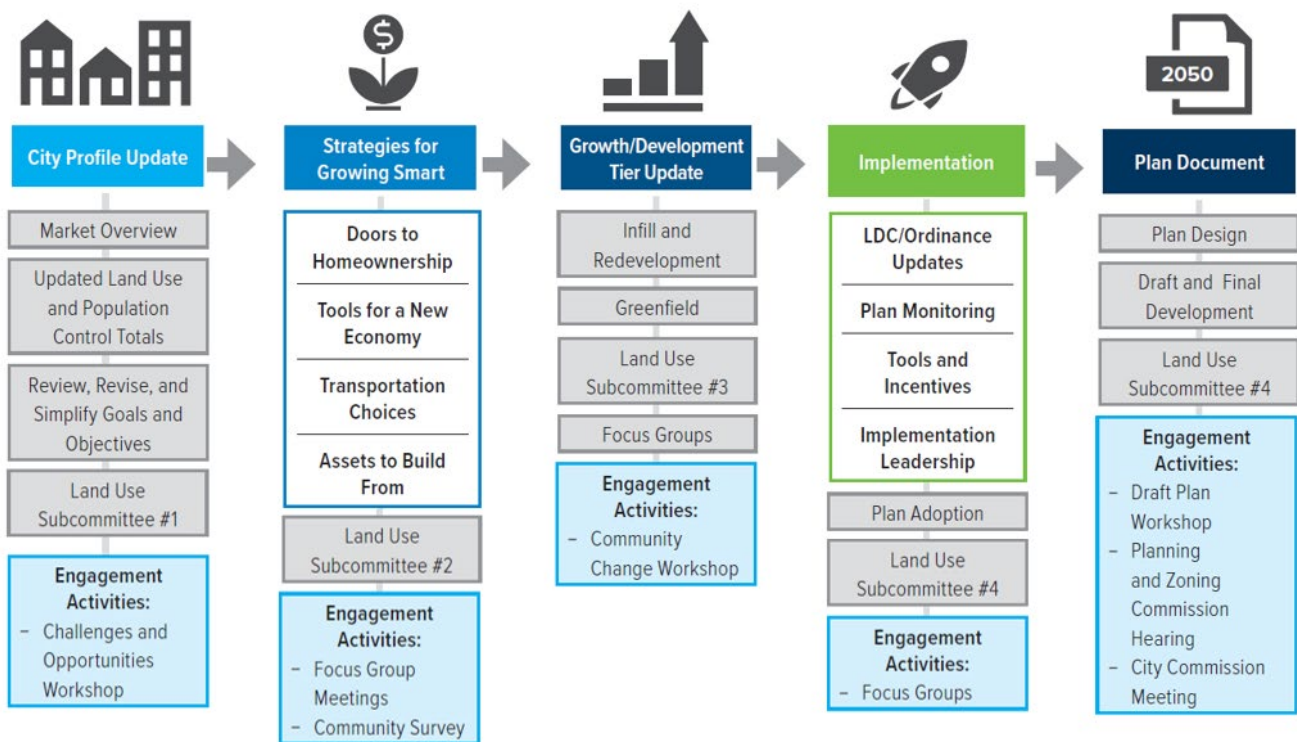
Various organizations with a stake in the future of the Grand Forks community were instrumental to the development of the Land Use Plan and will be key to the success of this Plan through 2050. The below graphic provides an overview of Plan stakeholders. Community members are the foundational stakeholders, the City and MPO ultimately serve the public and their input was essential to informing the Plan. The top row provides insight into some of the key organizations who were given multiple opportunities to guide Plan development.



## PROCESS

The below graphic outlines the overall Land Use Plan process and the five major phases:

- City Profile Update – existing conditions information development
- Strategies for Growing Smart – development of Plan goals, objectives, and supporting context
- Growth/Development Tier Update – development of the future land use map and associated mapping
- Implementation – development of implementation actions designed to carry the Plan into the future
- Plan Document – development of this document and associated elements



## Stakeholder and Community Engagement Activities

### Land Use Subcommittee

The Land Use Subcommittee (LUS) met at five key intervals during the planning process. The LUS provided decision-making guidance, helped communicate with community stakeholders, and reviewed key items prior to distribution. LUS members included (affiliation in parenthesis):

- Jamie Lunski (Planning Commissioner)
- Alex Reichert (Planning Commissioner)
- Steven Wasvick (Planning Commissioner)
- Ken Vein (City Council Member)
- Brandon Bochenski (Mayor)
- Wayne Zacher (NDDOT)\*
- Kristen Sperry (FHWA, North Dakota)\*

\*Technical support committee member

City staff also supported each LUS meeting, representing the Planning, Community Development, Engineering, Building Inspection, Public Information Center, and Public Health Departments. Summaries of each LUS meeting and associated materials can be found in **Appendix B**.

### Focus Groups

Key stakeholders were invited to participate in focus group discussions at two points in the planning process. Four focus groups were tapped, with stakeholders representing the following focus areas:

- Housing
- Assets/Amenities
- Public Infrastructure
- Economic Development

In the initial round of meetings, focus group participants were asked questions to help understand opportunities and constraints generally around the four focus areas. The second round of meetings brought draft goals and objectives back to the groups for additional insight and modifications. **Appendix C** includes a detailed summary of input collected from the focus groups.

### Community Activities

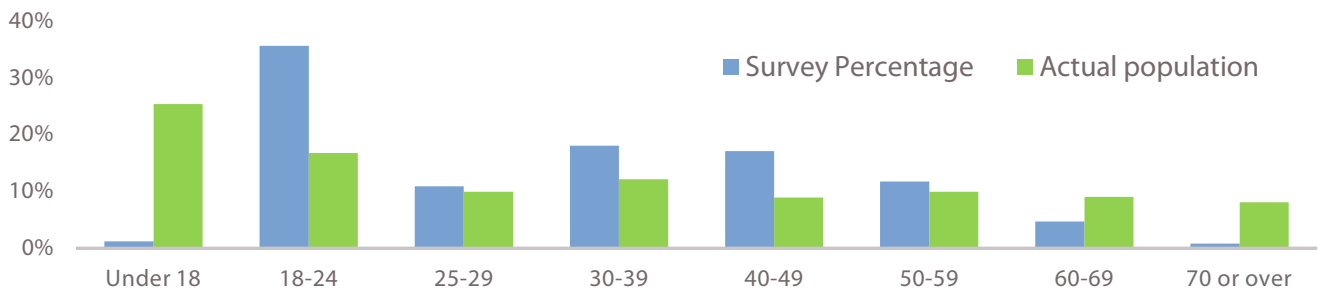
#### Initial Workshop

To engage the public early in the process, the planning team hosted a public information and work session dedicated to understanding current challenges and opportunities experienced by community members and stakeholders. The workshop was held on May 11<sup>th</sup>, 2021 and hosted at Grand Forks city hall with a virtual meeting platform also provided. **Appendix D** includes a detailed workshop summary.

#### Community Survey

To gather input on the existing conditions and future goals for the City of Grand Forks, a public engagement survey was distributed. The survey consisted of approximately forty questions and was available from May 6th through June 21st, 2021. The goals of the survey included understanding what makes Grand Forks a great place to live, and what opportunities exist for future improvement. A total of 890 responses were collected. **Appendix E** includes a detailed survey summary.

## Who Did We Hear From?



What is Your Favorite Thing About Grand Forks?

What Would You Improve About Grand Forks?



## Favorite Places



Our favorite places are places that come immediately to mind when we think of Grand Forks. These are places with **things to do**. They are places to **gather, recreate, learn, and experience** the community. They are “**third places**” – not home or work, but other places that **anchor** the community and facilitate **activity** and social **interaction**. Our favorite places are **accessible** to everyone. They promote social, mental, and emotional **well-being** for residents of all ages.

### Schools

Lake Agassiz Elementary  
Valley Middle School  
Ben Franklin Elementary

### Parks

Bringewatt Park  
Elks Park and Pool  
Sertoma Park  
Soccer fields  
Splash Pad

### Amenities

Alerus Center  
Library  
ICON Sports Center  
Ralph-Englestad Arena

### Businesses

Ray Richards Golf Course  
Northern Air  
Judy's Tavern  
Pumpkin Patch  
Parrot's Cay  
Walmart

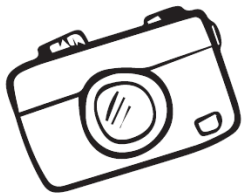


## Pop-up Event in the Park

The planning team conducted a pop-up event for Potato Bowl at the Park on September 16<sup>th</sup>, 2021 at University Park. The event catered towards children of all ages. Kids and parents were asked to draw, build, or tag their favorite community places on a map of Grand Forks. Children took photos of their creations with a Polaroid camera. **Appendix F** includes additional information about the event.

# What's your favorite place in Grand Forks?

*You drew it, pinned it, built it, and shared your photos*



## Online Map Input

Grand Forks residents used Wikimap to identify areas with potential for positive growth/development and areas with limitations to growth/development. Users could place a “pin” at locations with a corresponding comment, respond to comments that were placed previously, and like/dislike existing comments. A total of 69 pins were placed on the interactive and 335 comments left on the interactive map, spread across the Grand Forks area.






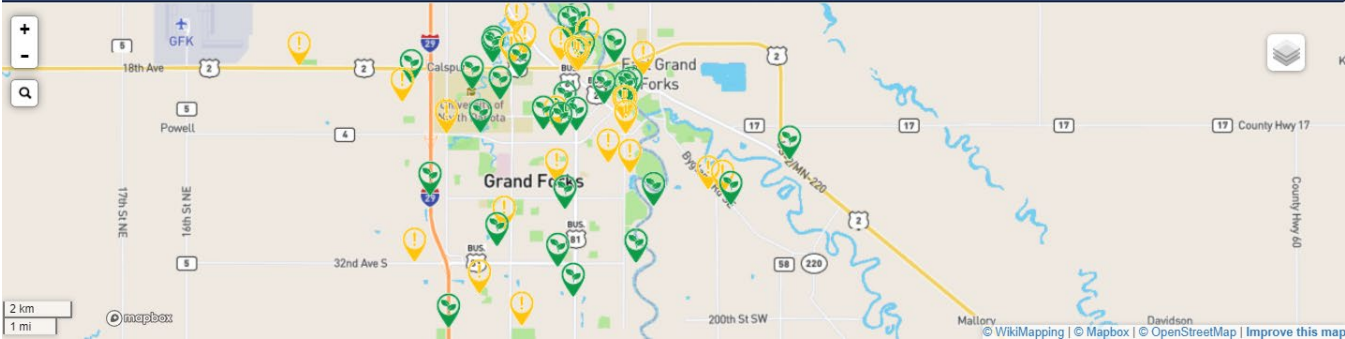
**Appendix G** includes all comments and sentiment data.



69 Pins



335 comments

	MAP IT!	INSTRUCTIONS
	<ul style="list-style-type: none"><li> Identify one or two areas with <b>issues or limitations</b> to positive growth/development. What is the challenge?</li><li> Identify one or two areas that seem <b>conductive for growth/development</b>. What type of development are you picturing?</li></ul>	<ol style="list-style-type: none"><li> <b>Add</b> your ideas to the map by clicking on “Add Comments” to place icons using the menu bar below.</li><li> <b>Describe</b> your comment in the text box that pops up.</li></ol>
<p>Welcome <span style="float: right;">Share 0</span></p>		
		

## Draft Plan Open House and Community Feedback

A final open house to review the draft plan was conducted on March 8, 2022, at Grand Forks City Hall. City staff and consultants discussed the project with residents and stakeholders. Final feedback was incorporated into the Plan.

**Appendix H** includes a list of meeting and attendees and comments received on the draft plan.



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 11, 2022  
**MPO Executive Board:**  
May 18, 2022

**RECOMMENDED ACTION: Approve Contract with HDR Engineering for the 2050 Street & Highway Plan.**

**TAC RECOMMENDED ACTION:**

Matter of Approval of Contract with HDR for the 2050 Street and Highway Plan.

**Background:**

The Street & Highway Plan is developed under a defined thirty-year planning horizon and functions as a sub-element of the Metropolitan Transportation Plan (MTP). It was adopted in December 2018; it was updated in November 2021. Once the Street & Highway Plan is updated the MTP will be updated, bringing together all the sub-elements into one comprehensive document.

The RFP was released on March 16<sup>th</sup>. The proposals were due on April 15<sup>th</sup>. Three proposals were submitted: HDR Engineering; Kimley-Horn; and SRF. Interviews were done on April 27<sup>th</sup>. The selection committee members provided two scores for each firm, one for the proposal and one for the interview. The firm with the highest score is ranked first and start negotiations.

The firm with the highest score was HDR Engineering.

The 2050 Street & Highway Plan has an immovable adoption deadline on December 29, 2023. The contract is for \$379,800.

**Findings and Analysis**

- UPWP identifies the completion of the 2050 Street & Highway Plan.

**Support Materials:**

- Draft RFP Scope of Work



# C. Summary of Proposed Technical Process

## Phase 1: Project Management & Data Collection

### Project Management

Establishing the project management and quality control systems for this project depends on developing a detailed project schedule and continually monitoring study progress. Jason Carbee is our proposed Project Manager for the Street & Highway Plan Update. Upon notice to proceed, we will develop a project management plan and quality control plan. These documents establish the controls required for accounting, team communications, milestones for public engagement and deliverables, quality control procedures and schedule, task-based budgets and delivery expectations for the team.

Transparency and continual collaboration with our clients lead to successful project outcomes. This includes monthly progress reports and regularly-schedule progress meetings/calls, along with updates at key milestones with MPO staff. This approach elevates the efficiency and quality of our deliverables, and verifies the MPO's expectations are being met throughout the project.

### Data Collection

The data collection task will begin at project initiation and will focus on several types of data needs. This effort will include, but is not limited to:

- GIS data including:
  - Traffic volumes (turning movement and ground counts)
  - Traffic Analysis Zones (TAZs)
  - Current land use
  - Aerial Imagery
  - Sidewalk inventory
  - Transit routes
  - Bike routes & trail network
  - Traffic signals
  - Environmental resources
- Historical TIP and CIP documents
- Traffic data including volume counts, available traffic analysis files, and crash data
- Recent and ongoing studies in the region and both states, including:
  - Downtown Transportation Study
  - Future Bridge Study
  - Mn 220N Corridor Study
  - US2/US81 Skewed Intersection Study
  - 42nd St Grade Separation Study
  - Additional feasibility and traffic impact studies
- MPO travel demand model files from ATAC
- ICON pavement management data / results

## Phase 2: Vision & System Performance

### Goals, Objectives & Performance Measures

We propose using the input received through our broad Public Engagement Program, including in-person meetings, focus group workshops, online public surveys and online meeting, input received through other recently completed studies and work with MPO staff and partners to update the regional transportation vision.

The vision will be outlined in goals and objectives that provide the evaluation framework we use for assessing the current system and how well potential future improvement strategies and alternatives might benefit system performance and be prioritized for plan implementation.

Goals and objectives should be constructed to support national planning factors (last updated in FAST-Act) and the more recently updated **planning emphasis areas**, including the areas of:

- Climate change
- Equity
- Complete streets
- Public involvement
- Planning and environmental linkages
- Data leveraging



### Performance Measure Targets

HDR worked with the Fargo-Moorhead Metro COG on their 2045 Metropolitan Transportation Plan. HDR helped Metro COG implement a set of performance measures for their plan that met Federal requirements and had local value for screening projects and assessing system performance.

The baseline performance measures will adhere to the national requirements, measuring number and rate of serious injuries and fatalities and non-motorized serious injuries and fatalities, pavement and bridge conditions, and travel reliability for freight and non-freight measures.

Additional locally relevant measures can be incorporated into plan development to support local initiatives and points of view. Our approach is to develop performance measures that reflect the regional vision and allow the MPO to perform two levels of analysis:

- **Project-level prioritization**, to assess how individual strategies and projects fit with the MPO's performance goals. This level of assessment mirrors FHWA's "strategy identification" and "investment prioritization" Transportation Performance Management elements.
- **System-level performance assessment**, to evaluate how the current system performs and how well various scenarios or packages of projects perform as a comprehensive system. These system-level measures are benchmarks to assess how a scenario does in terms of meeting the regional transportation vision and MPO performance monitoring efforts

## Existing and Future Existing-Plus-Committed System Needs

We will conduct a technical analysis of current transportation system conditions, which helps establish regional Street & Highway needs through 2050. Where possible, the existing conditions evaluations will be planning-level in nature, with results vetted through staff-level presentations, the stakeholder engagement process and evaluated against the findings of other studies. The needs assessment will be rooted in the locally tailored objectives and performance measures defined earlier in plan development. The existing needs assessment will examine the multimodal and non-motorized travel modes, including assessment of the public transit and bicycle/ pedestrian facilities.

### Traffic Operations

To supplement recent studies, a regional scale traffic operations analysis will identify existing and future mobility conditions. This will include:

- Peak hour traffic analysis at key intersections where traffic counts are available and provided by the City of Grand Forks / City of East Grand Forks (where available). Available traffic analysis files (Synchro, HCS, etc) will be implemented to evaluate existing and future projected traffic operations at these locations.
- Planning level assessments of peak hour traffic operations will be incorporated in other locations using existing GIS data layers and the travel demand model to establish

Ames Area Metropolitan  
Planning Organization



## Two-Tier Operations Assessment

HDR worked with the Ames Area MPO on their Forward 2045 Metropolitan Transportation Plan. We utilized a two-tier traffic operations assessment to support the planning work on that study, using detailed peak hour traffic operations along key corridors and a planning-level V/C assessment on the remainder of the system. This approach helps identify more detailed project needs at critical intersections and a complete coverage of needs for future high-growth corridors.

current traffic counts, lane configuration and traffic control information. A planning level volume-to-capacity (V/C) methodology based on daily counts and estimates of peak-hour flow capacity.

- Recent detailed studies with traffic operations results will also be input into the LRTP analysis.

## Safety Assessment

This MTP update provides an opportunity for enhanced safety analysis. The performance measures are very clear on safety: reduce the number and rate of injury, fatal and non-motorized crashes. Our approach is tailored to understanding current study area safety issues and identifying strategies and improvements that can reduce crash incidence and severity. We are well-versed with techniques to capture both safety hot spots and evaluation of detailed crash risk factors.

Using the available GIS-based crash data from each state, we will screen the data to identify the most frequent crash intersections for vehicles, and potentially pedestrians and bicyclists. Locations with significantly higher crashes will be flagged for review. This information will be used in the goals and objectives stage of the process and can inform continuing federal safety performance measure target setting requirements.



## Travel Reliability

Travel reliability measures how predictable/repeatable travel times are through a corridor. Expected peak period congestion is usually well-understood and accounted for, but commuters and freight operators are often impacted by their route's travel reliability; essentially how often unexpected delays occur on corridors.

We will use the MPO's latest performance reports or request access to the National Performance Management Research Data Set (NPMRDS) via the MPO to assess recurring bottlenecks and performance on the National Highway System (NHS).

## Environmental Assessment

The study team will develop a desktop-level review of environmental resources (cultural and natural) that may impact future transportation investments. We will create a series of plots that will summarize environmental resources within the MPO boundary. These plots will be used during Phase 3 to screen transportation investments.

## Pavement Assessment

The study team will collect and organize ICON pavement management data within the MPO. This data will be used to assess current pavement conditions and help inform future system preservation investments within the MPO region. It is anticipated that the study team will coordinate with local agencies to receive buy-in on ICON pavement management results.

## Carbon Footprint

The study team will update the carbon footprint analysis from the 2045 MTP Street and Highway Plan. We will work with ATAC to develop vehicle-miles-traveled base year and future year estimates utilizing the travel demand model. National defaults from EPA's Motor Vehicle Emission Simulator (MOVES) can be used to establish carbon emissions by speed bin to establish a more accurate picture of emissions in the MPO region. The HDR team has extensive experience working with ATAC on MPO travel models across North Dakota, with a strong working relationship and understanding of how to interpret model output for applications such as the carbon footprint analysis.

## Future System Needs

The future system needs will be developed based on the most recent travel model from ATAC. We have the knowledge and experience coordinating with ATAC and their travel models to efficiently support travel forecasting work to develop traffic forecasts needed in the future system needs task. This task will provide some of the required inputs for the performance

measure assessment of the future system, including the mobility and safety assessments. We anticipate that the growth rates that are developed from the travel model will be incorporated into traffic operations assessments. We will apply a traffic analysis methodology consistent with the existing conditions analyses. We will work with the travel model to assess base year model performance, potential future year transportation network alternatives, system performance assessments and produce future year traffic forecasts.

## Issues Summary

Based on the findings of the existing and future needs identified above, and the public engagement received during the first round of meetings, a list of Street & Highway issues will be identified and summarized. This will form the basis of the alternatives analysis completed in the next phase.

## Financial Plan

We will develop a financial resources/funding analysis to gain an understanding of expected funding capacity for transportation improvements through 2050. This analysis will be coordinated with local and state staff as needed. We will coordinate with MPO and both DOT staffs to see how funding under the IIJA might impact the financial plan.

The Street & Highway financial plan will track funding levels by individual program and by jurisdiction, to associate eligible projects with appropriate funds. This should include developing operations and maintenance and reconstruction project costs. That is how we create a fiscally constrained plan and identify projects eligible for various programs like Surface Transportation Block Grant program (STBG), Transportation Alternatives (TA), National Highway Performance Program (NHPP) and Highway Safety Improvement Program (HSIP).

**We will coordinate with the bicycle and pedestrian and transit elements of the plan update to make this multimodal in nature.**

## Specific Focus Areas

The Existing and Future E+C System needs assessment will include two specific focus areas:

- Minnesota Industrial Park (East Grand Forks)
- Current I-29 Interchange Studies (Grand Forks)

These focus areas are critical to overall needs assessment and the impact these areas have on regional transportation connections for vehicle and freight movements. The study team will develop a separate technical memorandum summarizing the assessment of each focus area.



## Phase 3: Alternatives Screening & Implementation

### Alternatives Development & Prioritization

The alternatives development and assessment task uses the existing and future needs identified through public engagement and through the technical systems assessments to work with MPO stakeholders to identify a prioritized list of projects for implementation.

#### Develop & Screen Alternatives

A range of strategies and project alternatives will be evaluated for potential inclusion in the plan. This task combines technical performance analyses with public input, constructability and environmental screening, planning-level cost estimates and input from other transportation studies completed in the area.

The alternatives will include traditional improvement projects (widened roads, new trails, expanded transit service, etc.) but will also include technology strategies (such as Intelligent Transportation System (ITS) implementation) and Transportation Systems Management and Operations (TSMO) approaches. We are currently working extensively on TSMO initiatives in the Midwest and across the US.

The study team will review each of the street alternatives against the bicycle and pedestrian plan projects and project a complete streets integration for all street alternatives where relevant. Our team includes bicycle and pedestrian planners who understand how to make the street elements of this plan fit for all users of the system.

### Data Expertise

#### STREETLIGHT O-D DATA

HDR has incorporated Streetlight data into a variety of MTPs and planning projects around the country. This data can be extremely valuable in prioritizing projects that serve regional movements through the metro area. The O-D data purchased in 2020 for Travel Demand Model updates can be leveraged to help screen and prioritize alternatives.

#### FREIGHT MODELING

The recently added freight component to the Travel Demand Model is another tool that could be used to screen and prioritize alternatives. The HDR team includes freight planners with experience on the North Dakota Freight and Rail Plan and the MnDOT District 2 Freight Study.

### Prioritize Alternatives

The alternatives analysis will utilize the performance measures to screen and prioritize the potential alternative projects and strategies for implementation into the Street & Highway plan. The prioritization process will be flexible, based on the input of staff, but will ultimately tie back to the regional performance measures. Those projects promoted through the prioritization process should reflect the regional performance targets.

### Recommended Network & Implementation

#### Schedule

The fiscally constrained plan will be phased based on available funding and local priorities. Funding levels and types will be matched to project priorities, and a fiscally constrained implementation plan will be developed that fits the MPO's programming needs and within funding eligibility. It is assumed that projects included in the financially feasible plan will be identified in phased time frames for implementation timing.



### Electric Vehicle & Technology Elements

HDR has been selected to assist the NDDOT with the Statewide Comprehensive Electric Vehicle Plan. The plan will meet requirements of IJJA, create a vision, goals and objectives for electric vehicles across the state. In addition to planning for EV charging stations and analyzing user charges, the plan will look at integration of EVs into the state fleet and transit.

## Phase 4: Plan Development

### 2050 Long Range Transportation Plan Documentation

The Draft Street & Highway Plan Document will be developed in a series of chapters over the course of the study, each summarizing the work of key study milestones. Those chapters will be distributed to the staff for review and comment as each task is completed, so it will not be all new material at the draft document review stage.

Prior to completion of the draft document, team members will have presented major plan elements and project priorities to the staff and relevant MPO committees for their comment and concurrence. All of the study documents will be brought together into one document.

## Public Engagement

The HDR team has a multi-faceted approach to support public engagement on the Street & Highway Plan Update. Our team proposes a strategy that is tailored to the unique needs and community transportation interests in Grand Forks-East Grand Forks. We will begin with the development of a public involvement plan (PIP) that builds upon the engagement efforts of the MPO Public Participation Plan from 2019. The PIP will be a playbook for Street & Highway Plan Update engagement to outline tools and tactics by target audience for the Grand Forks – East Grand Forks community. We will work with the MPO to establish a meaningful outreach approach that best maximizes existing community and stakeholder contacts and their professional and social networks. The PIP will also outline a media and social media strategy that is focused on building a community of interest in the planning efforts. When engaging a broad range of community stakeholders, it is vital to consider a variety of communication tools and how best to provide them opportunities to conveniently participate.

The team is led by HDR's dedicated strategic communications professionals, who are integrated into our planning teams.

## Grand Island Area LRTP Virtual Engagement

HDR developed a web application prioritization exercise to support the Grand Island Area MPO's LRTP update. The app provided the opportunity for the public to rank their favorite strategies and alternatives for the plan, and to provide some education about fiscal-constraint and project costs.

<https://mplshdrshared.com/gi2045.com/exercise/>

## Stakeholder Identification and Engagement

The team includes Mark Schill with Praxis Strategy Group, whose local knowledge and experience will be used to identify key stakeholders and citizens groups to engage with. Effective community planning requires a “bottom up” approach to identify ideas and perceptions present in the community about the transportation system and then use this information to inform effective community-based transportation planning. Community & stakeholder engagement efforts could include:

- Personal interviews
- Local government presentations
- Steering Committee meetings
- Facilitated focus groups
- Community Surveys
- Online input tools and maps
- Open, public discussions or charettes

During select meetings, we will make use of an electronic audience response system. This “clicker” system allows all participants in a meeting to respond to questions and get immediate feedback on the group response. This helps address the problem encountered during many meetings: a minority of the participants may take up a large majority of the speaking time, leaving some voices unheard.

Use of anonymous electronic response tools can give voice to those who would otherwise avoid speaking up. It is our experience that a group may be surprised by where they stand on certain issues, leading to a discussion of ideas and issues that might have otherwise gone unaddressed. In addition, the system offers an anonymous way to address tough or





Interactive Feedback at Public Events for Metro COG 2045 Metropolitan Transportation Plan

controversial questions, creating a non-threatening way to spark a conversation, and can allow for quick and efficient means to prioritize ideas uncovered during the visioning process.

## Traditional & Online Engagement

While the HDR team proposes a multi-faceted engagement approach, public meetings are the cornerstone of traditional public engagement efforts. These meetings allow one-on-one communication with the public through a traditional open house or presentation format. Online engagement will complement in-person public meetings and allow for feedback from a broader segment of the community. This format tends to reach segments of the community that may not typically attend in-person public meetings.

### Public Open Houses

For the in-person meetings, the HDR team proposes an open house format. Here are assumptions for the open houses:

- We have found that the most effective way to deliver data and analysis related to planning projects is through an open house format. An open house with video and static board stations allow technical information to be represented visually with each attendee able to work through the information at their own pace and ask questions along the way. The information provided and feedback topics we are seeking will vary according to milestone. Generally, we see these meeting milestones as:

- **Transportation System Issues / Needs** – the attendees identify their biggest issues and needs facing the Grand Forks-East Grand Forks transportation system, and where these issues are located. We recommend this meeting be held approximately 3 months after project initiation (approximately August 2022).
- **Regional Strategy Discussion** – attendees identify the types of improvement strategies the team should consider for inclusion in the Grand Forks-East Grand Forks area, and how the strategies compare to other potential solutions. We recommend this meeting be held approximately 8 months after project initiation (approximately January 2023).
- **Strategy and Project Deployment** – attendees are asked to identify where different transportation improvements on the Grand Forks-East Grand Forks system are needed and what priorities they would place on the timing of various improvements. We recommend this meeting be held approximately 11 months after project initiation (approximately April 2023).
- **Draft Transportation Plan Feedback** – attendees are presented the draft transportation plan recommendations and asked for feedback. We recommend this meeting be held approximately 13 months after project initiation (approximately June 2023).



These meetings are shown on the project schedule graphic on page 11. We will note that many of our transportation plan engagement efforts are framed around 3 milestones (rather than the 4 shown), but we are flexible according to the expectations of the MPO and its stakeholders for what is most effective in Grand Forks / East Grand Forks.

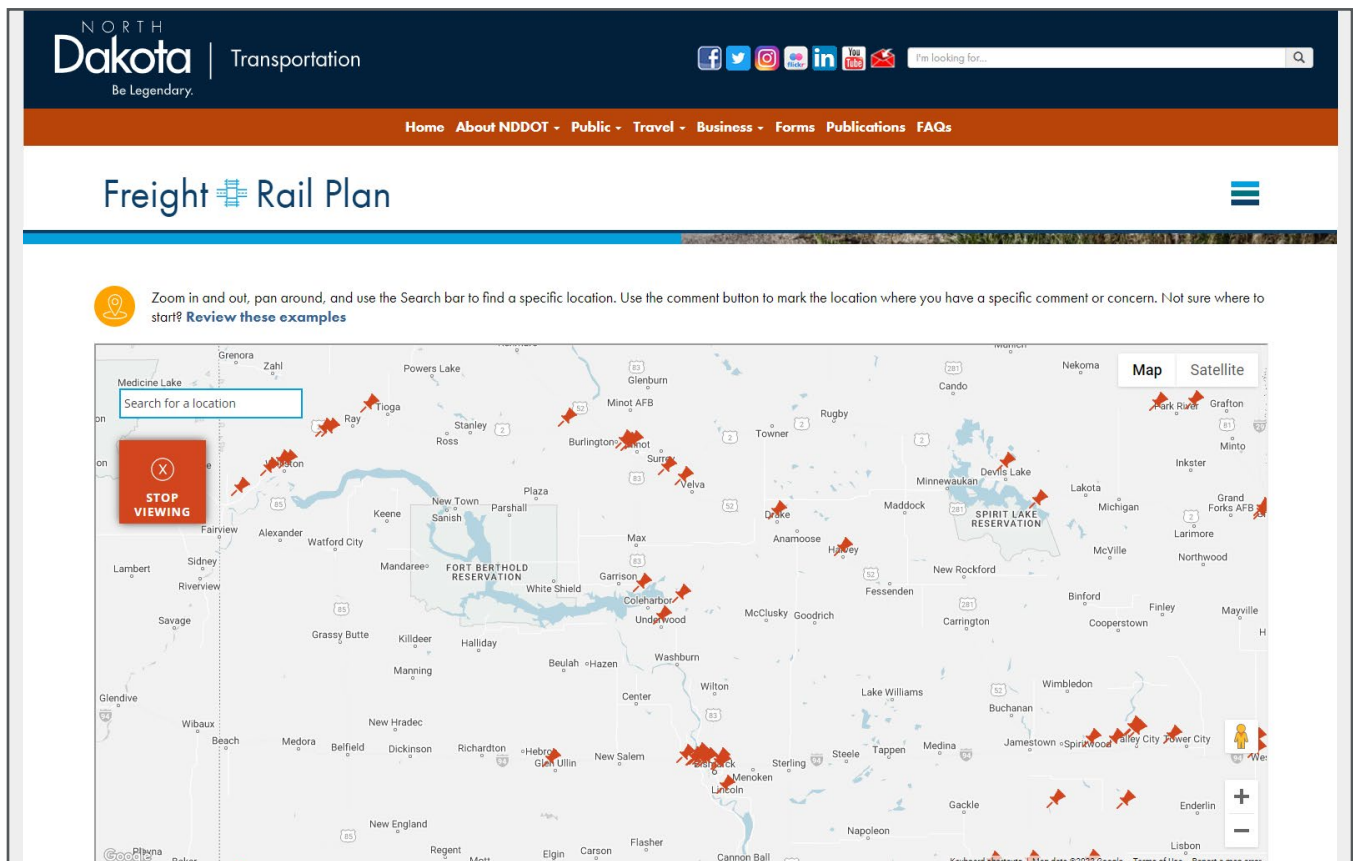
- We can evaluate which times work best for the Grand Forks-East Grand Forks area but have found success in having open houses that overlap with lunch hours and the PM commute. We could host a “lunch hour” meeting between 11-1 on one side of the river, and then host an “early evening” meeting between 4-6 on the other side of the river. The open house format provides flexibility for the attendees so they can attend a window within those open house hours that works best for them and not miss any information.
- We propose interactive means of getting feedback from participants. This is the most intuitive way for people to provide useful feedback. These can be in the form of mapping exercises, voting exercises, and even game formats to provide transportation input.

## Online Presence

The project website could include a variety of engagement approaches such as survey questions, comment maps, and materials from past meetings and will be built to provide project updates throughout the planning effort. Meeting materials such as FAQs, presentations, displays, maps, and other resources will be made readily available at the convenience of the user/visitor. An embedded interactive comment mapping tool, a Google Maps-based interactive map, provides users with the ability to provide geographic comments that feed directly into our comment management system. This comment mapping tool allows citizens to identify areas or improvement ideas and tag text input and their contact information to their geographic comment. An example of a comment mapping tool for the NDDOT Fright Rail Plan is available online: <https://www.dot.nd.gov/projects/frp/interactive-map.html>

## Social Media Campaign

Social media can extend the reach of the Street & Highway Plan through viral sharing of upcoming events and input opportunities. Social media is one of the primary methods the public uses to obtain news and information about the community they live in. We’ll provide an adaptive social media strategy that will offer a more direct and cost-effective method for community engagement. The strategy will help to keep social feeds fresh with project news, updates, and transportation and planning-interest stories to engage a more active online following. The media mix will include a balance of sponsored, original and organic content.



Comment Mapping Tool: <https://www.dot.nd.gov/projects/frp/interactive-map.html>

## Timeline & Schedule

FIGURE 01 shows our proposed schedule, designed to meet the requested schedule in the RFP. Throughout the study development process, emphasis will be given to engaging the Steering Committee for meaningful feedback to keep the project on schedule and within local expectations.

## Project Milestones

As noted in the project schedule, there are various milestones that will follow the four public meetings. Our team has evaluated current workloads and is committed to meeting the schedule outlined below.

FIGURE 01: PROPOSED SCHEDULE

	2022								2023												
NAME	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
1) Project Management	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
2) Community Engagement																					
-- Steering Committee Meetings																					
-- Public Involvement Meetings																					
-- Focus Group Meetings																					
-- Local Government Presentations																					
3) Existing Conditions / Data Collection						✓															
4) Goals, Objectives, Policies & Performance Measures							✓														
5) Existing + Committed Future Network Conditions								✓													
6) Identification of Issues									✓												
7) Range of Alternatives										✓											
8) Financial Plan													✓								
9) Recommended Future Network and Implementation														✓							
10) Final Plan & Executive Summary																✓	✓	✓	✓	✓	✓

- ★ Progress Meetings
- Steering Committee Meeting
- Public Involvement Meeting
- Local Government Presentation
- Focus Group Meetings
- Final Draft Plan Presentation to NDDOT & MnDOT
- ✓ Deliverable (Technical Memorandum or Chapter Draft)



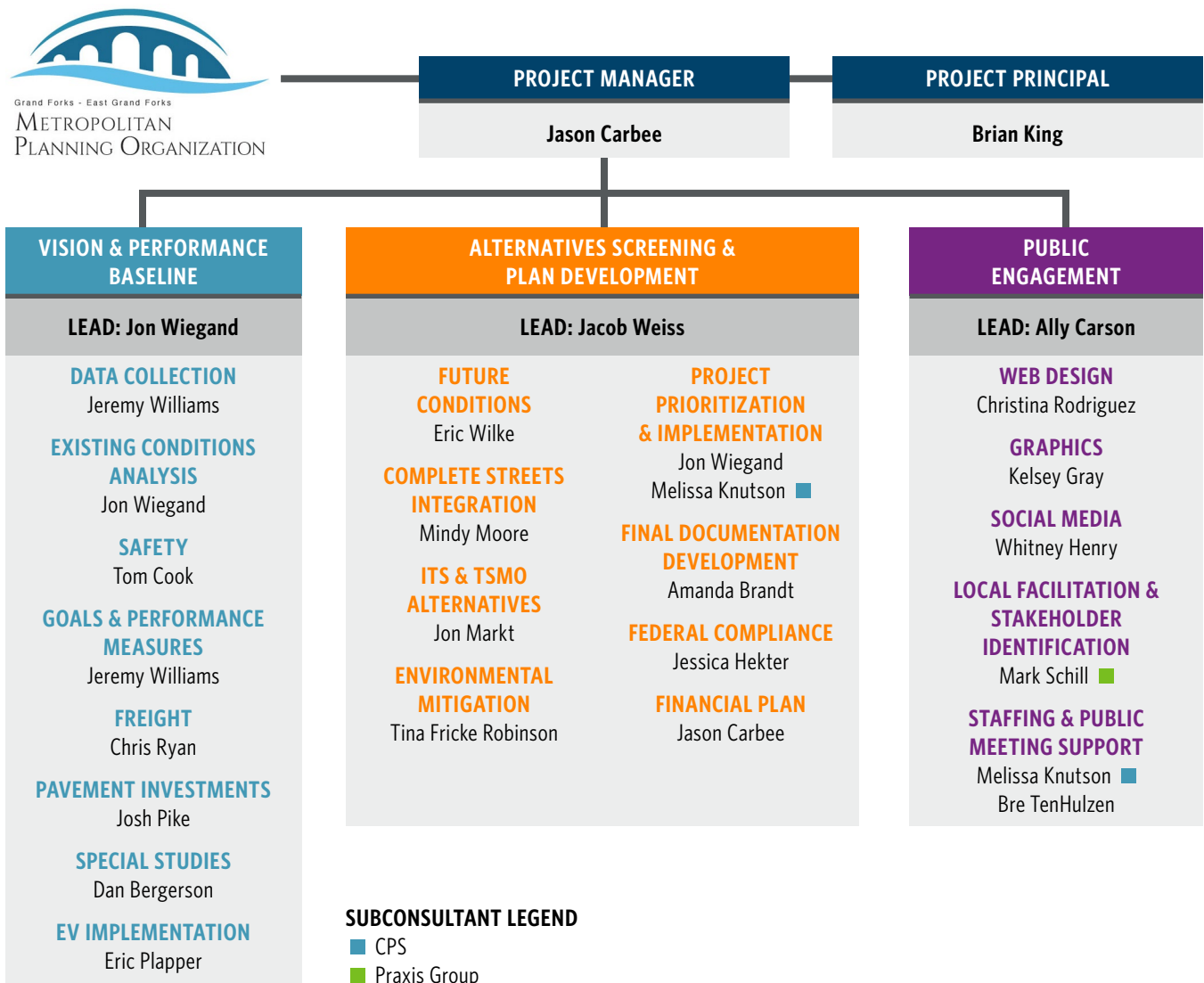
# D. Project Staff Information

## The Right Team For You

Our goal is to engage the best minds and resources to deliver the right solution for you. We accomplish this by combining proven processes, systems and resources to create a cohesive project team. We provide unmatched depth of transportation planning resources in the area, and look forward to partnering with MPO staff to implement the community's vision for transportation.

### Team Leadership

Our Project Manager, **Jason Carbee**, is located in our Omaha office and will provide general oversight of project development. **Jon Wiegand** is HDR's transportation planning lead for the Dakotas and Wyoming, with project and task managing experience on many regional transportation plans. Jon will lead the baseline conditions assessment for the Street and Highway plan. **Jacob Weiss** has worked on a range of highway and multimodal transportation plans across the Midwest in his career, including leading up elements of system performance and alternatives development on recent plans in Omaha-Council Bluffs, Fargo-Moorhead, and Des Moines. Jacob will lead the alternatives development and screening portion of the Street and Highway Plan. **Ally Carson** is a Strategic Communications Coordinator specializing in leading public engagement programs for planning projects, including the NDDOT Statewide LRTP, ND State Freight and Rail Plan, the Harrisburg (SD) Master Transportation Plan and the Fargo-Moorhead Interstate Operations Study. Ally lead the public engagement efforts for the Street and Highway Plan. The other members of our team were hand-picked for their specific and applicable expertise they bring to the project.



## Ability to Meet Schedule & Availability of Project Team

Our team has the availability and capability to meet the proposed schedule. Our Project Manager, Jason Carbee and key staff are able to commit to this project with no schedule conflicts that we are aware of at this time. **TABLE 01** acknowledges existing project commitments and the availability % for this study for each team member.

**TABLE 01: AVAILABILITY OF PROJECT TEAM**

NAME	EXISTING PROJECT COMMITMENTS & PROBABLE COMPLETION DATES	AVAILABILITY FOR THIS STUDY
<b>Jason Carbee</b>	SDDOT, Harrisburg Master Transportation Plan - May 2022 (20%); MAPA, Highway 75 Corridor and Freight Strategy - August 2022 (15%); Grand Island Transit Development Plan - November 2022 (10%); Iowa DOT, Travel Modeling On-Call Assistance - December 2022 (5%)	35%
<b>Brian King</b>	NDDOT, Washington Street Reconstruction - October 2022 (20%); City of Fargo, Solid Waste Composition Study - September 2022 (10%); City of Fargo, Oxbow Forcemain Relocation Study - May 2022 (10%)	25%
<b>Jon Wiegand</b>	SDDOT, Mitchell Master Transportation Plan - December 2022 (10%); SDDOT, Harrisburg Master Transportation Plan - 2022 (5%); SDDOT, I-29 Exit 71 Interchange Modification Study - September 2022 (15%)	25%
<b>Jacob Weiss</b>	FM COG, Interstate Operations Study - December 2022 (30%); Iowa DOT, I-80 Davenport EA - June 2024 (20%)	50%
<b>Ally Carson</b>	SDDOT, US 385 Construction - September 2026 (20%); SDDOT, 41st Street Construction - fall 2024 (10%); NDDOT, Statewide EV Study - September 2022 (20%)	30%
<b>Jeremy Williams</b>	McHenry County, Long Range Transportation Plan Update - June 2023 (25%); NDOT, State Freight Plan Update - December 2022 (30%)	35%
<b>Tom Cook</b>	SDDOT, Mitchell Master Transportation Plan - December 2022 (20%); SDDOT, Harrisburg Master Transportation Plan - May 2022 (10%); SDDOT, I-29 Exit 71 Interchange Modification Study - September 2022 (30%)	65%
<b>Chris Ryan</b>	South Jersey Transportation Planning Organization, Freight Study - May 2022 (20%); Wisconsin State Freight Plan Update - December 2022 (15%); NDDOT, Freight and Rail Plan - Fall 2022 (15%)	30%
<b>Josh Pike</b>	PennDOT, Forbes Avenue Fern Hollow Bridge Replacement - June 2022 (25%); PennDOT, Layton Bridge - October 2022 (25%); PennDOT, SR 0018 Frankfort Road Bridge - October 2022 (25%)	25%
<b>Dan Bergerson</b>	McKenzie County, 2022 Chip Seals - May 2022 (30%); NDDOT, I-29 NB Crack & Seat - May 2022 (40%)	50%
<b>Eric Plapper</b>	NDDOT, Statewide EV Plan - September 2022 (25%); Florida DOT, Connected and Automated Vehicles General Engineering Consultant - June 2022 (20%); Iowa DOT, Des Moines ICM - December 2022 (15%)	40%
<b>Eric Wilke</b>	Corridor MPO (Cedar Rapids), Modeling On-Call and Model Improvements - June 2022 (25%); Metropolitan Area Planning Agency, Model Update - December 2022 (25%); Iowa DOT, Modeling On-Call - December 2022 (25%)	40%
<b>Mindy Moore</b>	FM COG, Interstate Operations Study - December 2022 (10%); MAPA, Highway 75 Corridor and Freight Strategy - August 2022 (15%); Urbandale Comprehensive Plan - February 2023 (10%)	30%
<b>Jon Markt</b>	Iowa DOT, Des Moines ICM - December 2022 (25%); NCHRP: 14-42 Impact of Connected Automated Vehicles on State DOT Maintenance Programs - June 2022 (15%)	50%
<b>Tina Fricke Robinson</b>	NDDOT, Memorial Highway Reconstruction permitting - December 2022 (30%); NDDOT, Wetland Mitigation Bank - August 2023 (30%); NDDOT, Solen Bridge - October 2022 (20%)	20%
<b>Melissa Knutson</b> ■	Reconstruct North 4th Street - November 2022 (25%); Grand Sky Development - April 2023 (20%); Minot Landfill Improvements - April 2023 (10%); Oslo Wastewater Treatment System Improvements - April 2024 (25%)	10%
<b>Amanda Brandt</b>	Iowa DOT, Des Moines ICM - December 2022 (20%); NDOT, District 2 Public Involvement On Call - February 2023 (20%); Cedar Rapids/Linn County, Solid Waste Agency Waste Management Evaluation - July 2023 (15%)	45%
<b>Jessica Hekter</b>	NDOT, EJ Analysis - Ongoing (10%)	50%
<b>Christina Rodriguez</b>	City of Phoenix Lead Service Replacement Website - fall 2022 (5%); Centennial Bridge Project Website - fall 2022 (5%); Miscellaneous online meetings for various projects & clients - ongoing (40%)	5%
<b>Kelsey Gray</b>	SDDOT, 41st Street Construction - fall 2024 (15%); City of Sioux Falls, Minnesota Avenue Improvements - fall 2023 (5%)	10%
<b>Whitney Henry</b>	Barkerville Gold Mines - August 2023 (15%); Nevada DOT - June 2022 (10%); Nebraska DOT - July 2023 (15%)	10%
<b>Mark Schill</b> ■	Duluth, MN, Chamber of Commerce - November 2022 (20%); Pembina County Housing Strategy - July 2022 (25%); Itasca Housing Redevelopment Authority - July 2022 (15%)	70%
<b>Bre TenHulzen</b>	MAPA, Highway 75 Corridor and Freight Strategy - October 2022 (25%); GIAMPO, Transit Development Plan - November 2022 (25%); NDOT, 2022 PI On Call - December 2022 (25%)	40%

## Person Hours

TABLE 02 shows a breakout of hours for each member of the team by major task area and level of effort allocated to each task. Hours for CPS and Praxis are included in the calculation for subcontractor costs provided in our cost proposal included with this submittal.

TABLE 02: BREAKDOWN OF HOURS

STUDY TASKS	Jason Carbee	Brian King	Jon Wiegand	Jeremy Williams	Tom Cook	Chris Ryan	Josh Pike	Dan Bergerson	Eric Plapper	Jacob Weiss	Eric Wilke	Mindy Moore	Jon Markt	Tina Fricke Robinson	Amanda Brandt	Jessica Hekter	Ally Carson	Christina Rodriguez	Kelsey Gray	Whitney Henry	Bre TenHulzen	Carla Schwebach	Cristina Henze	TOTAL HOURS	
<b>TASK 1: PROJECT MANAGEMENT</b>																									
Hours for Task 1	60	12	20							32												20	12	156	
<b>TASK 2: COMMUNITY ENGAGEMENT</b>																									
Hours for Task 2	156	32	72	176						92					24		140	24	40	40	120				916
<b>TASK 3: EXISTING CONDITIONS</b>																									
Hours for Task 3	20	2	60	172	100	16	32	128		80	32	4	12	16											674
<b>TASK 4: GOALS, OBJECTIVES, POLICIES &amp; PERFORMANCE MEASURES</b>																									
Hours for Task 4	4	2	4	24								4				4									42
<b>TASK 5: EXISTING PLUS COMMITTED FUTURE NETWORK CONDITIONS</b>																									
Hours for Task 5	6	2	40	24	12	8		8	8	16	16	8													148
<b>TASK 6: IDENTIFICATION OF ISSUES</b>																									
Hours for Task 6	4		24	32						20															80
<b>TASK 7: RANGE OF ALTERNATIVES</b>																									
Hours for Task 7	8	4	12	60					16	16		24													140
<b>TASK 8: FINANCIAL PLAN</b>																									
Hours for Task 8	8		6	60						8						16									98
<b>TASK 9: RECOMMENDED FUTURE NETWORK &amp; IMPLEMENTATION</b>																									
Hours for Task 9	8	4	24	24						24															84
<b>TASK 10: FINAL PLAN &amp; EXECUTIVE SUMMARY</b>																									
Hours for Task 10	14	8	12	100						16		24			40	8			40						262
<b>TOTALS</b>																									
TOTALS	288	66	274	672	112	24	32	136	24	304	48	64	12	16	64	28	140	24	80	40	120	20	12	2,600	

<b>Direct Labor</b>	<b>Hours</b>	<b>x</b>	<b>2022 Estimated Rate</b>	<b>=</b>	<b>Total</b>
Jason Carbee	288	x	\$72.11	=	\$20,767.68
Brian King	66	x	\$76.59	=	\$5,054.94
Jon Wiegand	274	x	\$60.33	=	\$16,530.42
Jeremy Williams	672	x	\$33.01	=	\$22,182.72
Tom Cook	112	x	\$35.17	=	\$3,939.04
Chris Ryan	24	x	\$60.45	=	\$1,450.80
Josh Pike	32	x	\$55.53	=	\$1,776.96
Dan Bergerson	136	x	\$46.93	=	\$6,382.48
Eric Plapper	24	x	\$71.07	=	\$1,705.68
Jacob Weiss	304	x	\$49.71	=	\$15,111.84
Eric Wilke	48	x	\$40.43	=	\$1,940.64
Mindy Moore	64	x	\$67.87	=	\$4,343.68
Jon Markt	12	x	\$58.92	=	\$707.04
Tina Fricke Robinson	16	x	\$56.95	=	\$911.20
Amanda Brandt	64	x	\$35.77	=	\$2,289.28
Jessica Hekter	28	x	\$61.70	=	\$1,727.60
Ally Carson	140	x	\$27.76	=	\$3,886.40
Christina Rodriguez	24	x	\$43.29	=	\$1,038.96
Kelsey Gray	80	x	\$22.22	=	\$1,777.60
Whitney Henry	40	x	\$19.70	=	\$788.00
Bre TenHulzen	120	x	\$24.36	=	\$2,923.20
Carla Schwebach	20	x	\$49.53	=	\$990.60
Cristina Henze	12	x	\$28.28	=	\$339.36
Labor Costs					\$118,566.12
Overhead @ 147.06%					\$174,363.34
Subcontractor Cost A (CPS)					\$28,157.00
Subcontractor Cost B (Praxis)					\$10,150.00
Direct Costs					\$13,405.00
Fixed Fee @ 12% of non-Subcontractor Costs					\$35,151.53
<b>Total</b>					<b>\$379,792.99</b>

## Certification of Final Indirect Costs

**Firm Name:** HDR Engineering, Inc.

**Proposed Indirect Cost Rate:** 147.06%

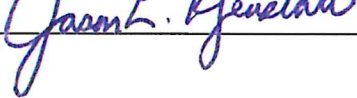
**Date of Proposal Preparation (mm/dd/yyyy):** 04/14/2022

**Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy):** 12/29/2019-12/26/2020

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

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

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

**Signature:** 

**Name of Certifying Official (Print):** Jason Kjenstad

**Title:** Vice President

**Date of Certification (mm/dd/yyyy):** 04/14/2022

## Certification of Final Indirect Costs

Firm Name: CPS, Ltd.

Proposed Indirect Cost Rate: 127.20%

Date of Proposal Preparation (mm/dd/yyyy): 10/22/2021

Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy): 01/01/2020 - 12/31/2020

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

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

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

Signature: Melissa G. Knutson

Name of Certifying Official (Print): Melissa G. Knutson

Title: Executive Vice President

Date of Certification (mm/dd/yyyy): 04/08/2022



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 11, 2022  
**MPO Executive Board:**  
May 18, 2022

**RECOMMENDED ACTION: Discuss draft FY2023-2026 ND side TIP**

**TAC RECOMMENDED ACTION:**

Matter of the Discussion on Draft FY2023-2026 ND 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 MPO would like to start this cooperative process for the North Dakota side. In December 2021 applications for projects to be included in the 2026 year of the TIP were prioritized by the TAC and Executive Board.

Having this as an agenda item allows member agencies to start the process of informing each other where we are in the process and what is planned to be in the State TIP before the draft STIP is out for public comment. MPO Staff has provided a possible draft TIP, based on applications, and previously discussed items that needed to be changed.

The goal is for MPO staff to have a start on a draft North Dakota side list of projects for the FY2023-2026 TIP to give NDDOT before the STIP is out for public comment.

**Findings and Analysis**

- Project list for FY2023-2026 TIP.
- Assumed projects that were added are highlighted in the project year color in the left column.

**Support Materials:**

- Copy of Draft FY2023-2026 ND side





**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 ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
										Capital				
			FUNDING SOURCE					R.O.W.						
								CONSTR.						
								TOTAL						
Grand Forks #ND3 PCN 23232	Grand Forks	Varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks											
	Grand Forks	Varies							Operations	0.00				
	ITS Rehab	Discretionary							Capital	0.00				
								P.E.	N/A					
								R.O.W.	N/A					
								CONSTR.	3,335,000					
			Bridge Program					TOTAL	3,335,000					
Grand Forks #ND4 PCN			REMARKS:											
									Operations					
									Capital					
								P.E.						
								R.O.W.						
								CONSTR.						
								TOTAL						
			COVID-19 Funds					TOTAL						
Grand Forks #ND5 PCN			REMARKS:											
									Operations					
									Capital					
								P.E.						
								R.O.W.						
								CONSTR.						
								TOTAL						

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

<b>FY 2023 Grouped Projects</b>						
<b>Project Phase</b>	Identifies the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0.00	0.00	0.00	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.



**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 ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
FUNDING SOURCE									TOTAL					
Grand Forks #ND17 PCN	Grand Forks	Columbia Road	Structure rehabilitation for the Columbia Road Overpass between 9th Ave S and 2nd Ave N	REMARKS:										
	NDDOT	Principal Arterial								Operations				
	Reconstruction	Discretionary								Capital				
										P.E.				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				8,930,000	6,744,000			2,186,000	CONSTR.		8,930,000			
Urban Roads Local Program									TOTAL		8,930,000			
Grand Forks #ND18 PCN 23348	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand Forks	REMARKS:										
	NDDOT	varies								Operations		0.00		
	ITS Rehab	Discretionary								Capital		0.00		
										P.E.		NA		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA			
				6,668,000	5,334,400	1,058,700		274,900	CONSTR.		6,668,000			
Urban Regional Secondary Roads Program									TOTAL		6,668,000			
Grand Forks #ND19 PCN 23333	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks	REMARKS:  portion inside the MPO Planning Area  AMENDED Nov 2021 to shift to 2024										
	NDDOT	Interstate								Operations		0.00		
	Safety	Discretionary								Capital		0.00		
										P.E.		0.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00			
				4,469,000	4,022,100	446,900			CONSTR.		4,469,000			
Highway Safety Improvement Program									TOTAL		4,469,000			

**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	Operations	2023	2024	2025	2026	
										CONSTR.				
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #ND17 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S Interchange and southward to Thompson Interchange. Both directions.	REMARKS: STIP has listed as two separate projects. 3 miles are within the MPO area										
	NDDOT	Interstate							Operations					
	Rebailitation	Discretionary							Capital					
									P.E.					
				TOTAL										
				1,962,000	1,784,000	198,000			R.O.W.					
				Interstate Maintenance Program					CONSTR.		1,982,000			
				TOTAL							1,982,000			
Grand Forks #ND18 PCN	Grand Forks	Roundabout	Construct a roundabout at the S 5th St, Belmont Rd, & Division Ave intersection	REMARKS:										
	Grand Forks	Minor Arterial							Operations					
	Main St Initiative	Discretionary							Capital					
									P.E.					
				TOTAL										
				1,600,000	1,280,000			320,000	R.O.W.					
				TOTAL					CONSTR.		1,600,000			
				TOTAL							1,600,000			
Grand Forks #ND19 PCN	Grand Forks	N 4th St	Reconstruction between 1st Ave N and 2nd Ave N	REMARKS:										
	Grand Forks	Minor Arterial							Operations					
	Main St Initiative	Discretionary							Capital					
									P.E.					
				TOTAL										
				2,700,000	2,160,000			540,000	R.O.W.					
				TOTAL					CONSTR.		2,700,000			
				TOTAL							2,700,000			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

<b>FY 2024 Grouped Projects</b>						
<b>Project Phase</b>	<b>Identifies the cost estimates for each phase. Only PE has any project phase cost estimates. No ROW nor Utilities phases for projects within MPO Aea</b>	<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>Preliminary Engineering (PE)</b>		62.57	56.32	6.26	0.00	0.00
<b>Right of Way (ROW)</b>		0.00	0.00	0.00	0.00	0.00
<b>Utilities</b>		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.



**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 ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2023	2024	2025	2026			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
										Capital						
									P.E.							
									R.O.W.							
									CONSTR.							
									TOTAL							
Grand Forks #ND22 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026												
	NDDOT	Principal Arterial														
	Pavement Preservation	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					3,356,000	2,684,800	335,600		335,600	CONSTR.			3,356,000			
									Urban Regional Secondary Roads Program			TOTAL			3,356,000	
Grand Forks #ND23 PCN	Grand Forks	Columbia Road	Reconstruct N Columbia Road between University Ave and 8th Ave N	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026												
	Grand Forks	Principal Arterial														
	Reconstruction	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					7,302,000	5,167,000			2,135,000	CONSTR.			7,302,000			
									Urban Roads Local Program			TOTAL			7,302,000	
Grand Forks #ND24 PCN 23343	Grand Forks	US 2	Replacement of pipe on US 2 at N 69th St intersection- southside+A1 (353.715 mile mark) Replacement of pipe on US 2 at N 62nd St intersection- southside+A1 (354.224 mile mark)	REMARKS: These two projects are identified seperately in the STIP  These projects are pending funding in 2025 and if not will be funded in 2026												
	NDDOT	Principal Arterial														
	Rehabilitation	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					445,000	360,140	84,860			CONSTR.			445,000			
									Urban Regional Secondary Roads Program			TOTAL			445,000	



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #ND22 PCN	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S interchange and northward of US 81 interchange. Both directions.	REMARKS: STIP has listed as two separate projects										
	NDDOT	Interstate		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				2,911,000	2,620,000	291,000		335,600	CONSTR.			2,911,000		
				Interstate Maintenance					TOTAL				2,911,000	
Grand Forks #ND23 PCN	Grand Forks	Varies	Install speed minders signage at various locations within Grand Forks	REMARKS:										
	Grand Forks	Varies		Operations										
	Safety	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				40,000	36,000			4,000	CONSTR.			40,000		
				Highway Safety Improvement Program (HSIP)					TOTAL				40,000	
Grand Forks #ND24 PCN	Grand Forks	S 48th St	Convert gravel path to paved multi-use path	REMARKS:										
	Grand Forks	Minor Arterial		Operations										
	Transportation Alternatives	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				530,000	424,000			106,000.00	CONSTR.			530,000		
									TOTAL				530,000	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

<b>FY 2025 Grouped Projects</b>						
<b>Project Phase</b>	Identifies the cost estimates for each phase. No PE, ROW or Utilities phases for projects within MPO Aea	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0.00	0.00	0.00	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.



**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			
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
Grand Forks #ND27 PCN	Grand Forks	Gateway Dr	Pavment work between I-29 and the Red River.	REMARKS:										
	NDDOT	Principle Arterial												
	State Highways	Discretionary												
				4,500,000	3,600,000	900,000			CONSTR.			4,500,000		
				TOTAL					TOTAL				4,500,000	
Grand Forks #ND29 PCN	Grand Forks	S Washington St	Reconstruction between DeMers Ave to 8th Ave N	REMARKS:										
	NDDOT	Principle Arterial												
	State Highways	Discretionary												
				5,200,000	4,160,000	520,000		520,000	CONSTR.			5,200,000		
				TOTAL					TOTAL				5,200,000	
Grand Forks #ND30 PCN	Grand Forks	South GF Interchange	Construct Interchange on I-29 south of 32nd Ave S	REMARKS:										
	NDDOT	Interstate												
	State Highways	Discretionary												
				52,600,000	47,340,000	5,260,000			CONSTR.			52,600,000		
				TOTAL					TOTAL					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA  PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST  AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026	
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
Grand Forks #ND31	Grand Forks	Point Bridge	Repainting Point Bridge	REMARKS:										
	Grand Forks	Minor Arterial		Operations										
	Urban Roads	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			1,200,000	960,000			240,000	CONSTR.					1,200,000	
			FUNDING SOURCE					TOTAL					1,200,000	
Grand Forks #ND32  PCN	Grand Forks	S 48th St	Reconstruct between 17th Ave S and DeMers Ave	REMARKS:										
	Grand Forks	Minor Arterial		Operations										
	Urban Roads	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			6,500,000	5,200,000			1,300,000	CONSTR.					6,500,000	
			FUNDING SOURCE					TOTAL					6,500,000	
Grand Forks #ND33  PCN ??	Grand Forks	S Washington St	Intersection improvements at 28th Ave S. Adding turn lane length.	REMARKS:										
	Grand Forks	Principle Arterial		Operations										
	Highway Safety	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			280,000	252,000	14,000		14,000	CONSTR.					280,000	
			FUNDING SOURCE					TOTAL					280,000	

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

<b>FY 2026 Grouped Projects</b>						
<b>Project Phase</b>	Identifies the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0.00	0.00	0.00	0.00	0.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
			FUNDING SOURCE					Capital						
								P.E.						
								R.O.W.						
								CONSTR.						
								TOTAL						
			<b>Grand Forks TOTALS</b>											
								Operations	3,583,580.00	3,673,169.50	3,764,998.74	3,859,123.71		
								Capital	16,400.00	16,400.00	16,810.00	16,180.00		
								P.E.	0.00	0.00	NA	NA		
								R.O.W.	0.00	0.00	NA	NA		
								CONSTR.	3,335,000.00	22,049,000.00	14,054,000.00	70,280,000.00		
								TOTAL	6,934,980.00	25,738,569.50	17,835,808.74	74,155,303.71		

## MPO Unified Planning Work Program 2021-2022

Project	Task	% Complete	Original Completion Date	Projected Completion Date
<b>Grand Forks Land Use Plan Update</b>	Website is: <a href="http://www.gf2050plan.com">www.gf2050plan.com</a>	95%	31-Dec-21	29-Jul-22
<b>East Grand Forks Land Use Plan Update</b>	website is: <a href="http://www.egfplan.org">www.egfplan.org</a> <b>COMPLETED</b>	100%	30-Jun-21	31-Dec-21
<b>Future Bridge Traffic Impact Study</b>	Website established: <a href="http://www.forks2forksbridge.com/info">www.forks2forksbridge.com/info</a> <b>COMPLETED</b>	100%	31-Dec-20	2/29/2022
<b>Pavement Management System Update</b>	Worked on getting areas that were trouble spots re-analyzed.	80%	31-Dec-21	29-Jul-22
<b>Transit Development Program TDP</b>	Worked on cataloging the comments and answers from the survey. Information for the Human Service Transportation Coordination chapter. Beginning future finances for current and future added service.	50%	31-Mar-22	31-Dec-22
<b>Bicycle &amp; Pedestrian Element Update</b>	See attached update.	5%	31-Mar-23	
<b>Street &amp; Highway Plan/ MTP Update</b>	Three firms turned in proposals. The selection committee chose HDR Engineering.	5%	29-Feb-24	
<b>Aerial Photo</b>	<b>COMPLETED</b>	100%	30-Nov-21	30-Nov-21
<b>Traffic Count Program</b>	On-going	100%	On-going	



# **Grand Forks / East Grand Forks Bike/Ped Element Update Monthly Project Status Report (April 2022)**

**May 2, 2022**

1. **Held Project Kickoff meeting** with Teri Kouba, Project Manager David Peterson and Deputy Project Manager John Cock (both Bolton & Menk) on 3/29/22
2. MPO provided **Digital Data** to project team to initiate existing conditions analysis.
3. **Project website** details agreed and website in development week of 5/2/22. David Peterson will share initial website as soon as it is available.
4. Consulting team has started on **Task 3 (Policy/Plan Review)**.
5. **Online Mapping/Comment Application** (INPUTiD) also in development to launch along with the website.
6. Subconsultant (ALTA) are under contract and ready to start **Safe Routes to Schools** evaluation. Alta has been provided with the contact people to begin work.
7. Planning to initiate **Public Survey #1** and schedule **Open House #1**. Consulting team needs to work with MPO on both with focus on existing conditions and needs.
8. **Bike/Ped Advisory Committee Meeting #1** will be this month (May), with focus on plan introduction and again on existing conditions and needs. Consulting team to work with MPO on agenda and date.